ITEM 1

Honorable City Planning Commission **May 17, 2024**
Cincinnati, Ohio

SUBJECT: A report and recommendation on proposed text amendments modifying multiple Chapters of Title XIV, "Zoning Code of the City of Cincinnati," and Title XVII, "Land Development Code," of the Cincinnati Municipal Code.

ATTACHMENTS:
Provided in addition to this report are the following exhibits:

- Exhibit A – Motion #202200163
- Exhibit B – Conceptual Map of Policies
- Exhibit C – Map of Proposed Designations
- Exhibit D – Engagement Report
- Exhibit E – Proposed Ordinance
- Exhibit F – Proposed Zoning Maps
- Exhibit G – Notes from Staff Conferences
- Exhibit H – Correspondence from Organizations
- Exhibit I – Correspondence from Individuals
- Exhibit J – Recommended Edits to Proposed Ordinance

BACKGROUND:
On February 2, 2022, Cincinnati City Council adopted Motion #202200163 submitted by Mayor Aftab Pureval to direct the City Administration to review the City's zoning policies in a way that matches with the Mayor and Council's priority to increase housing development within the City of Cincinnati, with an emphasis on reviewing zoning reform to remove barriers to new, high-quality housing (Exhibit A). As a result, the Department of City Planning and Engagement (DCPE) and other City Departments have conducted two years of research, engagement, and policy development to update parts of the zoning code to increase the supply of housing. The initiative, which has become known as "Connected Communities," has been spearheaded by Mayor Pureval, Councilmember Reggie Harris, and Councilmember Jeff Cramerding in partnership with the Department of City Planning and Engagement.

Council Motion #202200163 and the Connected Communities initiative are based upon a series of demographic changes, plans, and expert recommendations that have been building over the past several years and that influenced its development. They are summarized below.

Demographic and Market Changes
2020 marked the first census year that Cincinnati saw population growth in over 70 years, with a 4.2% increase of over 12,000 new residents since 2010.[1] Over that same period, the supply of housing did not grow at the same rate, and most neighborhoods actually lost housing.[2] This imbalance of supply and demand has caused housing costs to rise much faster than inflation, with Cincinnati seeing some of the

[1] U.S. Census Bureau. (n.d.). *Population in POP010210*. U.S. Department of Commerce.

[2] City of Cincinnati. (2022). Five-Year Estimates of Housing Unit Production (Reference Document #202200178)

highest housing cost increases in the country in recent years.[3] [4]

Plan Cincinnati (2012)
The City's official Comprehensive Plan, *Plan Cincinnati*, was adopted in 2012 and called for a focus on providing a variety of housing at all stages of life, targeting investment near Neighborhood Centers, and making it easier to have mixed-use, compact, and pedestrian-friendly neighborhoods. See the "Consistency with Plans" section of this report for further analysis of how Connected Communities aligns with *Plan Cincinnati.*

Reinventing Metro (2020)
In 2020, the voters of Hamilton County passed Issue 7, which included a sales tax levy of 0.8% to increase funding to the Southwest Ohio Regional Transit Authority (SORTA), which operates Metro. This funding allowed Metro to broadly improve bus service, including expanded 24-7 service hours along major routes and investment in two new Bus Rapid Transit (BRT) lines that will open in the coming years along Reading Road and Hamilton Avenue.

ULI Technical Assistance Panel (2021)
The Urban Land Institute (ULI) convened national experts for a Technical Assistance Panel (TAP) on Transit Oriented Development (TOD) in Cincinnati in 2021, after the passage of Issue 7. The panel recommended maximizing the new investment in transit by changing zoning regulations around new transit lines, particularly related to height, density, parking, building placement, and more.

Density Ordinance (2021)
In 2021 an ordinance that proposed the removal of density restrictions citywide for certain zoning districts, including some multifamily, office, commercial, and other zoning districts (excluding single-family) was put before the City Planning Commission and City Council. The ordinance faced significant opposition and did not pass. Community members voiced concerns that the process moved too fast, that there was not enough engagement, and about the impacts of increased density in areas that were already very dense.

With the impetus of this mounting focus on zoning and housing production, Motion #202200163 was adopted and the Connected Communities process began. DCPE staff began to research and engage on strategies to modify zoning and increase the supply of all types of housing within Cincinnati.

PROPOSED STRATEGY:
DCPE staff began the Connected Communities process by researching what other cities were doing to encourage housing production through zoning. Staff found that a growing number of cities, like Minneapolis MN, Charlotte NC, and Buffalo NY were modifying their zoning codes to allow more housing typologies in more areas of their city and relaxing restrictions like lot size, frontage, setback, height, density, parking and other bureaucratic hurdles that were identified as increasing the cost to build and slowing down the development process. Strategies ranged from targeted changes in areas close to high quality transit to city-wide reforms. In addition to peer-city research, DCPE staff created an initial survey to understand what housing types Cincinnatians liked and where they would like to see it. Using

[3] Ellis, T. (2022, September 21). *Rental market tracker: Asking rents climb 11% in August, the smallest gain in a year*. Redfin Real Estate News. https://www.redfin.com/news/redfin-rental-report-august-2022/

[4] Zillow. (2023, October 10). *Housing Data*. Zillow. https://www.zillow.com/research/data/

this research and engagement, DCPE staff identified a variety of zoning tools, sorted into six "focus areas," through which changes could be implemented, and three geographies in which the proposed policies could be applied. The tools and geographies are outlined below.

Tools: These are the zoning levers that can be used to reach the goals of Connected Communities.

Middle Housing
The Middle Housing Focus Area addresses land-use regulations in the zoning code. For Connected Communities, middle housing means two-, three-, and four-family buildings, and in specific instances, rowhouses. Two-, three-, and four-family buildings are currently not a permitted use in single-family districts. There are many examples of these buildings that were legally constructed in single-family districts prior to the adoption of the current zoning code, and these buildings are considered legal nonconforming. The restricted use and legal nonconforming status for existing buildings hinders the construction, renovation, and sale of middle housing units in the City. In the combined Connected Communities target areas, 40% of the land is zoned single-family.

Reduced Regulatory Barriers
The Reduced Regulatory Barriers Focus Area aims to relax regulatory barriers that increase the cost of development and make some parcels more challenging to develop. In the zoning code, development regulations govern things like density, setback, and height. Density dictates the maximum number of units that can be on a lot, calculated as the minimum lot-area-per-dwelling-unit. Setbacks are the minimum distance a structure must be from the property line, including the front, side, and rear of a building. Height is the measure of the maximum distance from the ground to a defined point on a building.

Parking
The Parking Focus Area aims to modify parking requirements in the zoning code to better align with the market and community wishes. The zoning code mandates a minimum number of parking spaces to be provided depending on the use of the building – housing, retail, office, etc. Cincinnati's minimum parking requirements have not been updated since 2004 and therefore may not reflect current usage or demand for parking. In addition, parking requirements can be a burden on developers, especially for affordable housing projects, infill development, and revitalization of existing buildings.

Affordable Development
The Affordable Development Focus Area aims to reduce regulatory barriers for affordable housing projects, specifically those using the federal Low-Income Housing Tax Credit (LIHTC) program. Because of the cost of applying for LIHTC and the extensive compliance requirements, the program is best suited for rental housing developments with 25 or more units. Reducing regulatory barriers for these projects will allow them to maximize their developments and make it easier to apply for the funding program.

Human Scale Development
The Human Scale Development Focus Area aims to complement the other housing-focused policies by proposing new regulations that create places better designed for people and enhance the look and feel of a neighborhood. The zoning code can regulate aspects of development such as landscaping, architectural design features, bike parking, electric vehicle (EV) charging, refuse storage location, and location of bus shelters.

Process Improvements
The Process Improvements Focus Area aims to reduce uncertainty in the development process and make the code easier to navigate for residents and developers. Any changes that make the code more understandable can help save time and money, increasing housing production and lowering the barrier to entry to develop in Cincinnati.

Geographies: These are the areas of the city where the Connected Communities policies are focused.

Neighborhood Business Districts (NBDs)
One of the main themes from community engagement was that residents want to live in vibrant neighborhoods that are walkable to their everyday needs. Adding housing in and around officially recognized NBDs can stabilize and sustain those businesses and contribute to a more walkable community. The NBD geographies encompass 1) the official business district boundaries, and 2) a quarter-mile buffer around the districts, or about a five-minute walk.

Major Transportation Corridors
Another major theme from community engagement was that viable transit alternatives are necessary for reducing parking requirements or overall car reliance. Adding housing around major transportation corridors can better facilitate reduced car dependency and supports existing transit services. The Major Transportation Corridors geographies are based around seven key corridors: Glenway Avenue, Harrison Avenue, Westwood Northern Boulevard, Hamilton Avenue, Reading Road, Gilbert Avenue/Montgomery Road, and Madison Road. These areas were selected because they capture geographically diverse areas of the City, are major streets based on the City street classifications, and have current or future transit opportunities.

The Major Transportation Corridors geographies are broken into two tiers. The Tier 1 Major Transportation Corridor geography encompasses a half-mile buffer around the two corridors that will incorporate Bus Rapid Transit (BRT) in the coming years, Hamilton Avenue and Reading Road. BRT is a high-quality bus option comparable to rail development in terms of attracting housing and business investment,[5] and the half-mile buffer is equal to about a 10-minute walk. The Tier 2 Major Transportation Corridor geography encompasses the parcels located directly adjacent to the street (or "block face") along the remaining corridors. These corridors have already seen significant transit investment, including increased frequency and expanded 24-hour service in 2021.

Citywide
Other Connected Communities policies either impact specific zoning districts citywide or apply everywhere generally. These policies are more limited in scope compared to policies located in the target areas.

The combined areas within Neighborhood Business Districts and Major Transportation Corridors are sometimes called the combined Connected Communities target areas. For a conceptual map of the Connected Communities geographies, see Exhibit B.

[5] Nelson, A, C. and Ganning, J. *National Study of BRT Development Outcomes*. NITC-RR-650. Transportation Research and Education Center (TREC), 2015. http://dx.doi.org/10.15760/trec.28

PROCESS

The Connected Communities initiative has been ongoing since 2022 and has included a significant amount of research and engagement. This process can be divided into the following phases:

1. Identity Problems (2022-2023)
2. Inform Strategy (2023)
3. Policy Development (2023)
4. Refine and Inform (2024)

Public engagement was conducted throughout the initiative and is summarized in the following sections. In total, over 2,250 participants from 49 neighborhoods were engaged in 34 events. A complete report of all engagement can be found in Exhibit D.

1. Identify Problems (2022-2023)

After the 2022 Council Motion passed, the City administration began to conduct research and engage with professional stakeholders and members of the public about major housing issues in Cincinnati. This engagement included the 2022 Housing Summit led by Councilmember Harris, a series of conversations with professional stakeholders, and an online survey with 1,273 respondents. A few key points were apparent:

Housing prices are rising rapidly

Staff research found that in less than 10 years, the median home value in the Cincinnati region increased by 73%[6], while the average salary only increased 37%.[7] In addition, a 2022 report identified Cincinnati as having the fastest growing rents year-over-year nationwide, at 26%.[8]

Housing construction is lagging

Cincinnati's housing construction is significantly behind other cities. Staff research found that not only do fast-growing cities like Austin and Raleigh build 500% more housing than Cincinnati, but other regional peer cities like Indianapolis, Columbus, Lexington and Louisville build over 150% more housing.[9] Cincinnati has also seen a decrease in the supply of housing over the past few years, despite the population growing.[10]

The Cincinnati Zoning Code is capping supply

Engagement with professional stakeholders illustrated how seeking density, height, and parking variances was common, but led to longer timelines and greater uncertainty, which increased project costs. This was true for both market-rate and subsidized affordable developments. Research found that each additional restrictive zoning regulation reduces single-family permits by 3% and multi-family

[6] Zillow. (2023, October 10). *Housing Data*. Zillow. https://www.zillow.com/research/data/

[7] U.S. Bureau of Labor Statistics (2023). *County Employment and Wages in Ohio-First Quarter 2016-2023.* [Data set]. https://www.bls.gov/cew/

[8] Ellis, T. (2022, September 21). *Rental market tracker: Asking rents climb 11% in August, the smallest gain in a year*. Redfin Real Estate News. https://www.redfin.com/news/redfin-rental-report-august-2022/

[9] Cincinnati USA Regional Chamber. (2023). (publication). *State of the Region Cincinnati 2023*.

[10] City of Cincinnati. (2022). Five-Year Estimates of Housing Unit Production (Reference Document #202200178)

permits by 6%. Density restrictions alone reduce multi-family permits by 36%.[11] From 2017-2023, there were 564 new housing units created in Cincinnati than were permitted by right through density variances. These were units that took longer to permit than if they were allowed by right, raising project costs and uncertainty.[12]

Less housing leads to higher prices
Abundant research has shown that building more housing moderates housing prices.[13] [14] [15] [16] In Minneapolis, similar zoning code changes were passed in 2018. Since then, housing construction increased, rent growth was significantly less than the rest of Minnesota, and there was even a significant drop in homelessness.[17]

Support for middle housing
In the engagement survey, the most popular housing types that people wanted citywide were two-, three-, and four-family buildings, small-scale mixed-use apartments, small apartments/condos, and attached rowhomes.

Targeted and equitable approach
During engagement, participants and professional stakeholders alike acknowledged the unique circumstances of each neighborhood in the city and expressed the need for a targeted approach rather than a citywide one and emphasized the importance of making changes equitably across neighborhoods.

2. Inform Strategy (2023)

Building off the initial feedback and research, the policy Focus Areas were established and the Department of City Planning and Engagement held a series of seven public engagement sessions with 236 participants to dig deeper and develop a strategy for the largest potential changes. These sessions

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[11] Jackson, K. (2016). Do land use regulations stifle residential development? evidence from California cities. *Journal of Urban Economics*, *91*, 45–56. https://doi.org/10.1016/j.jue.2015.11.004

[12] City of Cincinnati. (2023). *Variance Granted in Cincinnati from 2017-2023*. [Data set]. City of Cincinnati Department of City Planning and Engagement.

[13] Alexandrov, A., & Goodman, L. (2024). (rep.). *Place the Blame Where It Belongs: Lack of Housing Supply Is Largely Responsible for High Home Prices and Rents*. Urban Institute. https://www.urban.org/research/publication/place-blame-where-it-belongs.

[14] Been, V., Ellen, I. G., & O'Regan, K. (2018). Supply skepticism: Housing supply and affordability. *Housing Policy Debate*, *29*(1), 25–40. https://doi.org/10.1080/10511482.2018.1476899

[15] Mast, E. (2019). The effect of new market-rate housing construction on the low-income housing market. *Upjohn Institute for Employment Research*. https://doi.org/10.17848/wp19-307

[16] Been, V., Ellen, I. G., & O'Regan, K. M. (2023). Supply skepticism revisited. *NYU Law and Economic Research Paper No. 24-12*, https://doi.org/10.2139/ssrn.4629628

[17] Liang, L., Staveski, A., & Horowitz, A. (2024, January 4). *Minneapolis land use reforms offer a blueprint for Housing Affordability*. The Pew Charitable Trusts. https://www.pewtrusts.org/en/research-and-analysis/articles/2024/01/04/minneapolis-land-use-reforms-offer-a-blueprint-for-housing-affordability

had two main goals:

- *Educate* the general public about land use strategy, zoning reform and the tools and geographies being considered; and
- *Listen* to feedback on what the public thought about the tools and geographies, and where they were comfortable with changes being implemented in the city (if at all).

To achieve these goals, DCPE staff designed engagement events that encouraged informed dialogue between different citizen stakeholders. The two-hour events included a series of short presentations broken up between different activities. The first activity was an interactive neighborhood growth game called "Simcinnati," which introduced key planning principles at an entry level, ensuring all participants had a base understanding of the zoning concepts at hand. This was followed by three engagement poster activities to capture feedback on each of the major Focus Areas: Middle Housing, Reduced Regulatory Barriers (density, setback, and height), and Parking.

Staff spent several months analyzing and distilling findings from these public engagement events. The engagement results showed that, in general, the public was supportive of changes, but not citywide. About 90% of participants expressed that they wanted some form of middle housing around NBDs and transit. For regulatory barriers, public support outweighed opposition for increasing density and height near transit and NBDs (71% vs. 29% and 67% vs. 33% respectively). The only regulatory restriction where opposition outweighed support was for setbacks. For parking minimums, 67% of participants were supportive of at least relaxing parking minimums. In addition, the public expressed concern about the design of their neighborhoods and bad landlords but showed support for more greenery and pedestrian-oriented places. For the full set of quantitative and qualitive results, see the Engagement Report in Exhibit D.

3. Policy Development (2023)

Once the community engagement data from Phase 2 was compiled, additional research and analysis was conducted to develop the specific policy options that weighed a range of factors. From May until August 2023, potential policies were crafted collaboratively by Mayor Pureval, Councilmember Harris, Councilmember Cramerding, the Department of City Planning and Engagement, the Law Department, the Department of Transportation and Engineering (DOTE), and the Department of Community and Economic Development (DCED. There were three main considerations in the creation of the draft policies:

- What does the research say?
- What are other cities doing?
- What do Cincinnatian's think?

The policy recommendations for each Focus Area aimed to balance relevant research, data, case studies, and qualitative and quantitative engagement feedback to answer these three questions and create a policy that would be both impactful and rooted in the unique context of Cincinnati. After building the policies around the community feedback gathered in Phase 2, the Department of City Planning and Engagement then engaged with professional and City stakeholders to vet and troubleshoot the draft proposals, which would then be further engaged on by the public in Phase 3. The findings from those sessions are summarized below.

Professional Stakeholder Policy Review

In October 2023, the Department of City Planning and Engagement held a virtual webinar followed by

two in-person meetings to hear feedback from Professional Stakeholders about the overall approach to the policies and determine if anything was missing. Participants indicated that the policies would be impactful, but many suggested expanding the geographic buffer areas and applying the proposed Affordable Development bonuses to other funding sources in addition to LIHTC.

Coordinated Site Review (CSR)
The draft policies were reviewed internally through the Coordinated Site Review (CSR) process. This process brings all relevant City departments together to review a proposed development and provide a consolidated set of comments. Participating departments include Buildings and Inspections (B&I), Greater Cincinnati Water Works (GCWW), Metropolitan Sewer District (MSD), Stormwater Management Utility (SMU), the Department of Community and Economic Development (DCED), the Department of Transportation and Engineering (DOTE), the Health Department and others. This makes the development process more straightforward by outlining concerns from the beginning.

On October 24, 2023, the CSR team provided feedback on the draft Connected Communities policies. The CSR team acknowledged that while infrastructure capacity issues exist throughout the city, the City's building permit process ensures that new developments do not make capacity issues worse. For instance, new buildings must retain a certain amount of stormwater on-site, or they will not be approved. These requirements can make development more difficult since developers may have to pay to increase capacity or scale down a project. Therefore, a key suggestion of the CSR team was for the city to be more strategic in long-range infrastructure improvement planning to better align utility projects with where the city is increasing population, density, and development.

In January 2024, the Department of City Planning and Engagement held follow-up meetings with both MSD and GCWW to dig further into their comments and concerns. These departments emphasized that capacity would need to be increased regardless of the proposed policies, and that the building permit process ensures new developments won't make the situation worse. They reiterated the need for coordinated long-range infrastructure planning.

4. Refine and Inform (2024)
After nine months of policy development and vetting, the Connected Communities policies were introduced at a press conference on Monday, January 29, 2024 with representatives from all major local news media outlets. During the press conference an interactive Connected Communities website was launched, and a series of engagement events were announced. Emails with information about the draft policies and engagement events were sent to Community Councils, Community Development Corporations (CDCs), the Department of City Planning and Engagement email list of 500+ people, and the 300+ people who signed up to receive updates on the Connected Communities initiative.

Demographic data collected during the 2022-2023 engagement sessions indicated that participants were more likely to be older, white, college-educated, and homeowners. To connect with a wider range of the population, a variety of strategies were used to gather public feedback about the proposals. The engagement strategies are summarized below.

Interactive online tools and survey
The Department of City Planning and Engagement created a comprehensive Connected Communities website, using ArcGIS StoryMaps to provide an easy-to-understand educational hub for the proposed draft policies and capture feedback. The StoryMaps provided information about Cincinnati's current housing challenges, explained zoning and each of the Focus Areas, and walked through how they were

developed. The website included interactive graphics, maps, images, data, and characters to help illustrate the complex zoning topics, extensive research, and draft policies. The website also included multiple surveys to obtain feedback. Members of the public could educate themselves about the draft policies at their own pace, at any time, and provide feedback without coming to an in-person meeting. The StoryMap is available under the "Explore" tab at the Connected Communities website at www.cincinnati-oh.gov/connectedcommunities.

In-person open-house sessions

To better accommodate different schedules and larger crowds, the Phase 4 in-person engagement sessions were set up in an open-house style that didn't require attendees to be present the entire time (unlike the Phase 2 engagement sessions). Two events were held in February of 2024 in Bond Hill and Price Hill. The sessions began with a short presentation from the Mayor, Councilmembers, and Staff, followed by an open time for attendees to peruse stations in the order and pace at which they pleased. There was a station dedicated to each of the six Focus Areas, one for previous engagement and other housing initiatives, and one for Metro to answer questions about BRT. Each station had informational boards about the policies, a feedback board, and at least one member of City Staff present to answer questions. The more flexible format enabled a better opportunity for people with limited schedules to participate and learn about Connected Communities and provided participants a greater ability to directly communicate with staff through one-on-one conversations.

Virtual session

A virtual engagement session was held in March of 2024. This session used breakout rooms featuring small groups of 5-10 people and went through each Focus Areas in order to explain the policy proposals and solicit feedback about them. This session did require attendance for the full two-hour session, but the virtual format provided an additional flexible engagement opportunity to reach a wider audience.

Housing Growth and Affordability Summit

Councilmember Harris, with the support of Mayor Pureval, Councilmember Cramerding, and City Staff, sponsored the 2024 Housing Growth and Affordability Summit at the Duke Energy Center on Saturday, March 23, 2024. This free half-day event consisted of six panel discussions featuring developers of market rate and affordable housing, housing funders and advocates, transportation professionals, business district professionals, and small business owners, and a closing session about Human Scale Development. Presentations about the proposed policy changes, live polling to collect feedback, and a Q&A were features of each session. Free childcare was provided and there were over 100 attendees at the event.

Pop-up events

To reach other areas of the City, the Department of City Planning and Engagement held a series of five pop-up events in Madisonville, College Hill, Avondale, at the Northside Transit Center, and on the University of Cincinnati campus. Pop-ups were a more informal style of engagement in which staff set up a mobile engagement station with information about the proposed policies, a feedback board, and postcards with a QR code to the Connected Communities website outside of neighborhood establishments. The goal of these events was to engage people who may not have otherwise participated in a traditional engagement event.

Deliberate outreach to leaders of underrepresented groups

From January to March, the Mayor's office and the offices of Councilmembers Harris and Cramerding held a series of meetings with leaders of underrepresented groups, including All-In Cincinnati, The

Amos Project, NAACP, the Urban League, and others to introduce and engage on the draft policy.

Conversations with Community Councils and CDCs
The Mayor's Office held multiple virtual meetings in January and February 2024 to inform about and hear feedback on the draft policies from Community Councils and CDC leadership.

The feedback collected from the online surveys, in-person open house sessions, virtual session, and Housing Summit, showed 62% of participants believed the draft policies would be effective, 20% were neutral, and 18% believed that the draft policies would not be effective. 46% of participants believed that the draft policies would keep housing costs low, 26% were neutral, and 28% did not believe the draft policies would keep costs low. From the engagement about Human Scale Development, landscaping and building design were identified as the most important topics to address through the draft policies. City Staff also received a lot of feedback about general quality-of-life issues.

With the draft policies receiving general support and the specific changes to Human Scale Development identified, the feedback was then translated into the draft ordinance. The draft ordinance is the legal representation of the draft policies presented during the engagement. The draft ordinance substantially reflects the draft policies that were released in January. The draft ordinance was released to the public on April 11, 2024.

FRAMEWORK

Connected Communities is an amendment, not a full rewrite, of the zoning code. Therefore, to apply the policies in the geographies as described in the "Proposed Strategy" section of this report, new sections of the zoning code needed to be added, and existing language modified, depending on the Focus Area. The information below is a summary of the proposed changes. For the full list of changes, see the proposed ordinance (Exhibit E).

Middle Housing, Regulatory Barriers, and Parking Requirements

To implement the proposed changes to middle housing, density, height, and minimum parking requirements within the target geographies, new district designations to the zoning code are proposed. These designations are as follows:

- Neighborhood Business District "B." This designation is intended for areas located within the established NBDs.
- Middle Housing "MH." This designation is intended for areas located within a quarter-mile around NBDs.
- Transportation Corridor "T." This designation is intended for areas near the Major Transportation Corridors. This includes a half-mile around the Tier 1 Corridors (Hamilton Avenue and Reading Road), and parcels along the block face of the Tier 2 Corridors (Glenway Avenue, Harrison Avenue, Westwood Northern Boulevard, Gilbert Avenue/Montgomery Road, and Madison Road).

These new designated areas are not separate chapters of the zoning code. Rather, these designations are to be applied as modifications of existing zoning districts, in which there are a few changes to implement the Connected Communities policies, but the rest of the existing rules are unchanged. For example, if a current SF-10 zoning district is located within a ¼ mile of a NBD, then that area will become SF-10-MH, which will keep most of the existing rules except the changes detailed below. These changes apply to districts in the following chapters of the zoning code: §1403 Single-Family (SF), §1405 Residential

Multi-Family (RM), §1407 Office (O), §1409 Commercial (C), §1410 Urban Mix (UM), §1413 Manufacturing (M), and §1415 Riverfront (RF). Note that these proposed changes do not apply to §1411 Downtown Development Districts (DD), §1416 Parks and Recreation (PR), §1417 Institutional Residential (IR), and §1429 Planned Development (PD). To see a conceptual map of where the new designations are located, see Exhibit B, and to see what the full updated zoning map looks like with the new designations included, see Exhibit F.

Neighborhood Business District "B"

In districts that have the added "B" designation, the following policy changes will apply regardless of current district:

- Middle Housing: Two-, three-, and four-family buildings are permitted if they are compliant with the zoning code development regulations.
- Reduced Regulatory Barriers: Minimum lot-area-per-dwelling-unit (density) regulations do not apply. There are no changes to setback or height requirements.
- Parking Requirements:
    - *New Residential Buildings*: No off-street parking is required for buildings that have 10 or fewer dwelling units. If the building has more than 10 units, one-half space per additional unit is required.
    - *New Commercial/Mixed-Use Buildings*: No off-street parking is required if the building has 5,000 square feet or less of commercial space. If the building has more than 5,000 square feet of commercial space, then the underlying zoning district parking requirements are reduced by one-half.
    - *Accessory surface parking*: Shall be located in the rear yard.

Middle Housing "MH"

In districts that have the added "MH" designation, the following policy changes will apply regardless of current district:

- Middle Housing: Two-, three-, and four-family buildings are permitted if they are compliant with the zoning code development regulations.
- Reduced Regulatory Barriers: There are no changes to density, setback, and height requirements in "MH".
- Parking Requirements:
    - *New Residential Buildings*: No off-street parking is required for buildings that have 10 or fewer dwelling units. If the building has more than 10 units, one-half space per additional unit is required.
    - *New Commercial/Mixed-Use Buildings*: No off-street parking is required if the building has 5,000 square feet or less of commercial space. If the building has more than 5,000 square feet of commercial space, then the underlying zoning district parking requirements are reduced by half.
    - *Accessory surface parking*: Shall be located in the rear yard.

Transportation Corridor "T"

In districts that have the added "T" designation, the following policy changes will apply regardless of current district:

- Middle Housing: Two-, three-, and four-family buildings are permitted if they are compliant with the zoning code development regulations.
- Reduced Regulatory Barriers:
    - *Density*: Minimum lot-area-per-dwelling-unit (density) regulations do not apply, except in single-family zones.
    - *Setback:* No Changes
    - *Height:* Buildings can exceed the maximum height of the underlying zoning code by twelve additional feet (which is equivalent to about 1-story), except in single-family zones.
- Parking Requirements: No minimum parking requirements for any building regardless of use.

Citywide Parking Changes
There are changes to citywide minimum parking requirements, in addition to the changes described for "B", "MH", and "T" zones. The changes include:

- Change of Use: If a building changes its use, no additional parking shall be required. However, current parking needs to be maintained to the extent necessary to meet the minimum parking requirements that apply to the building.
- On-Street Parking: On-street parking spaces located adjacent to the property line on the same side of the street count toward the minimum parking requirement.
- Public Parking: In O, C, UM, and M Districts, the distance that uses can count public or privately owned and operated parking assets is increased from 600-feet to 1300-feet. The measurement of this distance is along paved sidewalks or walkways accessible from both sites.
- Residential Parking: For all zones and housing types throughout the city, minimum parking requirements are reduced to 1 space per unit for residential buildings.

Note that there are no proposed changes to Urban Parking Overlay Districts (UPODs) as part of Connected Communities. UPODs remove parking requirements for certain areas, and have been applied to the Central Business District, Camp Washington, Over-the-Rhine, the West End, and Oakley. Therefore, if an existing UPOD had eliminated parking minimums, those changes would still supersede any changes to the zoning code.

Form-Based Code
The zoning code includes a separate section called the Land Development Code (§1700), which is also referred to as the Form-Based Code (FBC). Instead of focusing on regulating the separation of uses like a conventional zoning code, the FBC uses the form of buildings (height, setback, etc.) as its organizing principle. Instead of zones, the FBC has "transects" in which a variety of uses are permitted, but forms are regulated closely. This code applies to four neighborhoods in Cincinnati, and mainly around their neighborhood business districts: College Hill, Madisonville, Walnut Hills, and Westwood.

The application of the draft Connected Communities policies looks slightly different in the FBC than the conventional code, due to the inherent differences in the structures of the codes. The main differences from what is described in the *Middle Housing, Regulatory Barriers, and Parking Requirements* section are described below.

- No Density Changes: The FBC regulates density by building type, and there are multiple building types which currently permit unrestricted density.
- No Height Bonus: providing a height bonus of 12-feet is more difficult in the FBC than the conventional code, since the form of buildings is tightly regulated in each transect. Therefore, there is no height bonus in any of the FBC neighborhoods.
- Includes all FBC Areas: Over 95% of all FBC transects are located within a ¼ mile of an NBD. Therefore, the Connected Communities changes apply to every FBC transect, regardless of whether it is located within a ¼ mile of the NBD or not. All FBC transects will have reduced parking for residential and service uses. Residential uses under ten dwelling units will have no minimum parking requirement, and any dwelling unit above ten will have a minimum parking requirement of ½ space per unit. Service uses under 5,000 square feet will not have a minimum parking requirement, and for every 1,000 square feet above 5,000 square feet, a minimum of two spaces will be required. In the T3 Estate (T3E) and T3 Neighborhood (T3N) districts, Multi-plex: Small, limited to a maximum of four dwelling units, will be a permitted building form.
- Parking "P" Subzone: This subzone designation applies to all FBC transects within the Major Transportation Corridor geography. Development that occurs withing FBC transects with this subzone will not have minimum parking requirements, although building form requirements will still apply. Like the "B", "MH" and "T" zones, the "P" designation is applied to an existing transect, changing certain aspects. For instance, if there is a T3N transect within the Major Transportation Corridor geography, then the T3N would become T3N-P. All other T3N regulations would stay the same for buildings that become T3N-P, except there would be no minimum parking requirements.

Rowhomes

Rowhomes were a popular form of housing identified during engagement, cited by both the public and professionals as a more affordable pathway to homeownership. In accordance with engagement, rowhomes are proposed to be easier to build under Connected Communities in the following ways:

- SF-2 Zones: Rowhomes will now be a permitted use in the Single-Family 2,000 square feet minimum lot size (SF-2) zones. These zones are the densest type of single-family zones, since they have the smallest minimum lot size.
- RMX Zones: Attached single-family dwellings and rowhomes are now fully permitted uses, and therefore will not require conditional use approval when four or more rowhouse units are proposed.

  RM District Lot Area: Lot area is reduced to 1,500 square feet for both interior and exterior rowhomes in all RM zones.

Affordable Development

To help in the creation of affordable housing, Connected Communities proposes bonuses to Low-Income Housing Tax Credit (LIHTC) projects. These bonuses apply citywide in all zoning districts for both newly constructed and existing buildings:

- Density: Minimum-lot-area-per-dwelling-unit requirements do not apply.

- Height: Buildings can exceed the maximum height of the underlying zoning code by twelve additional feet (which is equivalent to about 1-story).
- Setback: No changes.
- Parking: Minimum off-street parking requirements do not apply.

It is important to note the owner of the building can only receive these bonuses if they comply with the LIHTC program affordability restrictions, as long as those restrictions remain in effect. If the owner does not stay in compliance, they are liable for a Class F civil offense for each dwelling unit that is not in compliance in a given year. Finally, for LIHTC projects in FBC neighborhoods, the ordinance only provides the parking bonus, which is no minimum off-street parking requirements. This is in keeping with the other regulatory changes that apply to FBC neighborhoods described in the previous section.

Human Scale Development

Landscaping

New surface parking lots will have to meet the following landscaping requirements:

- Perimeter Landscaping: Buffer areas between the parking facility and adjoining streets must be at least eight feet in CC-A and CG-A zoning districts and five feet in all other zoning districts. A landscape buffer area of at least three feet is required for perimeter areas not adjoining streets.
- Trees: Surface parking lots require at least one tree per ten parking spaces, including one canopy tree per 25 linear feet spaced along the entire perimeter landscape buffer area.
- Ground Cover: Ground cover needs to be installed, with grass being the default landscaping material.
- Lighting and Walkways: Lighting fixtures and walkways are permitted within all islands and perimeter areas.
- Maintenance: All required plantings must be maintained to ensure continued compliance with applicable landscaping requirements.

If a surface parking lot is over one-quarter acre, the following additional landscaping standards apply:

- Parking areas over one-quarter acre need to be divided into smaller parking areas by one or more landscape island or peninsulas.
- Interior landscaped islands and peninsulas need plant material and ground cover and at least one of every four required trees needs to be located within the interior landscaped areas.

Existing surface lots need to be brought up to the new standards if the principal structure on the lot is demolished or if the existing site ground coverage is redeveloped or expanded by thirty percent or more.

Building Design

From engagement, building design was the second most popular Human Scale Development category. In each new Connected Communities designation—B, MH, and T— two-, three-, and four-family buildings would need to comply with the following set of design standards:

- Entrance: At least one dwelling unit entrance needs to front each street.
- Building Form: Buildings need to have a distinct base, middle, and top denoted by a change in building material and need to maintain a rhythm of windows and structural bays to avoid long unrelieved expanses of wall.

Compliance will be determined by the Zoning Administrator. Applicants can appeal a determination of the Zoning Administrator to the Zoning Board of Appeals.

Parking Lot Location
In the new Connected Communities designations, accessory surface parking uses are required to be located in the rear yard.

EV Charging
Electric vehicle charging equipment will be permitted anywhere off-street parking spaces are permitted. See § 1425-39 in Exhibit E.

Bus Shelters
Bus shelters, also known as transit stop structures, are currently classified as an accessory structure in the zoning code. Accessory structures are not permitted to be placed in the front or side yards, and have additional regulations related to size and number of structures permitted. This makes it difficult to place new bus shelters in a location convenient to transit routes on private property, when there is not adequate space in the right-of-way. Connected Communities proposes to exempt bus shelters from the accessory structure regulations. See § 1421-45 and § 1703-5.100(K)(1) in Exhibit E.

Process Improvements
Outdoor Dining
Two changes are proposed to § 1419-21 – Limited or Full-Service Restaurants and Drinking Establishments. The first is altering the outdoor dining regulations that require a zoning hearing based on size and proximity to a residential zoning district. The proposed regulations require a Conditional Use hearing for an outdoor dining area that exceeds 50 percent of the indoor area accessible to the public within 500 ft. of a residential zoning district. See § 1419-21(b) and § 1703-5.100(I)(1) in Exhibit E.

The second change is the addition of § 1419-21(j) and § 1703-5.100(I)(6) (see Exhibit E), which will permit outdoor areas within Designated Outdoor Refreshment Areas (DORAs) if the hours of operation of the outdoor area do not exceed the hours of the DORA where it is located.

Historic Districts
Every Historic District and Historic Landmark in the City has a specific set of Conservation Guidelines governing development. Oftentimes, to comply with the Conservation Guidelines, variances from the zoning code development regulations are required. The ordinance clarifies that the applicable historic district guidelines control setbacks and height in historic districts. See § 1435-05-07 in Exhibit E.

Residential Setback in Commercial Zones
In commercial zoning districts, the rear yard setback for buildings with only residential use currently have a 25-foot minimum rear yard setback while commercial and mixed-use buildings have no minimum rear yard setback. For consistency, Connected Communities will reduce the minimum rear yard setback for new residential only buildings in commercial districts to zero feet.

Height Limits
Chapter 1421-19 – *Exceptions to Height Limits* will be modified to include railings with transparency of

50% or greater, flush-mounted solar panels, and access elevators and stair towers with a total footprint of 200 square feet or less. These features would not count towards the building height calculation.

Definition Clarification
To align terminology with current features of development, the term "Projecting bay" will be added and used to replace "Bay windows" in § 1421-07 – *Building Projections Into Yards*. "Terraces and uncovered porches" will be replaced with "Uncovered decks" to match defined terms.

Air Conditioner and Compressor Location
Language was cleaned up in § 1421-07 *Building Projections Into Yards* to clarify that air conditioners, compressors, and similar noise emitting devices are permitted in the side and rear yard in all zoning districts.

Cluster Housing
The ordinance eliminates cluster housing from the zoning code as it was an unused development tool.

Day Care Regulations
The current zoning code includes definitions for § 1401-01-D2 "Day Care Home – Type A," which permits day cares with seven to twelve children, and § 1401-01-D3 "Day Care Home – Type B," which permits day cares with up to six children. In the Use Regulations table for Single-Family Districts, these terms are not used; instead, the only reference to a day care use is "Child care home – Type A," which is not defined in the zoning code. Under the Connected Communities proposal, both Type A and Type B Day cares would be permitted with limitations in all Single-Family zoning districts. Additionally, "Day Care Home – Type A" is currently a conditional use in Residential Mixed (RMX) and RM-2.0 Multi-family (RM-2.0). The proposal would change "Day Care Home – Type A" to a permitted use with limitations in those districts. All day cares must still satisfy State regulations.

Nonconforming Structures
The ordinance will permit minor expansion of existing nonconforming structures without a zoning hearing if the expansion is a single-story, ground-level addition, complies with the rear yard setback, and does not narrow the existing side yard setback. Additionally, Connected Communities will permit nonconforming decks and porches to be rebuilt without a zoning hearing. See § 1447-05 in Exhibit E.

Planned Developments
The ordinance reduces the minimum area of planned development districts from 2 acres to 1.5 acres and changes the forum for Planned Development appeals.

Interim Development Control Overlay Districts
The ordinance changes the forum for interim development control overlay district appeals.

Zoning Board of Appeals
The ordinance provides clarifying language relating to the authority of the Zoning Board of Appeals.

DEPARTMENTAL REVIEW AND COMMENTS:
Staff from the Department of City Planning and Engagement met with City Departments through the City's CSR process. The CSR process is designed to help developers identify any regulatory conditions

that may affect their project. Staff from the Department of City Planning and Engagement presented the draft Connected Communities policies to the CSR team, including the Department of Buildings and Inspections, GCWW, MSD, SMU, DCED, the DOTE, the Health Department, and the Cincinnati Fire Department.

PUBLIC COMMENT AND NOTIFICATION:

Public comment was collected extensively during the entirety of the draft policy creation process, as described in the "Process" section of this Staff Report and in the Engagement Report (Exhibit E). This public comment included the extensive engagement of thousands of Cincinnatians both before and after a draft policy was created and had a material impact on the policy's form.

After the draft ordinance was released, the Department of City Planning and Engagement held two virtual public staff conferences on Thursday April 25, 2024, at 5:30 p.m. and Tuesday April 30, 2024, at 12:00 p.m. Notice of both the public staff conferences and the City Planning Commission meeting was advertised in the newspaper of record (the Cincinnati Enquirer), as well as mailed and emailed to all Community Councils and CDCs on Thursday, April 11, 2024. Notice of the public staff conferences and City Planning Commission meeting was also posted in the City Bulletin. These noticing methods follow the noticing requirements set forth in the City of Cincinnati Municipal Code. Notice was also sent to those who signed up for the Connected Communities email list.

Public Staff Conference

Section 6 of the City Planning Commission Rules state that the department shall convene a Public Staff Conference prior to the City Planning Commission considering the item. To accommodate members of the public with different schedules and to obtain more feedback, two Public Staff Conferences were held. The first was held on Thursday April 25, 2024, at 5:30 p.m. and the second was on Tuesday April 30, 2024, at 12:00 p.m. The first meeting was about 3 hours long and had 49 members of the public attend, with 27 of them speaking. Of the 27 speakers, most identified as homeowners, and all but two speakers were either opposed or expressed concerns about the Connected Communities proposal. The second meeting was over 4 hours long, with 112 members of the public attending and 34 speaking. Most speakers identified as homeowners, with about 75% being either opposed to or having concerns about Connected Communities.

The main concerns brought up in the staff conference were that the infrastructure, especially the sewers and roadways, were inadequate to handle more people, belief that the policy was moving too fast and that the City did not give residents enough time to review it, belief that the two years of engagement was not genuine because it did not state that it was specifically for zoning changes, the desire for additional impact studies, fear of increase in traffic, desire for more homeownership instead of rentals, a belief that renters were transient and did not contribute to the community, a desire to keep low income housing and renters out of the neighborhood, the request for neighborhoods to be able to opt-out or opt-in to the policy, and a belief that all community councils should have been individually consulted. Supporters stated that the policy was needed to control housing costs, especially for younger first-time homebuyers, and that they desired a more pedestrian and transit-oriented city with thriving business districts. For the full notes from both Public Staff Conferences, see Exhibit G.

Survey

A feedback survey specifically about the legislation was posted on the Connected Communities website concurrently with the legislation release on April 11, 2024. No demographic information was collected. The survey asked respondents what they like about the proposed legislation, what they would change,

and if they had any questions. Of the 53 responses collected, 45% indicated liking at least some aspect of the proposed legislation and 44% disliked it. At 37%, the top reason for liking the proposed legislation was the belief that reduced restrictions would lead to more housing options, followed by enthusiasm for increasing density to support businesses at 20%. When respondents were asked what they would change about the proposed legislation, the top two responses involved decreasing the scope of the proposal; 22% wanted to reduce or eliminate proposed changes to Single-Family zoning districts and 19% wanted to reduce or eliminate proposed changes to minimum parking requirements. The third highest response, with 14% of respondents, was to increase the scope of the proposal, particularly expanding the proposed geography, including adding additional Major Transportation Corridors and expanding policies to be citywide.

Correspondence

There were 28 letters of support and opposition received from community organizations (Exhibit H). These organizations include community councils, community development corporations (CDCs), housing organizations, universities, and other public and private services and stakeholders. Out of the 28 submitted, approximately 64% of the organizations were in support of the proposed policy changes, while approximately 32% of the organizations were against it, and 4% had other comments.

There were 172 additional letters of support or opposition received from individuals or groups of individuals (Exhibit I). Approximately 56% of the letters received were against the proposed policies while approximately 39% were supportive of the changes. Around 5% of the letters submitted included other comments, questions, and concerns not necessarily related to Connected Communities.

POLICY MONITORING

The Department of City Planning and Engagement is working with the Office of Performance and Data Analytics to develop a system to track the impact and effectiveness of the proposed legislation if the proposed ordinance is adopted. Metrics would use data currently tracked by the City and may include the number of units created both inside and outside the Connected Communities target areas, the number of Public Service Requests, and the change in the number of zoning hearings per neighborhood.

CONSISTENCY WITH PLANS

Plan Cincinnati (2012)

The proposed policies are consistent with the Geographic Principles of Plan Cincinnati (2012) and the Compete, Connect, and Live Initiative Areas.

The proposal is consistent with the Geographic Principle to "Focus revitalization on existing centers of activity" (pg. 86). The existing centers of activity identified in *Plan Cincinnati* include Neighborhood Centers, or Neighborhood Business Districts. The proposal is also consistent with the Geographic Principle to "Link centers of activity with effective transportation for maximum accessibility" (pg. 92). The proposed legislation will focus development around current and future transit investments. Both principles helped guide the geography of the proposed policies.

Within the Live Initiative Area is the Goal to "Provide a full spectrum of housing options, and improve housing quality and affordability" (pg. 164), and the Strategy to "Offer housing options of varied sizes and types for residents at all stages of life" (pg. 169). The proposed policies will permit a greater variety of housing types in targeted areas.

Another Live Initiative Area Goal that the proposed policies are consistent with is "Create a more livable

community" (pg. 156), particularly the strategy to "Become more walkable" (pg. 157) through the Action Step to "Increase mixed-use, compact walkable development throughout the basin and uptown, surrounding our centers of activity, and along transit corridors" (pg. 157). Most of the proposed policies are focused around Neighborhood Business Districts and major transportation corridors.

The proposed policies are also consistent with the Connect Initiative Area Goal to "Develop an efficient multi-modal transportation system that supports neighborhood livability" (pg. 129), particularly the Strategy to "Expand options for non-automotive travel" (pg. 130) and the Action Step to "Offer a comprehensive transportation system that emphasizes public transit" (pg. 131). The proposed policies will support public transit by encouraging densification around improved bus lines and within the catchment area for the future BRT system by removing zoning barriers to housing development.

Additionally, the proposed policies are consistent with the Compete Initiative Area Goal to "Cultivate our positions as the most vibrant and economically healthiest part of our region" (pg. 114), especially the Strategy to "Target investment to geographic areas where there is already economic activity" (pg. 115). *Plan Cincinnati* identified Neighborhood Business Districts as centers of economic activity and the proposed policies will encourage development around those centers to further strengthen them.

Green Cincinnati Plan (2023)
The proposed policies are consistent with the *Green Cincinnati Plan* (2023), specifically with the Mobility Focus Area Goal to "Build a policy framework that supports the creation of connected communities" (pg. 120) through the Strategy to "Modify land use regulations to support development along transit corridors" (pg. 120). The proposed policies are also consistent with the Priority Actions under this Goal, which are to 1) "Promote "15 Minute Neighborhoods" with mixed residential (including multi-family) and commercial zoning to increase transit connectivity as well as density and affordability" (pg. 121), and 2) "Embrace zoning reform that increases density near transit, reduces or eliminates parking requirements across the City, and minimizes the use of surface parking lots" (pg. 121). The proposed quarter-mile buffer equates to roughly a 5-minute walk, and the proposed half-mile buffer equates to roughly a 10-minute walk. Additionally, parking minimums will be reduced citywide and eliminated in the designated Transportation districts. The Transportation districts will also encourage housing development around existing and future public transit.

ANALYSIS
City Council directed staff from the Department of City Planning and Engagement to study Cincinnati's zoning code with the specific purpose of increasing housing and removing barriers to its development through Motion #202200163. This request was rooted in a decade of community and expert-based recommendations for the city to grow its housing stock, foster vibrant business districts, support public transit, and become more walkable and pedestrian-friendly. The resulting two-year study process created the final Connected Communities policy recommendations.

The proposed policies were crafted using research findings, case study evidence, and engagement feedback. Research findings indicated that residential density is necessary to support local businesses and public transit, that increased housing supply slows rising housing costs, and that restrictive zoning regulations such as density, height, and parking restrictions raise costs and foster segregation. Case studies from Minneapolis MN, Charlotte NC, Raleigh NC, South Bend IN and others provided a guide for national best-practices and have produced preliminary results supporting the implementation of these types of reforms.

Community engagement was the most influential part of the Connected Communities process, and staff put significant effort into gathering well-informed feedback from the public and local professional experts. Creative methods outside of the standard process were made to inform and get feedback from everyday residents that are less frequently engaged on zoning and land use. The innovative, in-depth, and interactive website and StoryMap walks readers through each of the proposed polices and explains the related research and community engagement findings. There were many engagement opportunities offered both in-person and virtually. The proposed policies and draft legislation were guided directly by the public engagement findings from the 2023 "Inform Strategy" engagements sessions, which included both professional stakeholders and the public. Additional measures were incorporated into the proposed policies following feedback about the Human Scale Development Focus Area from the 2024 "Refine" engagements. Feedback from the 2024 "Refine" engagements also indicated that the majority of respondents believe the proposed policies will be effective at its two primary goals: increasing housing supply and reducing housing cost, as well as ancillary goals such as supporting business districts and public transit and achieving our climate goals. Conflicting feedback stating that the policies should be narrowed in scope and geography or that it should be expanded in scope and geography indicate a successful balance of different stakeholder's desires.

The proposed policy geographies align with community feedback to use a nuanced approach, but do not inequitably differentiate between neighborhoods. The changes are proposed in geographies where they are most strategic and can be best supported: around existing centers of activity in neighborhood business districts and along the city's major corridors with the highest quality public transportation services.

Community concerns about the proposed policies were communicated throughout the process. The major concerns and staff's consideration of each of them are outlined below.

1. Inadequate infrastructure capacity for new development and increased density. Infrastructure for new developments is managed and enforced through the Building Permit Process. When capacity for a project is a problem, the City will ask the developers to either pay to increase the capacity or scale down the project, which mitigates its negative impact on the City's utility capacity.
2. Proliferation of negligent landlords and poor property maintenance. Zoning regulations govern land use and development regulations and are primarily a front-end process. This means zoning is an inadequate tool to properly address property maintenance or issues with owners. Other means to more effectively address this concern are currently being pursued by other departments, including a new program in the department of Buildings and Inspections to increase building inspector capacity, and the new "quality of life enforcement blitz," initiated by City Council.
3. Increased incentive for rental products rather than ownership products. Zoning does not regulate homeownership because multifamily properties are not inherently rental units. Programs in the Department of Community and Economic Development and from City Council are better equipped to increase homeownership, including the American Dream Downpayment Initiative, the Emergency Mortgage Assistance Program, and the Housing Repair Service.
4. Increased difficulty parking and the resulting hardship on businesses and residents. Eliminating or relaxing the parking minimum regulations in the zoning code does not mean all developments will no longer provide parking. Rather, it leaves this decision up to the market. Parking studies conducted in Cincinnati have indicated that parking in the City is less of a problem than it may seem, and increased parking pressure can be mitigated through increasing walkability in the built environment.
5. Concern about the pace of the process and a lack of communication with Community Councils. Engagement for Connected Communities has been robust, and the process has lasted more than

two years. Specific care has been taken to provide accessible information about the proposals, raise awareness about the initiative, and collect diverse feedback beyond. See the "Process" section of this report and the full Engagement Report included as Exhibit D.

Proposed Ordinance Revisions

As the draft ordinance released in April of 2024 was reviewed further, minor corrections to the legislation are recommended.

- Mapping Update. Map K5 was updated to accurately reflect the indicated grid.
- § 1405-04**.** Specifically address that the multi-family zoning districts' minimum lot-area-per-dwelling-unit and minimum lot size regulations do not apply to two-family, three-family, and four-family uses in Connected Communities designated areas to ensure consistent application of the policy in these districts.
- Transportation Corridors. Insert phrase in the Transportation Corridor designations to clarify that all Transportation Corridor regulations apply to two-family, three-family, and four-family uses as reflected in § 1405-04.

CONCLUSION

The staff of the Department of City Planning and Engagement supports the proposed additions and changes to the zoning code for the following reasons:

1. The proposed polices will help increase housing supply and affordability in Cincinnati by relaxing or eliminating overly burdensome and restrictive zoning regulations and simplifying and streamlining several City Planning and Zoning processes;
2. The proposals are well supported by significant research and case studies as effective and national best practice to address the well-documented housing issues in Cincinnati;
3. The proposals are rooted in community engagement from their initial development to final draft, are consistent with the 2023 engagement findings, and strike an effective balance of the 2024 engagement findings;
4. The proposals take a nuanced approach to zoning reform that is tailored specifically to Cincinnati
5. The proposals are supported by several key organizations in Cincinnati and engagement participants as indicated in the Engagement Report and attached letters;
6. The proposals align with Plan Cincinnati (2012), the Green Cincinnati Plan (2023), and the goals and strategies outlined in many neighborhood plans.

RECOMMENDATION:

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

APPROVE the proposed modification to multiple Chapters of Title XIV, "Zoning Code of the City of Cincinnati," and Title XVII, "Land Development Code," of the Cincinnati Municipal Code with the following revisions:

i. Update Map K5 to accurately reflect the indicated grid (as corrected in Exhibit F).
ii. Specifically address the multi-family zoning districts' minimum lot-area-per-dwelling-unit and minimum lot size regulations in 1405-04, as required for the

consistent application of the Connected Communities Policy in these districts (Exhibit J).

iii. Insert phrase in the Transportation Corridor designations to clarify that all Transportation Corridor regulations apply to two-family, three-family, and four-family uses as reflected in § 1405-04 (Exhibit J).

Respectfully submitted:



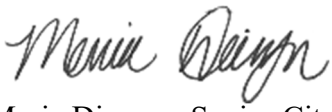
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Department of City Planning and Engagement

Approved:



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

EXHIBIT A

City of Cincinnati

Mayor Aftab Pureval

Mayor Aftab Pureval

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January 2022

MOTION

We MOVE that the City Administration engage in a collaborative review of city housing incentives & zoning policies with the express purpose of matching incentives with Mayoral & Council priorities of increased housing development within the City of Cincinnati, specifically including mixed-income, workforce, and affordable housing developments.

We FURTHER MOVE that this review process should include stakeholder engagement sessions that are racially & economically diverse, including renters, homeowners, M/WBE developers, large developers, and tenant advocacy & assistance organizations, among others.

Topics of review should include zoning reforms to remove barriers to new, high-quality housing and to pursue policies targeting our most lucrative tax incentives to mixed-income, workforce, and affordable developments.

Mayor Aftab Pureval

All Target Areas

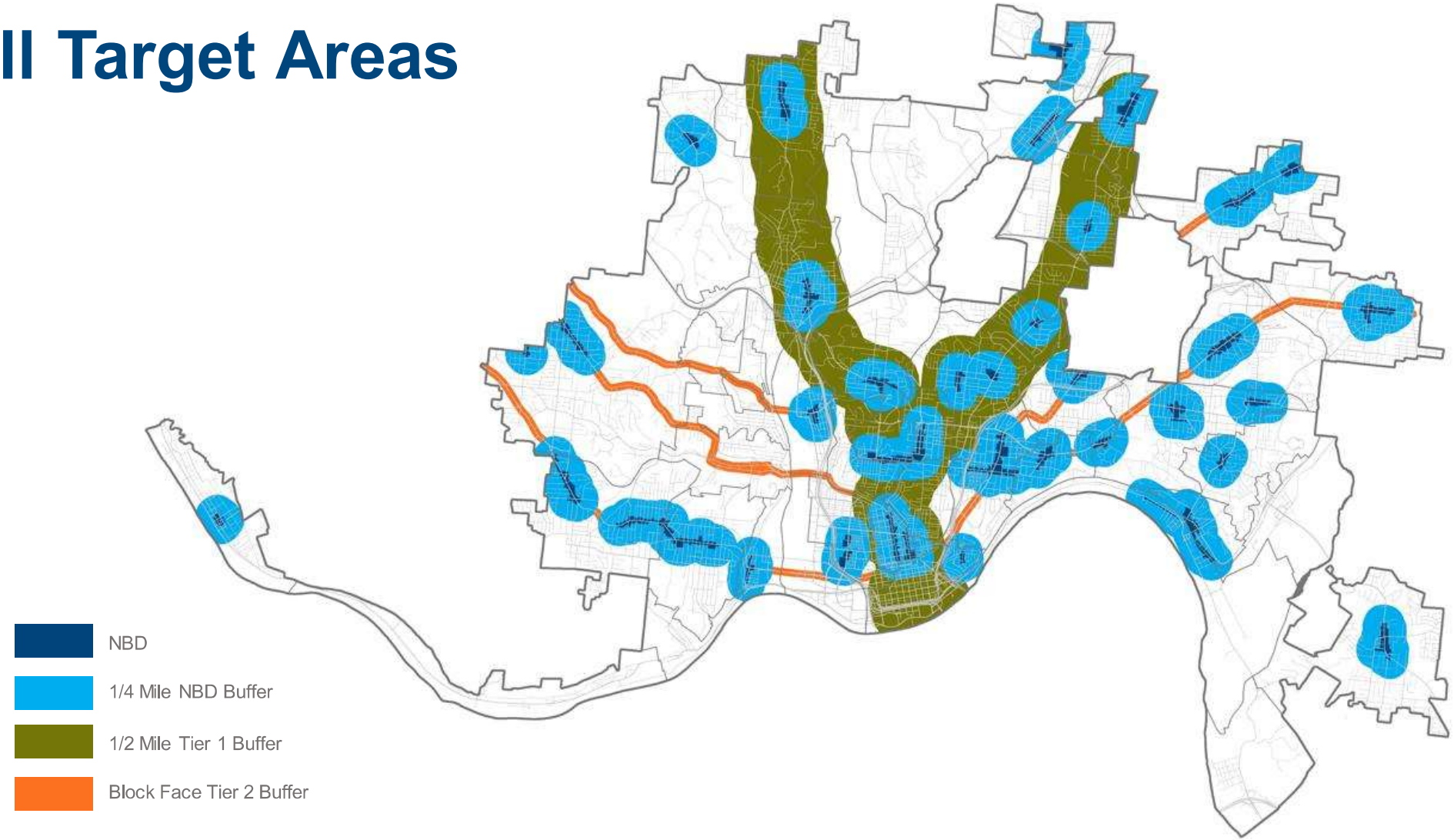


EXHIBIT C

New Designations

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

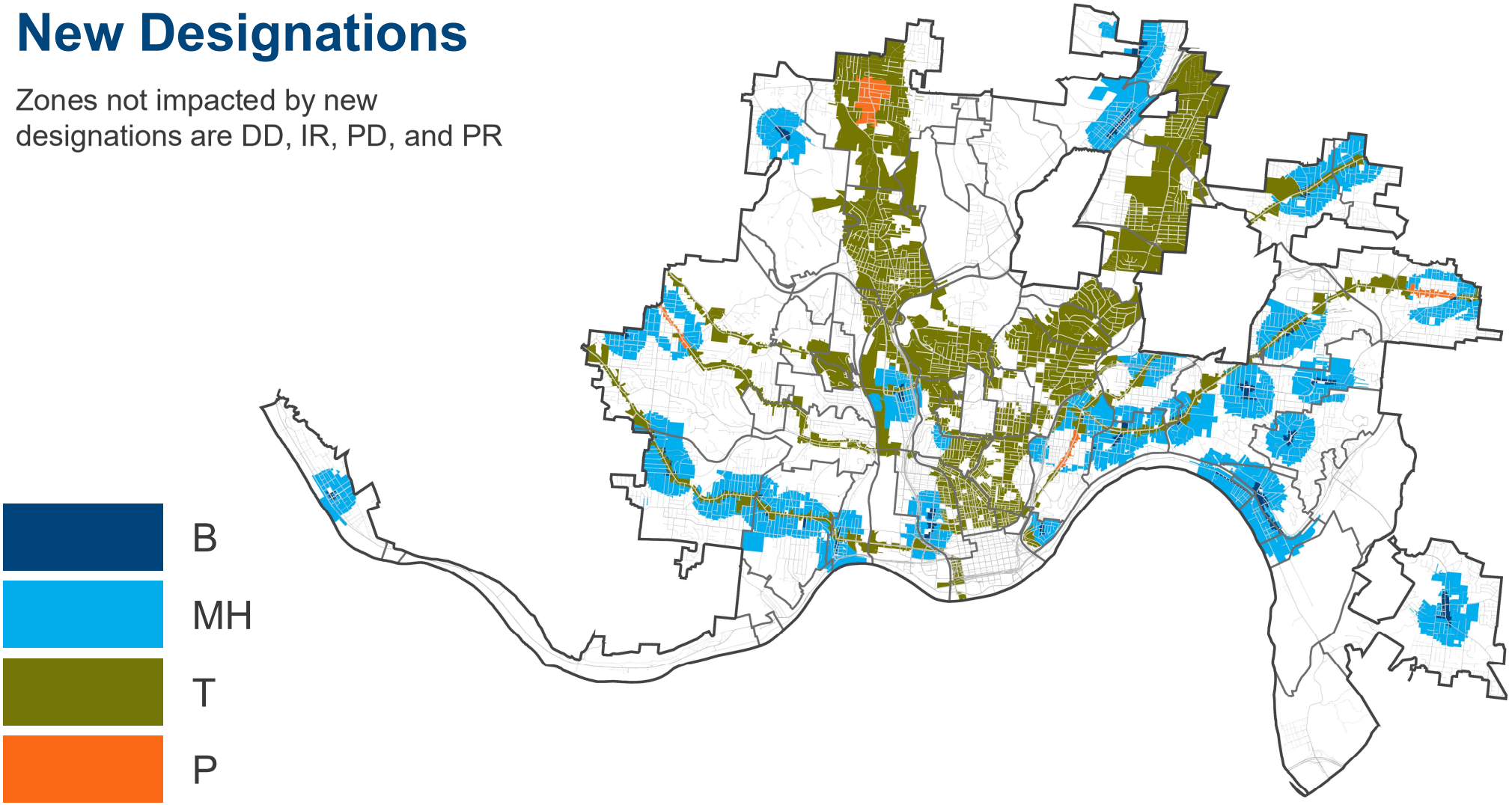


EXHIBIT D



CONNECTED COMMUNITIES
ENGAGEMENT REPORT

Published April 19, 2024

city of CINCINNATI
CITY PLANNING & ENGAGEMENT



CONNECTED COMMUNITIES

ENGAGEMENT REPORT

city of CINCINNATI
CITY PLANNING & ENGAGEMENT

PURPOSE

Engagement from events held in 2022 identified the problems within our zoning code that needed addressing. The feedback from the 2023 events directly informed the strategy, scale, and direction of the policy proposals. The 2024 events were meant to hear feedback on the proposal and refine specific elements of the proposed policies.

OVERVIEW

34 events	**49** neighborhoods
2,256+ participants	**10,500+** website hits



Location of all in-person public engagement opportunities related to Connected Communities.

ENGAGEMENT EVENTS

2022

JUNE 11
2022 Housing Summit
211 attendees.

AUGUST
Connected Communities Conversations
Five virtual sessions, 63 professional stakeholder participants. One in-person session, 18 public participants.

DECEMBER
Connected Communities Public Survey
1,273 respondents.

2023

JANUARY-APRIL
First Round Public Engagement
Six in-person events, one virtual event. 236 participants.

MARCH 11
2023 Neighborhood Summit

FEBRUARY
First Round Professional Stakeholders Engagement
Three virtual events. 50 participants.

OCTOBER
Second Round Professional Stakeholders Engagement
One webinar, 41 attendees. Two in-person events, 22 attendees.

OCTOBER
SORTA Engagement

OCTOBER
Internal Department Engagement
Review of proposals with 10+ City departments.

2024

FEBRUARY-APRIL
Online Engagement
10,500+ website views, 146 online responses.

FEBRUARY
Second Round Public Engagement
Two in-person and one virtual event. 152 attendees.

MARCH
2024 Housing Summit
103 attendees.

MARCH-APRIL
Pop-Up Engagement
Five in-person events in different neighborhoods.

APRIL
2024 Neighborhood Summit*

APRIL
Public Staff Conferences*
Two virtual events.

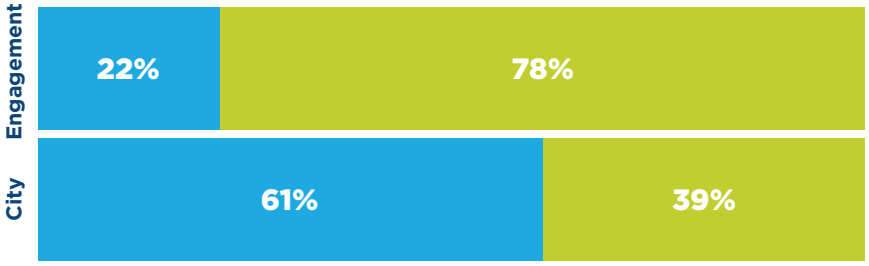
*Events have yet to be held as of this publishing.



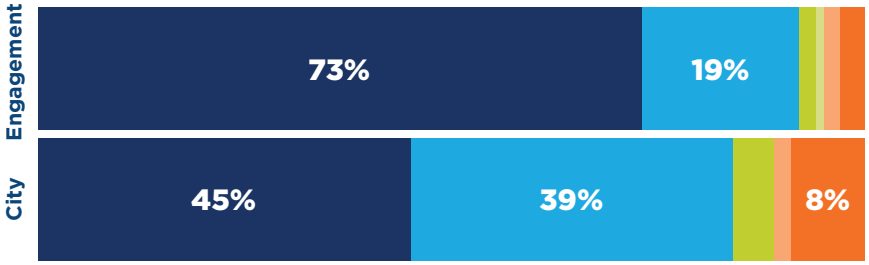
DEMOGRAPHICS

Planning staff has been committed to equitable and representative engagement throughout this process, and demographic data was collected for the majority of the Connected Communities-related public engagement events. The data shows that participants in the engagement events tended to be more white, older, homeowners, and have a higher education level than the city's population overall. When looking at neighborhoods, Clifton, OTR, Northside, North Avondale, and Paddock Hills were the most represented areas compared to their population size in the city. Westwood, CUF, Mt. Washington, Madisonville, and West Price Hill were the most underrepresented areas compared to population size. It is important to note that this data does not include information about people engaged at the pop-up events, the Neighborhood Summits, website interactions, professional stakeholders, or additional, specific outreach undertaken by the Mayor and Councilmembers. The charts below show the demographic makeup of the Connected Communities events compared to the city overall.

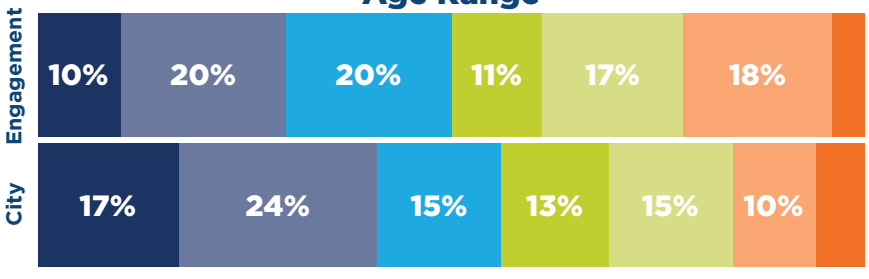
Household Status



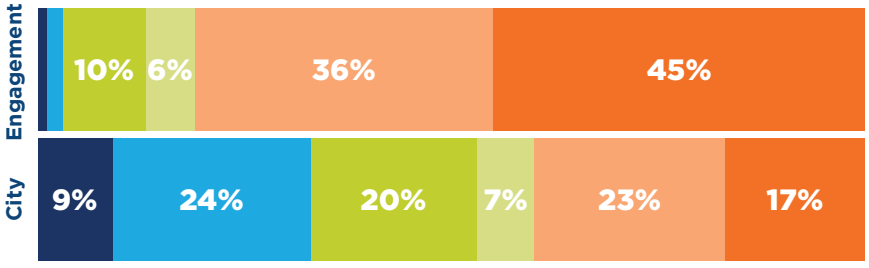
Race



Age Range

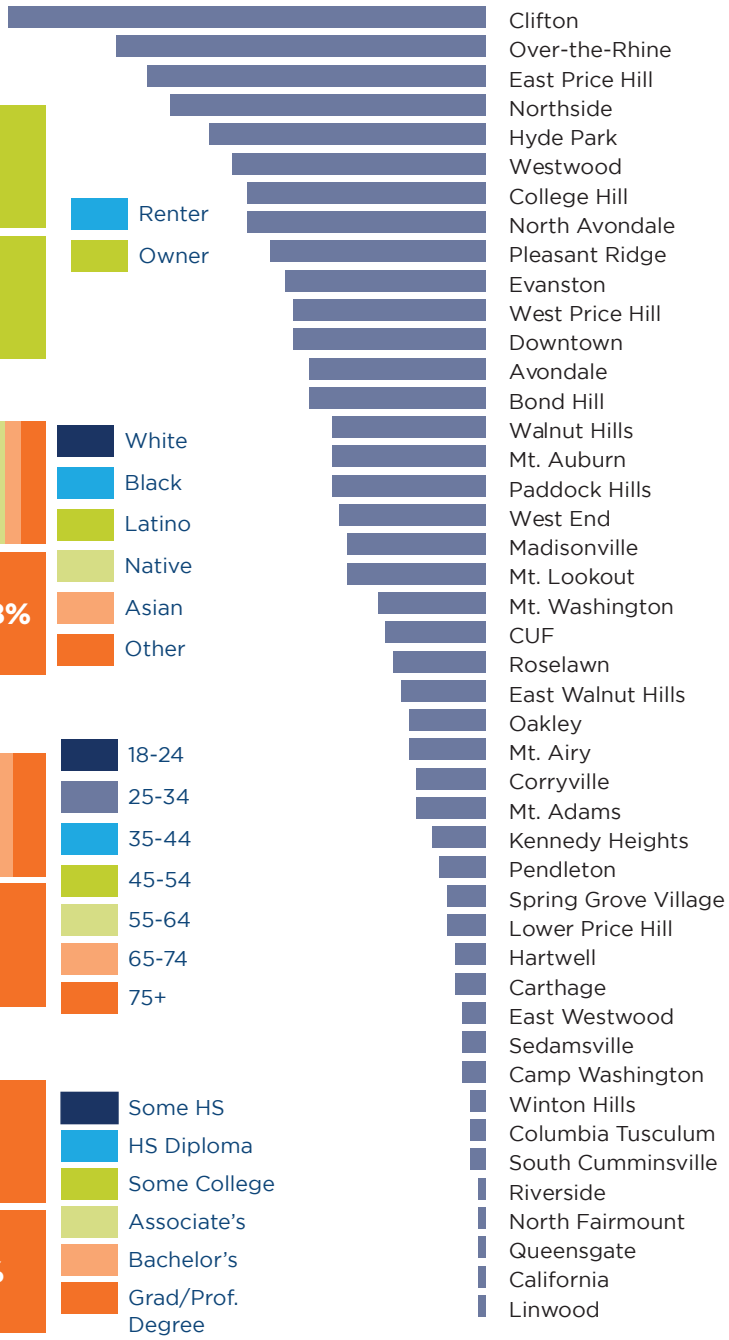


Education Level



Neighborhood Representation

for all engagement events exluding the survey.





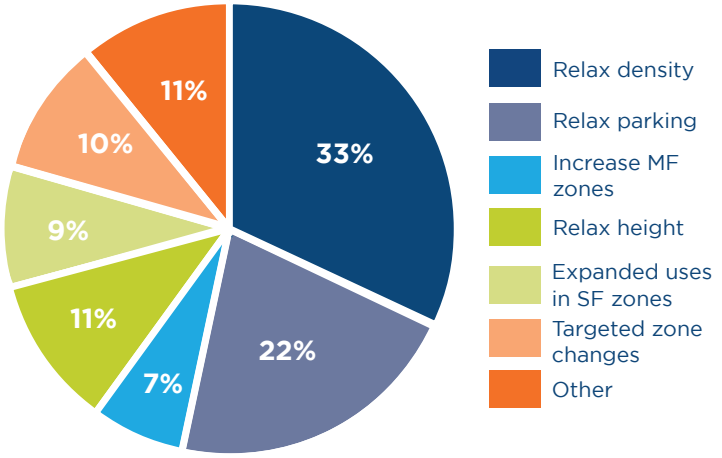
PROFESSIONAL STAKEHOLDERS FINDINGS

Several engagements were held with "professional stakeholders," a group of roughly 60 individuals who work locally in Cincinnati in the following fields:

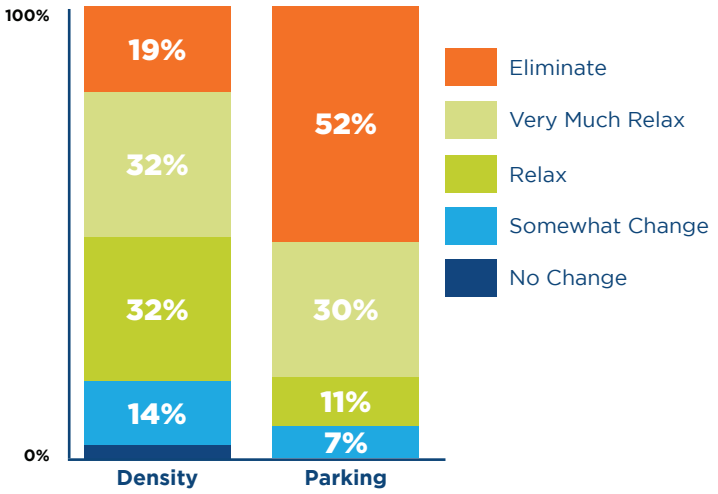
- market-rate and affordable housing development
- architecture and design
- transportation and pedestrian safety
- business district revitalization
- funding, advocacy, and at non-profits.

There were a total of five sessions held with this group, as well as two additional specific sessions with SORTA and internal city departments. This group was able to provide very specific insight into barriers and concerns within the zoning code.

What is the most important zoning change to meet our Connected Communities goals?

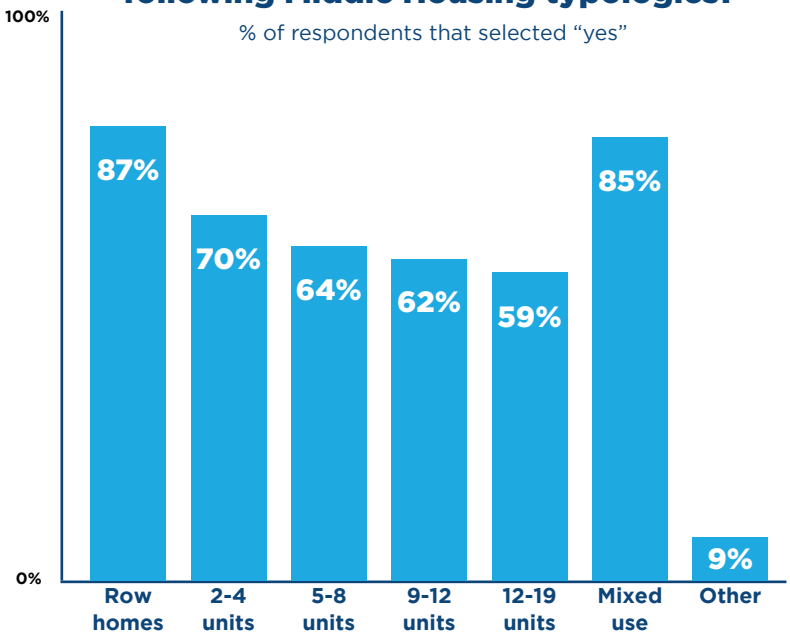


What level of change to each regulation is appropriate for affordable developments?



Is there a market for each of the following Middle Housing typologies?

% of respondents that selected "yes"



City Department Engagement

A specific session was designed to hear feedback on the proposals from all departments that review new development in the city. Their comments were as follows:

- Infrastructure capacity **will need to grow regardless** of these policies. New development will continue to be possible, but **complex projects** and sites **will continue to be expensive.**
- Infrastructure capacity concerns are currently addressed project-by-project through the **Coordinated Site Review** and **permit approval processes.**
- When utility capacity for a project is a problem, the City will ask the developers to either **pay to increase the capacity** or **scale down the project.**
- Utility capacity on **major thoroughfares is better** than on side streets.
- Connected Communities can provide a vehicle to **create better identification, prioritization, and coordination** for big-picture infrastructure needs.
- There should be **more strategic long-range infrastructure improvement planning** to better align utilities with where the city is increasing population, density, and development.



CONNECTED COMMUNITIES

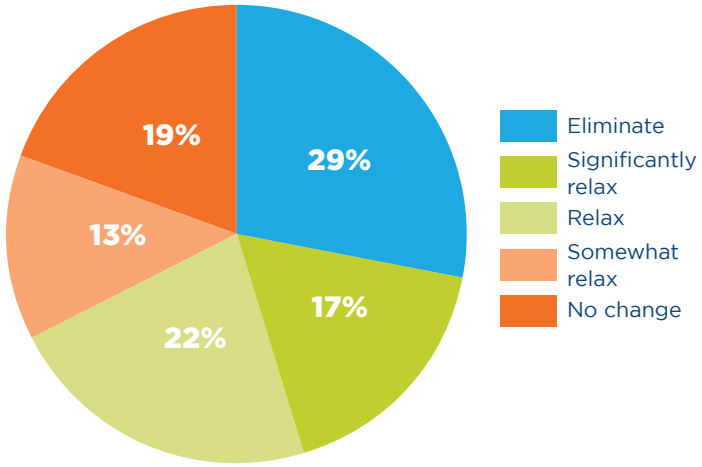
ENGAGEMENT REPORT

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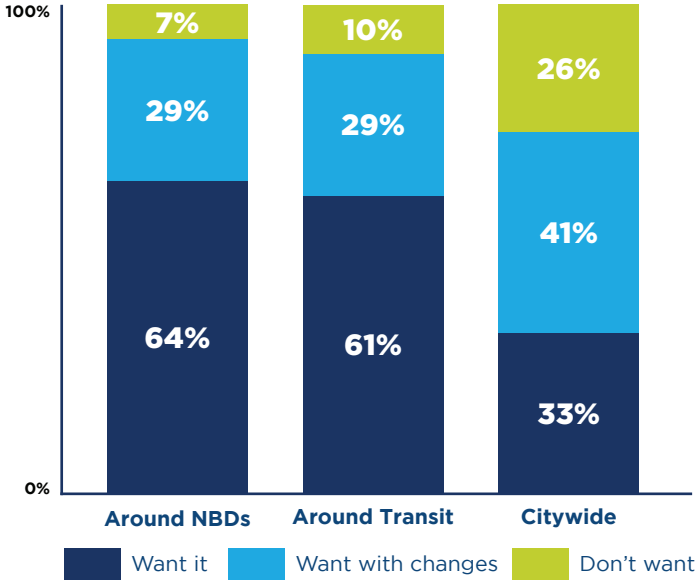
2023 PUBLIC ENGAGEMENT FINDINGS

The feedback from the 2023 public engagement was collected from a series of six in-person and one virtual meeting open to all. The two-hour events were structured as an opening presentation on the "why" and a summary of zoning; an engagement game called Simcinnati; three rounds of brief, introductory presentations followed by interactive feedback posters and discussion for the Middle Housing, Reduced Regulatory Barriers, and Parking focus areas; and closing remarks. These sessions had a significant impact on the ultimate direction of the policy proposals. The proposals are in direct alignment with the community feedback received for each Focus Area.

How do you feel about Parking Minimums?



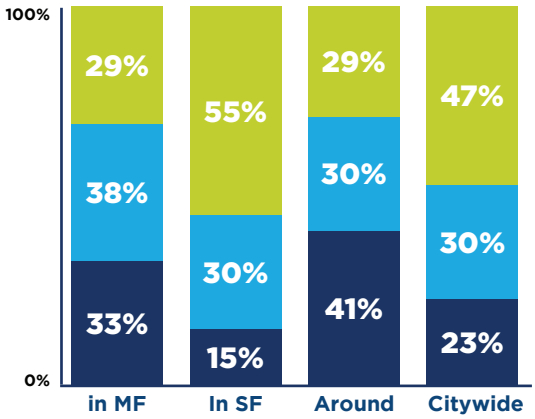
How do you feel about Middle Housing in each area?



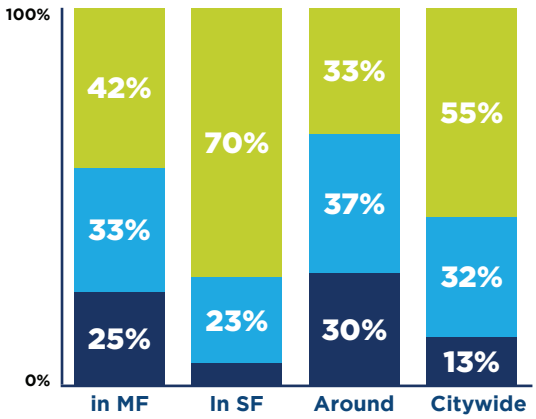
Simcinnati

A major element of this engagement was related to educating the general public about complex zoning topics quickly in order to gather informed feedback. This was accomplished through "Simcinnati," a City Planning game invented by staff where participants were charged with selecting how to manage growth in a fictional neighborhood. Participants balanced real-world tradeoffs related to population size and amenities such as public transit, bike lanes, urban design improvements, amenities such as a grocery store, and local shops and restaurants, as well as parking requirements.

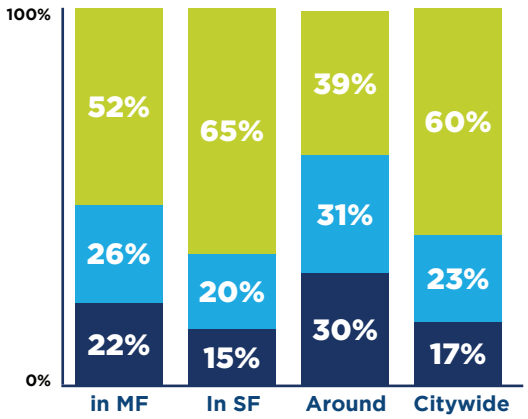
How do you feel about Density regulations in each area?



How do you feel about Height regulations in each area?



How do you feel about setback regulations in each area?



Eliminate Relax No Change



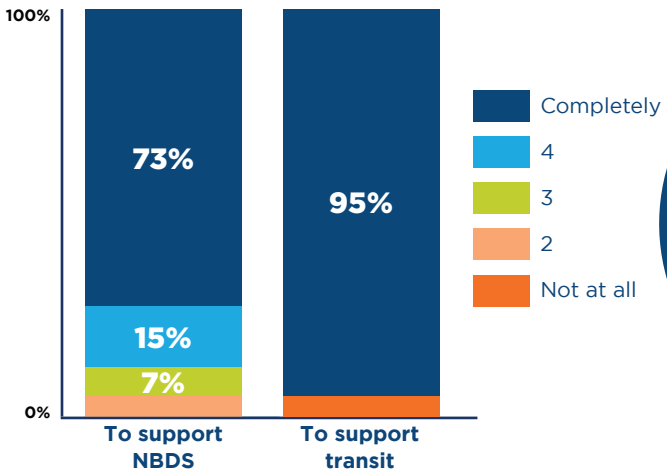
2024 PUBLIC ENGAGEMENT FINDINGS

The feedback from the 2024 public engagement was collected from two open-house sessions, a virtual engagement session, online surveys, and the 2024 Housing Growth and Affordability Summit, all of which were free and open to the public. These sessions were meant to educate the public about the proposals, hear community concerns, and refine key aspects of the proposal. 2023 and 2024 events were promoted online via the City Planning website, social media, news outlets, and emailing lists. 2024 events were also advertised via physical post-cards.

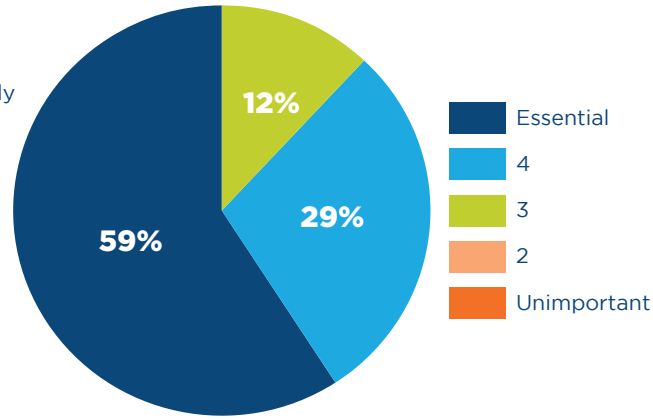
Human Scale Development Priorities

1. Landscaping
2. Building Design
3. Bus Shelters
4. Bike Parking
5. EV Charging

Is it worth it to increase density in Cincinnati to support our assets?



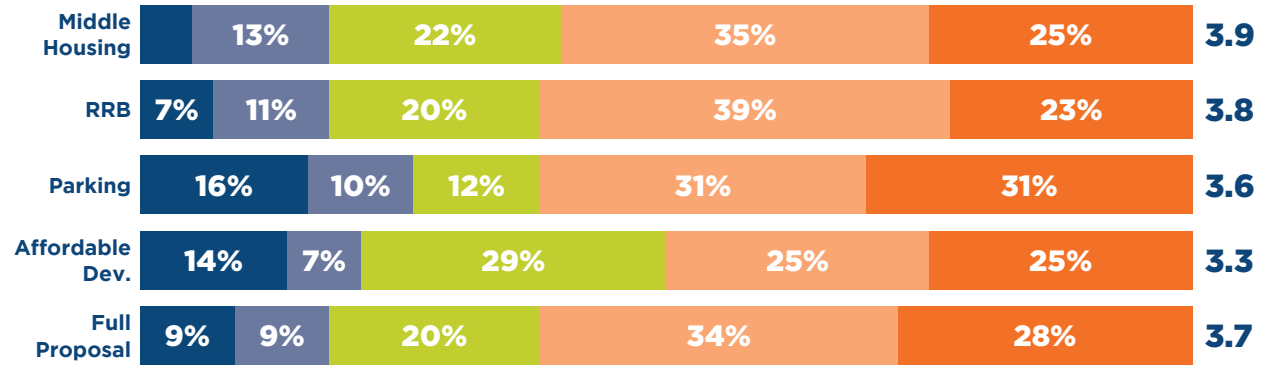
How important are the CC policies to reaching our climate goals?



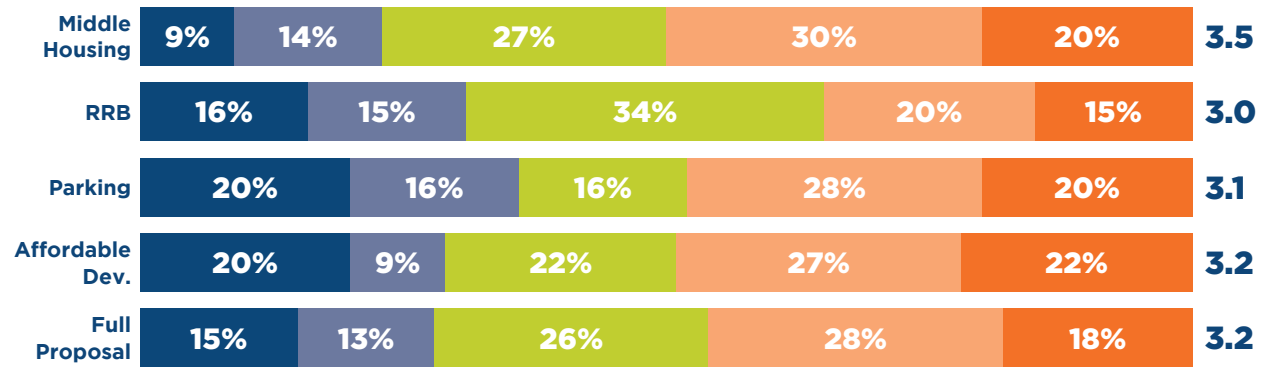
Main Concerns:

- Quality of life issues related to more people.
- Infrastructure maintenance and capacity.
- Hillside impacts.
- Generally more renters and multi-family development.
- Lack of quality design.
- Not enough parking.
- Lack of housing that is affordable to the lowest income groups.
- Policies do not go far enough, especially when compared to other cities.

How effective will each policy be at increasing supply?



How effective will each policy be at keeping costs low?





CONNECTED COMMUNITIES

ENGAGEMENT REPORT

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ENGAGEMENT THEMES

Hundreds of comments recorded throughout engagement were sorted and distilled into a number of common "themes," listed below. Themes do not necessarily represent the opinions of all members of the community, staff, or elected officials. Rather, they provide an overview of what was expressed during each round of public engagement.

Increasing density near NBDs and transit corridors with gradual transition would be the best of both worlds by **maintaining some SF neighborhoods** while **increasing the amenities,** density, and **pedestrian feel** that many people are looking for at **different stages of life.**

Residents want to live in **vibrant, denser neighborhoods that are walkable** to their everyday needs. Increased density could contribute to this.

People want to have **different housing options,** including homeownership, **at a reasonable price** without **fear of displacement.**

Current residents want to **proactively (not reactively) share in development** that will benefit them.

New buildings should complement existing buildings. It is essential that neighborhood character be maintained with new development, and **change should occur gradually.**

There is a **lack of trust in city government** to implement change city-wide because it will **fail to accommodate differing neighborhood needs,** especially **protecting historically marginalized groups** in development.

People want **well-maintained neighborhoods, and irresponsible landlords and developers are seen as a threat** to the quality of existing neighborhoods. Residents see increasing homeownership as a way to address this.

Residents value green space and nature and fear that density will compromise this.

Without **viable transit alternatives,** some people don't feel comfortable reducing parking minimums because they feel that **driving is their only way to get places.**

People want better integrated, smarter, **less impactful parking solutions.**

Cincinnati's **historic resources and preservation are important,** and people fear that new development jeopardizes this.

Reducing redundant zoning barriers isn't the only hurdle, but a good step to help **house people** and **support businesses.**

Mechanisms are needed to **ensure quality development,** otherwise people fear developers will get rich and won't build **high-quality, contextual multi-family buildings** that could have the potential to **stabilize** and **uplift long-term neighborhood vitality.**

There are **cost benefits** and increased lifestyle choices of allowing more housing types, but **intentional, ongoing efforts** are **still needed to house the most vulnerable** populations.

Relaxing parking requirements can allow for **effective use of limited land** and can **support and sustain transit** alternatives. However, **retaining some requirements, managing parking better,** and making it **easier to build multi-modal infrastructure** can help **bridge the gap** until viable transit systems take hold.

Increasing **high-quality, creative landscaping in targeted areas** - like neighborhood business districts, areas with lower tree canopy, and along streets and sidewalks - could **mitigate negative environmental impacts** and **bring new and old neighbors together** in spaces where everyone feels welcome, as long as they are maintained long-term.

"Sounds good in theory, but we do not like the idea of going through demolition and construction to have a less than desirable result with buildings that don't match our historic neighborhood."
2024 Engagement Survey Response

"This project, if enacted, is allowing for the development of housing that I actually want to buy."
2024 Engagement Survey Response

"If reducing parking minimums will be with increased public transit, I am in favor, but we don't need to make it harder to live here, we need to make it easier to live in a non-car centric Cincinnati."
2023 Survey Response

"I like the emphasis on giving people the freedom to choose other modes of transit and live without a car."
2024 Housing Growth & Affordability Summit



CONNECTED COMMUNITIES

ENGAGEMENT REPORT

city of CINCINNATI
CITY PLANNING & ENGAGEMENT

ENGAGEMENT IMPACT ON THE PROPOSAL

We spent over two years engaging thousands of everyday residents, business owners, community leaders, and professionals to determine what Cincinnatians think about how to change our Zoning Code to make housing more attainable for all people, at all income levels, in all areas of the city. Below is a brief summary of exactly how engagement influenced policy.

Engagement Takeaways

How It Was Integrated

2022 Engagement Identify Problems

Changing density, parking, and height restrictions in the Zoning Code will help increase the supply of both market rate and affordable housing. There is a market and desire for Middle Housing typologies in Cincinnati.

Focus was placed on changing regulations in the Zoning Code that most impede new housing development, while also allowing housing types that are desired but lacking in the market.

2023 Engagement Inform Strategy

Desire for different types of housing at affordable prices, better transit, revitalized business districts, and smarter parking solutions. Openness to changing density, height, and parking regulations, but mainly in areas where more housing makes the most sense, such as where it's easy to walk, bike, and take transit to everyday needs. Concern about losing greenery and negative impacts to the form of buildings.

Instead of implementing changes to the Zoning Code citywide, changes were focused on neighborhood business districts and major transit lines, such as future Bus Rapid Transit (BRT) and the 24/7 bus routes. To ensure neighborhoods maintain their aesthetic feel, no major changes were made to setback, and no changes were made to height in single-family zones.

2024 Engagement Hear Feedback and Refine

Proposed policies will be effective at increasing housing supply and keeping housing costs low. Policies will help the city reach climate goals and support public transit and business districts. Landscaping and building design were most important elements of Human Scale Development policies. Concern about quality-of-life issues, bad landlords, lack of parking, and fear of renters. Alternate concern that the policies were overdue and did not go far enough.

Given moderately positive reception and conflicting feedback, no major adjustments were made. Human Scale Development policies to increase landscaping and maintain good building design were created to mitigate effects of potential new development. Concerns not related to zoning were relayed to elected officials and the community at-large to be considered separately.

202401146 **EXHIBIT E**

city of CINCINNATI

Interdepartmental Correspondence Sheet

Date: April 17, 2024

To: Mayor Aftab Pureval and Councilmembers Jeff Cramerding and Reggie Harris

From: Emily Smart Woerner, City Solicitor ESW

Subject: **Ordinance – Connected Communities**

Transmitted herewith is an ordinance captioned as follows:

MODIFYING multiple Chapters of Title XIV, "Zoning Code of the City of Cincinnati," and Title XVII, "Land Development Code," of the Cincinnati Municipal Code, by **ORDAINING** Sections 1401-01-F9-0, "Four-Family Dwelling," 1401-01-T-0, "Projecting Bay," 1401-01-T-0, "Three-Family Dwelling," 1403-04, "Connected Communities," 1405-04, "Connected Communities," 1407-04, "Connected Communities," 1409-04, "Connected Communities," 1410-04, "Connected Communities," 1413-04, "Connected Communities," 1415-04, "Connected Communities," 1421-45, "Transit Stops," 1421-47, "Density, Height, and Parking Modifications for Projects Utilizing Certain Financial Programs," 1425-39, "Electric Vehicle Charging Equipment," 1435-05-07, "Exceptions from Base Development Regulations," by **AMENDING** Sections 1400-23, "Principal Structures," 1401-01-A14, "Attached Single-Family Dwelling," 1403-03, "Specific Purposes of the Single-Family Subdistricts," 1403-05, "Land Use Regulations," 1403-07, "Development Regulations," 1405-05, "Land Use Regulations," 1405-07, "Development Regulations," 1409-09, "Development Regulations," 1410-05, "Land Use Regulations," 1413-05, "Land Use Regulations," 1417-05, "Special Accessory Uses," 1417-15, "Sign Standards for Uses in the I-R District," 1419-21, "Limited or Full Service Restaurants and Drinking Establishments," 1421-07, "Building Projections Into Yards," 1421-19, "Exceptions to Height Limits," 1425-03, "Requirements for Off-Street Parking and Loading," 1425-04, "Urban Parking Overlay Districts," 1425-19, "Off-Street Parking and Loading Requirements," 1425-23, "Reduced Parking," 1425-29, "Parking Lot Landscaping," 1429-05, "Basic Requirements," 1429-17, "Appeals," 1431-21, "Appeals," 1435-05-01, "Applicability," 1447-05, "Nonconforming Structures," 1449-01, "Purpose and Authority," 1449-13, "Procedures for Appeals from Decisions of the Zoning Administrator, the Director of Buildings and Inspections or the City Planning Commission," 1703-2.40, "T3 Estate (T3E); T3E Sub-Zone(s)," 1703-2.40, "T3 Estate (T3E); T3E Allowed Building Types; Building Type," 1703-2.40, "T3 Estate (T3E); T3E Parking; Required Spaces," 1703-2.50, "T3 Neighborhood (T3N); T3N Sub-Zone(s)," Section 1703-2.50, "T3 Neighborhood (T3N); T3N Allowed Building Types; Building Type," Section 1703-2.50, "T3 Neighborhood (T3N); T3N Parking; Required Spaces," Section 1703-2.60, "T4 Neighborhood Medium Footprint (T4N.MF); T4N.MF Sub-Zone(s)," 1703-2.60, "T4 Neighborhood Medium Footprint (T4N.MF); T4N Parking;

Required Spaces," 1703-2.70, "T4 Neighborhood Small Footprint (T4N.SF); T4N.SF Sub-Zone(s)," 1703-2.70, "T4 Neighborhood Small Footprint (T4N.SF); T4N Parking; Required Spaces," 1703-2.80, "T5 Main Street (T5MS); T5MS Sub-Zone(s)," 1703-2.80, "T5 Main Street (T5MS); T5MS Parking; Required Spaces," 1703-2.80, "T5 Main Street (T5MS); T5MS Use Table; Retail," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Sub-Zone(s)," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Parking; Required Spaces," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Use Table; Retail," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Sub-Zone(s)," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Parking; Required Spaces," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Use Table; Retail," 1703-2.110, "T5 Flex (T5F); T5F Sub-Zone(s)," 1703-2.110, "T5 Flex (T5F); T5F Building Placement; Required Spaces," 1703-2.110, "T5 Flex (T5F); T5F Use Table; Retail," 1703-2.120, "T6 Core (T6C); T6C Sub-Zone(s)," 1703-2.120, "T6 Core (T6C); T6C Parking; Required Spaces;" 1703-2.120, "T6 Core (T6C); T6C Use Table; Retail," Table 1703-3.30.A, "Building Types General," 1703-3.100, "Multi-Plex: Small," 1703-5.50, "Parking," 1703-5.100, "Additional Standards for Specific Uses," and by **MODIFYING** Title XV, "Code Compliance and Hearings," of the Cincinnati Municipal Code by **AMENDING** Section 1501-12, "Class F Civil Offenses;" and by **REPEALING** Sections 1403-11, "Purpose of Cluster Housing," 1403-13, "Cluster Housing General Regulations," 1403-15, "Covenants," 1403-17, "Site Divided by Zoning Line," 1403-19, "Application Procedures and Requirements," to foster greater development that focuses on pedestrian and human-centered design, to increase housing options, and to strengthen neighborhood business districts throughout the City.

ESW/KMT(dmm)
Attachment
399368

City of Cincinnati

KMT EBSW

An Ordinance No. _____ - 2024

MODIFYING multiple Chapters of Title XIV, "Zoning Code of the City of Cincinnati," and Title XVII, "Land Development Code," of the Cincinnati Municipal Code, by **ORDAINING** Sections 1401-01-F9-0, "Four-Family Dwelling," 1401-01-T-0, "Projecting Bay," 1401-01-T-0, "Three-Family Dwelling," 1403-04, "Connected Communities," 1405-04, "Connected Communities," 1407-04, "Connected Communities," 1409-04, "Connected Communities," 1410-04, "Connected Communities," 1413-04, "Connected Communities," 1415-04, "Connected Communities," 1421-45, "Transit Stops," 1421-47, "Density, Height, and Parking Modifications for Projects Utilizing Certain Financial Programs," 1425-39, "Electric Vehicle Charging Equipment," 1435-05-07, "Exceptions from Base Development Regulations," by **AMENDING** Sections 1400-23, "Principal Structures," 1401-01-A14, "Attached Single-Family Dwelling," 1403-03, "Specific Purposes of the Single-Family Subdistricts," 1403-05, "Land Use Regulations," 1403-07, "Development Regulations," 1405-05, "Land Use Regulations," 1405-07, "Development Regulations," 1409-09, "Development Regulations," 1410-05, "Land Use Regulations," 1413-05, "Land Use Regulations," 1417-05, "Special Accessory Uses," 1417-15, "Sign Standards for Uses in the I-R District," 1419-21, "Limited or Full Service Restaurants and Drinking Establishments," 1421-07, "Building Projections Into Yards," 1421-19, "Exceptions to Height Limits," 1425-03, "Requirements for Off-Street Parking and Loading," 1425-04, "Urban Parking Overlay Districts," 1425-19, "Off-Street Parking and Loading Requirements," 1425-23, "Reduced Parking," 1425-29, "Parking Lot Landscaping," 1429-05, "Basic Requirements," 1429-17, "Appeals," 1431-21, "Appeals," 1435-05-01, "Applicability," 1447-05, "Nonconforming Structures," 1449-01, "Purpose and Authority," 1449-13, "Procedures for Appeals from Decisions of the Zoning Administrator, the Director of Buildings and Inspections or the City Planning Commission," 1703-2.40, "T3 Estate (T3E); T3E Sub-Zone(s)," 1703-2.40, "T3 Estate (T3E); T3E Allowed Building Types; Building Type," 1703-2.40, "T3 Estate (T3E); T3E Parking; Required Spaces," 1703-2.50, "T3 Neighborhood (T3N); T3N Sub-Zone(s)," Section 1703-2.50, "T3 Neighborhood (T3N); T3N Allowed Building Types; Building Type," Section 1703-2.50, "T3 Neighborhood (T3N); T3N Parking; Required Spaces," Section 1703-2.60, "T4 Neighborhood Medium Footprint (T4N.MF); T4N.MF Sub-Zone(s)," 1703-2.60, "T4 Neighborhood Medium Footprint (T4N.MF); T4N Parking; Required Spaces," 1703-2.70, "T4 Neighborhood Small Footprint (T4N.SF); T4N.SF Sub-Zone(s)," 1703-2.70, "T4 Neighborhood Small Footprint (T4N.SF); T4N Parking; Required Spaces," 1703-2.80, "T5 Main Street (T5MS); T5MS Sub-Zone(s)," 1703-2.80, "T5 Main Street (T5MS); T5MS Parking; Required Spaces," 1703-2.80, "T5 Main Street (T5MS); T5MS Use Table; Retail," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Sub-Zone(s)," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Parking; Required Spaces," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Use Table; Retail," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Sub-Zone(s)," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Parking; Required Spaces," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Use Table; Retail," 1703-2.110, "T5 Flex (T5F); T5F Sub-Zone(s)," 1703-2.110, "T5 Flex (T5F); T5F Building Placement; Required Spaces," 1703-2.110, "T5 Flex (T5F); T5F Use Table; Retail," 1703-2.120, "T6 Core (T6C);

T6C Sub-Zone(s)," 1703-2.120, "T6 Core (T6C); T6C Parking; Required Spaces;" 1703-2.120, "T6 Core (T6C); T6C Use Table; Retail," Table 1703-3.30.A, "Building Types General," 1703-3.100, "Multi-Plex: Small," 1703-5.50, "Parking," 1703-5.100, "Additional Standards for Specific Uses," and by **MODIFYING** Title XV, "Code Compliance and Hearings," of the Cincinnati Municipal Code by **AMENDING** Section 1501-12, "Class F Civil Offenses;" and by **REPEALING** Sections 1403-11, "Purpose of Cluster Housing," 1403-13, "Cluster Housing General Regulations," 1403-15, "Covenants," 1403-17, "Site Divided by Zoning Line," 1403-19, "Application Procedures and Requirements," to foster greater development that focuses on pedestrian and human-centered design, to increase housing options, and to strengthen neighborhood business districts throughout the City.

WHEREAS, the Department of City Planning and Engagement has recommended text amendments to the Cincinnati Zoning Code and the Land Development Code to foster greater development that focuses on pedestrian and human-centered design, to increase housing options, and to strengthen neighborhood business districts throughout the City; and

WHEREAS, the changes include providing greater housing options in and around neighborhood business districts and major transportation corridors, streamlining the development process, reducing regulatory barriers to the construction of affordable housing, promoting the adaptive reuse of existing buildings, and certain other code refinements; and

WHEREAS, the proposed zoning text amendments are intended to promote harmonious land development practices in Connected Community designations city-wide and to encourage human scale development to promote a more vibrant community and discourage land development practices that could present adverse impacts to neighborhood character, quality of life, and property values; and

WHEREAS, at its regularly scheduled meeting on _____, the City Planning Commission reviewed the proposed text amendments and recommended their approval, finding them to be in the interest of the public's health, safety, morals, and general welfare; 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, and the committee approved the proposed text amendments; and

WHEREAS, the text amendments are in accordance with the "Live" goal to "provide a full spectrum of housing options, and improve housing quality and affordability" as described on page 164 of Plan Cincinnati and the "Compete" goal to "build a streamlined and cohesive development process" as described page 111 of Plan Cincinnati; 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 Sections 1401-01-F9-0, "Four-Family Dwelling," 1401-01-T-0, "Projecting Bay," 1401-01-T-0, "Three-Family Dwelling," 1403-04, "Connected Communities," 1405-04, "Connected Communities," 1407-04, "Connected Communities," 1409-04, "Connected Communities," 1410-04, "Connected Communities," 1413-04, "Connected Communities," 1415-04, "Connected Communities," 1421-45, "Transit Stops," 1421-47, "Density, Height, and Parking Modifications for Projects Utilizing Certain Financial Programs," 1425-39, "Electric Vehicle Charging Equipment," 1435-05-07, "Exceptions from Base Development Regulations," of the Cincinnati Municipal Code are hereby ordained as follows:

§ 1401-01-F9-0. - Four-Family Dwelling.

"Four-family dwelling" means a single building that contains four dwelling units.

§ 1401-01-P19-A. - Projecting Bay.

"Projecting bay" means a continuous recess within the interior of a building that contains one room, does not span more than two stories, and does not reach the ground, resulting in a projection on the outside of the building.

§ 1401-01-T-0. - Three-Family Dwelling.

"Three-family dwelling" means a single building that contains three dwelling units.

§ 1403-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, four-family, and multi-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (a)(2).

(2) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (b)(2).

(2) Parking:

(i) No off-street parking is required for permitted residential uses.

(ii) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor '**T**'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1403-07.

(2) Multi-family uses are only permitted if also located within a neighborhood business district.

(3) Minimum off-street parking regulations do not apply.

(4) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance*. At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form*. Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1403-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.

§ 1405-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (a)(2) and (a)(3).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (b)(2).

(2) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor '**T**'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1405-07.

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Minimum off-street parking regulations do not apply.

(4) The height of new structures may exceed the maximum height of the underlying zoning district by an additional twelve feet.

(5) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance.* At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form.* Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1405-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.

§ 1407-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (a)(2) and (a)(3).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (b)(2).

(2) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use

building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor 'T'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1407-07.

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Minimum off-street parking regulations do not apply.

(4) The height of new structures may exceed the maximum height of the underlying zoning district by an additional twelve feet.

(5) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance*. At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form*. Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1407-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.

§ 1409-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (a)(2) and (a)(3).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (b)(2).

(2) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor '**T**'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1409-09.

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Minimum off-street parking regulations do not apply.

(4) The height of new structures may exceed the maximum height of the underlying zoning district by an additional twelve feet.

(5) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance*. At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form*. Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1409-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.

§ 1410-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (a)(2) and (a)(3).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (b)(2).

(2) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor '**T**'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1410-07.

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Minimum off-street parking regulations do not apply.

(4) The height of new structures may exceed the maximum height of the underlying zoning district by an additional twelve feet.

(5) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance*. At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form*. Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1410-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.

§ 1413-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (a)(2) and (a)(3).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (b)(2).

(2) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor '**T**'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1413-07.

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Minimum off-street parking regulations do not apply.

(4) The height of new structures may exceed the maximum height of the underlying zoning district by an additional twelve feet.

(5) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance.* At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form.* Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1413-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.

§ 1415-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (a)(2) and (a)(3).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsection (b)(2).

(2) Parking:

(i) No off-street parking is required for residential uses in a new building containing 10 or fewer dwelling units.

(ii) Residential uses in a new building with more than 10 dwelling units require one-half space per additional dwelling unit over 10 dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use

building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor '**T**'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1415-09.

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Minimum off-street parking regulations do not apply.

(4) The height of new structures may exceed the maximum height of the underlying zoning district by an additional twelve feet.

(5) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance*. At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form*. Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1415-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.

§ 1421-45. - Transit Stops.

Transit stop structures approved by the Department of Transportation and Engineering are permitted in all zoning districts and are exempt from accessory structure regulations set forth in § 1421-01, § 1421-03, and § 1421-05.

§ 1421-47. - Density, Height, and Parking Modifications for Projects Utilizing Certain Financial Programs

(a) Minimum-lot-area-per-dwelling-unit requirements and minimum off-street parking requirements shall not apply to the establishment of new dwelling units in a newly constructed or renovated building, and a newly constructed or renovated building may have a maximum height twelve feet greater than otherwise permitted by the zoning code, provided the building is constructed or renovated pursuant to Low-Income Housing Tax Credit programs.

(b) To be eligible for density, height, and parking modifications, the owner of the building that is to be constructed or renovated, or its successor-in-interest, as applicable, must establish and maintain compliance with the affordability restrictions pursuant to Low-Income Housing Tax Credit programs for the building on the property for so long as those restrictions remain in effect.

(c) Any person who fails to maintain compliance with subsection (b) shall be liable for a Class F civil offense for each dwelling unit that is not in compliance, as applicable, in a given year.

§ 1425-39. - Electric Vehicle Charging Equipment.

Electric vehicle charging equipment is permitted at any location where off-street parking spaces are permitted.

§ 1435-05-07. - Exceptions from Base Development Regulations.

Within designated historic districts, setback and height regulations as prescribed by the underlying zoning district regulations shall not apply. The height and setbacks of structures within historic districts must substantially conform to the applicable Historic District guidelines.

Section 2. That Sections 1400-23, "Principal Structures," 1401-01-A14, "Attached Single-Family Dwelling," 1403-03, "Specific Purposes of the Single-Family Subdistricts," 1403-05, "Land Use Regulations," 1403-07, "Development Regulations," 1405-05, "Land Use Regulations," 1405-07, "Development Regulations," 1409-09, "Development Regulations," 1410-05, "Land Use Regulations," 1413-05, "Land Use Regulations," 1417-05, "Special Accessory Uses," 1417-15, "Sign Standards for Uses in the I-R District," 1419-21, "Limited or Full Service

Restaurants and Drinking Establishments," 1421-07, "Building Projections Into Yards," 1421-19, "Exceptions to Height Limits," 1425-03, "Requirements for Off-Street Parking and Loading," 1425-04, "Urban Parking Overlay Districts," 1425-19, "Off-Street Parking and Loading Requirements," 1425-23, "Reduced Parking," 1425-29, "Parking Lot Landscaping," 1429-05, "Basic Requirements," 1429-17, "Appeals," 1431-21, "Appeals," 1435-05-01, "Applicability," 1447-05, "Nonconforming Structures," 1449-01, "Purpose and Authority," 1449-13, "Procedures for Appeals from Decisions of the Zoning Administrator, the Director of Buildings and Inspections or the City Planning Commission," 1703-2.40, "T3 Estate (T3E); T3E Sub-Zone(s)," 1703-2.40, "T3 Estate (T3E); T3E Allowed Building Types; Building Type," 1703-2.40, "T3 Estate (T3E); T3E Parking; Required Spaces," 1703-2.50, "T3 Neighborhood (T3N); T3N Sub-Zone(s)," Section 1703-2.50, "T3 Neighborhood (T3N); T3N Allowed Building Types; Building Type," Section 1703-2.50, "T3 Neighborhood (T3N); T3N Parking; Required Spaces," Section 1703-2.60, "T4 Neighborhood Medium Footprint (T4N.MF); T4N.MF Sub-Zone(s)," 1703-2.60, "T4 Neighborhood Medium Footprint (T4N.MF); T4N Parking; Required Spaces," 1703-2.70, "T4 Neighborhood Small Footprint (T4N.SF); T4N.SF Sub-Zone(s)," 1703-2.70, "T4 Neighborhood Small Footprint (T4N.SF); T4N Parking; Required Spaces," 1703-2.80, "T5 Main Street (T5MS); T5MS Sub-Zone(s)," 1703-2.80, "T5 Main Street (T5MS); T5MS Parking; Required Spaces," 1703-2.80, "T5 Main Street (T5MS); T5MS Use Table; Retail," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Sub-Zone(s)," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Parking; Required Spaces," 1703-2.90, "T5 Neighborhood Large Setback (T5N.LS); T5N.LS Use Table; Retail," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Sub-Zone(s)," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Parking; Required Spaces," 1703-2.100, "T5 Neighborhood Small Setback (T5N.SS); T5N.SS Use Table;

Retail," 1703-2.110, "T5 Flex (T5F); T5F Sub-Zone(s)," 1703-2.110, "T5 Flex (T5F); T5F Building Placement; Required Spaces," 1703-2.110, "T5 Flex (T5F); T5F Use Table; Retail," 1703-2.120, "T6 Core (T6C); T6C Sub-Zone(s)," 1703-2.120, "T6 Core (T6C); T6C Parking; Required Spaces;" 1703-2.120, "T6 Core (T6C); T6C Use Table; Retail," Table 1703-3.30.A, "Building Types General," 1703-3.100, "Multi-Plex: Small," 1703-5.50, "Parking," 1703-5.100, "Additional Standards for Specific Uses," and Section 1501-12, "Class F Civil Offenses," of the Cincinnati Municipal Code are hereby amended as follows:

§ 1400-23. Principal Structures.

No more than one principal structure may be constructed on a lot unless the development of more than one structure has been approved pursuant to ~~§1403-13, Cluster Housing General Regulations,~~ §1419-12, Community Learning Centers~~,~~ or Chapter 1429, Planned Development Districts.

§ 1401-01-A14. Attached Single-Family Dwelling.

"Attached single-family dwelling" means a dwelling unit that is attached to one or more dwelling units, each with independent exterior access and each with no less than two exterior walls. ~~Attached single-family dwellings include cluster housing.~~

§ 1403-03. Specific Purposes of the Single-Family Subdistricts.

The specific purposes of the SF single-family districts are to create, maintain and enhance neighborhood residential areas that are characterized by ~~detached,~~ low-density dwellings~~unit structures~~ with typical lot sizes ranging from 2,000 square feet to one-half acre or more in size. Future development ~~must~~should remain single-family residential in character~~,~~; ~~although~~however, some public and non-residential uses may be permitted, and two-family, three-family, and four-family uses are permitted in districts with Connected Community designations ~~in certain districts~~. Five subdistricts are established:

(a) *SF-20 Single-family.* This subdistrict allows large-lot single-family housing at very low densities found in suburban residential districts. The minimum lot size is 20,000 square feet.

(b) *SF-10 Single-family.* This subdistrict allows single-family housing at low densities. The minimum lot size is 10,000 square feet.

(c) *SF-6 Single-family.* This subdistrict allows medium-density, single-family housing. The minimum lot size is 6,000 square feet.

(d) *SF-4 Single-family.* This subdistrict allows moderately high-density single-family housing. The minimum lot size is 4,000 square feet.

(e) *SF-2 Single-family.* This district allows high-density, small lot, single-family developments. The minimum lot size is 2,000 square feet for a single-family dwelling and 1,500 square feet for a rowhouse.





Figures 1403-03-A, B





Figures 1403-03-C, D



Figure 1403-03-E

§ 1403-05. Land Use Regulations.

Schedule 1403-05 below prescribes the land use regulations for SF Districts. Uses are defined in Chapter 1401, Definitions. Uses not listed in the Schedule 1403-05 are prohibited.

The regulations for each subdistrict are established by letter designations as follows:

(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 1403-05. 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.

Schedule 1403-05: Use Regulations - Single-family Districts

Use Classifications	SF-20	SF-10	SF-6	SF-4	SF-2	Additional Regulations
Residential Uses						
Bed and breakfast home	—	C	C	C	C	See § 1419-09
~~Child d~~Day care home - Type A	L4	L4	L4	L4	L4	
Day care home - Type B	L4	L4	L4	L4	L4	
Group residential						
Convents and monasteries	C	C	C	C	C	
Fraternities and sororities	—	—	—	—	—	
Patient family homes	—	—	—	—	—	
Rooming houses	—	—	—	—	—	
Shared housing for the elderly	—	—	—	L3	L3	
Permanent residential						
Single-family dwelling	P	P	P	P	P	~~See § 1403-11~~
Attached single-family dwelling	~~L13—~~	~~L13—~~	~~L13—~~	P	P	~~See § 1403-11~~
Rowhouse, single-family dwelling	—	—	—	—	P	
Two-family	L11	L11	L11	L11	L11	
Multi-family	L11	L11	L11	L11	L11	
Residential care facilities						
Developmental disability dwelling	P	P	P	P	P	
Public and Semipublic Uses						
Cemeteries	—	—	—	L1	L1	

Cultural institutions	—	—	C	C	C	
Park and recreation facilities	L12	L12	L12	L12	L12	
Public safety facilities	—	—	—	C	C	
Religious assembly	C	C	C	C	C	
School, public or private	C	C	C	C	C	See § 1419-12
Transportation, Communication and Utilities						
Public utility distribution system	C	C	C	C	C	
Wireless communication antenna	L2	L2	L2	L2	L2	See § 1419-33
Wireless communication tower	C	C	C	C	C	See § 1419-33
Agriculture and Extractive Uses						
Animal keeping	P	P	P	P	P	See Chapter 1422
Farms	C	C	C	C	C	See Chapter 1422
Gardens	P	P	P	P	P	See Chapter 1422
Accessory Uses						
Any accessory use not listed below	L8	L8	L8	L8	L8	
Accessory dwelling unit	L~~14~~13	L~~14~~13	L~~14~~13	L~~14~~13	L~~14~~13	See § 1421-06
Home Occupation	P	P	P	P	P	See § 1419-17
Commercial Vehicle Parking	L5	L5	L5	L5	L5	
Child day-care centers	L4,6	L4,6	L4,6	L4,6	L4, 6	
Refuse storage areas	P	P	P	P	P	See § 1421-35
Drive Box	L7	L7	L7	L7	L7	
Fences and walls	P	P	P	P	P	See § 1421-33
Exterior lighting	P	P	P	P	P	See § 1421-39
Cemetery, incidental buildings and structures	—	—	—	L9	L9	
Rooming Unit	—	—	L10	L10	L10	
Portable storage containers	P	P	P	P	P	See § 1419-24
Nonconforming Uses						See Chapter 1447

Specific Limitations

L1 Only expansion of existing cemeteries allowed with a conditional use approval.

L2 Antenna height may not exceed 20 feet; greater height requires a conditional use approval. The antenna may only be attached to a permitted agricultural, public or semi-public or public utility building or structure.

L3 The minimum lot area for every resident is 800 square feet and the minimum living area for every resident is 250 square feet.

L4 Fencing, a minimum of four feet in height must be provided for purposes of securing outdoor play areas which must be located in the rear yard only.

L5 One commercial vehicle completely enclosed in a garage may be parked or stored on the lot with the following exceptions:

a. An unlimited number of commercial vehicles conveying the necessary tools, materials and equipment to a premises where labor using such tools, materials and equipment is to be performed during actual time of parking.

b. One commercial vehicle with current license owned by a resident of the residential property on which it is stored or parked not to exceed two tons in capacity.

c. Recreational vehicles, watercraft and personal trailers may be parked on the lot beyond the front yard.

L6 Only if accessory to a public or semi-public use.

L7 Accessory to a public or semi-public use, provided the drive-box is at least 100 feet from any property used for residential purposes.

L8 Accessory uses determined by the Zoning Administrator to be customarily incidental to a use of the district are permitted. All others require conditional use approval.

L9 Mausoleums, columbaria and other incidental buildings and structures within and accessory to cemeteries, may be no less than 100 feet from abutting properties in the residential district and may not exceed the height limitation for principal buildings of the district in which it is located.

L10 No more than two rooming units may be rented or leased in a single-family dwelling.

L11 This use must be legally established prior to the effective date of this Zoning Code. The use has the rights of Chapter 1447, Nonconforming Uses and Structures except for the provisions of § 1447-09 Expansion of Nonconforming Use and § 1447-11 Substitution of a Nonconforming Use.

L12 Publicly owned or operated park and recreation facilities are permitted. All park and recreation facilities, private or non-profit, require a conditional use approval.

~~L13 Attached single-family is only permitted as part of a cluster housing development. See § 1403-13.~~

L14<u>13</u> Permitted only when subordinate and incidental to a single-family dwelling that is the principal use of the lot.

§ 1403-07. Development Regulations.

Schedule 1403-07 below prescribes the development regulations for the SF Districts, including lot area, width, setback and height. Where a special review district applies, the provisions of that district take precedence if there is conflict with the provisions of this Section. Additional standards are included in Chapter 1419.

Schedule 1403-07: Development Regulations - Single-family Districts

Building Form and Location			Setbacks (ft.)			
	Lot Area (sq. ft.)	Lot Width* (ft.)	Front Yard	Side Yard Min./Total	Rear Yard	Maximum Height (ft.)
Single-family (SF-20)	20,000	70	30	10/20	35	35
Single-family (SF-10)	10,000	60	30	10/20	35	35
Single-family (SF-6)	6,000	50	25	7/16	35	35
Single-family (SF-4)	4,000	40	20	3/12	25	35
Attached Single-family (SF-4)	3,500	35	20	0/6	25	35
Single-family (SF-2)	2,000	25	5	0/5	20	35
Rowhouse exterior	1,500	25	5	0/5	20	35
Rowhouse interior	1,500	25	5	0/0	20	35
Regulations	SF-20	SF-10	SF-6	SF-4	SF-2	Additional Regulations
Vehicle Accommodation - Driveways and Parking						
Location of Parking	Yes	Yes	Yes	Yes	Yes	See § 1425-15
Parking Lot Landscaping	Yes	Yes	Yes	Yes	Yes	See § 1425-29
Parking Lot Screening	Yes	Yes	Yes	Yes	Yes	See § 1425-27
Truck Docks; Loading and Service Areas	Yes	Yes	Yes	Yes	Yes	See § 1403-09
Other Regulations						
Buffering along District Boundaries	No	No	No	No	No	
Accessory Structures	See Chapter 1421					
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
Signs	See Chapter 1427
Additional Development Regulations	See Chapter 1419

§ 1405-05. Land Use Regulations.

Schedule 1405-05 below prescribes the land use regulations for RM Districts. Use classifications are defined in Chapter 1401, Definitions. Use classifications not listed in Schedule 1405-05 below are prohibited.

The regulations for each subdistrict are established by letter designations as follows:

(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 1405-05. 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.

***

Schedule 1405-05: Use Regulations - Residential Multi-family Districts

Use Classifications	RMX	RM-2.0	RM-1.2	RM-0.7	Additional Regulations
Residential Uses					
Bed and breakfast home	P	P	P	P	See § 1419-09
Day care home - Adult	C	C	P	P	
Day care home - Type A	~~C~~L4	~~C~~L4	L4	L4	
Day care home - Type B	L4	L4	L4	L4	
Group residential					
Congregate housing	—	—	P	P	
Convents and monasteries	P	P	P	P	
Fraternities, sororities, dormitories	—	—	C	P	
Patient family homes	—	—	P	P	
Rooming houses	—	—	—	L2	
Shared housing for the elderly	L1	L1	L1	L1	

Permanent residential					
Single-family dwelling	P	P	P	P	~~See § 1403-11~~
Attached single-family dwelling	~~L15~~P	P	P	P	~~See § 1403-11~~
Rowhouse, single-family dwelling	~~L15~~P	P	P	P	
Two-family dwelling	P	P	P	P	
Three-family dwelling	P	P	P	P	
Multi-family dwelling	L3	P	P	P	
Residential care facilities					
Assisted living	C	C	P	P	
Developmental disability dwelling	P	P	P	P	
Nursing home	C	C	P	P	
Special assistance shelter	—	—	—	C	
Transitional housing					
Programs 1—4	—	P	P	P	
Programs 5—6	—	—	—	—	
Public and Semipublic Uses					
Clubs and lodges	C	C	C	C	
Community service facilities	C	C	C	P	
Cultural institutions	C	C	C	P	
Parks and recreation facilities	P	P	P	P	
Public safety facilities	C	C	P	P	
Religious assembly	P	P	P	P	
Schools, public or private	P	P	P	P	
Commercial Uses					
Bed and breakfast inns	C	C	C	P	See § 1419-09
Business services	—	—	—	L6,7	
Convenience markets	—	L~~16~~15	L~~16~~15	L7	
Food markets	—	L~~16~~15	L~~16~~15	L7	
Funeral and interment services	—	—	—	L6	
Loft dwelling units	—	L14	L14	L14	See § 1419-23
Medical services and clinics	—	—	—	L6,7	
Offices	—	—	—	L6,7	
Parking facilities	—	C	C	C	See Chapter 1425

Personal instructional services	—	—	—	L6,7	
Personal services	—	—	—	L6,7	
Recreation and entertainment					
Indoor or small-scale	—	—	—	L6,7	
Transportation, Communication and Utilities					
Public utility distribution system	C	C	C	C	
Transportation facilities					
Railroad right-of-way	P	P	P	P	
Wireless communication antenna	L9	L9	L9	L9	See § 1419-33
Wireless communication tower	C	C	C	C	See § 1419-33
Agriculture and Extractive Uses					
Animal keeping	P	P	P	P	See Chapter 1422
Farms	P	P	P	P	See Chapter 1422
Gardens	P	P	P	p	See Chapter 1422
Accessory Uses					
Any accessory use not listed below	L8	L8	L8	L8	
Accessory dwelling unit	L~~18~~17	L~~18~~17	L~~18~~17	L~~18~~17	See § 1421-06
Home occupations	P	P	P	P	See § 1419-17
Commercial vehicle parking	L11	L11	L11	L11	
Day care center	L4, L~~17~~16	L4, L~~17~~16	L4, L~~17~~16	L4, L~~17~~16	
Rooming unit	L10	L10	L10	L10	
Transitional housing	L13	L13	L13	L13	
Commercial services	—	P	P	P	See § 1419-35, 1419-37
Refuse storage areas	P	P	P	P	See § 1421-35
Drive box	L12	L12	L12	L12	
Fences and walls	P	P	P	P	See § 1421-33
Exterior lighting	P	P	P	P	See § 1421-39
Portable storage containers	P	P	P	P	See § 1419-24
Nonconforming Uses					See Chapter 1447

Specific Limitations

L1 The minimum lot area for every resident is 500 square feet and the minimum living area for every resident is 250 square feet.

L2 Only rooming houses licensed pursuant to Chapter 855. Rooming Houses of the Municipal Code; the maximum number of rooming units is five, and a separate entrance for access to rooming units must be provided. The minimum rental is seven days. See § 1421-43.

L3 Multi-family dwellings of four or more units must be legally established prior to the effective date of this Zoning Code. The use has the rights of Chapter 1447, Nonconforming Uses and Structures except for the provisions of §1447-09 Expansion of Nonconforming Use and §1447-11 Substitution of a Nonconforming Use.

L4 Fencing, a minimum of four feet in height must be provided for purposes of securing outdoor play areas which must be located in the rear yard only.

L5 Not to exceed 3,000 square feet in gross floor area.

L6 Permitted only on arterial streets.

L7 Permitted on the ground floor occupying less than 2,500 sq. ft.; more space requires a conditional use approval.

L8 Accessory uses determined by the Zoning Administrator to be customarily incidental to a use of the district are permitted. All others require conditional use approval.

L9 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 or public utility building or structure.

L10 No more than two rooming units may be rented or leased in any dwelling.

L11 One commercial vehicle completely enclosed in a garage may be parked or stored on the lot with the following exceptions:

a. An unlimited number of commercial vehicles conveying the necessary tools, materials and equipment to a premises where labor using such tools, materials and equipment is to be performed during actual time of parking.
b. One commercial vehicle with current license owned by a resident of the residential property on which it is stored or parked not to exceed two tons in capacity.
c. Recreational vehicles, watercraft and personal trailers may be parked on the lot beyond the front yard.

L12 Accessory to a public or semi-public use, provided the drive box is at least 100 feet from any property used for residential purposes.

L13 Limited to transitional housing conforming to Paragraph 1401-03-T(c)(5) as an accessory use to public and semi-public uses. The use requires conditional use approval.

L14 Limited to City Council designated Live/Work Districts.

~~L15 Attached single-family dwellings and Rowhouse single-family dwellings of four or more units require conditional use approval.~~

L165 Permitted on the ground floor in multi-family buildings with a minimum of 50 dwelling units, occupying 1,200 square feet or less of gross floor area and having a separate exterior entrance: structures with less than 50 dwelling units require conditional use approval; food markets occupying more than 1,200 square feet of gross floor area require conditional use approval.

L17~~6~~ Permitted only if accessory to a public or semi-public use.

L18~~7~~ Permitted only when subordinate and incidental to a single-family dwelling that is the principal use of the lot.

§ 1405-07. Development Regulations.

Schedule 1405-07 below prescribes the development regulations for the RM Districts, including lot area for every unit, minimum lot width, setbacks and maximum height. Figure 1405-07 illustrates the setbacks for the RM Districts. Where an overlay district applies, the provisions of that district take precedence if there is conflict with the standards of this Section.

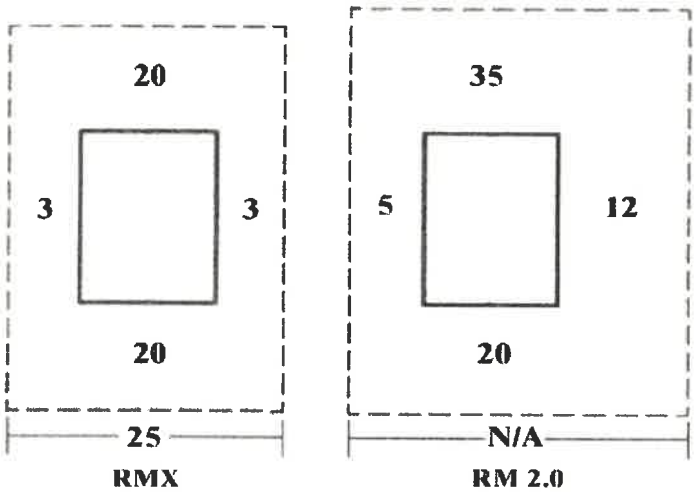
Schedule 1405-07 Development Regulations - Residential Multi-family Districts

				Setbacks (ft.)			
Building Form and Location	Lot Area (sq. ft.)	Lot Area/Unit (sq. ft.)	Lot width (ft.)	Front Yard	Side Yard Min./Total	Rear Yard	Maximum Height (ft.)
RMX single-family	2,500	—	25	20	0/5	20	35
RMX rowhouse exterior	~~2,500~~1,500	—	—	20	0/5	20	35
RMX rowhouse interior	~~2,000~~1,500	—	—	20	0/0	20	35
RMX two-family	5,000	2,500	25	20	3/6	20	35
RMX three-family	7,500	2,500	25	20	3/6	20	35
RMX other			25	20	3/6	20	35

RM 2.0 single-family	2,000	—	25	20	0/5	20	35
RM 2.0 rowhouse exterior	~~2,500~~1,500	—	—	20	0/5	20	35
RM 2.0 rowhouse interior	~~2,000~~1,500	—	—	20	0/0	20	35
RM 2.0 two-family	4,000	2,000	25	20	3/6	20	35
RM 2.0 multi-family	—	2,000	—	20[1]	5/17[3]	35	45
RM 2.0 other			25	20[1]	5/17[3]	35	45
RM 1.2 single-family	2,000	—	25	20	0/5	20	35
RM 1.2 rowhouse exterior	~~2,000~~1,500	—	—	20	0/5	20	35
RM 1.2 rowhouse interior	~~1,500~~1,500	—	—	20	0/0	20	35
RM 1.2 two-family	2,400	1,200	25	20	3/6	20	35
RM 1.2 multi-family	—	1,200	—	20[2]	5/17[3]	30[2]	-
RM 1.2 other				20[2]	5/17[3]	30[2]	—
RM 0.7 single-family	2,000	—	25	5	0/5	20	35
RM 0.7 rowhouse exterior	~~2,000~~1,500	—	—	5	0/5	20	35
RM 0.7 rowhouse interior	1,500	—	—	5	0/0	20	35
RM 0.7 two-family	2,000	700	25	5	0/5	20	35
RM 0.7 multi-family	—	700	—	5	0/5[4]	25[2]	—
RM 0.7 other				5	0/5[4]	25[2]	—

Regulations	RMX	RM 2.0	RM 1.2	RM 0.7	Additional Regulations
Vehicle Accommodation Driveways and Parking					
Location of parking	Yes	Yes	Yes	Yes	See § 1425-17
Parking lot landscaping	Yes	Yes	Yes	Yes	See § 1425-31

Parking lot screening	Yes	Yes	Yes	Yes	See § 1425-29
Truck docks; loading and service areas	Yes	Yes	Yes	Yes	See § 1405-09
Other Regulations					
Buffering along district boundaries	Yes	Yes	Yes	Yes	See § 1423-13
Accessory structures	See Chapter 1421				
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				
Signs	See Chapter 1427				
Additional development regulations	See Chapter 1419				



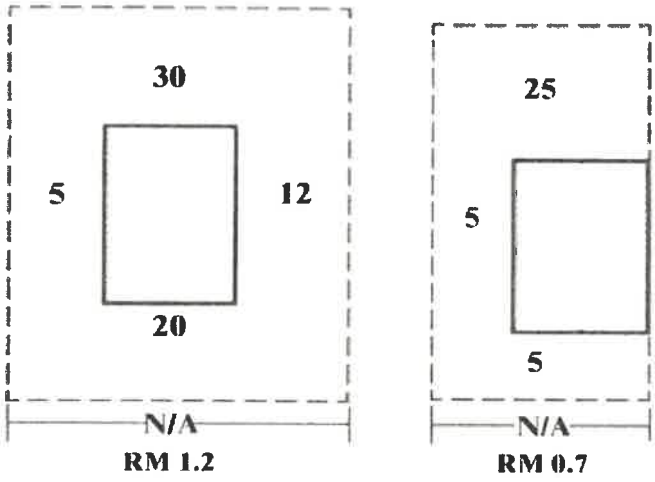


Figure 1405-07 Minimum Setbacks for Multi-Family Buildings 35 ft. in Height

§ 1409-09. Development Regulations.

Schedule 1409-09 prescribes the development regulations for Commercial Districts, maximum building height, minimum setbacks, driveways and parking and other standards that apply. Yes means regulations apply.

Schedule 1409-09: Development Regulations - Commercial Districts

Regulations	CN-P	CN-M	CC-P	CC-M	CC-A	CG-A	Additional Regulations
Building Scale-Intensity of Use							
Minimum Lot Area	0	0	0	0	0	0	
Building Form and Location							
Maximum building height (ft.)	50	50	85	85	85	85	
Minimum building height (ft.)	15	15	15	15	15	15	
Minimum front yard setbacks (ft.)	0	0	0	0	0	0	
Maximum front yard setbacks (ft.)	0	12	0	12	—	—	See § 1409-19
Building placement requirements	Yes	Yes	Yes	Yes	No	No	See § 1409-17 and § 1409-21
Ground floor transparency standards	Yes	Yes	Yes	Yes	No	No	See § 1409-23
Vehicle Accommodation - Driveways and Parking							
Driveway restrictions	Yes	Yes	Yes	Yes	Yes	Yes	See § 1409-11
Drive-through facilities	Yes	Yes	Yes	Yes	Yes	Yes	See § 1409-13 and 1419-13
Location of parking	Yes	Yes	Yes	Yes	No	No	See § 1409-25
Parking lot landscaping	Yes	Yes	Yes	Yes	Yes	Yes	See § 1425-29

Truck docks; loading and service areas	Yes	Yes	Yes	Yes	Yes	Yes	See § 1409-15
Other Regulations							
Buffering along district boundaries	Yes	Yes	Yes	Yes	Yes	Yes	See § 1423-13
Accessory structures	See Chapter 1421						
General site standards	See Chapter 1421						
Landscaping and buffer yards	See Chapter 1423						
Nonconforming structures	See Chapter 1447						
Parking and loading	See Chapter 1425						
Signs	See Chapter 1427						
Additional development regulations	See Chapter 1419						
Residential Regulations							
New residential only							
Lot area/unit (sq. ft.)	700	700	700	700	700	700	
Front yard setback	0	0	0	0	0	0	
Interior side yard setback	0	0	0	0	0	0	
Corner side yard setback	0	0	0	0	0	0	
Rear yard setback	~~250~~	~~250~~	~~250~~	~~250~~	~~250~~	~~250~~	
Residential development in existing buildings							
Lot area/unit (sq./ft.)	500	500	500	500	500	500	

§ 1410-05. Land Use Regulations.

Schedule 1410-05 below prescribes the land use regulations for the UM District. Use classifications are defined in Chapter 1401, Definitions. Use classifications not listed in Schedule 1410-05 below are prohibited.

The regulations are established by letter designations as follows:

(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 1410-05. 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.

Schedule 1410-05: Use Regulations—Urban Mix District

Use Classifications	UM	Additional Regulations
Residential Uses		
Group Residential		
Bed and breakfast home	P	See § 1419-09
Day care home - Adult	P	
Day care home - Type A	L2	
Day care home - Type B	L2	
Group residential		
Congregate housing	P	
Convents and monasteries	L7	
Fraternities, sororities, dormitories	L7	
Patient family homes	L7	
Rooming houses	L1	
Shared housing for the elderly	L7	
Permanent Residential		
Single-family dwelling	P	~~See § 1403-11~~
Attached single-family dwelling	P	~~See § 1403-11~~
Rowhouse, single-family dwelling	P	
Two-family dwelling	P	
Multi-family dwelling	P	
Residential Care Facilities		
Assisted living	P	
Developmental disability dwelling	P	
Nursing home	P	
Special Assistance Shelter	C	
Transitional Housing		
Programs 1—4	P	
Program 5, 6	—	
Public and Semipublic Use		
Clubs and lodges	P	
Colleges, Public or Private	P	

Community service facilities	C	
Cultural institutions	P	
Day Care Center	P	
Government Facilities and Offices		
Offices	P	
Hospitals	P	
Parks and recreation facilities	P	
Public maintenance Facilities	C	
Public safety facilities	P	
Religious assembly	P	
Schools, public or private	P	See § 1419-12
Commercial Uses		
Ambulance Services	C	
Animal Services	C	See § 1419-05
Banks and Financial Institutions	L9	See § 1419-13
ATM, Stand Alone	C	
Bed and breakfast inns	P	See § 1419-09
Building maintenance services	P	
Building material sales & services	L3	
Business services	P	
Commercial meeting facilities	C	
Eating and Drinking Establishments		
Convenience markets	L9	
Drinking establishments	P	See § 1419-21
Restaurants, Full Service	L9	See § 1419-21
Restaurants, Limited Service	L9	See § 1419-21
Food markets	L9	
Food preparation	P	
Funeral and interment services	P	
Garden supply stores & nurseries	C	
Hotels & commercial lodging	P	
Laboratories, commercial	L6	
Loft dwelling units	P	See § 1419-23
Maintenance & repair services	P	
Medical services and clinics	P	
Offices	P	
Parking facilities	C	See § 1425, § 1411-25
Personal instructional services	P	
Personal services	P	
Recreation and Entertainment		
Indoor or small scale	P	
Outdoor or large scale	C	
Retail sales	L6	

Vehicle & Equipment Services	L10	
Car wash	L10	See § 1419-11
Vehicle repair	L11	See § 1419-27
Industrial Uses		
Production industry		
Artisan	P	
General	C	
Limited	P	
Research & development	C	
Warehouse & Storage		
Contractor's storage	L3	
Indoor storage	P	
Wholesale & distribution	C	
Transportation, Communication and Utilities		
Communications facilities	C	
Public utility distribution system	L12	
Transportation Facilities		
Heliports	C	
Railroad right-of-way	P	
Transportation passenger terminals	C	
Wireless communication antenna	L4	See § 1419-33
Wireless communication tower	C	See § 1419-33
Agriculture and Extractive Uses		
Animal keeping	P	See Chapter 1422
Farms	C	See Chapter 1422
Gardens	P	See Chapter 1422
Accessory Uses		
Any accessory use not listed below	L5	
Accessory dwelling unit	L14	See § 1421-06
Commercial services	P	See § 1419-35, 37
Commercial vehicle parking	P	
Drive box	L13	
Exterior lighting	P	See § 1421-39
Fences and walls	P	See § 1421-33
Home occupations	P	See § 1419-17
Refuse storage areas	P	See § 1421-35
Rooming unit	L8	
Small scale specialized incinerator	—	
Transitional Housing	—	
Portable Storage Containers	P	See § 1419-24
Nonconforming Uses		See Chapter 1447

Specific Limitations

L1 Only rooming houses licensed pursuant to Chapter 855. Rooming Houses of the Municipal Code; the maximum number of rooming units is five, and a separate entrance for access to rooming units must be provided. The minimum rental is seven days. See § 1421-43.

L2 Fencing, a minimum of four feet in height must be provided for purposes of securing outdoor play areas which much be located in the rear.

L3 Permitted provided outdoor storage is screened so as not to be visible from adjacent streets.

L4 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, a commercial or industrial building or structure.

L5 Accessory uses determined by the Zoning Administrator to be customarily incidental to a use of the district are permitted. All others require conditional use approval.

L6 Use is limited to 15,000 square feet.

L7 A separate entrance for access to rooming units must be provided in a MIX-use building.

L8 No more than two rooming units may be rented or leased in any dwelling.

L9 Drive through facilities are not permitted.

L10 Permitted as an accessory use located within a parking garage.

L11 Permitted within a fully enclosed structure.

L12 The facility must be underground, within a building or on the roof within an enclosure.

L13 Accessory to a public or semi-public use provided that the drivebox is at least 100 feet from any property used for residential purposes.

L14 Permitted only when subordinate and incidental to a single-family dwelling that is the principal use of the lot.

§ 1413-05. Land Use Regulations.

Schedule 1413-05 below prescribes the land use regulations for M Manufacturing Districts. Use classifications are defined in Chapter 1401: Definitions. Use classifications not listed in Schedule 1413-05 are prohibited.

The regulations for each subdistrict are established by letter designations as follows:

(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 1413-05. 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.

Schedule 1413-05: Use Regulations - Manufacturing Districts

Use Classifications	MA	ML	MG	ME	Additional Regulations
Residential Uses					
Day care home—Adult	P	—	—		
Day care home—Type A	L9	—	—		
Day care home—Type B	L1	—	—		
Group residential					
Convents and monasteries	—	L1	—	—	
Fraternities and sororities	—	L1	—	—	
Patient family homes	—	L1	—	—	
Rooming houses	—	L1	—	—	
Shared housing for the elderly	P	L1	—	—	
Permanent residential					
Single-family dwelling	P	L1	—	—	
Attached single-family dwelling	P	L1	—	—	~~See § 1403-13~~
Two-family dwelling	—	L1	—	—	
Multi-family dwelling	—	L1	—	—	
Residential care facilities					
Developmental disability dwelling	P	P	—	—	
Special assistance shelter	—	C	—	—	
Transitional housing					
Programs 1—4	—	P	P	—	
Programs 5, 6	—	—	P	—	
Public and Semipublic Uses					

Community service facilities	P	P	—	—	
Day care center	P	P	L3	—	
Government facilities and offices					
Correctional institutions	—	—	C	—	
Facilities and installations	—	—	C	—	
Juvenile detention facilities	—	—	C	—	
Offices	P	P	P	—	
Park and recreation facilities	P	P	—	—	
Public maintenance facilities	—	P	P	—	
Public safety facilities	C	P	P	P	
Religious assembly	P	P	—	—	
Schools, public or private	P	P	—	—	See § 1419-12
Commercial Uses					
Ambulance services	—	P	P	—	
Animal service facilities	—	P	P	—	See § 1419-05
Banks and financial institutions	—	P	P	—	
Building maintenance services	—	P	P	—	
Building materials sales and services	—	P	P	P	
Business services	—	P	P	—	
Eating and drinking establishments					
Convenience markets	—	L5	L5	—	
Drinking establishments	—	P	P	—	
Restaurants, full service	—	P	P	—	See § 1419-21
Restaurants, limited	—	P	P	—	See § 1419-21
Food markets	—	L5	L5	—	
Food preparation	P	P	P	—	
Garden supply stores and nurseries	P	P	—	—	See § 1419-16
Laboratories, commercial	—	P	P	—	
Loft dwelling units	P	P	P	—	See § 1419-23
Maintenance and repair services	P	P	P	—	
Medical services and clinics	—	P	P	—	
Offices	P	P	P	P	
Parking facilities	—	P	P	C	See Chapter 1425
Personal instructional services	P	P	P	—	
Personal services	—	L5	L5	—	
Private vehicular storage lot	—	—	P	—	
Recreation and entertainment					
Indoor or small-scale	—	P	P	—	

Outdoor or large-scale	—	C	—	—	
Retail sales	—	L5	L5	—	
Sexually oriented business	—	—	P	—	See § 1419-25
Vehicle and equipment services					
Vehicle and equipment sales and rental	—	L2	L2	—	
Car wash	—	L3	P	—	See § 1419-11
Fuel sales	—	L3	P	—	See § 1419-15
Vehicle repair	—	—	P	—	See § 1419-27
Automobile holding facility	—	—	L4	—	
Industrial Uses					
Production industry					
Artisan	P	P	P	P	
General	—	—	P	P	
Intensive high-impact	—	—	C	C	See § 1419-19
Limited	P	P	P	P	
Research and development	P	P	P	—	
Warehousing and storage					
Contractor's storage	—	C	P	—	
Indoor storage	—	P	P	—	
Oil and gas storage	—	—	C	C	
Outdoor storage	—	—	C	C	
Metal waste salvage yard/junk yards	—	—	C	C	
Waste management					
Waste collection	—	P	P	P	See § 1419-31
Waste disposal	—	—	C	C	
Waste transfer	—	—	C	C	See § 1419-31
Wholesaling and distribution	P	P	P	P	
Transportation, communication and utilities					
Communications facilities	P	P	P	—	
Public utility distribution system	—	P	P	P	
Public utility maintenance yard	—	P	P	P	
Public utility plant	—	C	P	P	
Radio and television broadcast antenna	—	P	P	—	
Transportation facilities					
Airports	—	L6	—	—	
Heliports	—	L6	L6	L6	
Railroad train yards	—	L7	L7	L7	
Railroad right-of-way	—	P	P	P	

Transportation passenger terminals	—	P	P	P	
Truck terminal and warehouse	—	—	L7	L7	
Wireless communication antenna	L13	L8	L8	L8	
Wireless communication tower	—	C	C	C	
Agriculture and Extractive Uses					
Animal keeping	P	P	P	P	See Chapter 1422
Farms	P	P	P	P	See Chapter 1422
Gardens	P	P	P	P	See Chapter 1422
Mining and quarrying	—	—	C	C	
Accessory Uses					See Chapter 1421
Any accessory use not listed below	L10	L10	L10	L10	
Accessory dwelling unit	L17	L1, L17	—	—	See § 1421-06
Refuse storage area	L12	L12	L12	L12	See § 1421-35
Drive box	L11	L11	L11	L11	
Commercial vehicle parking	L14	P	P	P	
Exterior lighting	P	P	P	P	See § 1421-39
Composting facilities	P	—	—	—	See § 1421-37
Home occupation	P	—	—	—	See § 1419-17
Rooming unit	L15	—	—	—	
Retail Sales	L16	—	—	—	
Portable Storage Containers	P	P	P	P	See § 1419-24
Nonconforming Uses					See Chapter 1447

Specific Limitations

L1 New residential is permitted only when abutting an existing residential use or structure.

L2 Permitted on arterial street only. Vehicle loading and unloading must occur on-site.

L3 Permitted only as an accessory use to a use allowed in the district.

L4 The facility must be completely enclosed on all sides with a six foot screen fence which is protected from damage by a guardrail or other barriers approved by the Zoning Administrator. Must be located at least 100 feet from a residential district.

L5 Permitted only if occupying less than 5,000 sq. ft. in ML and 10,000 sq. ft. in MG.

L6 Landing strip, pad, or apron may not be located within 500 ft. of a residential district boundary.

L7 Not allowed within 250 ft. of a residential use in a Residential District.

L8 Antenna height may not exceed 20 feet; greater height requires a conditional use approval. The antenna may be attached to a multi-family, public or semi-public, public utility, a commercial or industrial building or structure.

L9 Fencing a minimum of four feet in height must be provided for purposes of securing outdoor play areas which must be located in the rear yard only.

L10 Accessory uses determined by the Zoning Administrator to be customarily incidental to a use of the district are permitted. All others require conditional use approval.

L11 The storage space is less than 30 cubic yards; enclosed by a screen fence or within a structure; and at least 100 feet from any property used for residential purposes.

L12 Provisions of § 1421-35 apply when refuse storage.

L13 Antenna height may not exceed 20 feet; greater height requires a conditional use approval. The antenna may be attached to an agricultural, public or semi-public or public utility building or structure.

L14 One commercial vehicle may be parked or stored on residential property with the following provisions:

a. Commercial vehicles with current license owned by a resident of the residential property on which it is stored or parked may not exceed two tons in capacity.

b. Recreational vehicles, watercraft and personal trailers may be parked on the lot beyond the front yard.

L15 No more than two rooming units may be rented or leased in a single-family dwelling.

L16 Retail sales of products manufactured or wholesaled on the premises, when incidental and subordinate to a principal permitted use, provided that the floor area devoted to such retailing shall not exceed 35 percent of the floor area devoted to such principal use, but in no case shall the retail floor area exceed 5,000 square feet.

L17 Permitted only when subordinate and incidental to a single-family dwelling that is the principal use of the lot.

§ 1417-05. Special Accessory Uses.

The following uses are permitted or conditional accessory uses to colleges, hospitals, schools and commercial laboratories:

(a) *Permitted Accessory Uses:*

(1) Dormitories, student residences, patient family homes, conference centers without guest lodging rooms, auditoriums, theaters, sports facilities, amphitheaters, book stores, nursing homes and day-care centers.

(2) Automated teller machines, gift shops, florist shops, pharmacies, restaurants and similar uses; provided, that such uses must be conducted primarily for the convenience of the staff, students, patients, patrons and other invitees of the institution; ~~all the entrances to such accessory uses must be from within the building in which located;~~ such accessory uses may not occupy in the aggregate more than 25 percent of the gross floor area of the building in which located; and display of goods or advertising calling attention to the accessory use must not be visible from outside of the building.

(3) Parking lots, decks and garages, provided that the location of all vehicular entrances and exits must first be approved by the Department of Transportation and Engineering.

(4) Utility plants for the production, transmission and distribution of gas, electricity, steam or chilled water, serving institutional uses, provided that the plant may not be nuclear powered. Further, such plant may be erected on its own lot.

(5) Small-scale specialized incinerator accessory to hospitals, clinics, medical laboratories, facilities for scientific research, development or testing, provided that the material incinerated is generated on-site and the incinerator is at least 100 feet from any property used for residential purposes.

(b) *Conditional Accessory Uses:*

(1) Conference centers with guest lodging rooms.

(2) Business and personal services listed in paragraph (a)(2) above not complying with the standards set forth in that paragraph.

(3) Landing pads for helicopters.

(4) Underground parking garages located in buffer yards.

(5) Small-scale specialized incinerator accessory to hospitals, clinics, medical laboratories, facilities for scientific research, development or testing, provided that the material incinerated is generated on-site or by its operator at another site and the incinerator is located on a roof or is at least 100 feet from any property used for residential purposes.

§ 1417-15. Sign Standards for Uses in the I-R District.

Signs in the I-R must comply with the following:

(a) *Internal Signs.* The following permitted signs, not intended for view from beyond the premises of the institution, are subject to the following standards:

(1) *Ground Signs.*

(A) Maximum Area Per Sign Face: 24 square feet
(B) Maximum Number of Sign Faces: 2
(C) Maximum Number: One per building
(D) Maximum Sign Height: 6 feet
(E) Maximum Sign Width: 12 feet
(F) Minimum Sign Setback: N/A
(G) Illumination Permitted: External or internal

(2) *Wall Signs Indicating the Name of the Institution and Other Information.*

(A) Maximum Area Per Sign Face: 24 square feet
(B) Maximum Number of Sign Faces: 1
(C) Maximum Number: Two per building
(D) Maximum Sign Height: 20 feet above the average grade of the wall
(E) Maximum Sign Width: None
(F) Minimum Sign Setback: None
(G) Illumination Permitted: External or Internal. If internally illuminated, the background of the sign shall be opaque and the letters light emitting.

(3) *Marquee, Canopy, or Awning Signs.*

(A) Maximum Area Per Sign Face: 24 square feet
(B) Maximum Number of Sign Faces: 1
(C) Maximum Number: One per building
(D) Maximum Sign Height: None
(E) Maximum Sign Width: None
(F) Minimum Sign Setback: None
(G) Illumination Permitted: External or internal

(4) *Ground or Wall Signs Directing the Way to Hospital Emergency Facilities.*

(A) Maximum Area Per Sign Face: 20 square feet
(B) Maximum Number of Sign Faces: 2
(C) Maximum Number: Two per building
(D) Maximum Sign Height: None
(E) Maximum Sign Width: None
(F) Minimum Sign Setback: None
(G) Illumination: External or Internal. If internally illuminated, the background of the sign shall be opaque and the letters light emitting.

(5) *Changeable Copy Signs may be Erected as a Ground or Wall Sign only and Must Comply with the Following:*

(A) Maximum Area Per Sign Face: 24 square feet
(B) Maximum Number of Sign Faces: 2
(C) Maximum Number: 1 per building
(D) Maximum Sign Height:
Ground Sign: 6 feet
Wall Signs: 20 feet above the average grade of the wall
(E) Maximum Sign Width: None
(F) Minimum Sign Setback: None
(G) Illumination Permitted: External or internal. If internally illuminated, the background of the sign shall be opaque and the letters light emitting.

(6) *Instructional Signs may be Erected as Ground or Wall Signs Only and Must Comply with the Following:*

(A) Maximum Area Per Sign Face: 12 square feet
(B) Maximum Number of Sign Faces: 2
(C) Maximum Number: 6 per building
(D) Maximum Sign Height: 6 feet
(E) Maximum Sign Width: None
(F) Minimum Sign Setback: None
(G) Illumination Permitted: External or internal. If internally illuminated, the background of the sign shall be opaque and the letters light emitting

(b) *External Signs.* The following permitted signs, that are intended to be seen from beyond the premises of the institution ~~and are located within 200 feet of an SF or RM District,~~ are subject to the following standards:

(1) *Ground Signs indicating the name of the institution and other information:*

(A) Maximum Area per Sign Face: 72 square feet
(B) Maximum Number of Faces: Two

(C) Maximum Number: One for every public street frontage on the perimeter of the institution.
(D) Maximum Sign Height: 16 feet
(E) Maximum Letter Height: N/A
(F) Maximum Sign Width: N/A
(G) Maximum Sign Setback: Twice the sign height
(H) Illumination Permitted: External or internal. If internally illuminated, the background of the sign must be opaque and the letters light emitting.

(2) *Wall Signs indicating the name of the institution and other information:*
(A) Maximum Area Per Sign Face: One-half square feet for each foot of wall width, not to exceed 50 square feet
(B) Maximum Number of Sign Faces: 1
(C) Maximum Number: One per building.
(D) Maximum Sign Height: 20 feet above the average grade of the wall.
(E) Maximum Sign Width: N/A
(F) Minimum Sign Setback: N/A
(G) Illumination Permitted: External or internal

(c) *Building Identification Signs.* Building identification signs that are intended to be seen from beyond the site must be erected as wall signs and meet the following standards:

(1) Maximum Display Area: 250 square feet for every sign face.

(2) Placement: Within 20 feet of the top of the wall and shall not project above the roof line. (See Chapter 1427 Sign Regulations.)

(3) Maximum Number On a Single Building: One per external wall and a maximum of four per building.

(4) Maximum Number for Each IR Campus: 4

§ 1419-21. - Limited or Full Service Restaurants and Drinking Establishments.

Outdoor areas of limited or full service restaurants and drinking establishments must be located, developed and operated in compliance with the following:

(a) Residential District Boundary Line. For the purposes of this section the term residential district boundary line shall mean the district boundary line of the SF-20, SF-10, SF-6, SF-4, SF-2, RMX, RM-2.0, RM-1.2, and RM-0.7 districts.

(b) Location. Outdoor areas on any public sidewalk or alley requires a revocable street privilege. Any outdoor area located within 100 feet of a

residential district boundary line may not exceed 50 percent of the indoor area accessible to the public. Additional outdoor area requires conditional use approval pursuant to the procedures and criteria of Chapter 1445, Variances, Special Exceptions and Conditional Uses.

~~(c) Maximum Size. Within 500 feet of a residential district boundary line, the outdoor area may not exceed 50 percent of the indoor area accessible to the public. Additional area requires conditional use approval pursuant to the procedures and criteria of Chapter 1445, Variances, Special Exceptions and Conditional Uses.~~

~~(d)~~(c) Barriers. Decorative walls or fencing must enclose an outdoor area.

~~(e)~~(d) Entertainment. Within 500 feet of a residential district boundary line, entertainment, including the use of audio/visual equipment or amplified sound is prohibited unless conditional use approval is obtained pursuant to the procedures and criteria of Chapter 1445, Variances, Special Exceptions and Conditional Uses.

~~(f)~~(e) Fixtures. Furniture and fixtures provided for use in an outdoor area may consist only of movable tables, chairs, umbrellas, planters, lights and heaters. Lighting fixtures may be permanently affixed onto the exterior of the building. All movable furniture and fixtures must be removed during the off-season.

~~(g)~~(f) Hours of Operation. Within 100 feet of a residential district boundary line the use of outdoor areas is prohibited between Midnight and 7 AM on Friday and Saturday and 10 PM and 7 AM on all other days, unless conditional use approval is obtained pursuant to the procedures and criteria of Chapter 1445, Variances, Special Exceptions and Conditional Uses. In all other locations, the use of outdoor areas shall be prohibited after 2 AM.

~~(h)~~(g) Breweries and Wineries. Beer and wine production accessory to a limited or full
service restaurant is limited to an area that may not exceed 10,000 sq. ft and may not produce any objectionable odor, dust or fumes.

~~(i)~~(h) Required Buffer Yards. Where any side or rear yard of the permitted use abuts a residential district boundary line, a 10 foot buffer area ensuring visual and sonic separation shall be provided pursuant to Chapter 1423-03, Landscaping Plan.

~~(j)~~(i) Parking Requirements for Outdoor Areas. Off-street parking spaces must be made permanently available to the use served. For parking requirements for outdoor areas of eating and drinking establishments see § 1425-19-A: Off-street Parking and Loading Requirements.



Figure 1419-19(h) Outdoor Eating Area Example

~~(k)~~(j) Outdoor areas within Outdoor Refreshment Areas established pursuant to Chapter 838 are permitted with the following conditions:

(1) The hours of operation of the outdoor area may not exceed the hours of operation of the Outdoor Refreshment Area in which it is located unless conditional use approval is obtained pursuant to the procedures and criteria of Chapter 1445, Variances, Special Exceptions and Conditional Uses, and

(2) Section 1419-21(a)-(c) and (e)-(h) do not apply to Outdoor Refreshment Areas.

§ 1421-07. Building Projections Into Yards.

The standards for building projections into setback areas are prescribed in Schedule 1421-07 below.

Schedule 1421-07: Maximum Projections Allowed Into Yards (Feet)

Physical Element	Front Yard	Side Yard	Rear Yard
Cornices, sills, belt courses, eaves, and other ornamental features	2.5	2.5	2.5
Fire escapes	4.5	4.5	4.5
Uncovered stairways and necessary landings not extending above building entrance floor	4.5	4.5	4.5
~~Bay windows~~Projecting bays, fireplaces and chimneys that are	3.0	3.0	3.0

cumulatively ~~of~~ less than ⅓ the length of the building wall			
~~Terraces and u~~Uncovered ~~porches~~decks not more than three feet above the floor level of the ground story	2.5	2.5	2.5
Porte-cocheres and canopies	2.5	2.5	2.5
Balconies into yards of less than 20 feet in SF or RM Districts in aggregate less than ⅓ the length of the building wall	3	3	3
Balconies into yards of more than 20 feet in SF or RM districts in aggregate less than ⅓ the length of the building wall	6	6	6
In all other districts other than residential, balconies no closer to any lot line than 20 feet or ⅓ of the required yard space at the top story, whichever is less	8	8	8
Air conditioners, compressors and similar noise emitting devices ~~in districts other than residential~~	—	—Anywhere[1]	Anywhere[1]
Power generating equipment	—	—	Anywhere[1]
Access ramps, excluding handrails, not extending above the floor level of the ground story	Anywhere	Anywhere	Anywhere[1]

[1] Except within required buffer yard.

§ 1421-19. - Exceptions to Height Limits.

Height limits do not apply to farm buildings and structures, railings with transparency of 50% or greater, flush-mounted solar panels, and access elevators and stair towers with a total footprint of 200 square feet or less, spires, belfries, cupolas, domes, false mansards, monuments, water towers, fire and hose towers, transmission towers, windmills, chimneys, smoke stacks, flag poles, radio and television towers, masts, aerials, parabolic satellite receivers, microwave transmitters and receivers used in connection with radio and television broadcasting, unless subject to specific regulations by other provisions of the Cincinnati Zoning Code.

§ 1425-03. Requirements for Off-Street Parking and Loading.

Off-street parking and loading spaces must be provided for uses that are established, enlarged, extended or moved onto any lot in accordance with the standards in Section 1425-19~~after the effective date of these zoning regulations, or of a subsequent rezoning or other amendment establishing or increasing parking or loading requirements for the uses,~~ except within an Urban Parking Overlay District established according to Section 1425-04. ~~When an expanded use results~~

~~in an increase of more than ten percent in the number of currently required parking spaces,~~ ~~a~~Additional parking must be provided ~~for the additional space~~ based on the standards of this chapter when the expansion of an existing use results in an increase of more than ten percent in the number of currently required parking spaces. Off-street parking and loading requirements for uses in the DD Districts are subject to the provisions of Chapter 1411, Downtown Development Districts.

§ 1425-04. Urban Parking Overlay Districts.

City Council may establish Urban Parking Overlay Districts within which the provisions of Sections 1410-09(a), 1411-23, 1425-03, 1425-05, 1425-07, 1425-09, 1425-11, 1425-13, 1425-17, 1425-19, 1425-21, and 1425-23 of the Zoning Code do not apply.

§ 1425-19. Off-Street Parking and Loading Requirements.

(a) When required, o~~O~~ff-street parking and loading ~~requirements~~spaces must be provided in accordance with Schedules 1425-19-A and 1425-19-B and made available to the use giving rise to the requirement. Unless a use is specifically noted under the appropriate use classification heading, the parking and loading requirements apply uniformly to all uses within a use classification. Off-street parking and loading requirements for uses in the DD Districts are subject to the provisions of Chapter 1411, Downtown Development Districts.

(b) Off-street parking and loading facilities must be made permanently available to the use served. Where the use is undetermined or the parking requirement is not established in Schedule 1425-19-A, the Zoning Administrator ~~must~~may determine the probable use and number of spaces required.

(c) An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

(d) Commercial uses located in certain Commercial, Office, and Manufacturing zoning districts are entitled to an exemption from the parking requirements as follows:

(1) *Commercial Uses in the CN-P and CC-P Zoning Districts.* The first 2,000 square feet of gross floor area of existing and new commercial uses are exempted from the off-street parking requirements.

(2) *Commercial Uses in the CN-M, CC-M, OL, OG, IR, RF-C and ML Zoning Districts.* The first 2,000 square feet of gross floor area of ~~existing~~ commercial uses in existing buildings are exempted from the off-street parking requirements. ~~New c~~Commercial uses in new buildings are not exempted from the parking requirements.

~~(c) *Commercial Uses in the CC-A, CG-A, MG and RF-M Zoning Districts.* Commercial uses are not exempted from the parking requirements.~~

Schedule 1425-19-A: Off-Street Parking and Loading Requirements

Use Classifications	Required Parking (Sq. Ft. of Floor Area)	Loading User Group
Residential Uses		
Bed and breakfast home	2 for every dwelling, plus 1 for every guest room	
Child day care home	No additional spaces required	
Group residential	1 for every 2 residents	
Permanent residential		
~~Single-family~~		
~~SF-4, SF-6, SF-10, SF-20~~Single-family, Two-family, and Multi-family	~~2~~1 for every unit	
~~SF-2, RM, O, C, M, UM, RF-R and IR~~	~~1 for every unit~~	
~~Attached single-family~~	~~1 for every unit~~	
~~Rowhouse single-family~~	~~1 for every unit~~	
~~Two-family~~	~~1 for every unit~~	
~~Multi-family~~		
~~RMX, RM2.0, RM1.2, OL~~	~~1.5 for every unit~~	
~~RM0.7, OG, C, UM, M, RF-R and IR~~	~~1 for every unit~~	
Residential care facilities		
Assisted living	1 for every 4 residents	
Developmental disability dwelling	1 for every 4 residents	
Nursing home	1 for every 4 residents	
Special assistance shelters	1 for every 3 employees plus 1 for every facility vehicle	
Transitional housing	1 for every facility plus 1 for every 8 beds	
Public and Semi Public Uses		
Cemeteries	None	
Day care center	2 for every facility, plus 1 for every 8 clients	
Clubs and lodges	1 for every 100 sq. ft.	3
Colleges, public or private	1 for every 3 auditorium seats plus 1 for every 5 classroom seats	3
Community service facilities	1 for every 100 sq. ft.	
Cultural institutions	1 for every 500 sq. ft. or 1 for every 8 seats, whichever is greater	3
Government facilities and offices		
Facilities and installations	1 for every 1,000 sq. ft.	1

Correctional institutions	1 for every 20 beds	1
Offices	1 for every 750 sq. ft.	1
Hospitals	1 for every bed	3
Parks and recreation facilities	1 for every 100 sq. ft. of indoor area	
Public maintenance facilities	1 for every 1,000 sq. ft.	
Public safety facilities	1 for every 250 sq. ft.	
Religious assembly	1 for every 30 sq. ft. in principal assembly area	
School, public or private	High School: 1 for every 10 classroom seats	3
	Elementary School: 1 for every 30 classroom seats	3
Commercial Uses		
First 2,000 square feet of gross floor area of existing and new commercial uses in the CN-P and the CC-P districts.	Exempt - no spaces required.	
First 2,000 square feet of gross floor area of existing commercial uses in the CN-M, CC-M, OL, OG, IR, RF-C and ML districts.	Exempt - no spaces required.	
New commercial uses in the CC-M, CC-A, CG-A, OL, OG, IR, RF-C, ML, MG and RF-M districts.	As required below.	
New and existing commercial uses in the CC-A and CG-A districts.	As required below.	
Ambulance services	1 for every 250 sq. ft.	
Animal services	1 for every 400 sq. ft.	
Banks and financial institutions	1 for every 200 sq. ft. of gross floor area of the first floor area, plus 1 for every 250 sq. ft. of gross floor area of any other floors	2
Bed and breakfast inns	1 for every facility plus 1 for every guest room	
Building materials and services	1 for every 400 sq. ft.	4
Building maintenance services	1 for every 400 sq. ft.	
Business services	1 for every 250 sq. ft.	
Commercial meeting facility	1 for every 150 sq. ft.	3
Eating and drinking establishments		
Drinking establishments	1 for every 150 sq. ft.	
Restaurants, full service	1 for every 150 sq. ft.	
Restaurants, limited service	1 for every 150 sq. ft.	
Food markets	1 for every 150 sq. ft. where it exceeds 2,000 sq. ft.	1

Food preparation	1 for every 750 sq. ft.	
Funeral and interment services	1 for every 50 sq. ft. used for assembly	
Garden supply stores and nurseries	1 for every 400 sq. ft.	
Hotels and commercial lodging	1 for every guest room	3
Loft dwelling units	1 for every unit	
Laboratories, commercial	1 for every 250 sq. ft.	
Maintenance and repair services	1 for every 400 sq. ft.	
Medical services and clinics	1 for every 150 sq. ft.	
Offices	1 for every 400 sq. ft.	2
Personal services	1 for every 250 sq. ft.	
Personal instructional services	1 for every 250 sq. ft.	
Recreation and entertainment		
Indoor and small scale		
Fitness centers, gyms, handball, racquetball or tennis clubs, ice or roller rinks, miniature golf courses	1 for every 350 sq. ft.	
Billiard parlors, poolrooms	1 for every 250 sq. ft.	
Bingo parlors, amusement arcades	1 for every 150 sq. ft.	
Movie theater (three or less screens)	1 for every 5 seats	
Bowling centers	5 for every bowling lane	
Outdoor or large scale		
Sports stadiums and arenas, movie theaters (4 or more screens), racetracks	1 for every 5 seats	
Amusement and theme parks, driving ranges, swimming or wave pools, entertainment complexes, drive-in theaters, archery or shooting ranges, riding stables, campgrounds	1 for every 1,000 sq. ft.	
Retail sales	1 for every 250 sq. ft.	1
Sexually oriented business	1 for every 250 sq. ft.	
Vehicle and equipment services		
Vehicle and equipment sales and rental	1 for every 400 sq. ft. of office sales or rental area	
Car wash	See § 1419-11	
Fuel sales	None	
Vehicle repair	2 for every service bay or 1 for every 250 sq. ft., whichever is greater	
Automobile holding facilities	None	
Industrial Uses		
Production industry	1 for every 1,000 sq. ft.	4
Research and development	1 for every 750 sq. ft.	2
Warehousing and storage		

Contractor's storage	1 for every 1,000 sq. ft.	
Indoor storage	4 spaces	
Waste management	1 for every 1,000 sq. ft.	
Wholesaling and distribution	1 for every 1,000 sq. ft.	4
Transportation, Communication and Utilities Uses		
Communications facilities	1 for every 600 sq. ft. plus 1 for every 3 auditorium seats	2
Public utility distribution system	1 for every 1,000 sq. ft.	
Public utility maintenance yard	1 for every 1,000 sq. ft.	
Public utility plant	1 for every 1,000 sq. ft.	
Public vehicle operations and service	1 for every employee plus 1 for every taxi and/or limousine	
Transportation facilities		
Airports	1 for every 250 sq. ft of terminal building	1
Heliports	None	
Railroad train yards	None	
Railroad right-of-way	None	
Transportation passenger terminals	1 for every 2,000 sq. ft.	
Truck terminal and warehouse	0—100,000 sq. ft: 1 for every 2,000 feet	4
	Over 100,000: 1 for every 4,000 sq. ft. over 100,000 sq. ft.	4
Watercraft and riverfront facilities		
Barge terminals	1 for every 2,000 sq. ft.	
Boat and ship yards	1 for every 2,000 sq. ft.	
Commercial piers and ports	1 for every 2,000 sq. ft.	
Marinas	1 for every two berths	
Marine sales and services	1 for every 400 sq. ft.	
Agriculture and Extractive Uses		
Farming	1 for every site	
Mining and quarrying	1 for every 1,000 sq. ft.	

Schedule 1425-19-B: Loading User Group Classification

Group	Requirement
Group 1	
0—9,999 sq. ft.	No spaces required
10,000—24,999 sq. ft.	1 space
25,000—49,999 sq. ft.	2 spaces
50,000—99,999 sq. ft.	3 spaces
100,000 sq. ft. or more	1 additional space for each 100,000 sq. ft. in excess of 100,000 sq. ft.

Group 2	
0—29,999 sq. ft.	No spaces required
30,000—99,999 sq. ft.	1 space
100,000—499,000 sq. ft.	1 additional space for every 100,000
500,000 sq. ft. or more	1 additional space for every 500,000
Group 3	
0—9,999 sq. ft.	No spaces required
10,000—99,999 sq. ft.	1 space
100,000 sq. ft. or more	1 additional space for each 100,000 sq. ft.
Group 4	
0—4,999 sq. ft.	No spaces required
5,000—39,999 sq. ft.	1 space
40,000—99,999 sq. ft.	2 spaces
100,000 sq. ft. or more	1 additional space for each 100,000 in excess of 100,000

§ 1425-23. Reduced Parking.

~~The Zoning Administrator may grant a~~A reduction in the number of spaces to less than that specified in Schedule 1425-19-A ~~for the~~is permitted under the following conditions:

(a) *Proximity to Public Parking Facilities*. In the O, C, UM, and M Districts, where a use is located within ~~600~~1300 feet of a public parking facility, either publicly or privately owned and operated, as measured along paved sidewalks or walkways that provide access to both sites, and the facility could provide ~~50~~fifty percent or more of the parking spaces required for the use, the ~~director may approve a~~parking requirements for the use shall be reduced by ~~50~~fifty percent ~~reduction in the parking requirements for the use~~. If the reduced requirement results in fewer than five spaces being required, no spaces need be provided.

(b) *Multiple Uses on a Single Development Site*. The maximum allowable reduction in the number of spaces to be provided may not exceed 15 percent of the sum of the number required for each individual use served and not less than the largest amount required for any of the uses computed separately. A covenant in a form satisfactory to the City Solicitor must be filed with the Zoning Administrator in which the owner or owners of property comprising the site agree to participate in the shared parking program. The covenant must include the following:

(1) An agreement that there will be no substantial alteration in the uses that will create a greater demand for parking.

(2) An agreement among the landowners for access to and use of the shared parking spaces.

(c) *Housing for the Elderly and Persons with Disabilities*. The parking requirements for Type A dwelling units is one parking space for every two units, provided that

the owner files with the Zoning Administrator, a covenant that reserves those units for the exclusive use of the elderly and persons with disabilities. "Type A dwelling unit" means an accessible dwelling unit complying with Section 1002 of the American National Standard ICC/ANSI A117.1-1998. "Exclusive use of the elderly and persons with disabilities" means that at least one member of the household occupying the dwelling unit is 60 years of age or older or has a physical or mental impairment that substantially limits one or more major life activities, including the functions of caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working; a record of a physical or mental impairment; or being regarded as having a physical or mental impairment.

(d) *Proximity to Streetcar*. The parking requirements for residential uses in~~In~~ SF, RM, RF-R, and UM Districts are reduced by fifty percent if~~, where a residential use~~ is located within 600 feet of a streetcar stop~~, the Zoning Administrator may grant a fifty percent reduction in the number of required parking spaces~~. If the effect of the ~~50%~~fifty percent reduction means that fewer than three spaces are required, then no spaces need be provided.

(e) *On-Street Parking*. Required off-street parking spaces shall be reduced in an amount equal to the number of on-street parking spaces located adjacent to the property line on the same side of the street. An on-street parking space used to comply with the requirement of this Section must be 20 feet in length, as measured perpendicularly to parallel straight lines.

§ 1425-29. Surface Parking Lot Landscaping.

~~One tree, two inches or more in caliper, must be planted for every ten parking spaces.~~

~~(a) *Perimeter Landscaping*. Parking lots must provide a perimeter landscape area of at least three feet in width.~~

~~(b) *Ground Cover*. Ground cover must be installed appropriate to the surface conditions of the area. Grass is the default landscaping material.~~

~~(c) *Lighting and Walkways*. Lighting fixtures and walkways are permitted within all islands and perimeter areas.~~

~~(d) *Maintenance*. All required planting must be permanently maintained in good growing condition and replaced with new plant materials when necessary to ensure continued compliance with applicable landscaping requirements.~~

Surface parking lots shall comply with the minimum landscaping and design requirements set forth below.

(a) *General Landscaping Requirements.*

1. *Perimeter Landscaping.* Surface parking lots shall provide a landscape buffer area separating the parking facility from adjoining streets. The buffer area shall be located within a six-inch-high, poured-in-place concrete curb, landscaped with plant material, and measure at least eight feet in width in CC-A and CG-A zoning districts and five feet in width in all other zoning districts. The buffer area shall not be paved except for approved walkways, bikeways, driveways, and other approved amenities or site elements. A perimeter landscape area of at least three feet in width is required for perimeter areas not adjoining streets.

2. *Trees.* Surface parking lots shall provide at least one tree per ten parking spaces, including one canopy tree per 25 linear feet dispersed throughout the entirety of the perimeter landscape buffer area.

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

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

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

3. *Ground Cover.* Ground cover shall be installed appropriate to the surface conditions of the area. Grass is the default landscaping material.

4. *Lighting and Walkways.* Lighting fixtures and walkways are permitted within all islands and perimeter areas.

5. *Maintenance.* All required plantings must be permanently maintained in good growing condition and replaced with new plant materials when necessary to ensure continued compliance with applicable landscaping requirements.

(b) *Facilities Larger than One-Quarter Acre.* Surface parking lots larger than one-quarter acre (i.e., 10,890 square feet) shall conform to the following additional standards:

(1) No parking area within a surface parking lot 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.

(2) 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)(2) shall be located within the interior landscaped islands and peninsulas.

(3) Landscaped islands and peninsulas need not be uniformly spaced but shall provide a minimum separation of 15 feet between smaller parking areas.

(c) *Existing Surface Parking Lots.* Surface parking lots established prior to the effective date of this zoning amendment must comply with the requirements of this section upon demolition of a principal structure for which the lot served as an accessory use or the redevelopment or expansion of existing site ground coverage (including buildings, accessory uses or structures, parking and outdoor storage areas) of thirty percent or more.

§ 1429-05. Basic Requirements.

PD Districts and development within PD Districts must comply with the following:

(a) *Minimum Area.* The minimum area of a PD District is ~~two~~1.5 contiguous acres. Council may approve a PD District that contains less than the minimum acreage required for an area on an affirmative recommendation of the City Planning Commission, finding that special site characteristics exist and the proposed land uses justify development of the property as a PD.

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

(c) *Multiple Buildings on a Lot.* More than one building is permitted on a lot.

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

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

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

§ 1429-17. Appeals.

The City Planning Commission's approval or denial of a request for renewal, revision or approval of a final development plan is subject to appeal to the Hamilton County Court of Common Pleas in the manner provided by law ~~Zoning Board of Appeals pursuant to § 1449-03 and § 1449-09~~.

§ 1431-21. Appeals.

Any adversely affected person may appeal a decision of the City Planning Commission made pursuant to this chapter to the Hamilton County Court of Common Pleas in the manner provided by law.~~to Council pursuant to the provisions of § 111-3, Appeals to Council, of the Municipal Code. The notice of appeal must be filed with the Clerk of Council within 30 days of the mailing of the City Planning Commission's decision to the applicant. Those "adversely affected" include the applicant or any other person, organization or association, who appeared before the City Planning Commission personally, by representative or in writing and expressed a position contrary to the decision of the City Planning Commission.~~

§ 1435-05-01. Applicability.

Except as otherwise provided in ~~s~~Section 1435-11 and Section 1435-05-07 below, all regulations of the underlying zone districts and other applicable overlay districts apply to and control property in a Historic District or for a Historic Asset; provided, however, that in the case of conflict between the provisions of the underlying zone district, other applicable overlay districts, and the regulations of Chapter 1435, the provisions of this Chapter 1435 shall govern.

§ 1447-05. Nonconforming Structures.

A nonconforming structure may not be moved, expanded or altered, except in the manner provided in this section or unless required by law.

(a) *Repair, Maintenance, and Alterations ~~and Expansion~~.* A nonconforming structure may be repaired, maintained, or altered ~~or enlarged~~; provided, however, that no such repair, maintenance, or alteration ~~or expansion~~ shall either create any new nonconformity or increase the degree of the existing nonconformity of all or any part of such structure without having first obtained a variance pursuant to Chapter 1445.

(b) *Expansion.* A nonconforming structure may be expanded subject to the following standards:

1. The expansion will not create a new nonconformity or increase the degree of an existing nonconformity unless a variance is obtained pursuant to Chapter 1445; or

2. The expansion extends an existing legal non-conforming side yard setback and all of the following conditions are met:

   i. The expansion is a single-story, ground-level addition.

   ii. The expansion complies with rear yard setback requirements.

iii. The expansion continues along the same plane of the existing wall and does not narrow the existing side yard setback.

iv. The overall building depth does not exceed 60 feet prior to or after the expansion; and

v. The expansion has a minimum side yard setback of five feet.

(c) *Moving.* A nonconforming structure, including nonconforming signs, may not be moved, in whole or in part, for any distance whatsoever, to any other location on the same lot or to any other lot unless the entire structure conforms to the regulations of the zoning district in which it is located after being moved.

(d) *Decks and Porches.* A legal non-conforming deck or porch may be reconstructed in the same footprint, height, and opacity provided that no such reconstruction increases the degree of the nonconformity without having first obtained a variance pursuant to Chapter 1445.

§ 1449-01. Purpose and Authority.

The purpose of this chapter is to establish the process for hearing and deciding on appeals of decisions made under this Code and the Land Development Code. The Zoning Board of Appeals has the duty to hear all appeals arising out of the Cincinnati Zoning Code and the Land Development Code except where appeal to a different forum is expressly provided, including decisions of the Historic Conservation Board pertaining to the grant or denial of a Certificate of Appropriateness.

~~(a) *Appeals to Council.* Council has the duty to hear appeals:~~

~~(1) Arising out of the use of property owned or operated by the State of Ohio, Hamilton County, the City of Cincinnati, the Board of Education of the City School District of the City of Cincinnati, the University of Cincinnati, or any agency of the state or its political subdivisions.~~

~~(2) Arising out of the grant or denial of any permit for the use of property as a correctional facility or as a community correctional facility.~~

~~Appeals to Council are conducted as provided by Section 111-3 of the Cincinnati Municipal Code.~~

~~(e) *Appeals to the Zoning Board of Appeals.* The Zoning Board of Appeals has the duty to hear all appeals arising out of the Cincinnati Zoning Code and the Land Development Code unless otherwise provided, including decisions of the Historic Board pertaining to the grant or denial of a Certificate of Appropriateness.~~

§ 1449-13. Procedures for Appeals from Decisions of the Zoning Administrator, the Director of Buildings and Inspections or the City Planning Commission.

The following procedures apply to appeals to the Zoning Board of Appeals from decisions of the Zoning Administrator, the Director of Buildings and Inspections or the City Planning Commission:

(a) *Application*. The application procedure for appeals is as follows:

(1) A person with standing as specified in § 1449-09, Appeals to the Zoning Board of Appeals, must file a notice of appeal on forms prepared and supplied by the staff for the Board.

(2) All appeals must be accompanied by materials specified on the application form.

(3) The Zoning Board of Appeals is authorized to grant all additional forms of relief the Zoning Hearing Examiner is authorized to grant (e.g., variance, conditional use, special exceptions, etc.) in considering an application.

(b) *Remand*. The board may remand a matter to the director in order to cure a deficiency in the record or the proceedings below.

(c) *Hearing*. At the hearing the appellant and any affected person have the right to:

(1) Present their positions, arguments and contentions.

(2) Offer and examine witnesses and present evidence in support of positions, arguments and contentions.

(3) Cross-examine witnesses purporting to refute their position, arguments and contentions. The board may limit the right of cross-examination to persons represented by counsel.

(4) Offer evidence to refute evidence and testimony offered in opposition to their position, arguments and contentions.

(d) *Decision*. The board has the duty to enter a decision in accordance with § 1449-17, Decision.

1703-2.40 T3 Estate (T3E)

B. Sub-Zone(s)

~~n/a~~

T3E-Parking Zone (T3E-P)

The parking sub-zone provides for the same building form.

however, the minimum parking requirements established in Section 1703-2.40 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.40 T3 Estate (T3E)

C. Allowed Building Types

Building Type	LOT Width (A)	LOT Depth (B)	Standards
Carriage House	n/a	n/a	1703-3.40
Detached House: Medium	50' min.; 100' max.	100' min.	1703-3.50
Multi-plex: Small	50' min.; 100'max.	100' min.	1703-3.100

Multi-plex: Small 4-dwelling units max. allowed.

1703-2.40 T3 Estate (T3E)

F. Parking

Required Spaces

Residential Uses	
~~Dwellings~~	~~1 per unit min.~~
<10 dwelling units	No min.
>10 dwelling units	Min. ½ per unit above 10.
Service Uses	
≤~~3,500~~5,000 sf	No spaces required
>~~3,500~~5,000 sf	2 spaces/1,000 sf min. above first ~~3,500~~5,000 sf

For uses not listed above, see Table 1703-5.50.A (Parking Spaces Required).

No off-street parking required for uses within accessory structure(s)

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.50 T3 Neighborhood (T3N)

B. Sub-Zone(s)

~~n/a~~

T3N-Parking Zone (T3N-P)
The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.50 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.50 T3 Neighborhood (T3N)

C. Allowed Building Types

Building Type	LOT		Standards
	Width (A)	Depth (B)	
Carriage House	n/a	n/a	1703-3.40
Detached House: Medium	50' min.; 75' max.	80' min.	1703-3.50
Detached House: Compact	30' min.; 50' max.	80' min.	1703-3.60
Cottage Court:	75' min.; 175' max.	100' min.	1703-3.70
Duplex:	50' min.; 75' max.	100' min.	1703-3.80
Multi-plex: Small	50' min.; 100'max.	100' min.	1703-3.100

Multi-plex: Small 4 dwelling units max. allowed.

1703-2.50 T3 Neighborhood (T3N)

F. Parking

Required Spaces	
Residential Uses	
~~Dwellings~~	~~1 per unit min.~~
<10 dwelling units	No min.
>10 dwelling units	Min. ½ per unit above 10.
Service Uses	
≤~~3,500~~5,000 sf	No spaces required
>~~3,500~~5,000 sf	2 spaces/1,000 sf min. above first ~~3,500~~5,000 sf

Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).

For uses not listed above, see Table 1703-5.50.A

No off-street parking required for uses within accessory structure(s)

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.60 T4 Neighborhood Medium Footprint (T4N.MF)

B. Sub-Zone(s)

T4N.MF-Open Zone (T4N.MF-O)
The open sub-zone provides the same building form but allows for a more diverse mix of uses.

T4N.MF-Parking Zone (T4N.MF-P)
The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.60 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.60 T4 Neighborhood Medium Footprint (T4N.MF)

F. Parking

Required Spaces

Residential Uses	
~~Studio or 1 Bedroom~~	~~1/2 per unit min.~~
~~2 or more Bedrooms~~	~~1 per unit min.~~
<10 dwelling units	No min.
>10 dwelling units	Min. ½ per unit above 10.
Service Uses	
≤~~3,500~~5,000 sf	No spaces required
>~~3,500~~5,000 sf	2 spaces/1,000 sf min. above first ~~3,500~~5,000 sf

Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).

For uses not listed above, see Table 1703-5.50.A

No off-street parking required for uses within accessory structure(s)

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.70 T4 Neighborhood Small Footprint (T4N.SF)

B. Sub-Zone(s)

T4N.SF-Open Zone (T4N.SF-O)
The open sub-zone provides the same building form but allows for a more diverse mix of uses.

T4N.SF-Parking Zone (T4N.SF-P)
The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.70 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.70 T4 Neighborhood Small Footprint (T4N.SF)

F. Parking

Required Spaces

Residential Uses	
~~Studio or 1 Bedroom~~	~~1/2 per unit min.~~
~~2 or more Bedrooms~~	~~1 per unit min.~~
<10 dwelling units	No min.
>10 dwelling units	Min. ½ per unit above 10.
Service Uses	
≤~~3,500~~5,000 sf	No spaces required
>~~3,500~~5,000 sf	2 spaces/1,000 sf min. above first ~~3,500~~5,000 sf

Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).

For uses not listed above, see Table 1703-5.50.A (Parking Spaces Required)

No off-street parking required for uses within accessory structure(s)

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.80 T5 Main Street (T5MS)

B. Sub-Zone(s)

T5MS-Open Zone (T5MS-O)
The open sub-zone provides the same building form

but allows for a more diverse mix of uses on the ground floor, including residential, thus enabling the retail and service area to mature over time.

T5MS-Parking Zone (T5MS-P)
The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.80 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.80 T5 Main Street (T5MS)

F. Parking

Required Spaces	
Residential Uses	~~1 per 1500 sf min.~~
<10 dwelling units	No min.
>10 dwelling units	*Min.* ½ per unit above 10.
Service Uses	
≤5,000 sf	No spaces required
>5,000 sf	2 spaces/1,000 sf min. above first 5,000 sf 4 per 1,000 sf max

Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).

For uses not listed above, see Table 1703-5.50.A

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.80 T5 Main Street (T5MS)

I. T5MS Use Table

Use Type	Specific Use Standards	**T5 MS**	**T5 MS-O**
Retail			
General Retail, except with any of the following:		P	P
~~Alcoholic Beverage Sales~~		~~UP~~	~~UP~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		UP	UP

Eating or Drinking Establishment, except with any of the following features:		P	P
~~Alcoholic Beverage Sales~~		~~UP~~	~~UP~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		UP	UP
Outdoor Entertainment	1703-5.100I	P	MUP

1703-2.90 T5 Neighborhood Large Setback (T5N.LS)

B. Sub-Zone(s)

T5N.LS-Open Zone (T5N.LS-O)
The open sub-zone provides the same building form but allows for a more diverse mix of uses.

T5N.LS-Parking Zone (T5N.LS-P)
The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.90 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.90 T5 Neighborhood Large Setback (T5N.LS)

F. Parking

Required Spaces	
Residential Uses	~~1 per 1500 sf min.~~
<10 dwelling units	No min.
>10 dwelling units	Min. ½ per unit above 10.
Service Uses	
≤5,000 sf	No spaces required
>5,000 sf	2 spaces/1,000 sf min. above first 5,000 sf 4 per 1,000 sf max

Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).

For uses not listed above, see Table 1703-5.50.A

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.90 T5 Neighborhood Large Setback (T5N.LS)

I. T5N.LS Use Table

Use Type	Specific Use Standards	T5N LS	T5N LS-O
Retail			
General Retail, except with any of the following:		--	P
~~Alcoholic Beverage Sales~~		~~--~~	~~--~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		--	--
Eating or Drinking Establishment, except with any of the following features:		--	P
~~Alcoholic Beverage Sales~~		~~--~~	~~--~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		--	--
Operating between 10pm - 7am		--	UP
Outdoor Entertainment	1703-5.100I	--	MUP

1703-2.100 T5 Neighborhood Small Setback (T5N.SS)

B. Sub-Zone(s)

T5N.SS-Open Zone (T5N.SS-O)
The open sub-zone provides the same building form but allows for a more diverse mix of uses.

T5N.SS -Parking Zone (T5N.SS -P)
The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.100 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.100 T5 Neighborhood Small Setback (T5N.SS)

F. Parking

Required Spaces	
Residential Uses	~~1 per 1500 sf min.~~
≤10 dwelling units	No min.
>10 dwelling units	Min. ½ per unit above 10.
Service Uses	
≤5,000 sf	No spaces required
>5,000 sf	2 spaces/1,000 sf min.

		above first 5,000 sf 4 per 1,000 sf max	
Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).			
For uses not listed above, see Table 1703-5.50.A			
An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.			

1703-2.100 T5 Neighborhood Small Setback (T5N.SS)

I. T5N.SS Use Table

Use Type	Specific Use Standards	T5N SS	T5N SS-O
Retail			
General Retail, except with any of the following:		--	P
~~Alcoholic Beverage Sales~~		--	~~UP~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		--	--
Eating or Drinking Establishment, except with any of the following features:		--	P
~~Alcoholic Beverage Sales~~		--	~~UP~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		--	--
Operating between 10pm - 7am		--	UP
Outdoor Entertainment	1703-5.100I	--	MUP

1703-2.110 T5 Flex (T5F)

B. Sub-Zone(s)

~~n/a~~

T5F-Parking Zone (T5F-P)

The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.110 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.110 T5 Flex (T5F)

F. Parking

Required Spaces	
Residential Uses	~~1 per 1500 sf min.~~
≤10 dwelling units	No min.
>10 dwelling units	Min. ½ per unit above 10.
Service Uses	
≤5,000 sf	No spaces required
>5,000 sf	2 spaces/1,000 sf min. above first 5,000 sf 4 per 1,000 sf max

Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).

For uses not listed above, see Table 1703-5.50.A (Parking Spaces Required).

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.110 T5 Flex (T5F)

I. T5F Use Table

Use Type	Specific Use Standards	**T5F**
Retail		
General Retail, except with any of the following:		P
~~Alcoholic Beverage Sales~~		~~--~~
Drive-Through Services	1703-5.100F	P
Floor Area over 10,000 sf		--
Eating or Drinking Establishment, except with any of the following features:		P
~~Alcoholic Beverage Sales~~		~~UP~~
Drive-Through Services	1703-5.100F	--
Floor Area over 10,000 sf		--
Operating between 10pm - 7am		UP
Outdoor Entertainment	1703-5.100I	MUP

1703-2.120 T6 Core (T6C)

B. Sub-Zone(s)

T6C-Open Zone (T6C-O)
The open sub-zone provides the same building form but allows for a more diverse mix of uses.

T6C-Parking Zone (T6C-P)
The parking sub-zone provides for the same building form, however, the minimum parking requirements established in Section 1703-2.120 do not apply in these subzones. Remaining development requirements, including parking maximums, continue to apply.

1703-2.120 T6 Core (T6C)

F. Parking

Required Spaces	
Residential Uses	No min.
Service, Retail, Recreation Education, Public Assembly Uses	No min.; 4 per 1000 sf. max.

Required parking may be reduced as set forth in Subsection 1703-5.50 (Parking).

For uses not listed above, see Table 1703-5.50.A (Parking Spaces Required)

An existing structure must maintain existing parking to the extent necessary to meet all or part of the current parking requirements for an existing or proposed use, but no additional parking shall be required in the event of a change in use of the structure.

1703-2.120 T6 Core (T6C)

I. T6C Use Table

Use Type	Specific Use Standards	**T6 C**	**C-O**
Retail			
General Retail, except with any of the following:		P	P
~~Alcoholic Beverage Sales~~		~~UP~~	~~UP~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		UP	UP
Eating or Drinking			

Establishment, except with any of the following features:		P	P
~~Alcoholic Beverage Sales~~		~~UP~~	~~UP~~
Drive-Through Services	1703-5.100F	--	--
Floor Area over 10,000 sf		UP	UP
Outdoor Entertainment	1703-5.100I	P	MUP

Table 1703-3.30.A Building Types General

Building Type	**Transect Zones**

Multi-plex: Small. This building type is a medium structure that consists of 3–6 side-by-side and/or stacked dwelling units typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized family home and is appropriately scaled to fi t sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

T3E T3N
T4N.MF T4N.SF
T5MS T5N.LS
T5N.SS T5F
T6C

1703-3.100 Multi-Plex: Small

A. Description ***

The Multi-plex: Small building type is a medium structure that consists of 3–6 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized family home and is appropriately scaled to fit sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

T3E	T3N		
T4N.MF	T4N.SF		
T5MS	T5N.LS	T5N.SS	T5F
T6C			

T# Allowed T# Not Allowed

1703-5.50 - Parking.

E. Parking Adjustments

1. **On-Street Parking.** On-street parking spaces adjacent to the lot may count towards the required non-residential use parking standards.

2. **Shared Parking**. For two use types, shared parking shall be calculated as follows. The sum of the required parking for the two use types shall be divided by the factor listed in the table below. The required number of parking spaces shall be rounded up to the closest whole number. If the use is not listed below then the shared parking shall be based on Subsection 3 below.

Table 1703-5.50.B: Shared Parking Factor for Two Uses

	Residential	Lodging	Office	Retail
Residential	1.0	1.1	1.4	1.2
Lodging	1.1	1.0	1.7	1.3
Office	1.4	1.7	1.0	1.2
Retail	1.2	1.3	1.2	1.0

3. **Shared Parking Study**. When three or more use types share parking or a use type is not listed in Table B (Shared Parking Factor for Two Uses) above, the amount of required parking may be reduced as follows:

(a) If the Director determines one of the following circumstances has been established, the Director may grant a reduction in the parking standards set forth in this Subsection:

(1) Where uses seek to share parking with different peak hour demands and are in the same or adjoining development, the owner of the parking spaces shall submit to the Director an analysis and substantiated projections of peak parking demand for the entire development to justify the shared use of parking spaces for separate uses;

(2) Where the special nature of a certain development (e.g., special types of housing projects inhabited by persons with low or no automobile ownership) does not require the amount of parking listed in Subsection D; or (3) Where fewer parking spaces are needed due to access to transit, special designs and traffic mitigation measures incorporated in the parking lot design and circulation plan.

(b) The Director shall consider all of the following in determining whether a reduction is warranted:

(1) The likelihood that the reduced number of parking spaces can satisfy demand;

(2) The amount of time during the year when the number of spaces provided may be insufficient and the amount of resulting parking overflow;

(3) The impact of periodic overflows upon the public thoroughfares and other parking facilities;

(4) The nature of surrounding land uses, character of the surrounding road system, and nearby circulation pattern;

(5) The amount of on-street parking available within one-quarter of a mile of the development;

(6) Any additional reduction in on-site parking demand by implementing transportation demand management strategies proposed by the applicant; and in all cases, the owner of the lot shall have the burden to demonstrate that a reduction in parking standards is warranted.

4. **Additional Parking Modifications for Projects Utilizing Certain Financial Programs**. Minimum off-street parking requirements shall not apply to the establishment of new dwelling units in a newly constructed or renovated building, provided the building is constructed or renovated pursuant to Low-Income Housing Tax Credit programs.

(a) To be eligible for parking modifications, the owner of the building that is to be constructed or renovated, or its successor-in-interest, as applicable, must establish and maintain compliance with the affordability restrictions pursuant to Low-Income Housing Tax Credit programs for the building on the property for so long as those restrictions remain in effect.

(b) Any person who fails to maintain compliance with subsection (a) shall be liable for a Class F civil offense for each dwelling unit that is not in compliance, as applicable, in a given year.

1703-5.100. - Additional Standard for Specific Uses.

I. Outdoor Dining Areas and Entertainment for Restaurants and Drinking Establishments

1. **Location**. Outdoor areas on any public sidewalk or alley requires a revocable street privilege under Cincinnati Municipal Code Chapter 718. Any outdoor area that exceeds 50 percent of the indoor area accessible to the public and located within 100 feet of a T3 or T4 transect zone or a residential non-transect zone boundary line requires a Use Permit.

2. **Maximum Size**. Within 500 feet of a T3 or T4 zone or residential non-transect zone boundary line, the outdoor area may not exceed 50 percent of

the indoor area accessible to the public. Additional outdoor dining area requires a Use Permit.

3. **Barriers**. Decorative walls or fencing shall enclose an outdoor area.

4. **Fixtures**. Furniture and fixtures provided for use in an outdoor area may consist only of movable tables, chairs, umbrellas, planters, lights and heaters. Lighting fixtures may be permanently affixed onto the exterior of the building. All movable furniture and fixtures shall be removed during the off-season.

5. **Outdoor Entertainment**. Within 500 feet of a T3 or T4 zone or residential nontransect zone boundary line, entertainment, including the use of audio/visual equipment or amplified sound is prohibited without a Use Permit.

6. **Outdoor areas within Outdoor Refreshment Areas**. Outdoor areas within outdoor refreshment areas established pursuant to Chapter 838 are permitted with the following conditions:

   (a) The hours of operation of the outdoor area may not exceed the hours of operation of the Outdoor Refreshment Area in which it is located unless a use permitted is obtained, and

   (b) Section 1703-5.100(I)(1)-(4) do not apply to Outdoor Refreshment Areas.

K. ~~Wireless Communications Facilities~~ Transit-Stops

1. ~~Wireless~~ Wireless communications facilities are regulated by Cincinnati Municipal Code Section 1419-33 Transit-stop structures approved by the Department of Transportation and Engineering are permitted in all zoning districts and are exempt from accessory structure regulations set forth in Section 1703-2 (Specific to Transect Zones).

L. Wireless Communications Facilities

1. Wireless communications facilities are regulated by Cincinnati Municipal Code Section 1419-33.

Sec. 1501-12. Class F Civil Offenses.

(a) A person who violates a standard of conduct set forth in a provision of Cincinnati Municipal Code Chapter 1001, Air Quality, is liable for the civil fine specified in Sec. 1501-99 for a Class F Civil Offense. If the person charged shows in accordance with Sec. 1501-15 that the violation has been corrected, the otherwise applicable civil fine is reduced by 50%. If a person has previously been found to have violated

the same provision of the Cincinnati Municipal Code within one year, that person may be charged as a second offender and on being found to have committed a second or subsequent offense is liable for the civil fine for the subsequent offense provided below, the amount of which fine is specified in Sec. 1501-99 and is not subject to reduction for correction of the violation.

(b) A person who violates Cincinnati Municipal Code Section 701-2(B)(4), "Leash Required; Responsibility for Injury," multiple times is liable for the civil fine specified in Sec. 1501-99 for a Class F Civil Offense.

(c) A person who violates Cincinnati Municipal Code Section 1421-06(l)(1), "Accessory Dwelling Units," is liable for the civil fine specified in Sec. 1501-99 for a Class F Civil Offense.

(d) A person who violates Cincinnati Municipal Code Section 1421-47, "Density, Height, and Parking Modifications for Projects Utilizing Certain Financial Programs," is liable for the civil fine specified in Sec. 1501-99 for a Class F Civil Offense for each dwelling unit that is not in compliance, as applicable, in a given year.

(e) A person who violates Cincinnati Municipal Code Section 1703-5.50(E)(4), "Additional Parking Modifications for Projects Utilizing Certain Financial Programs," is liable for the civil fine specified in Sec. 1501-99 for a Class F Civil Offense for each dwelling unit that is not in compliance, as applicable, in a given year.

Section 3. That existing Sections 1403-11, "Purpose of Cluster Housing," 1403-13, "Cluster Housing General Regulations," 1403-15, "Covenants," 1403-17, "Site Divided by Zoning Line," 1403-19, "Application Procedures and Requirements," of Chapter 1403, "Single Family Districts," of the Cincinnati Municipal Code are herpeby repealed in their entirety.

Section 4. That, pursuant to Cincinnati Municipal Code Sections 1403-04, "Connected Communities," 1405-04, "Connected Communities," 1407-04, "Connected Communities," 1409-04, "Connected Communities," 1410-04, "Connected Communities," 1413-04, "Connected Communities," and 1415-04, "Connected Communities," the area of the City of Cincinnati's official zoning map shown on the map attached hereto as Attachment A and incorporated by reference is hereby amended to superimpose the neighborhood business district, middle housing,

and transportation corridor designations over the existing zoning districts within the designated area.

Section 5. That this ordinance shall take effect and be in force from and after the earliest period allowed by law and will apply to any application for a building permit filed thereafter.

Passed:_____, 2024

_____
Aftab Pureval, Mayor

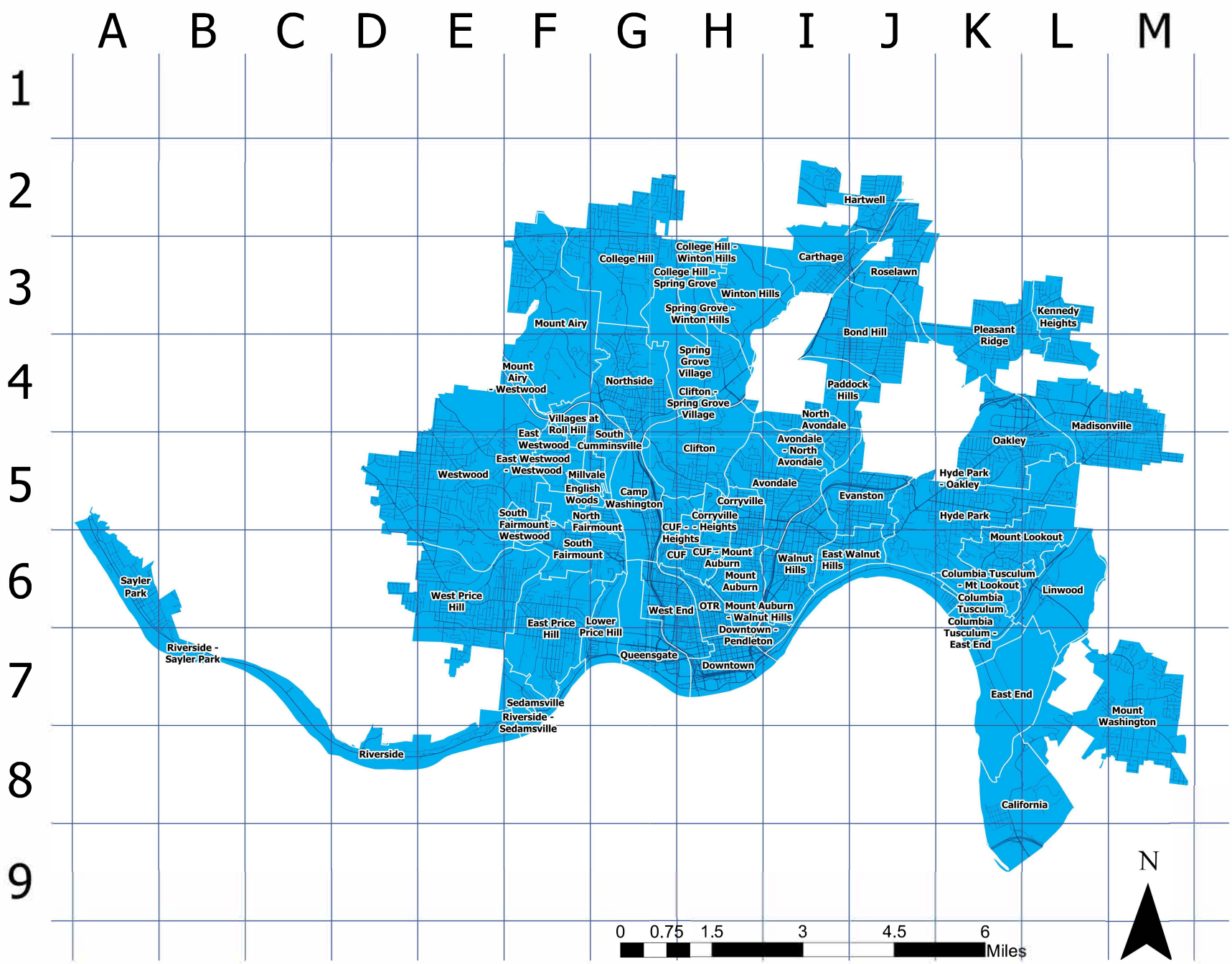
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Clerk

_____
New language underscored. Deleted language indicated by strike through.

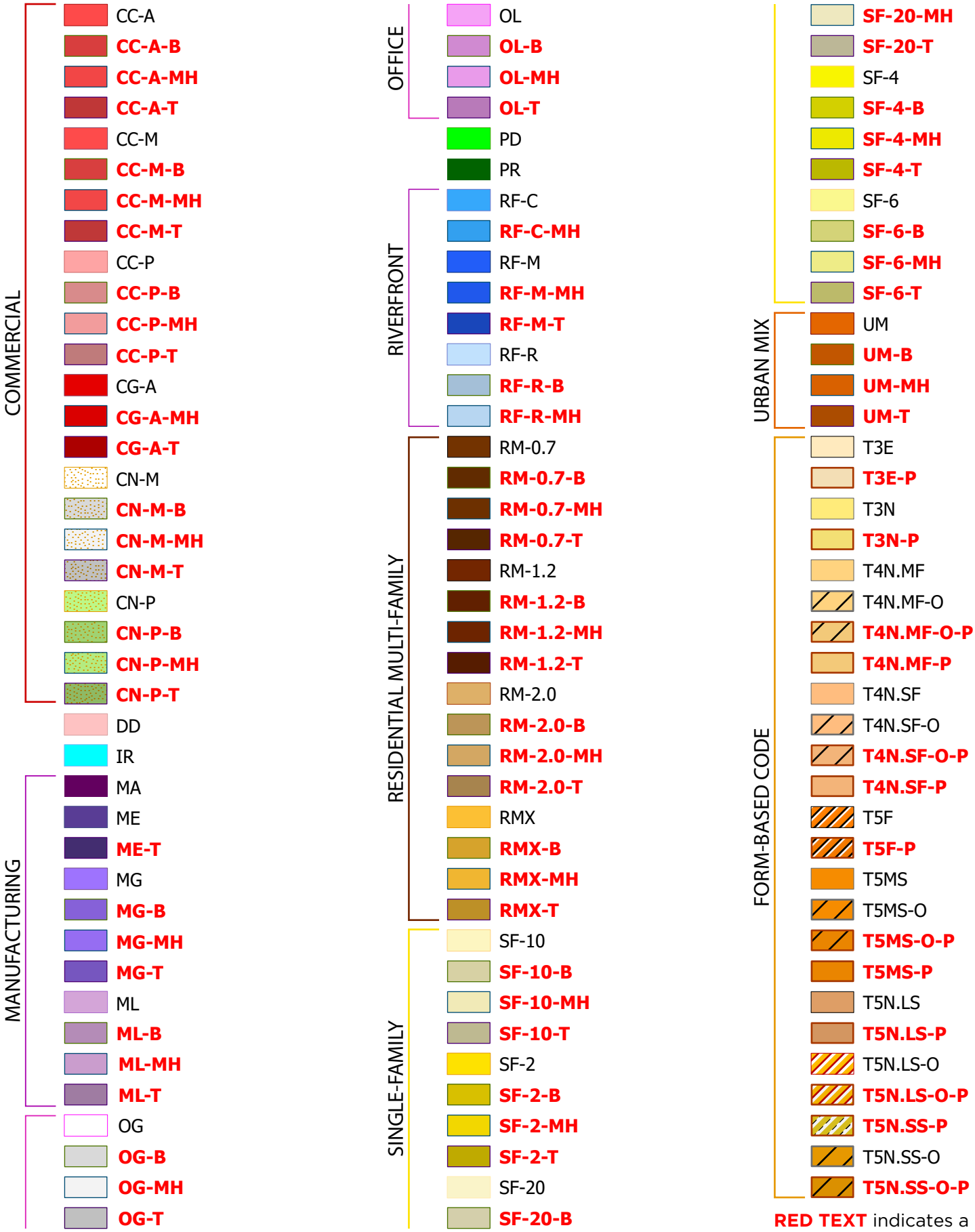
ATTACHMENT A

Connected Communities Mapping Grid

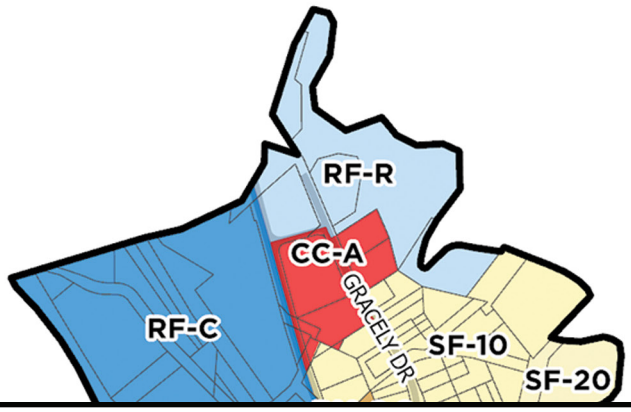
EXHIBIT F

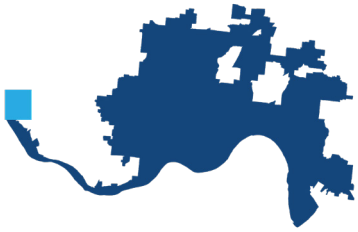


Legend



RED TEXT indicates a new zoning district





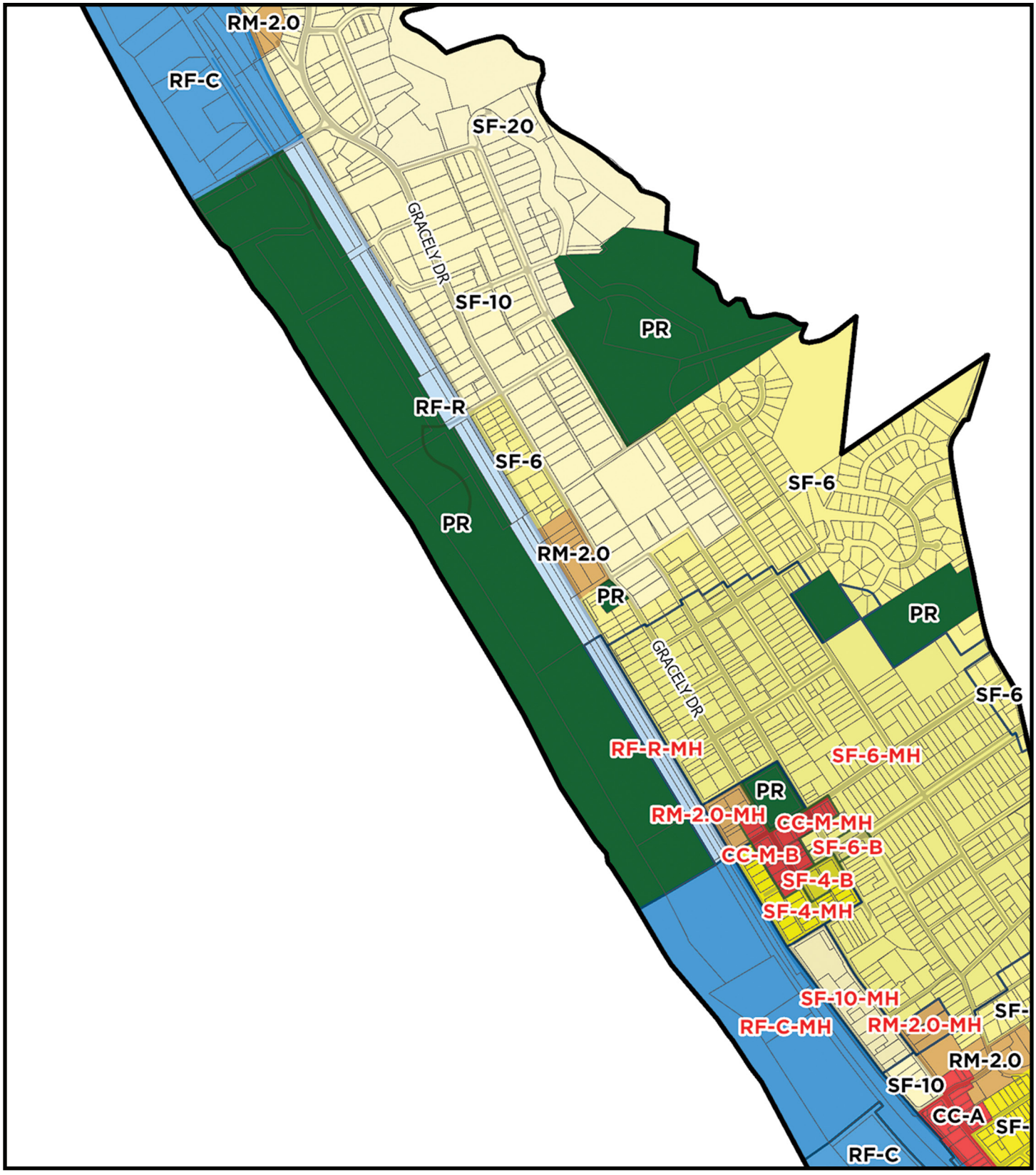
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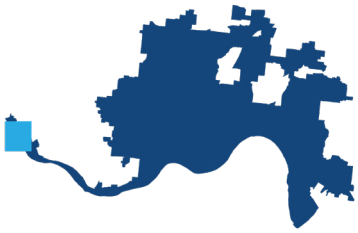
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Miles



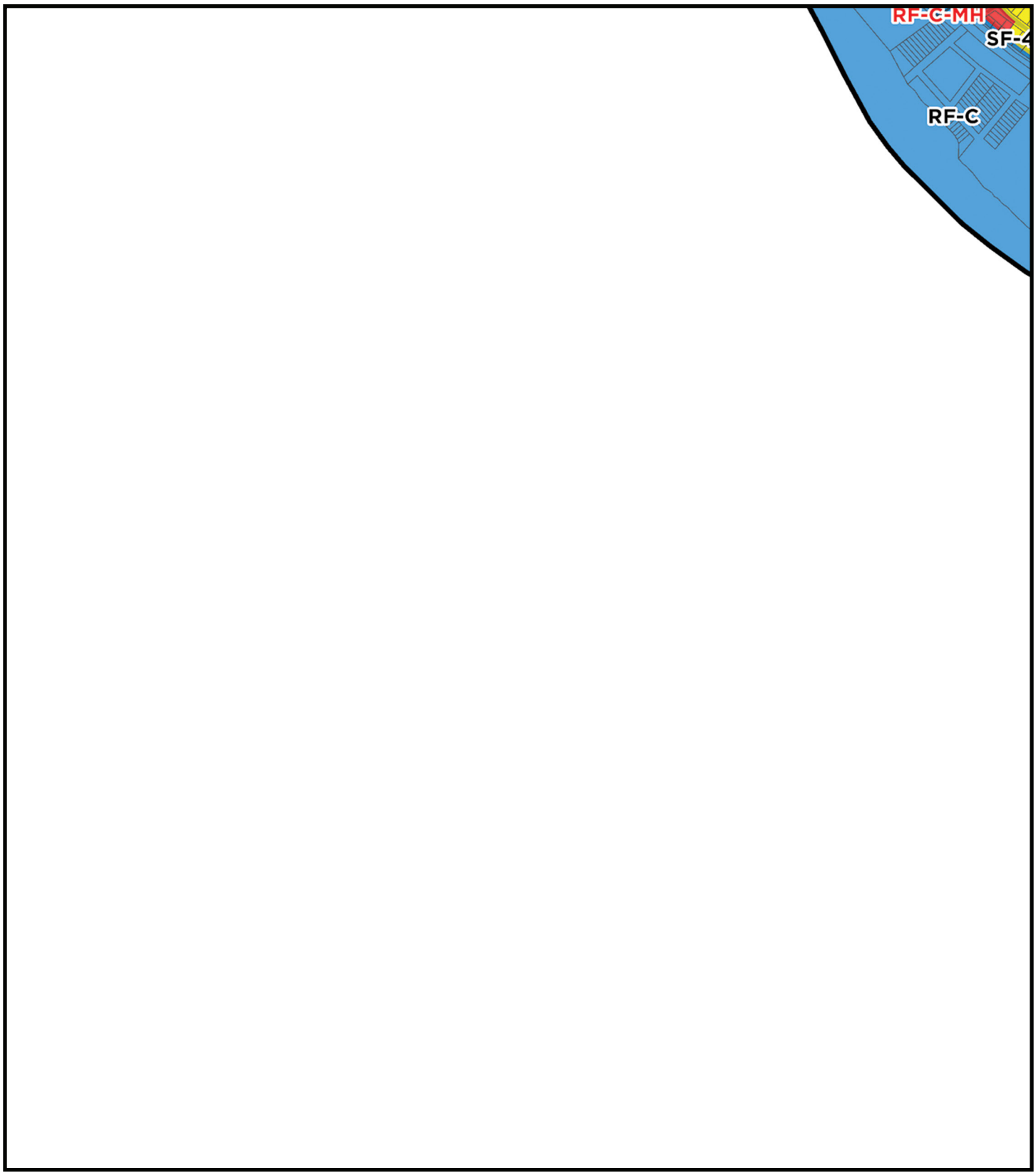


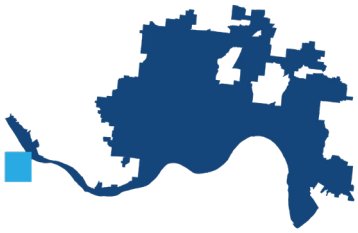
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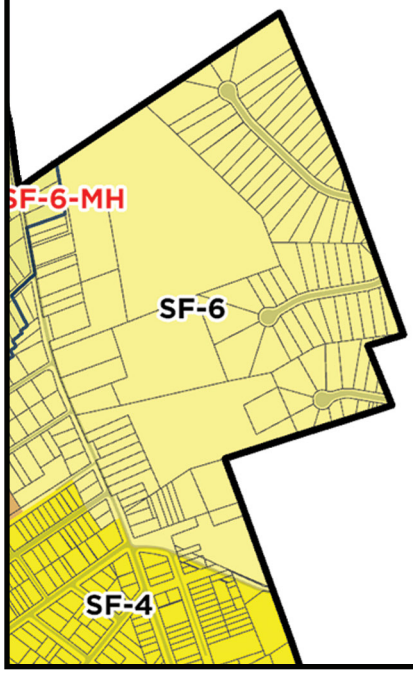
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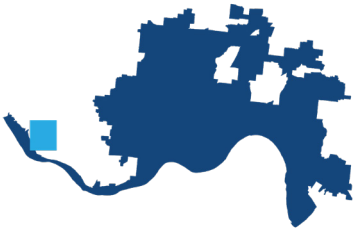
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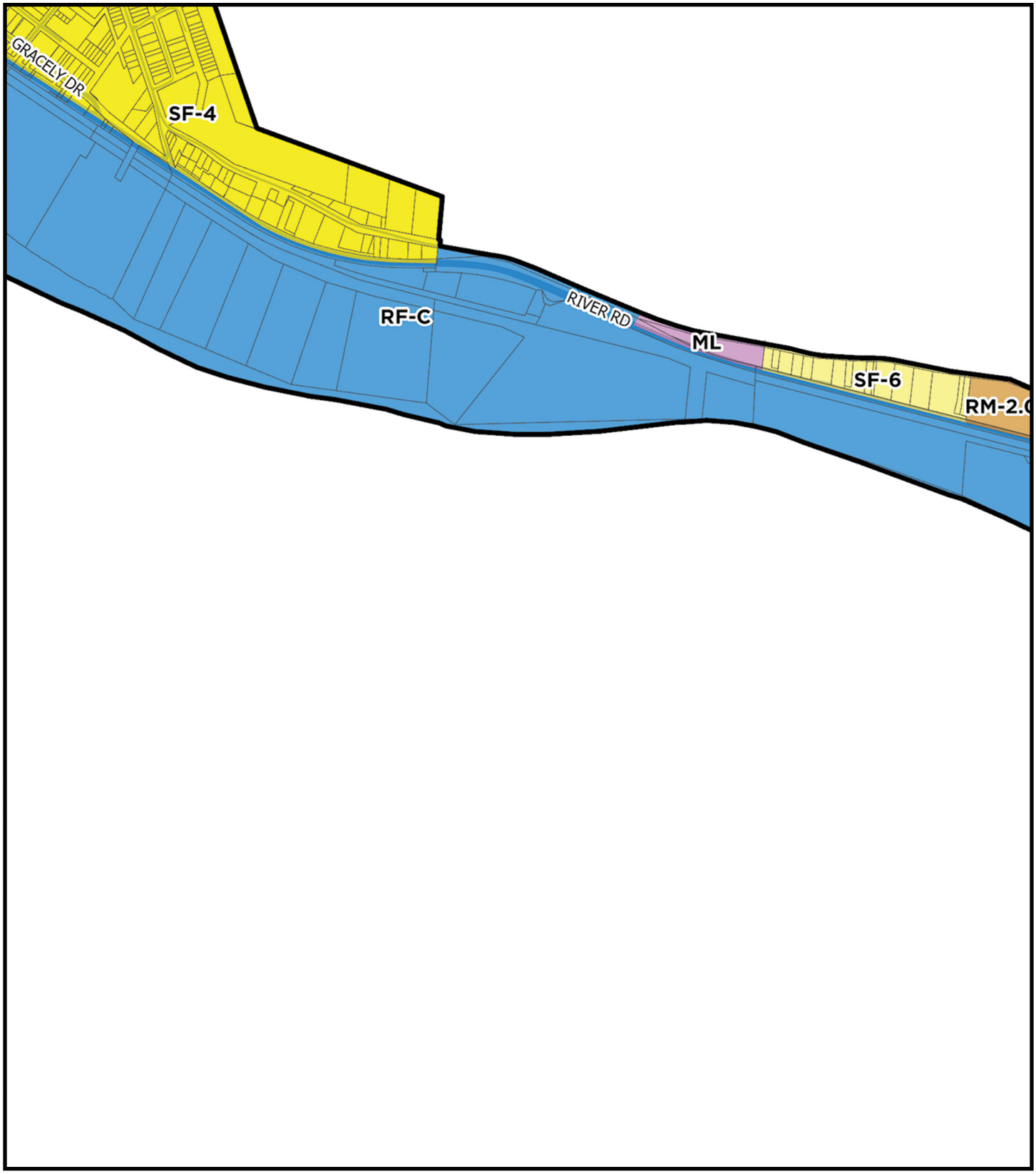
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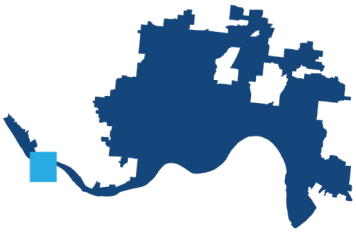
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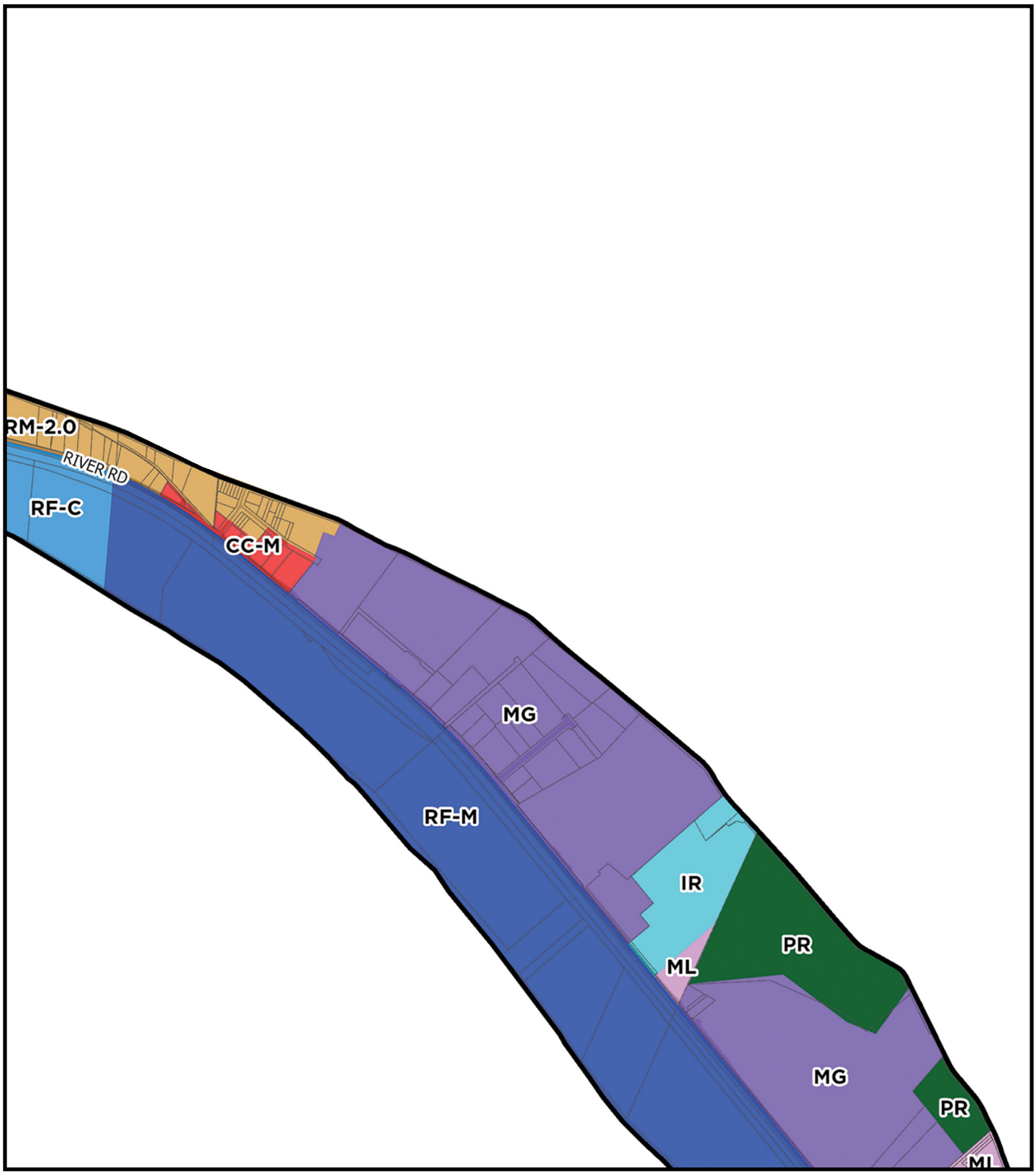
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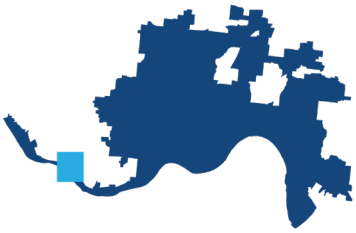
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Miles



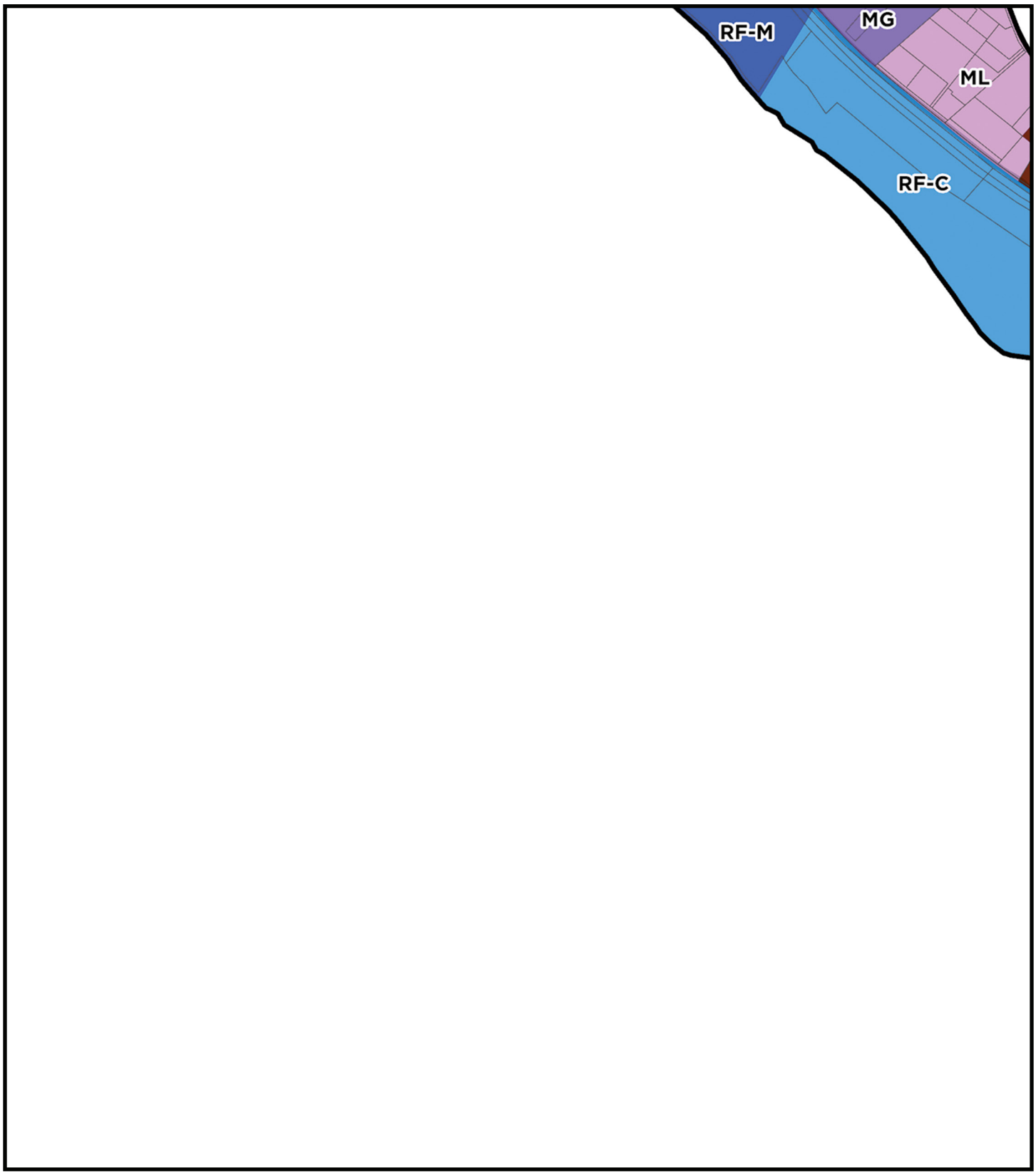


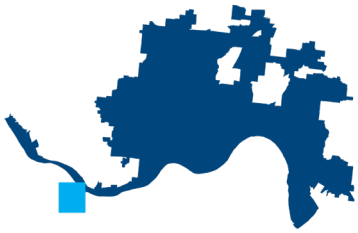
C7

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles





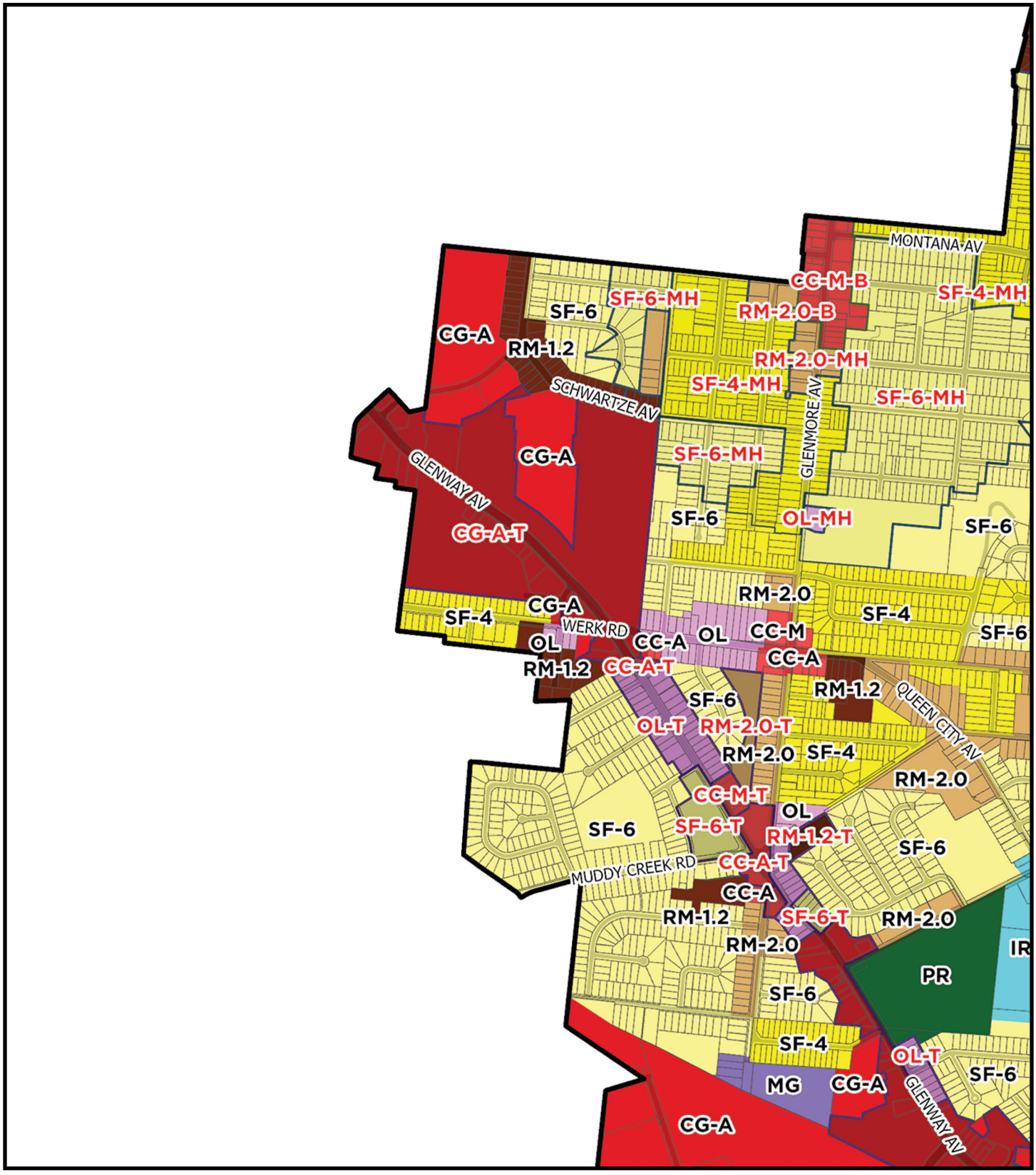
C8

WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles

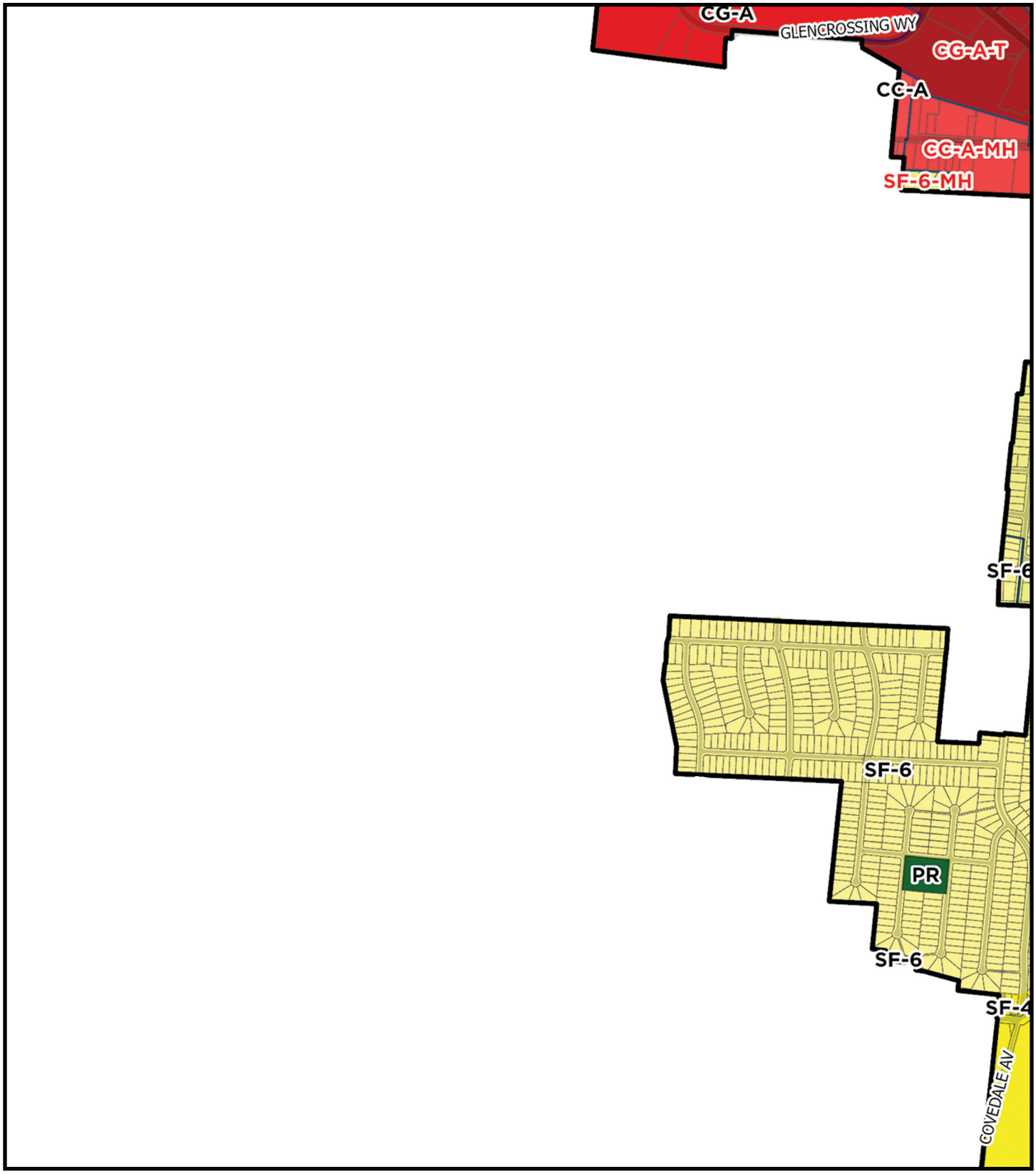


D5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



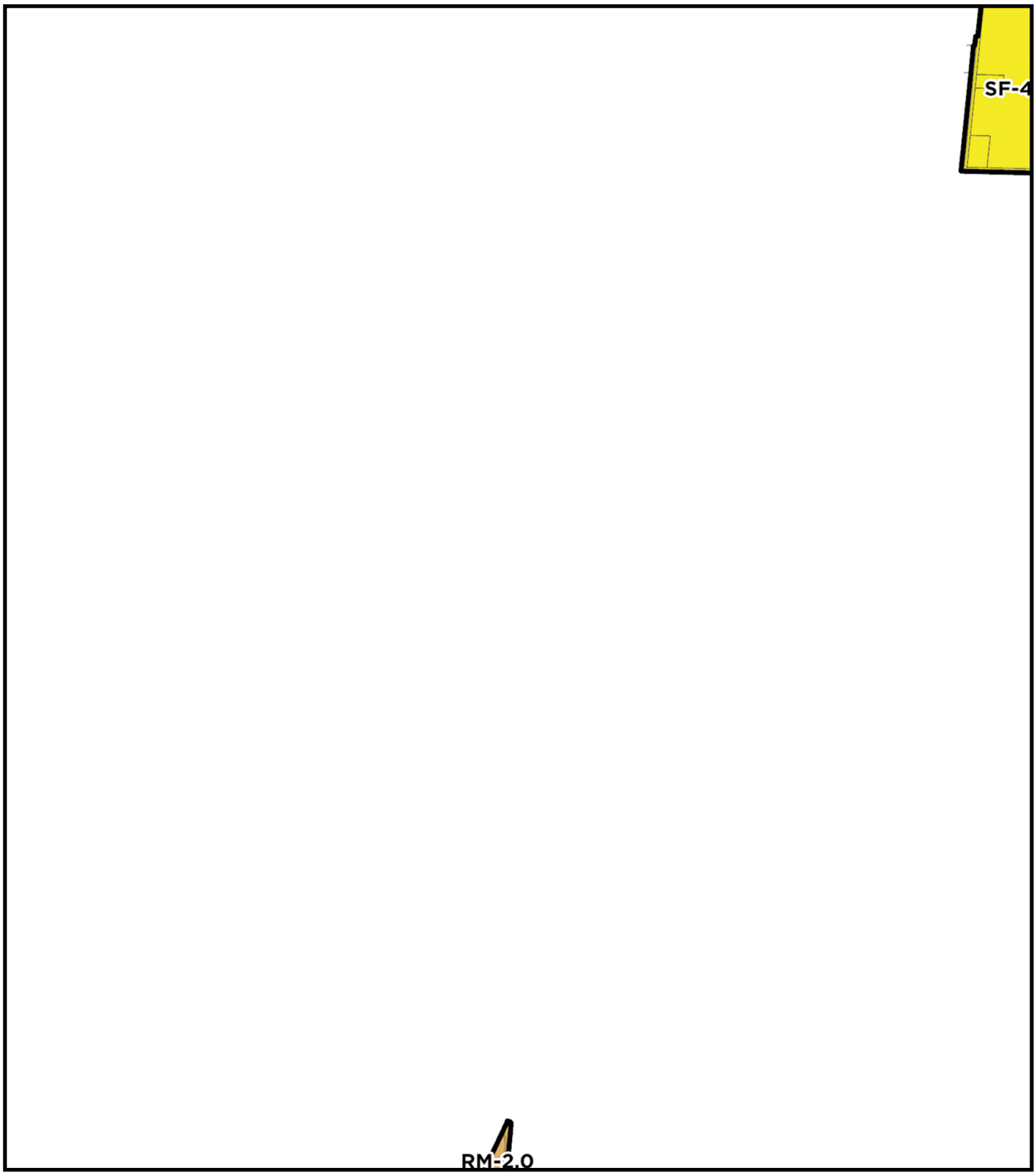


D6

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles





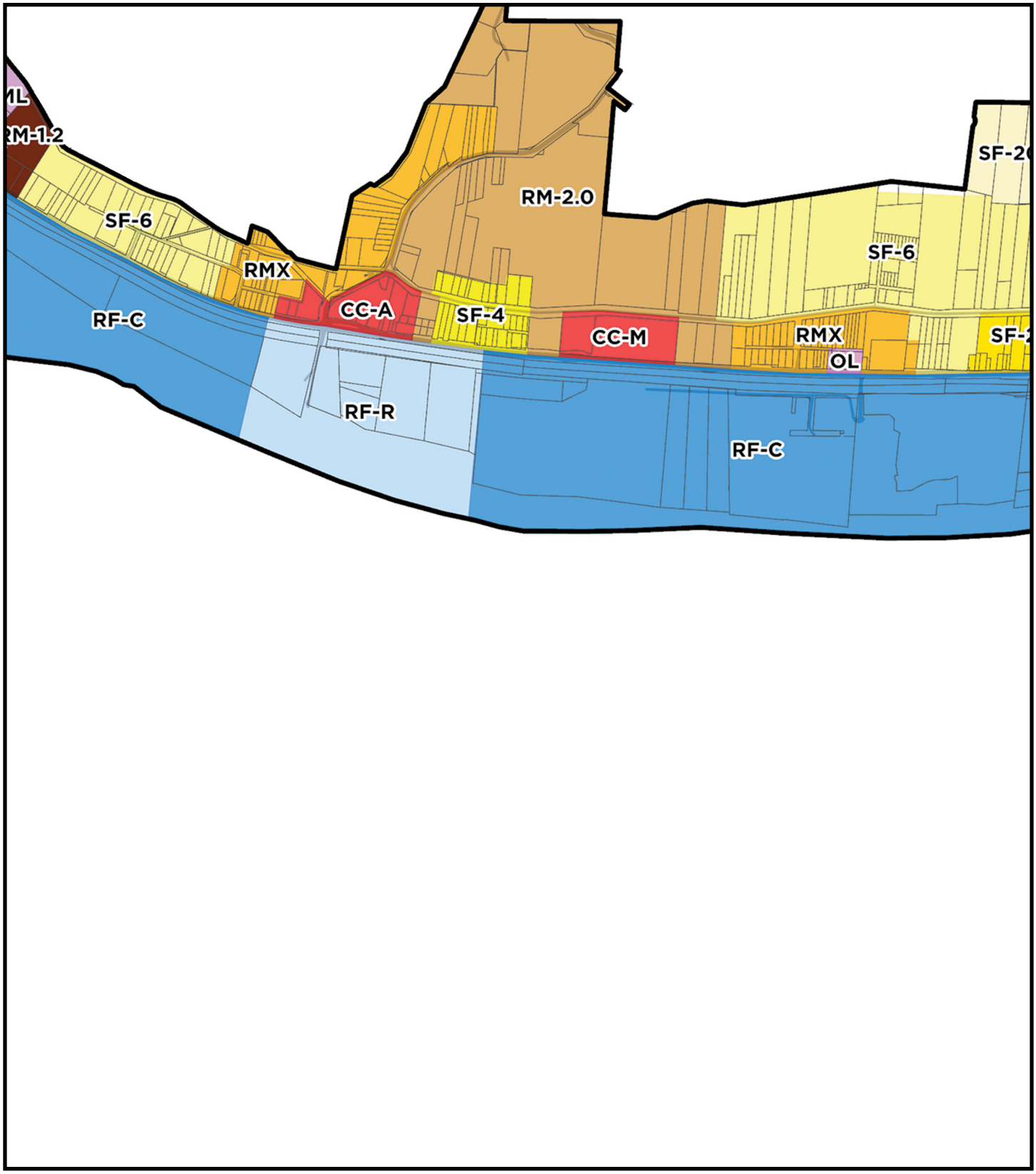
D7

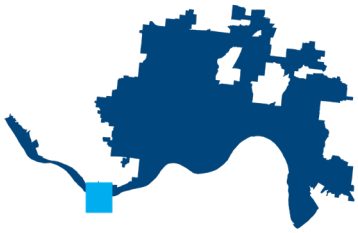
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles





D8

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles

SF-6



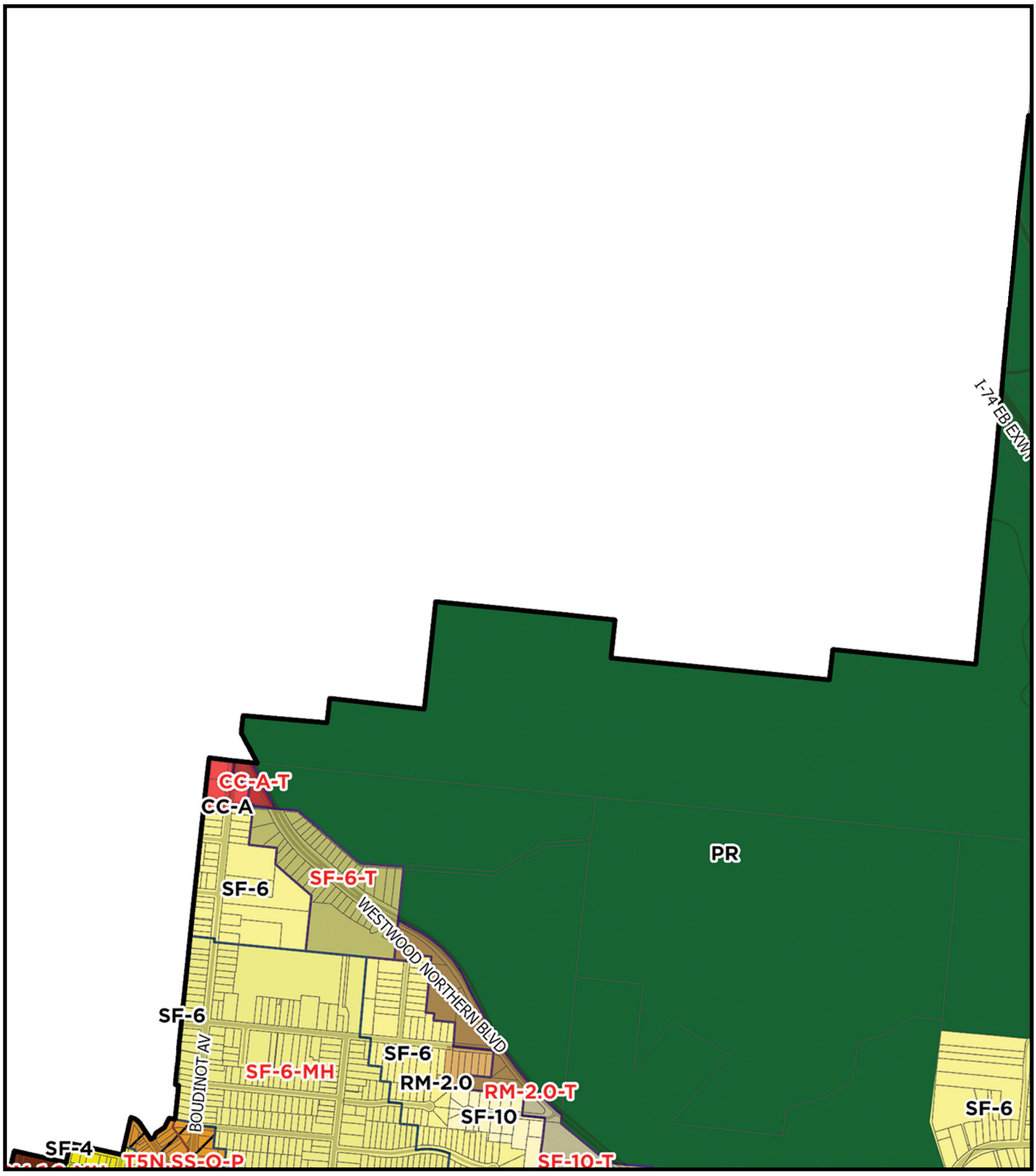
E3

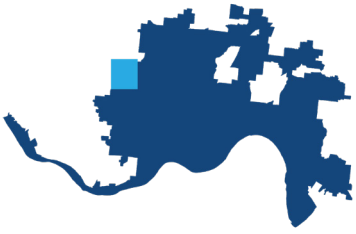
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles



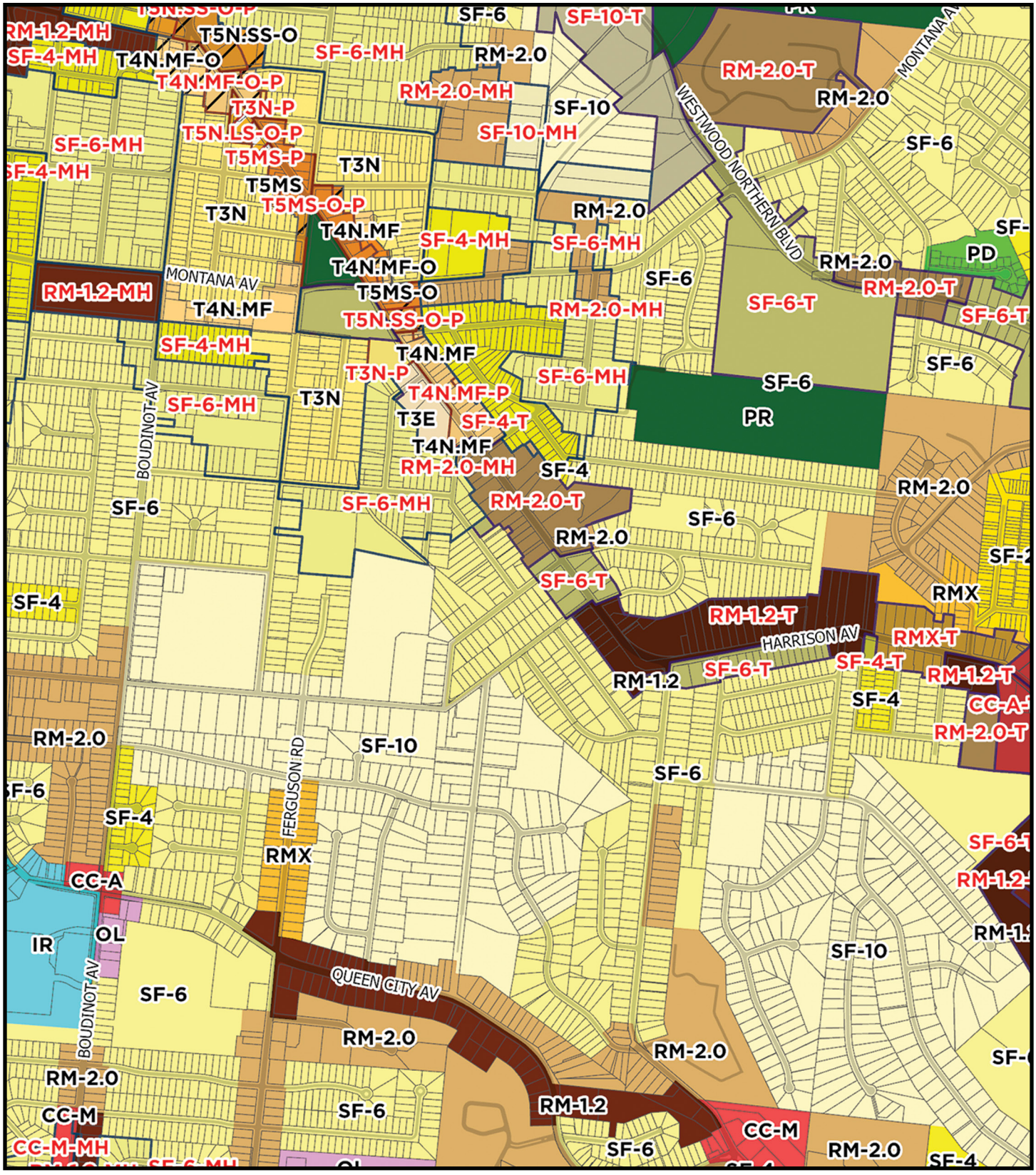


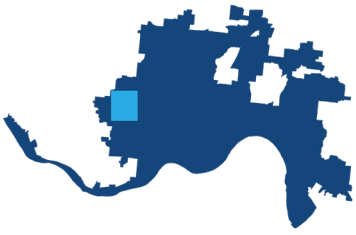
E4

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



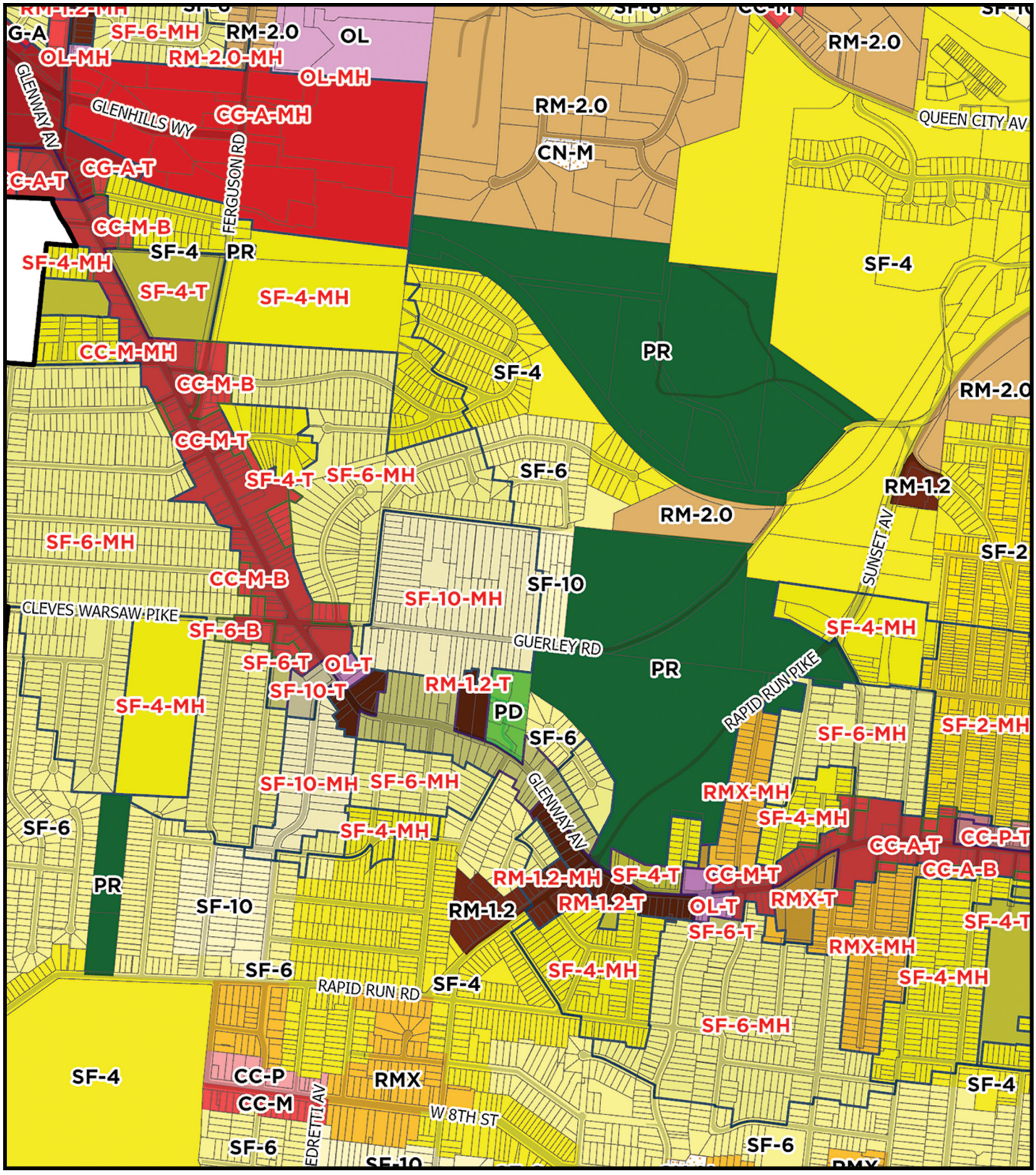


E5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles

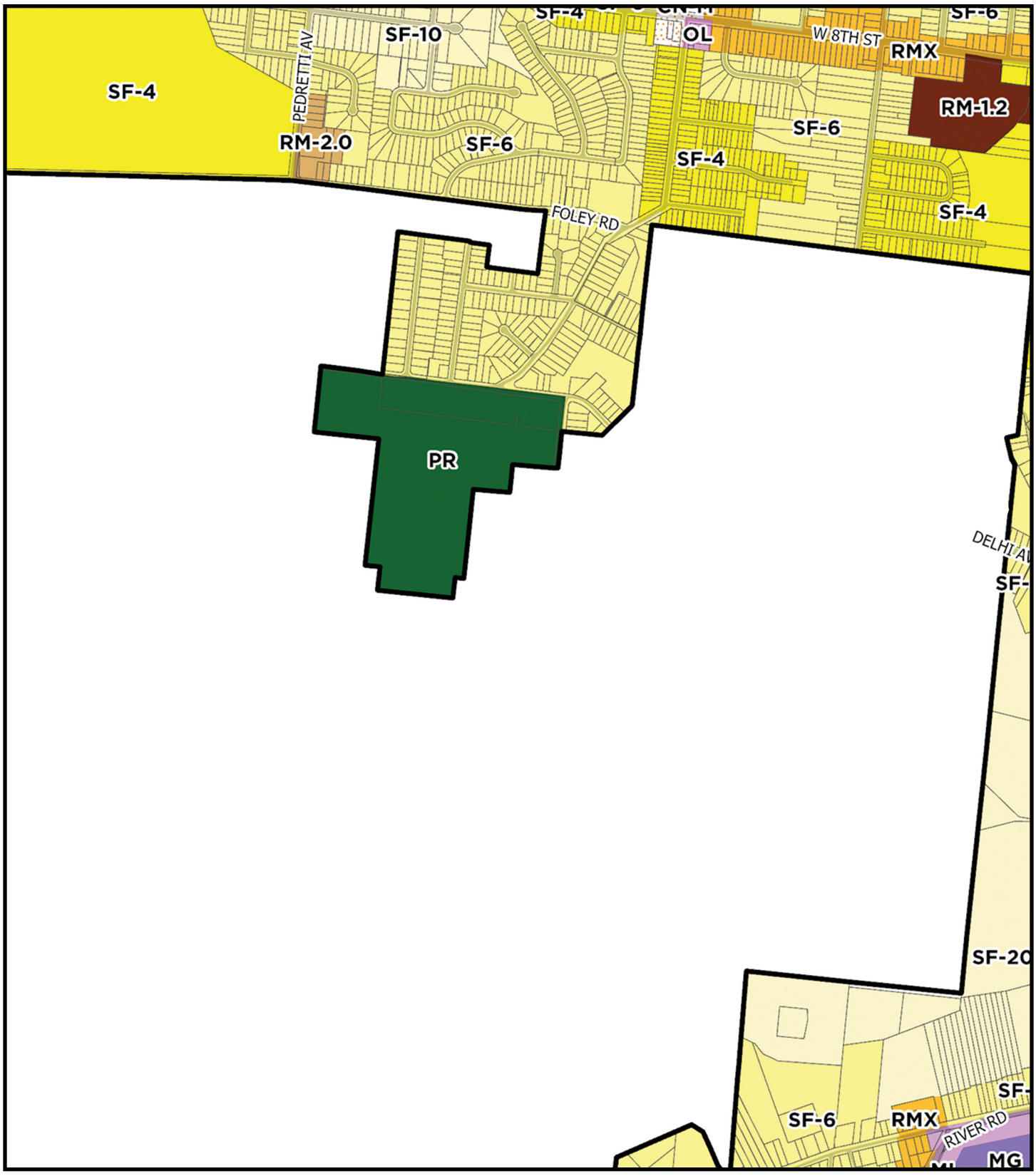


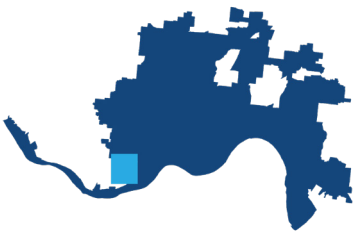
E6

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



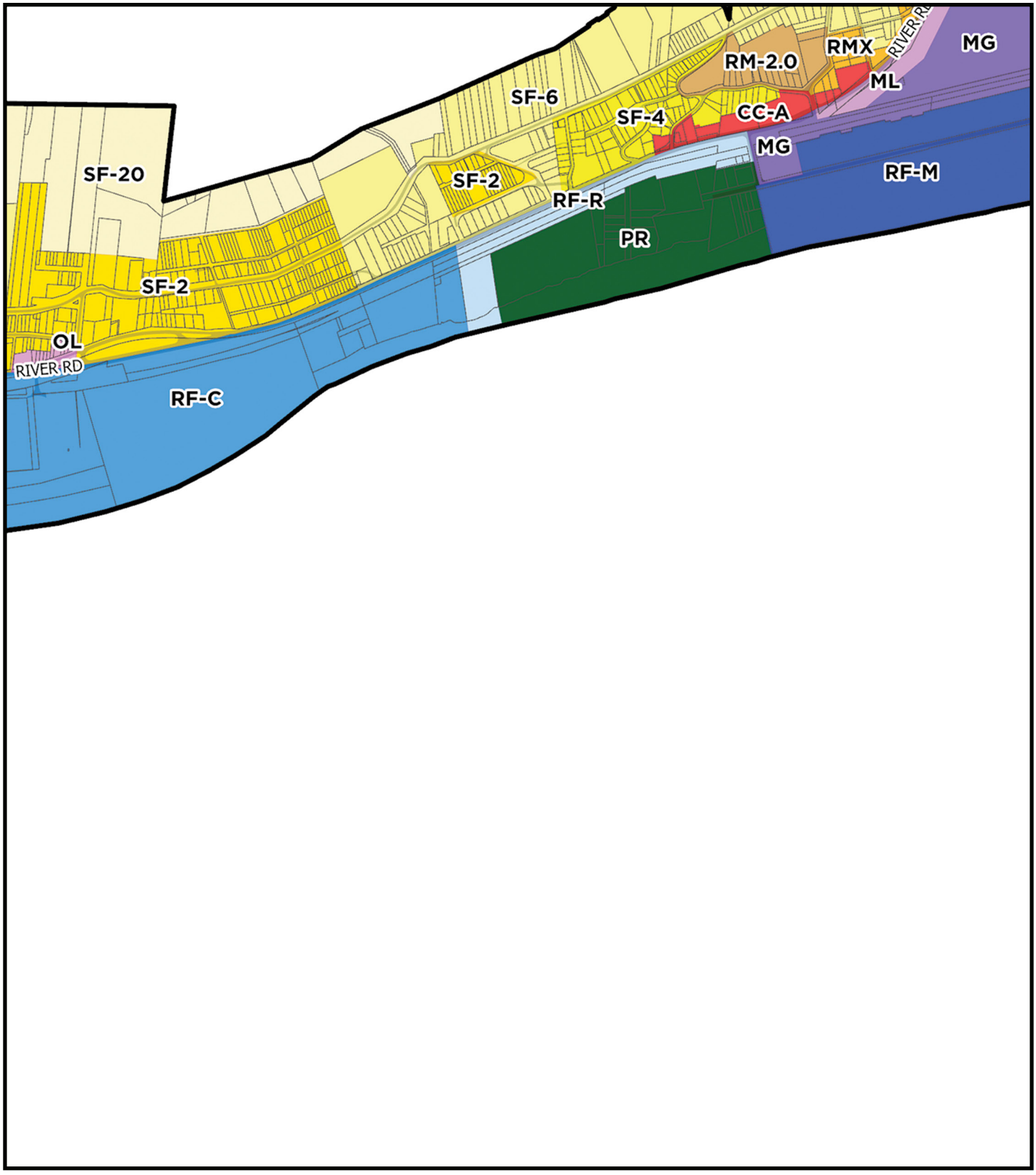


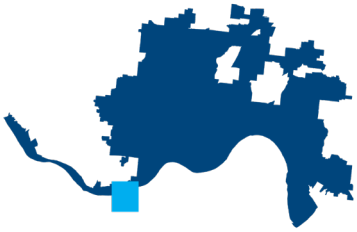
E7

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



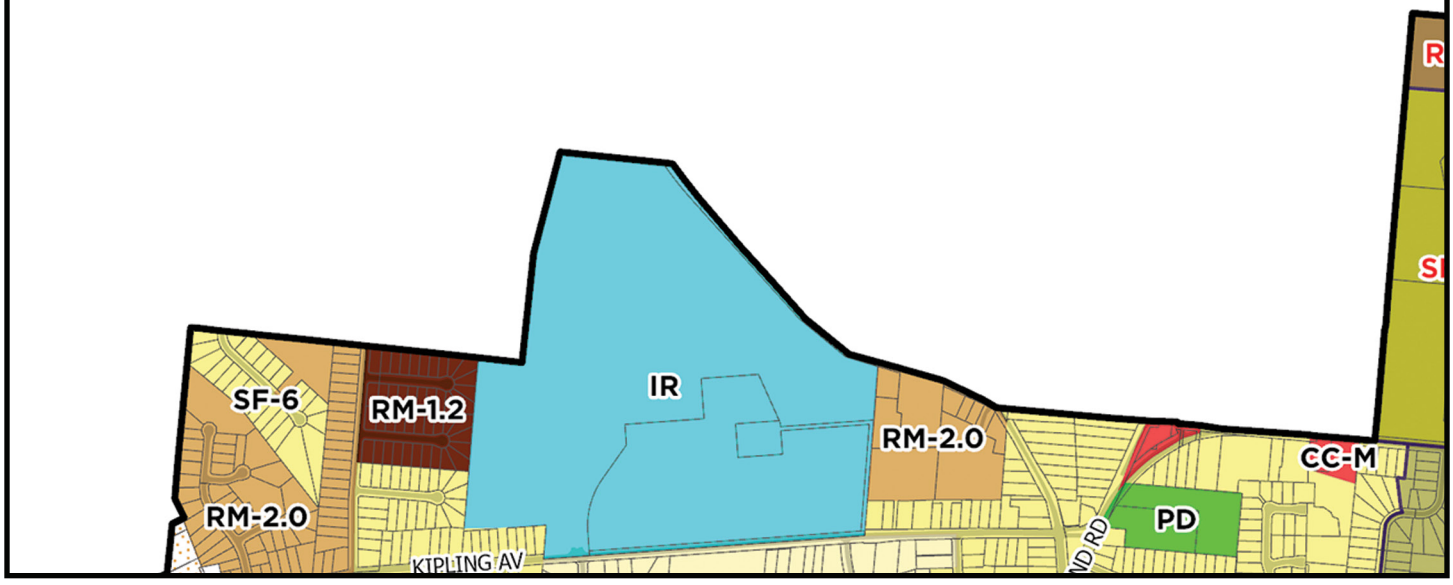


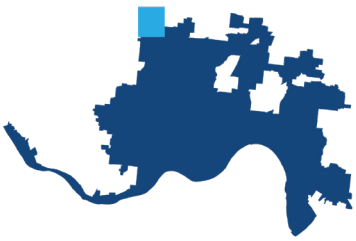
E8

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



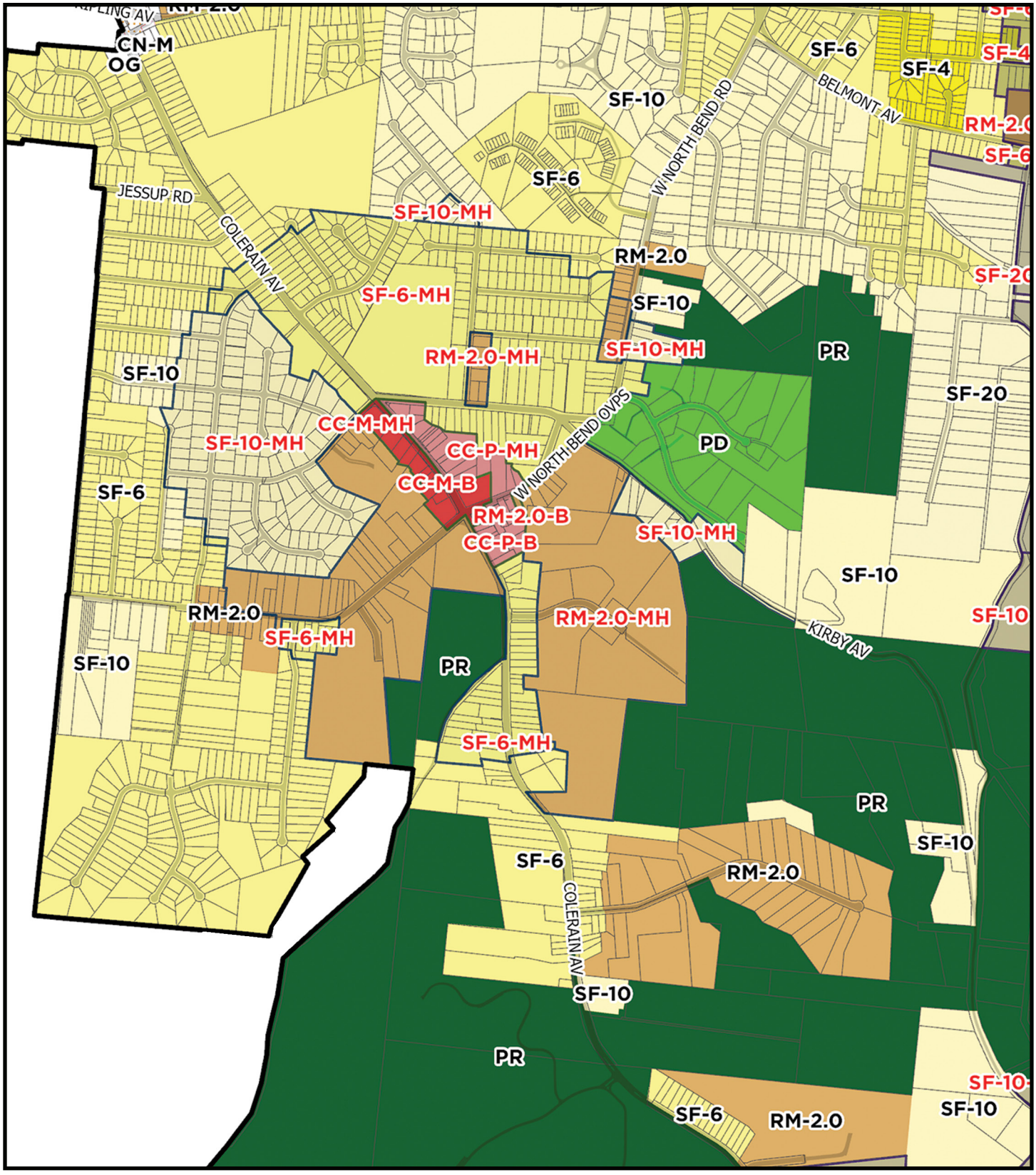


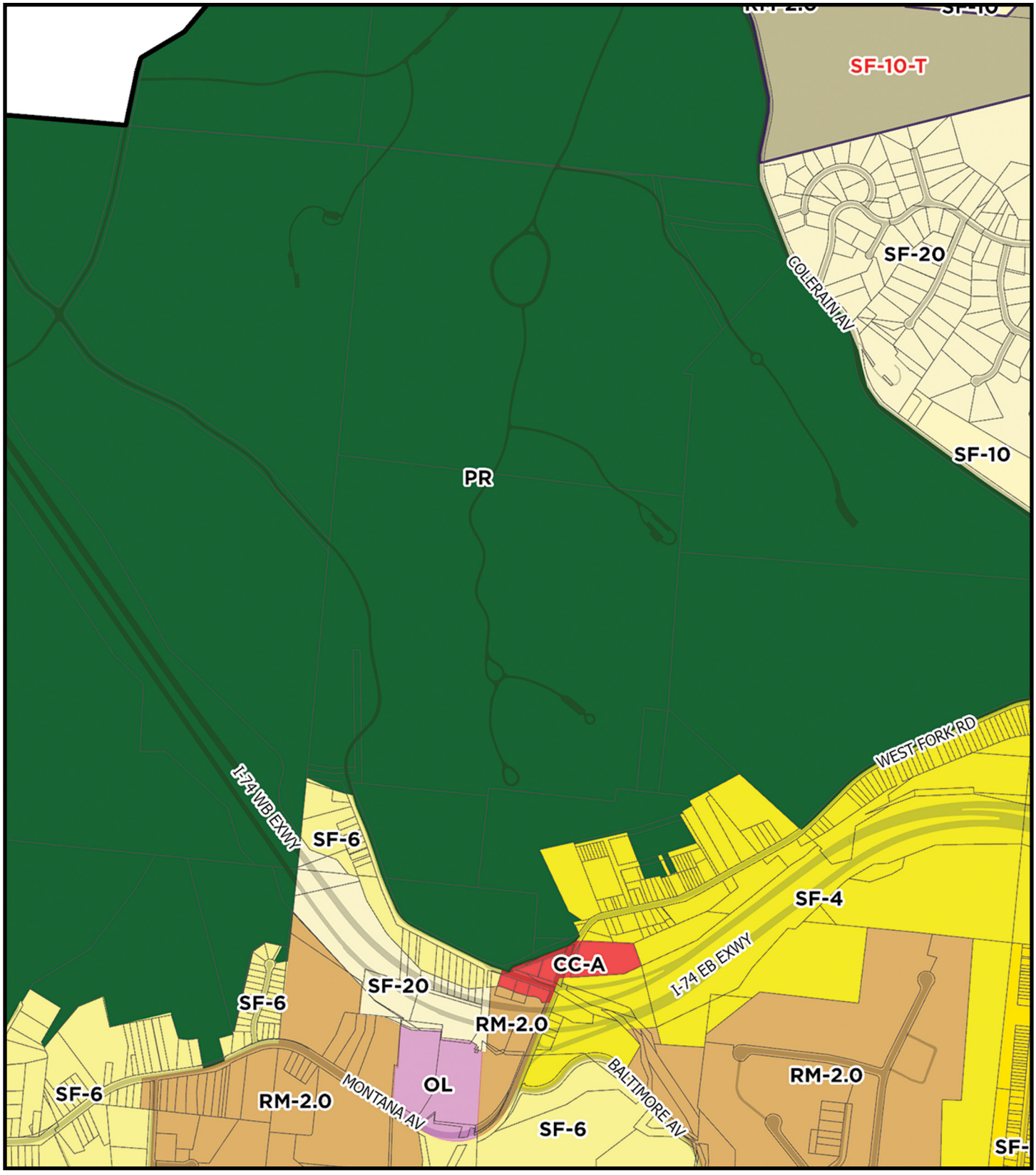
F2

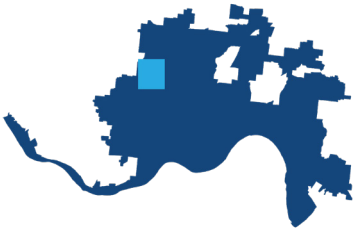
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles


CN-M
OG
SF-10
SF-6
SF-4
BELMONT AV
W NORTH BEND RD
JESSUP RD
COLERAIN AV
SF-10-MH
SF-6-MH
RM-2.0
RM-2.0-MH
PR
PD
SF-20
W NORTH BEND OVPS
CC-M-MH
CC-P-MH
CC-M-B
RM-2.0-B
CC-P-B
KIRBY AV
F3
WITH
LABELS
N
0 0.1 0.2 0.4 0.6 0.8
Miles



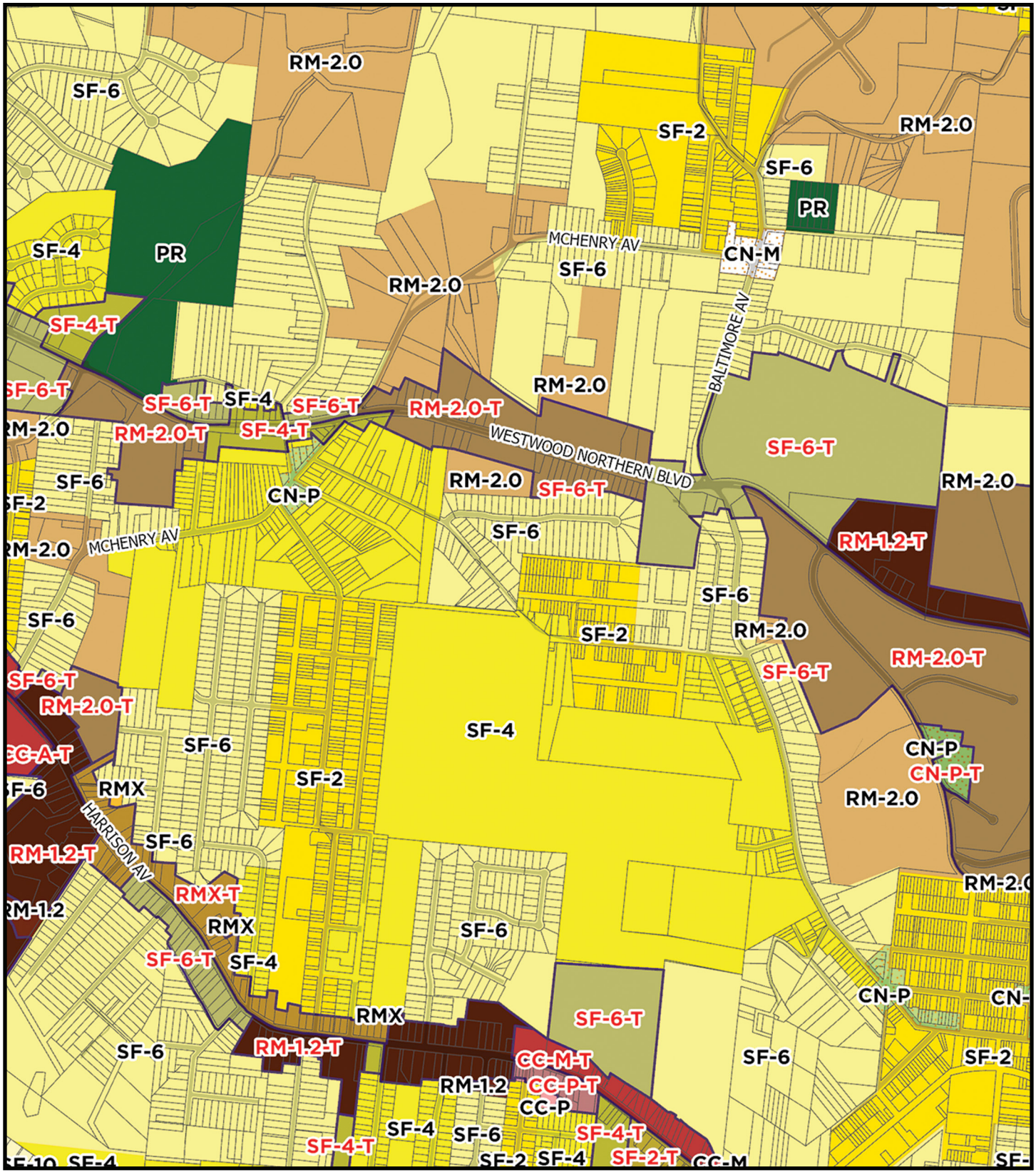


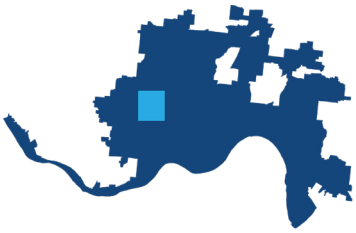
F4

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



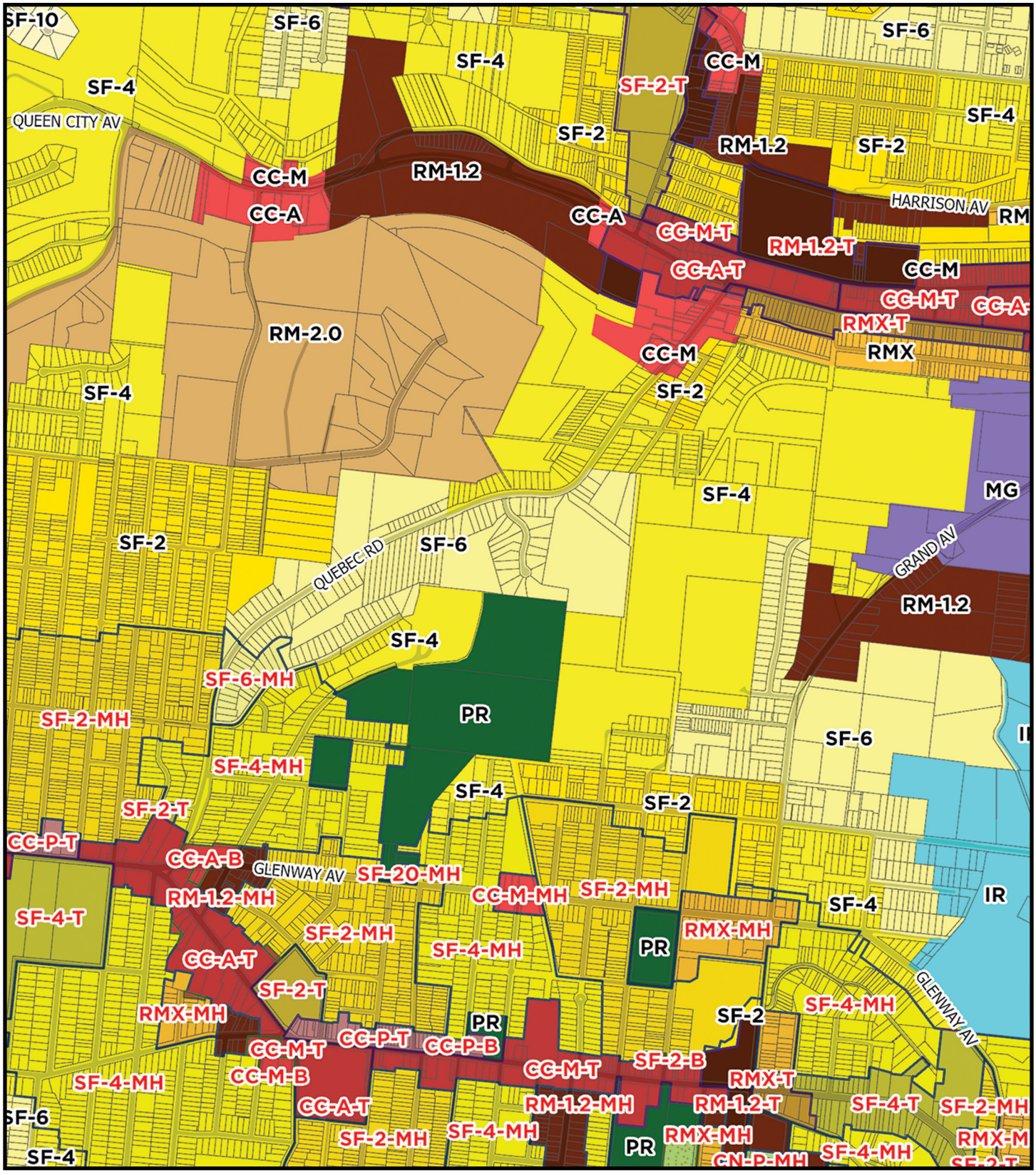


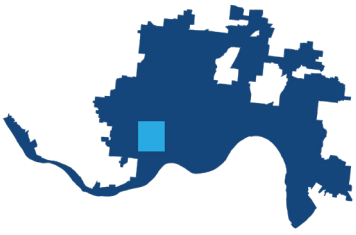
F5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles





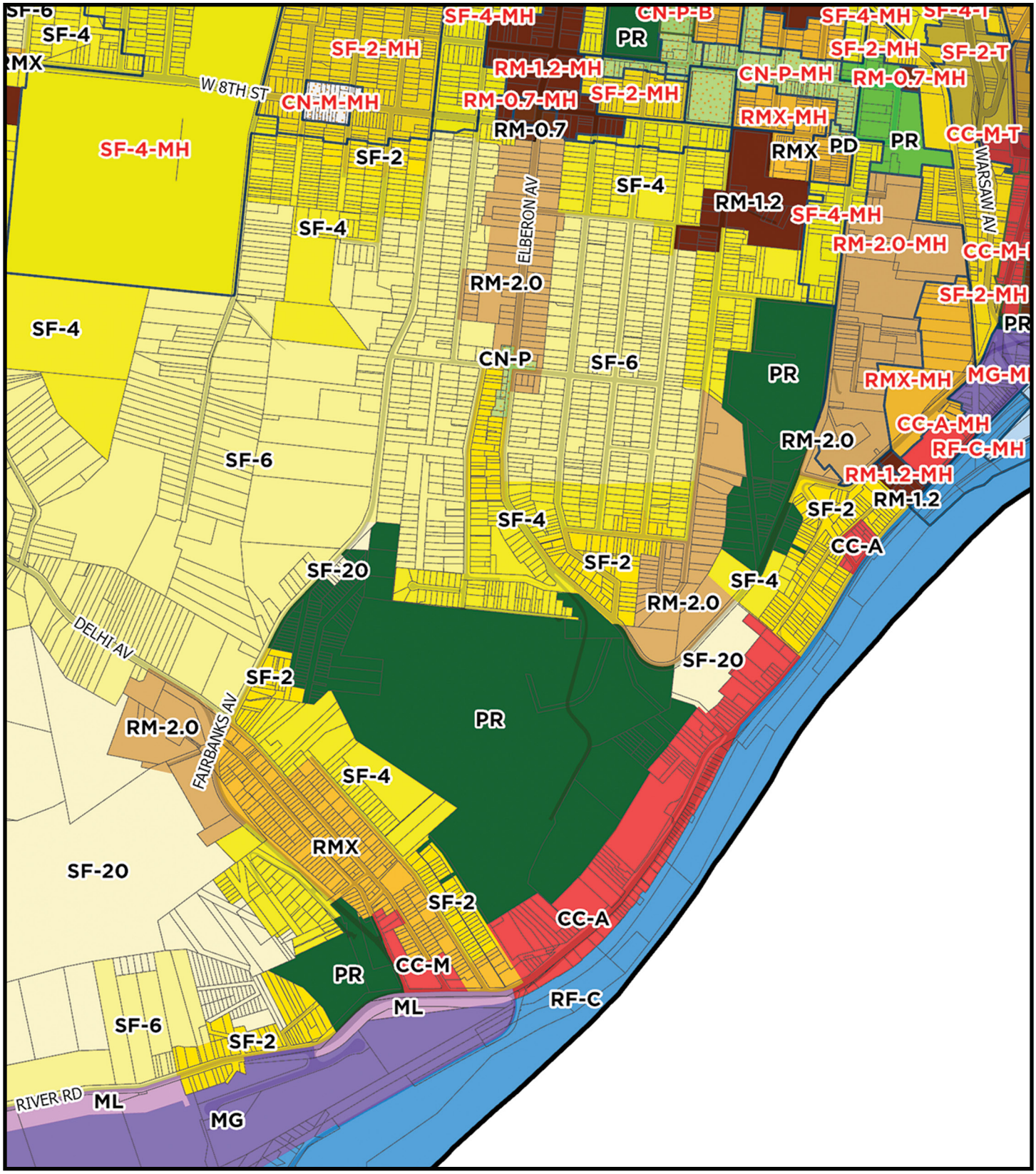
F6

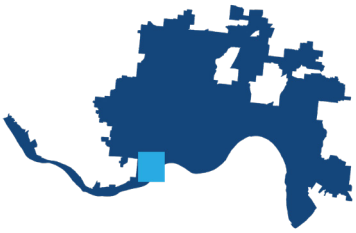
WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles



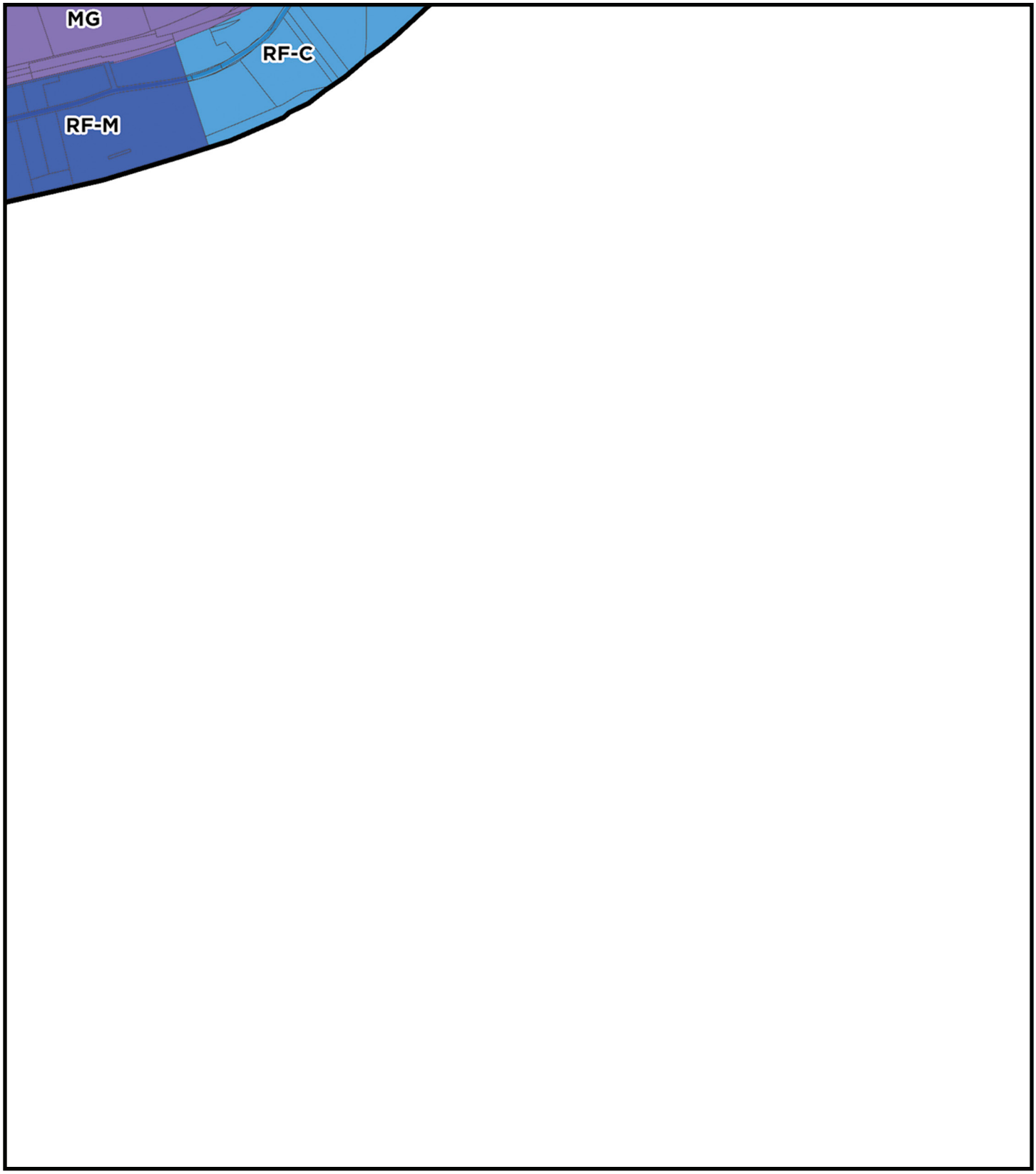


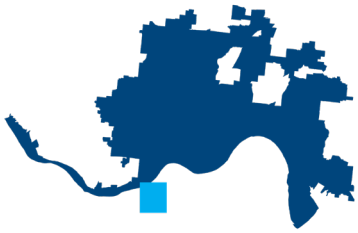
F7

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles





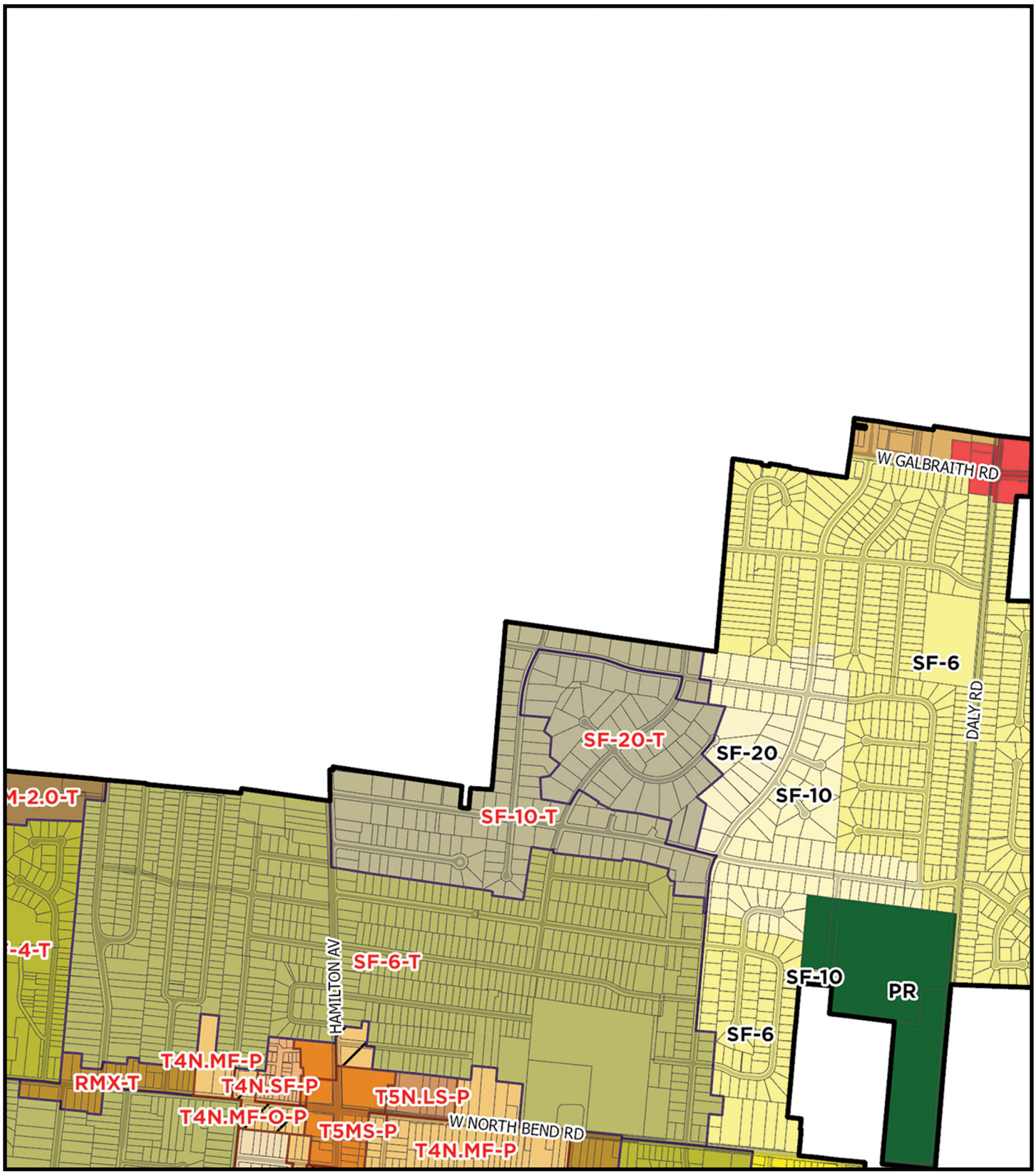
F8

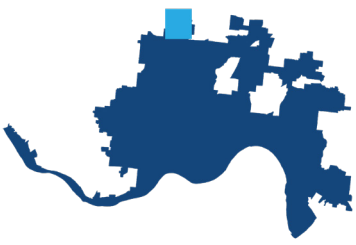
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles



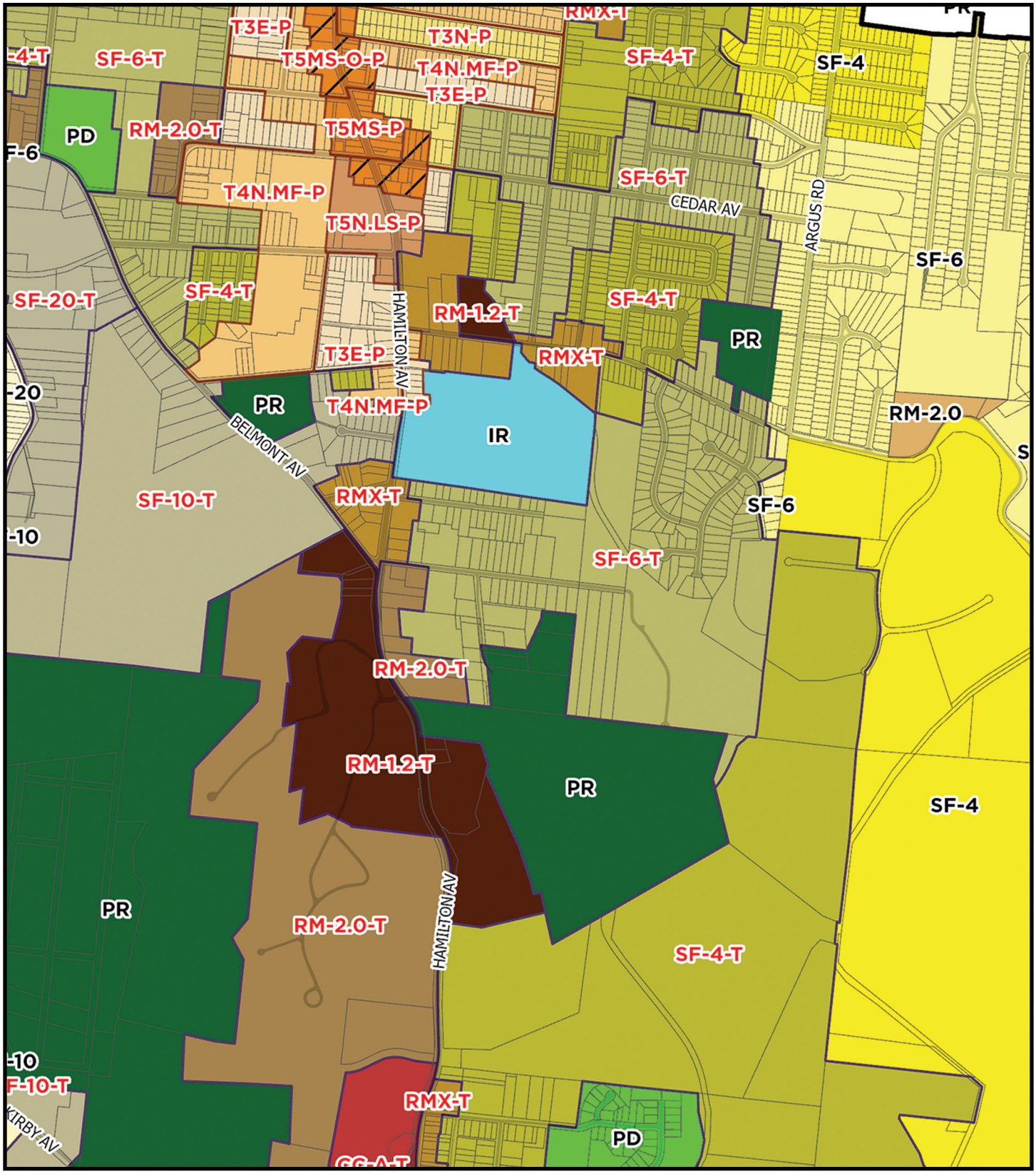


G2

WITH LABELS

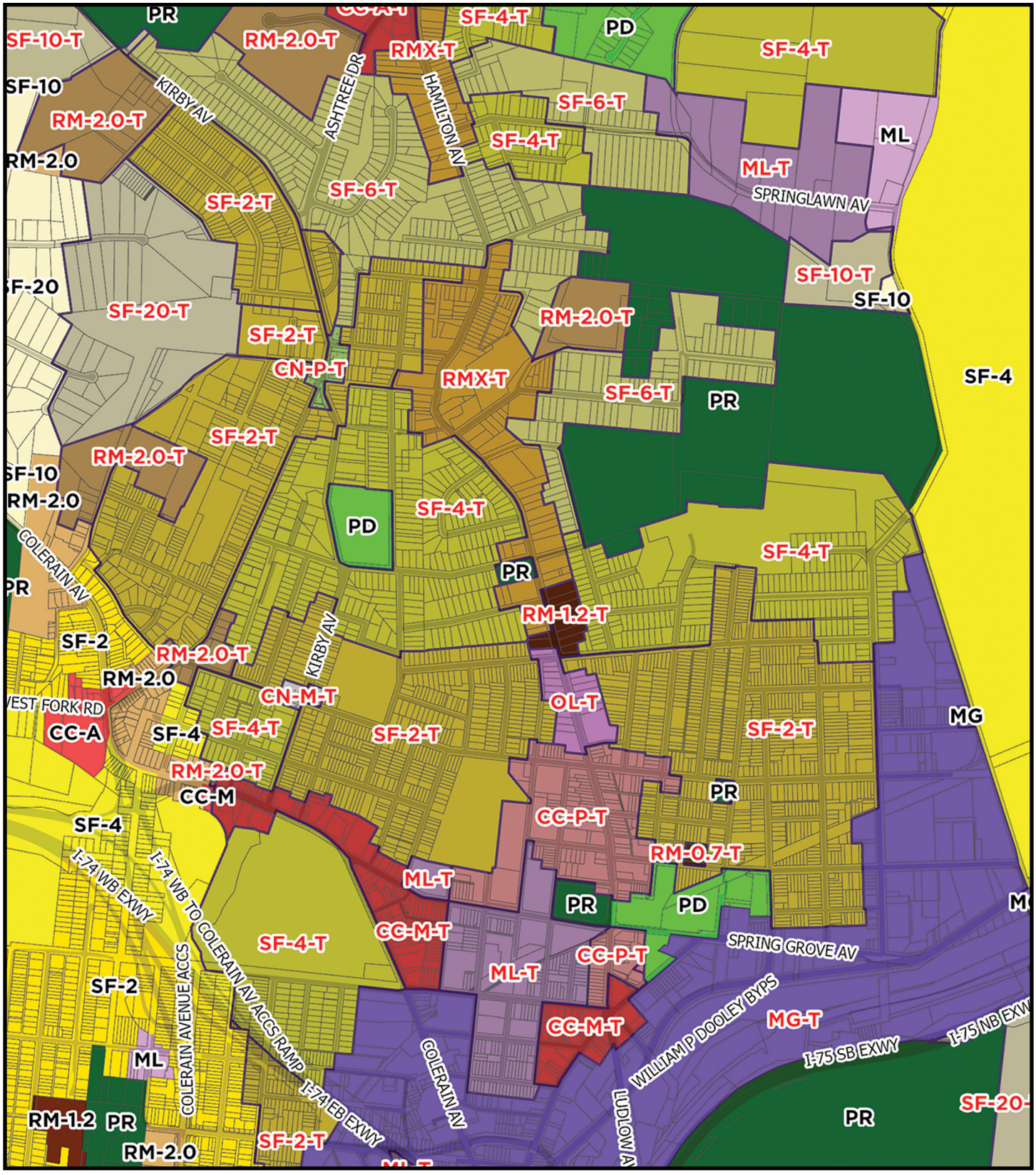
N

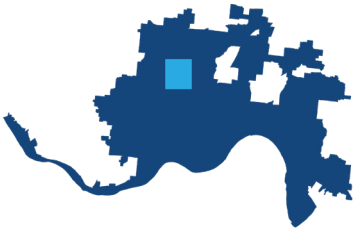
0 0.1 0.2 0.4 0.6 0.8 Miles



G3

WITH LABELS

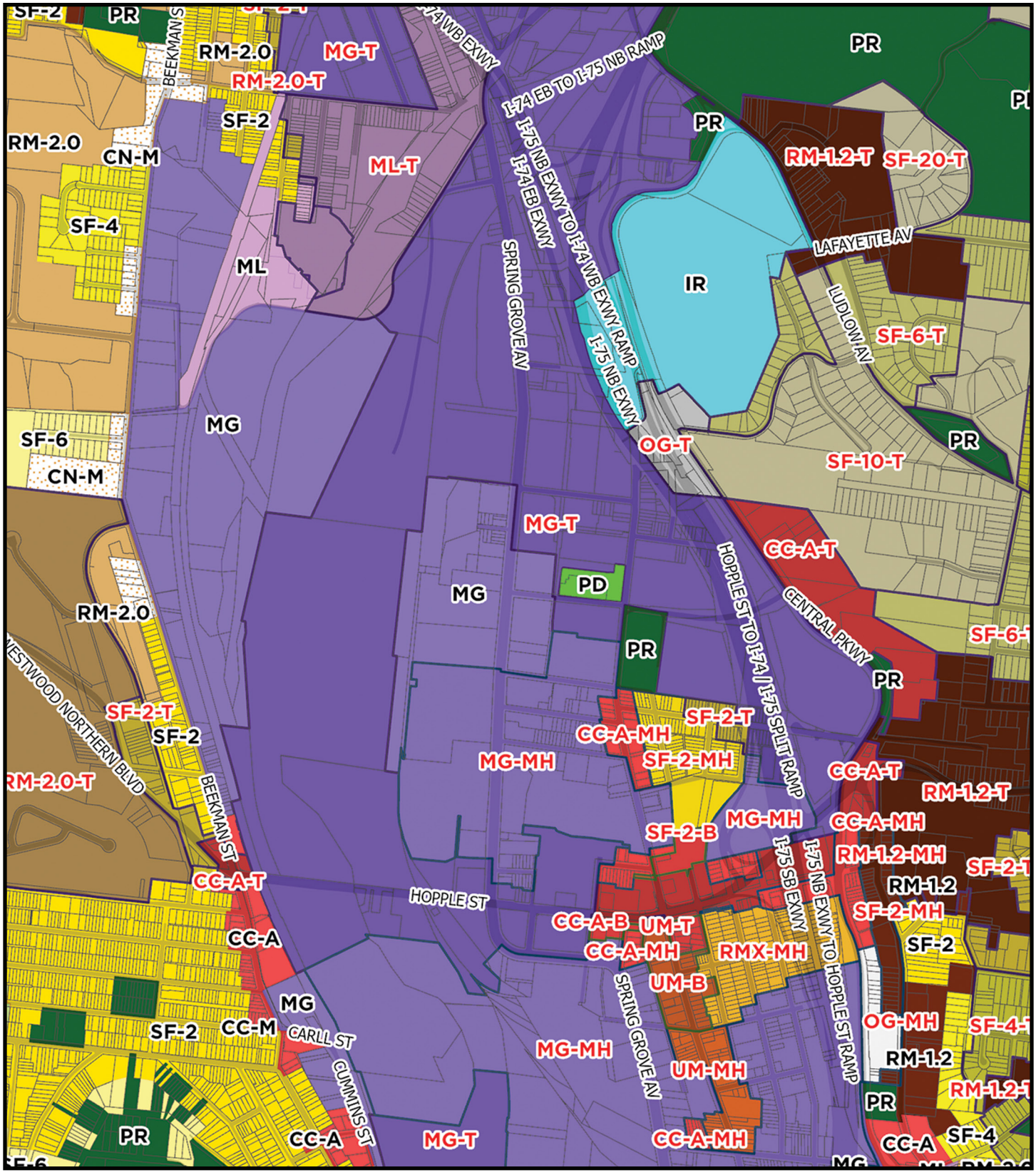


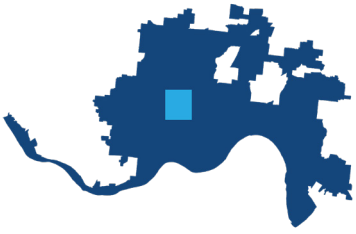


G4 WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



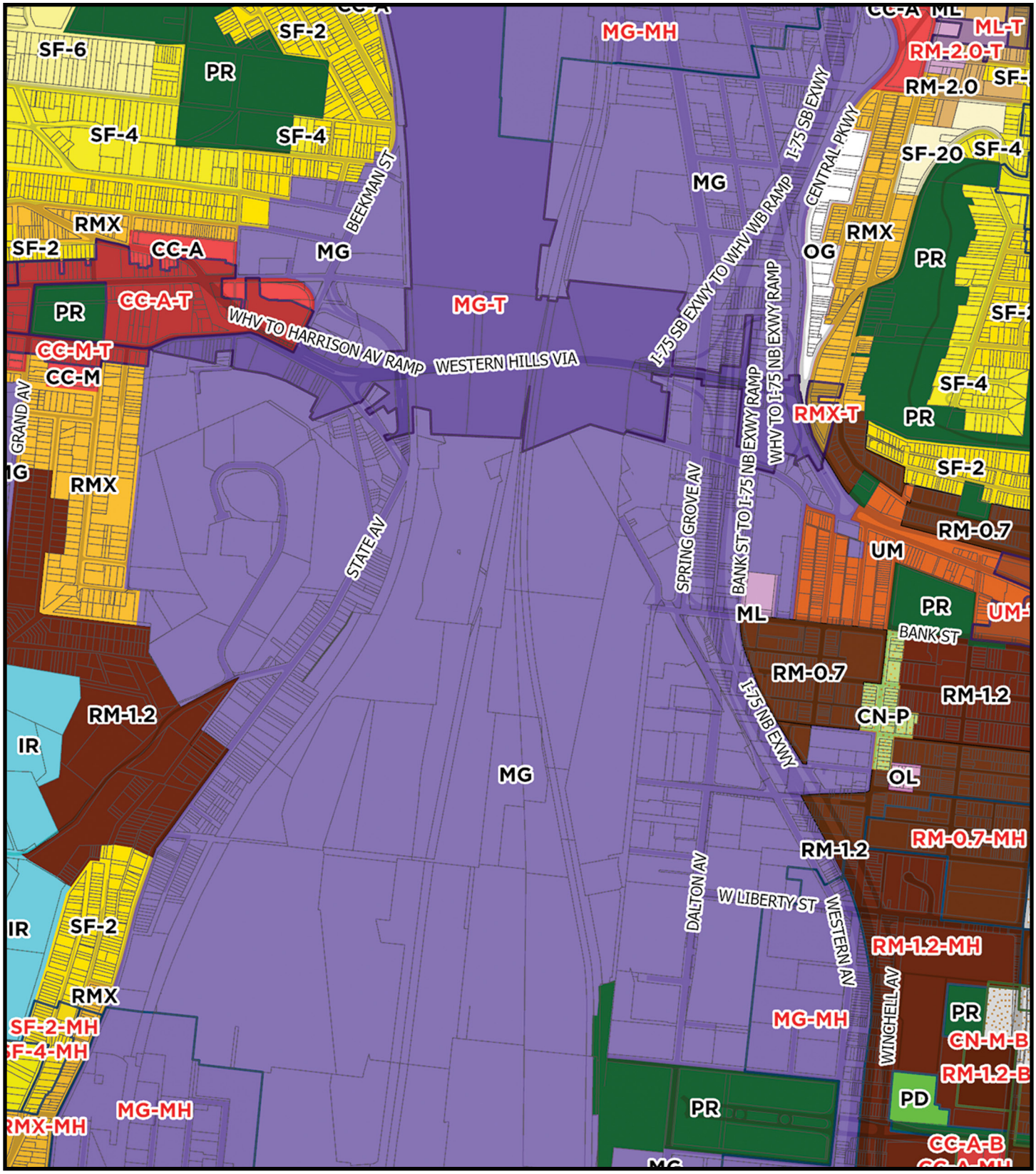


G5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles

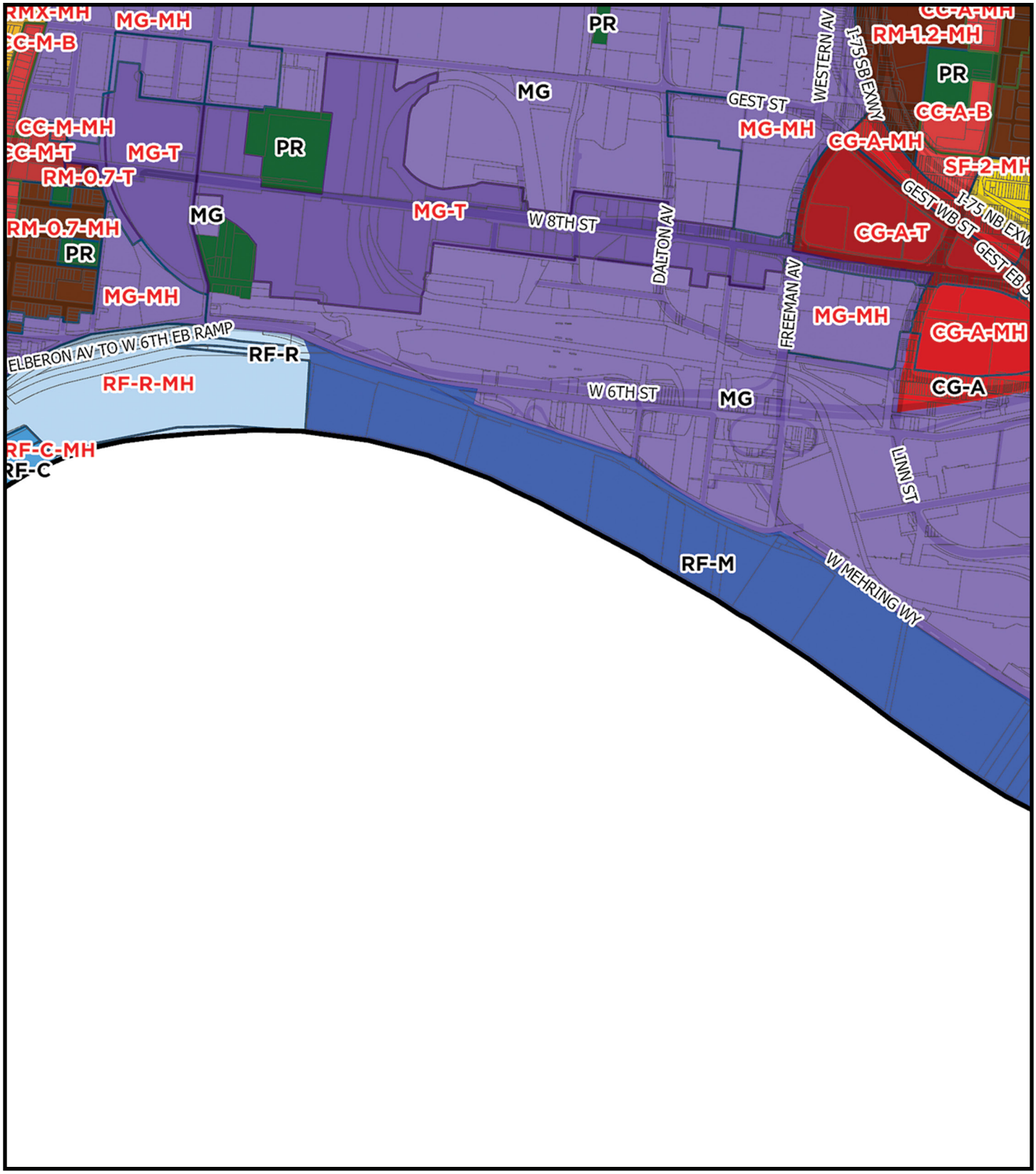


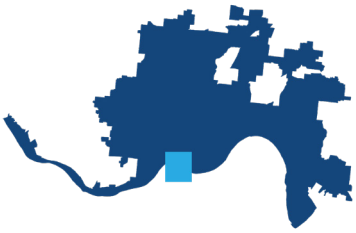
G6

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



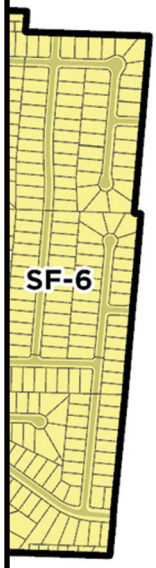


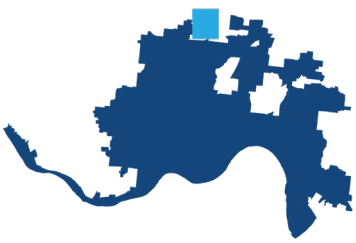
G7

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles





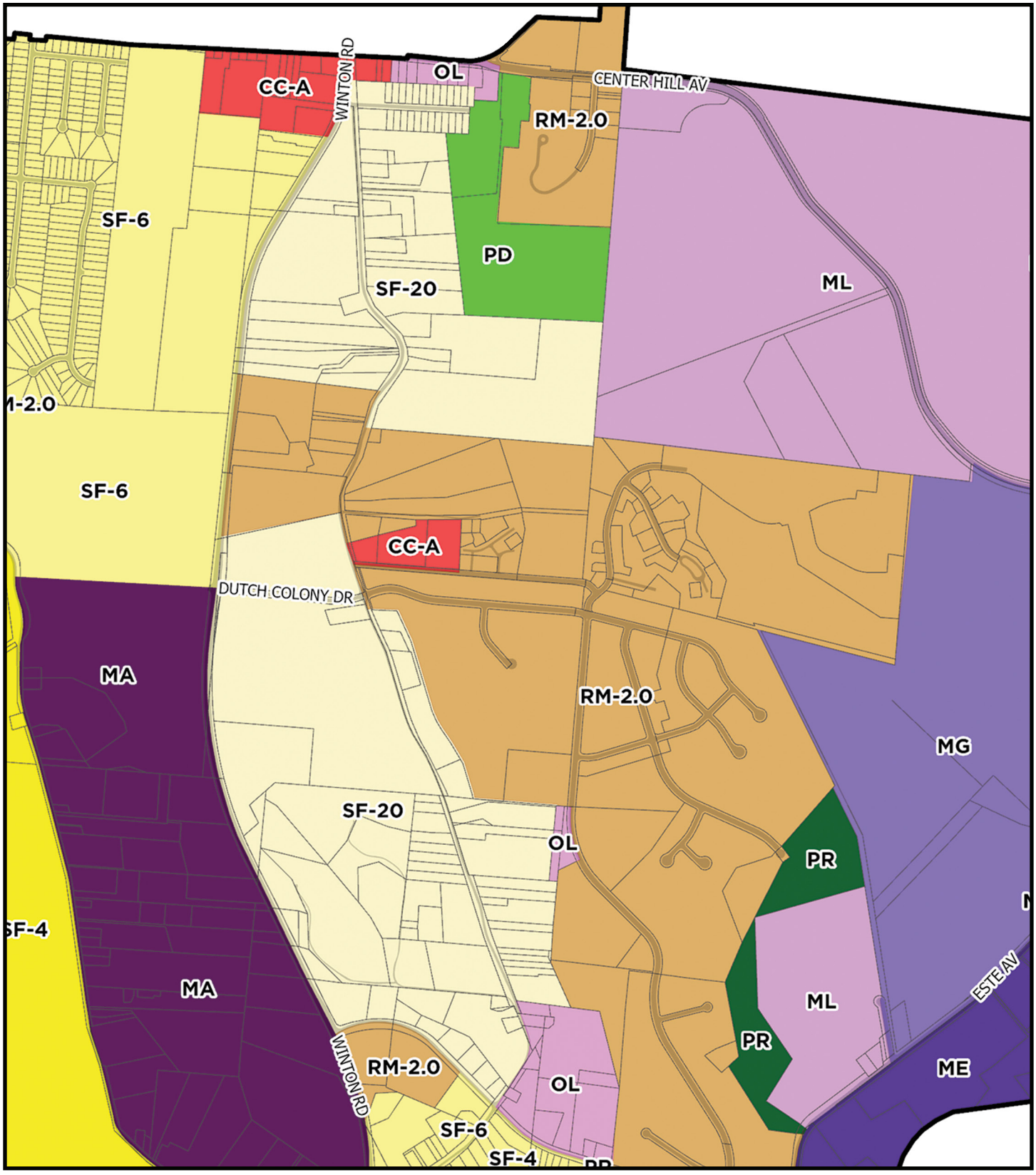
H2

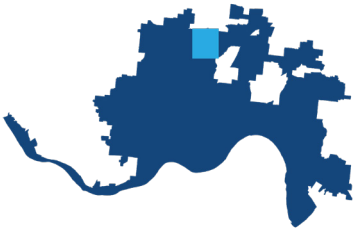
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles



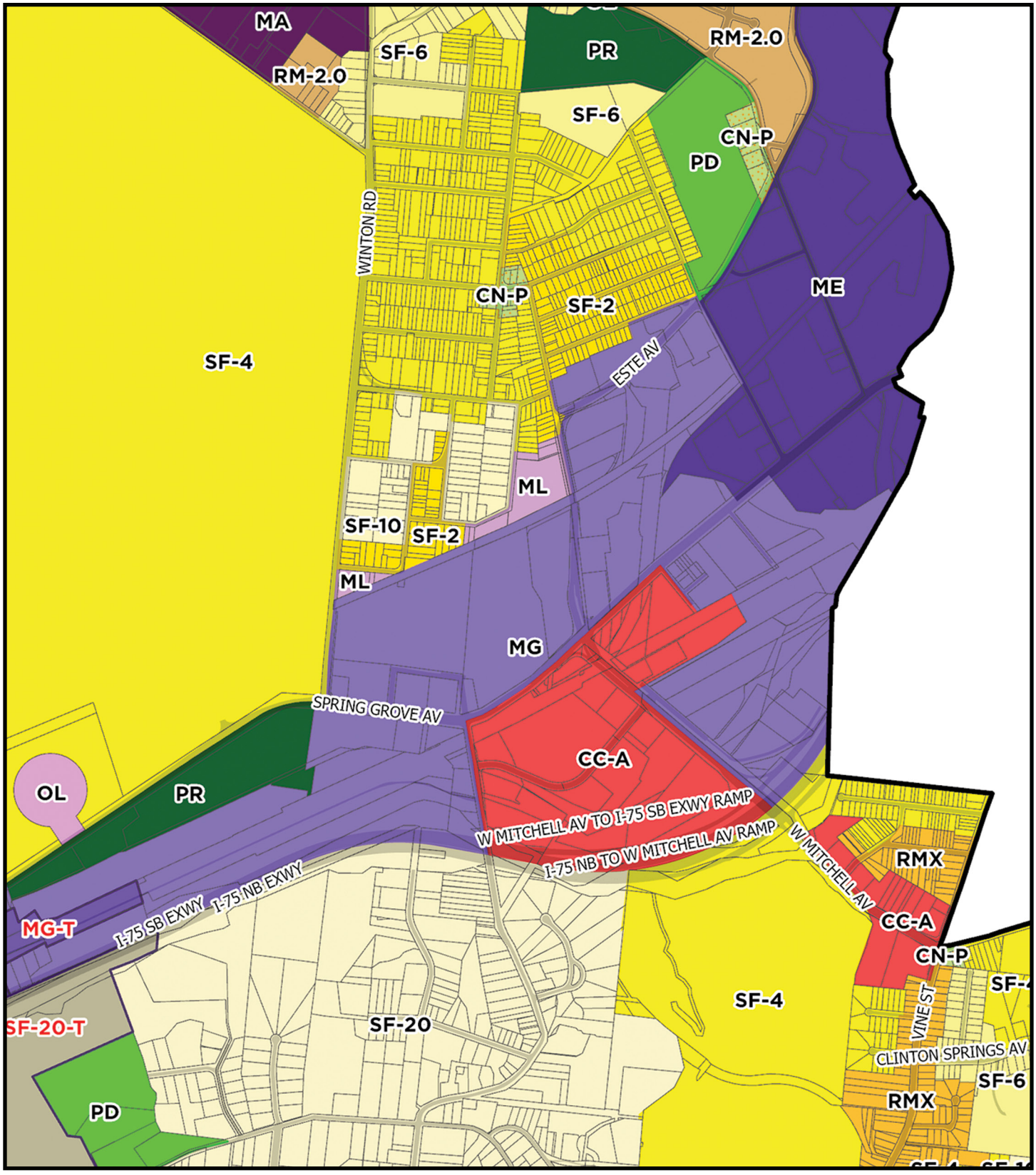


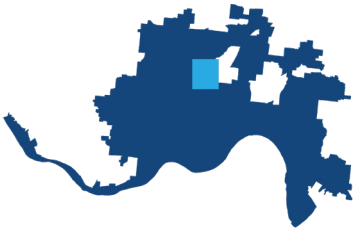
H3

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



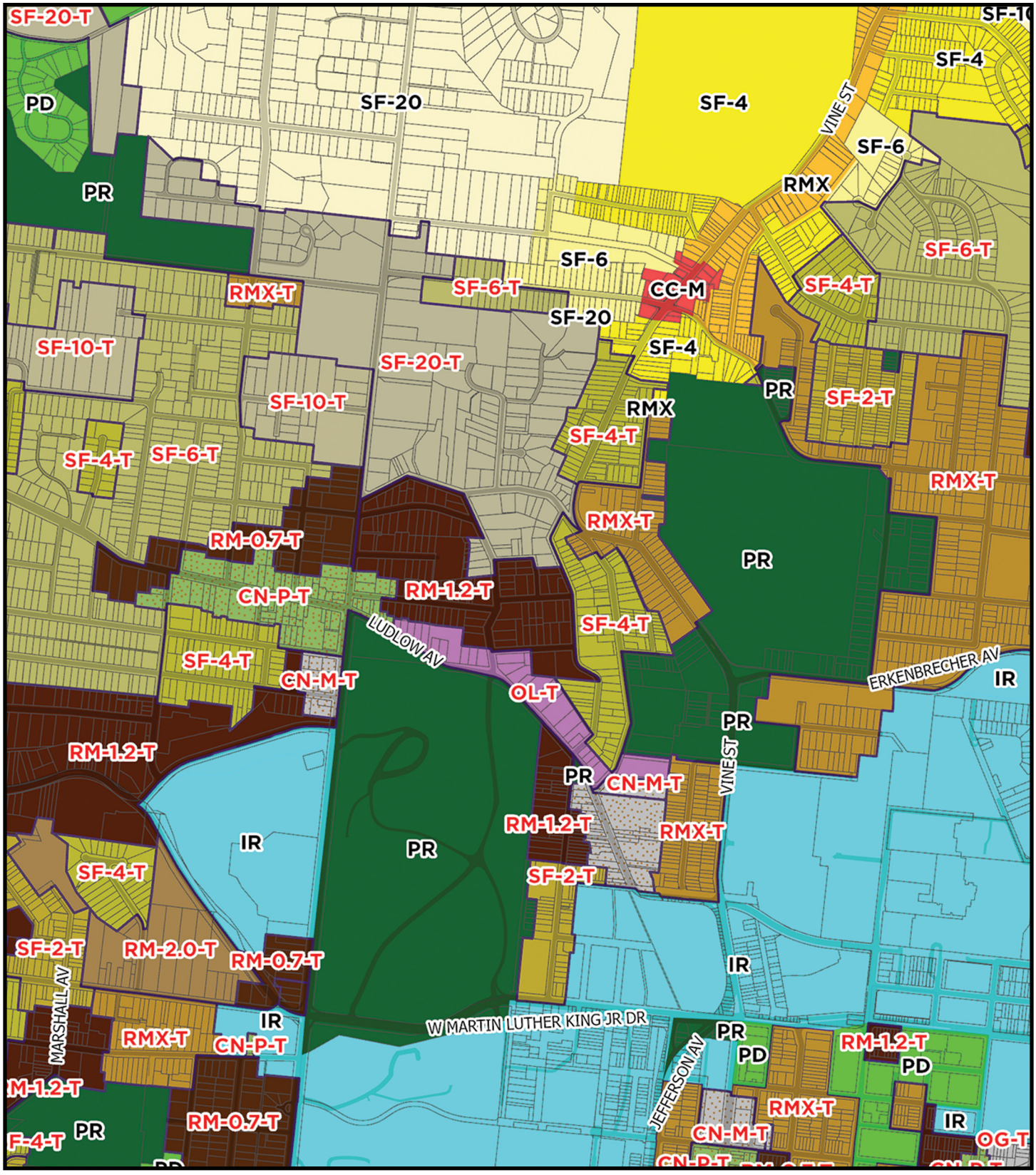


H4

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles

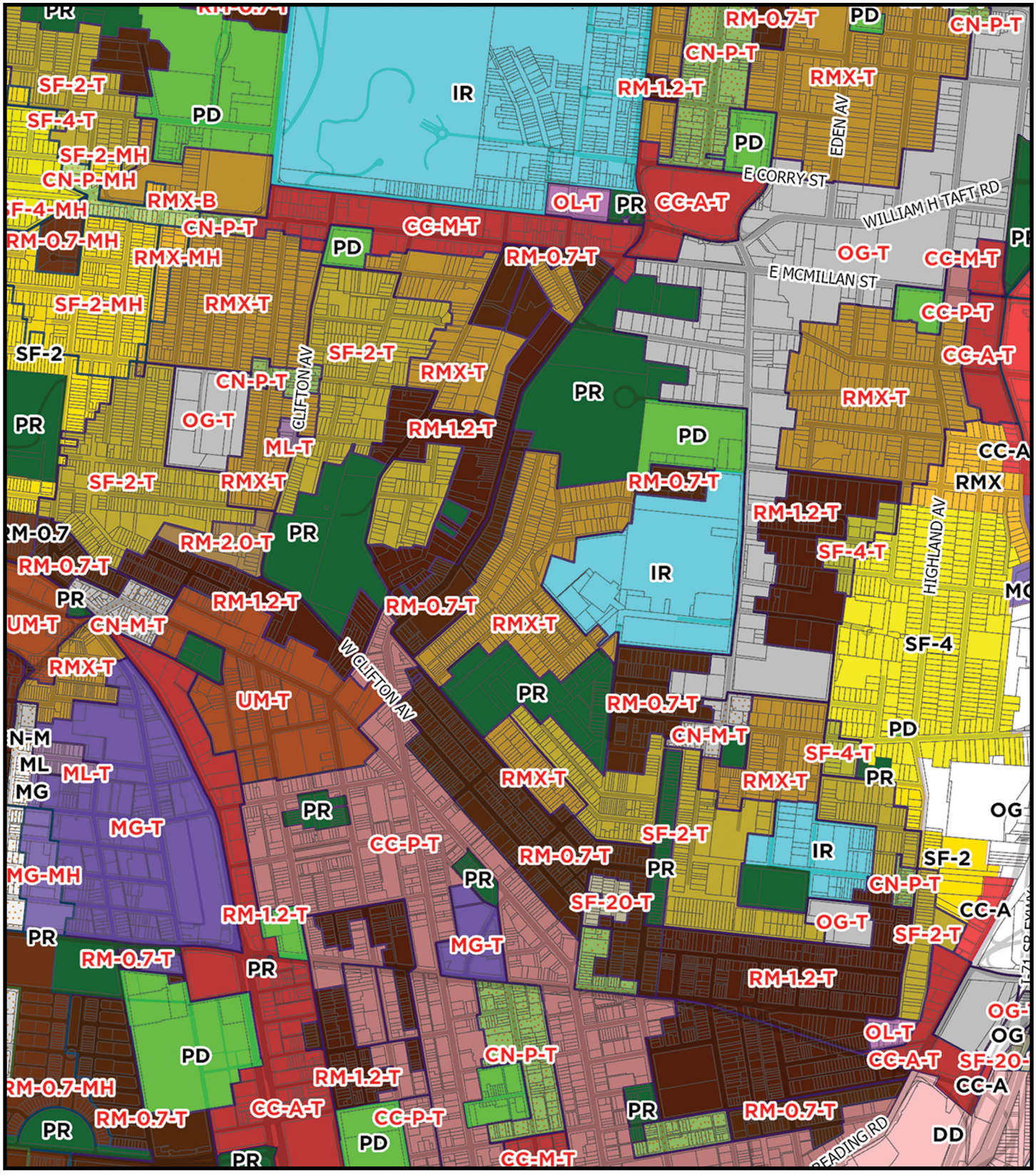


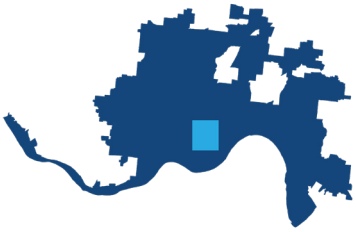
H5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



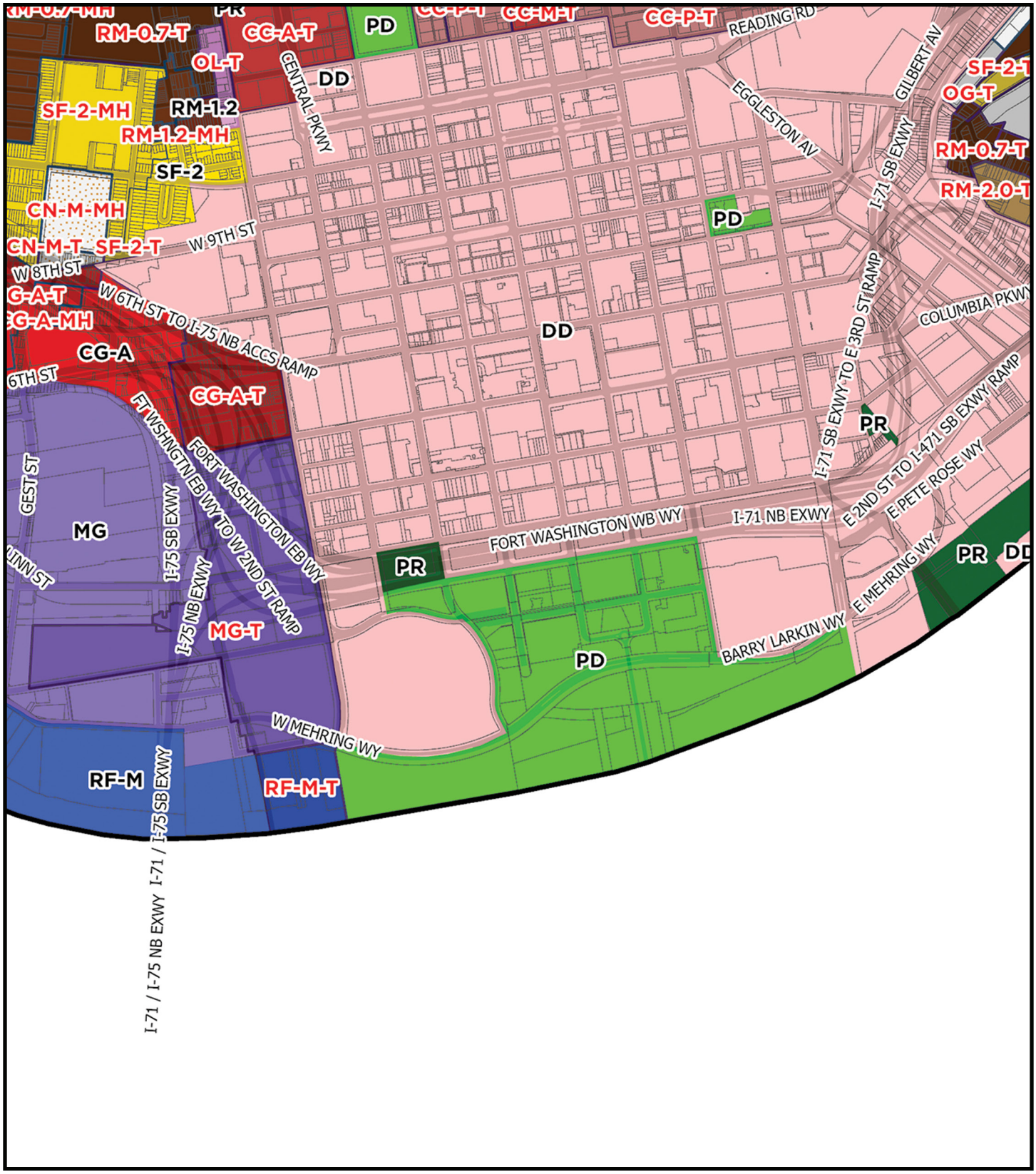


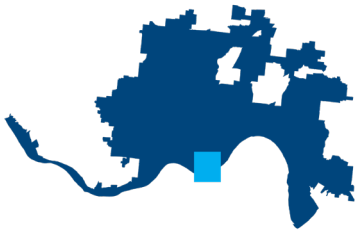
H6

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



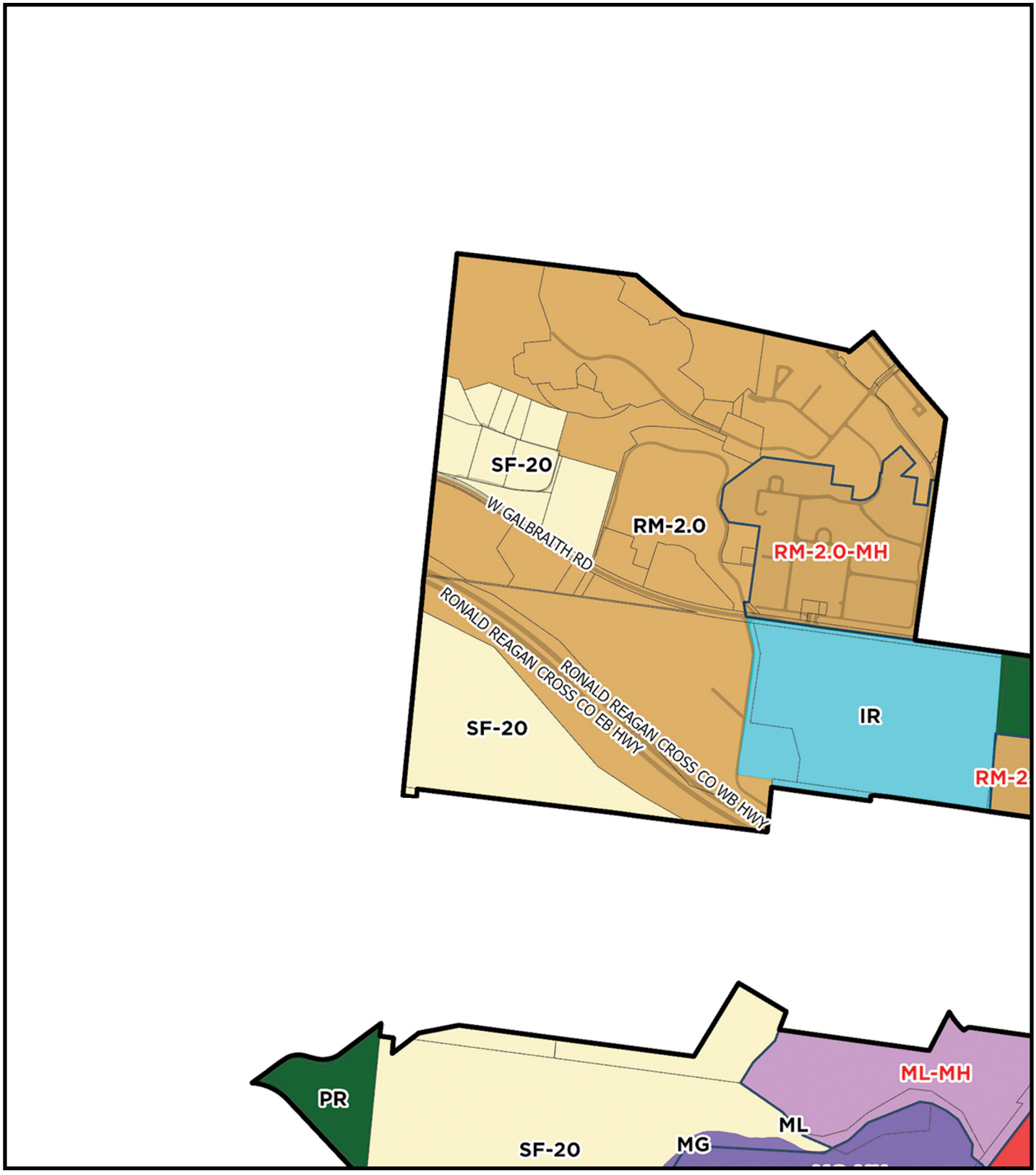


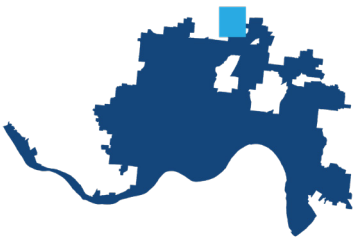
H7

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



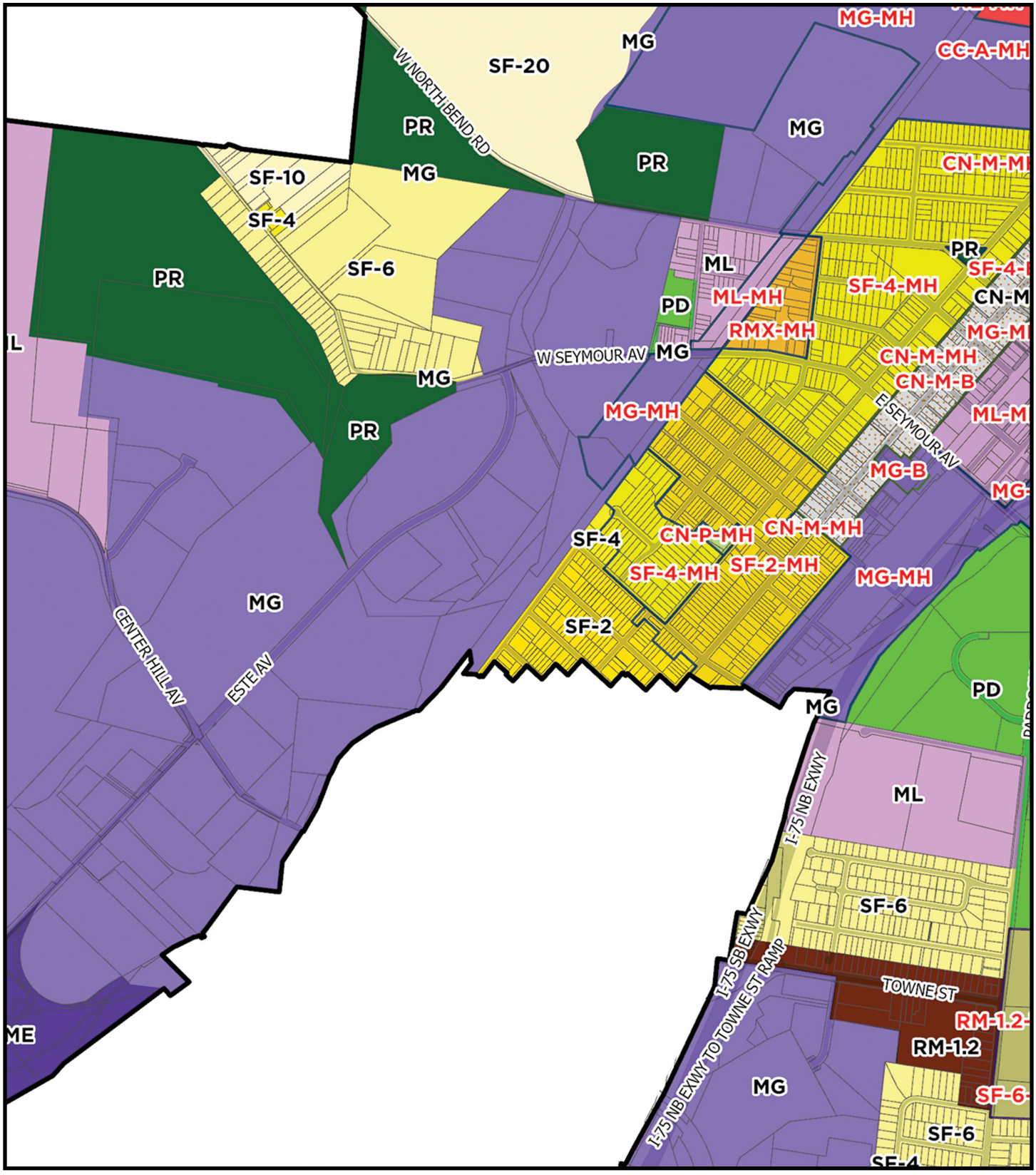


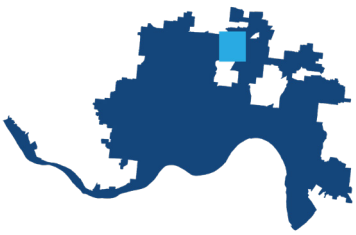
12

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



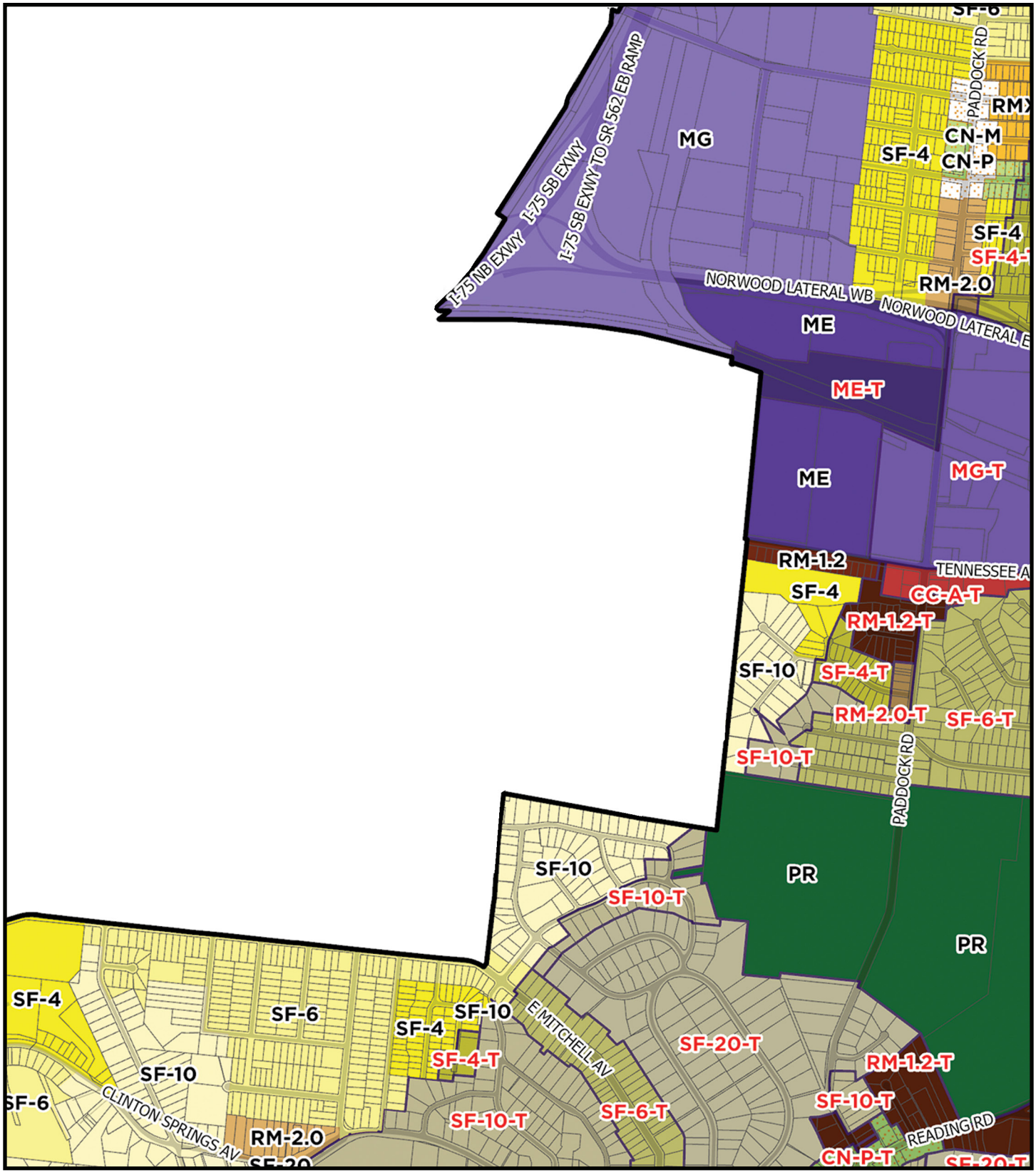


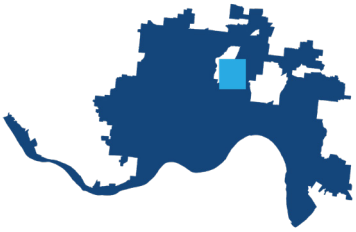
13

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



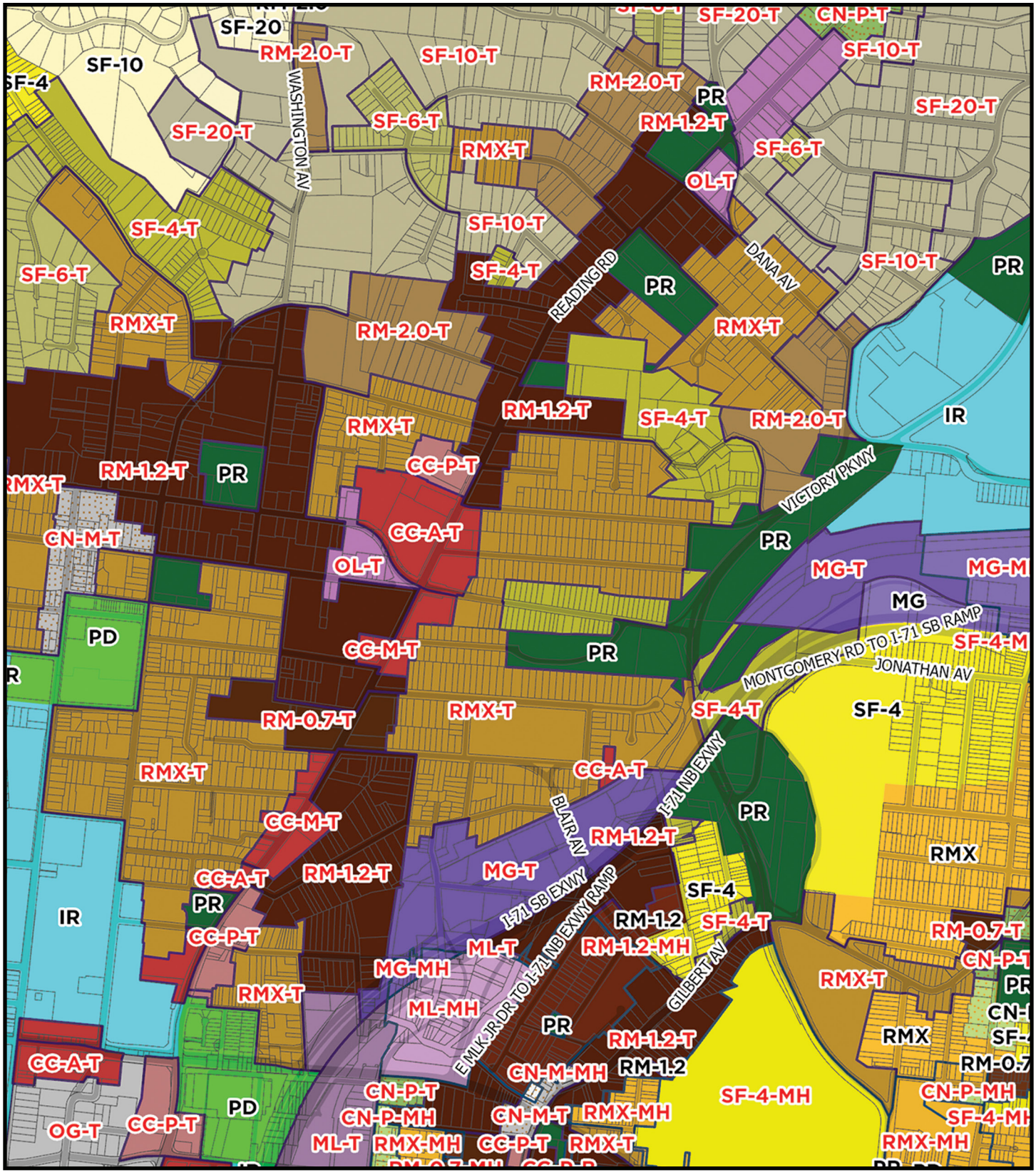


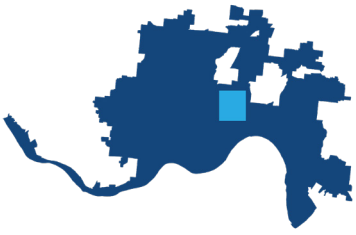
14

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



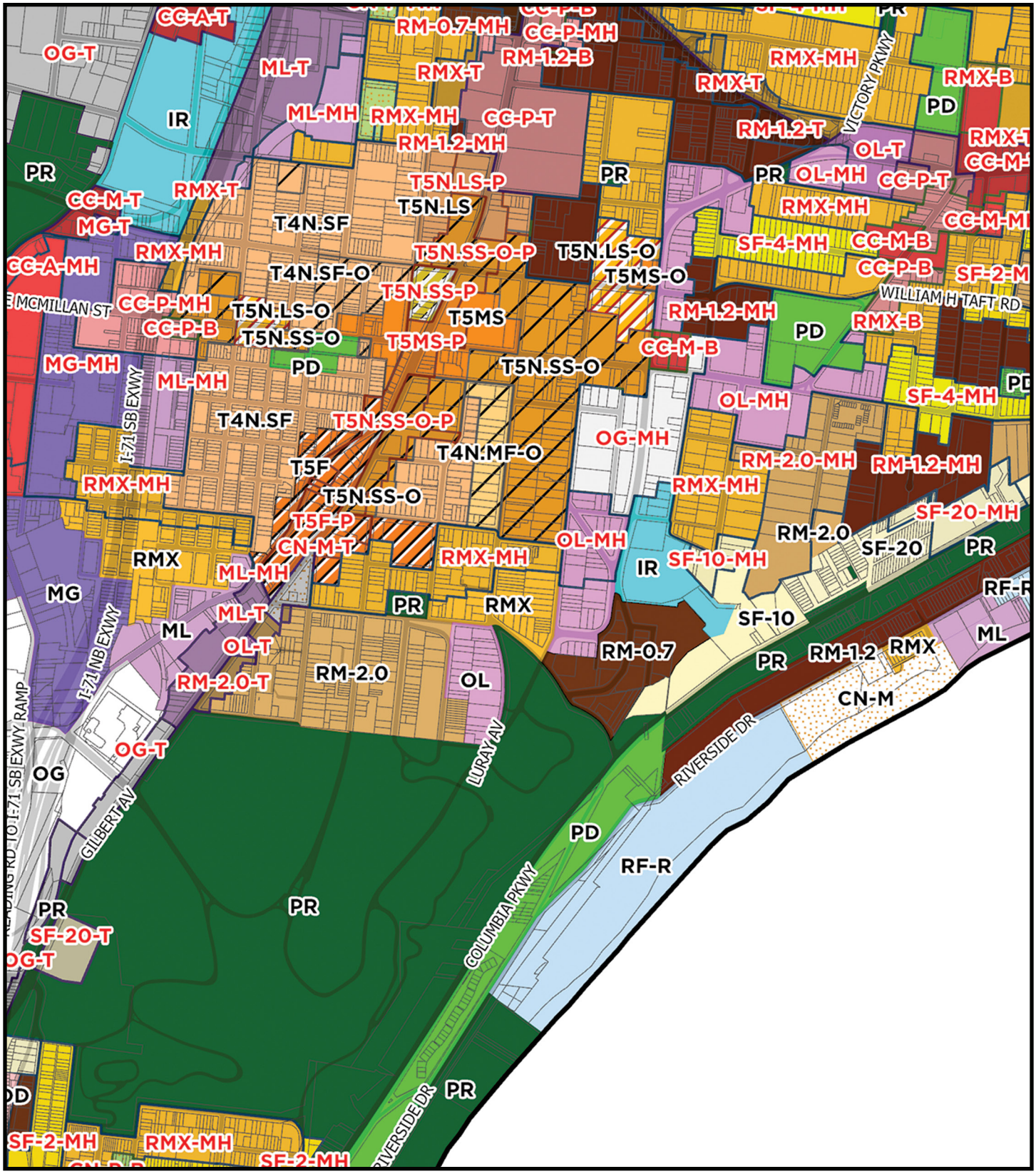


15

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



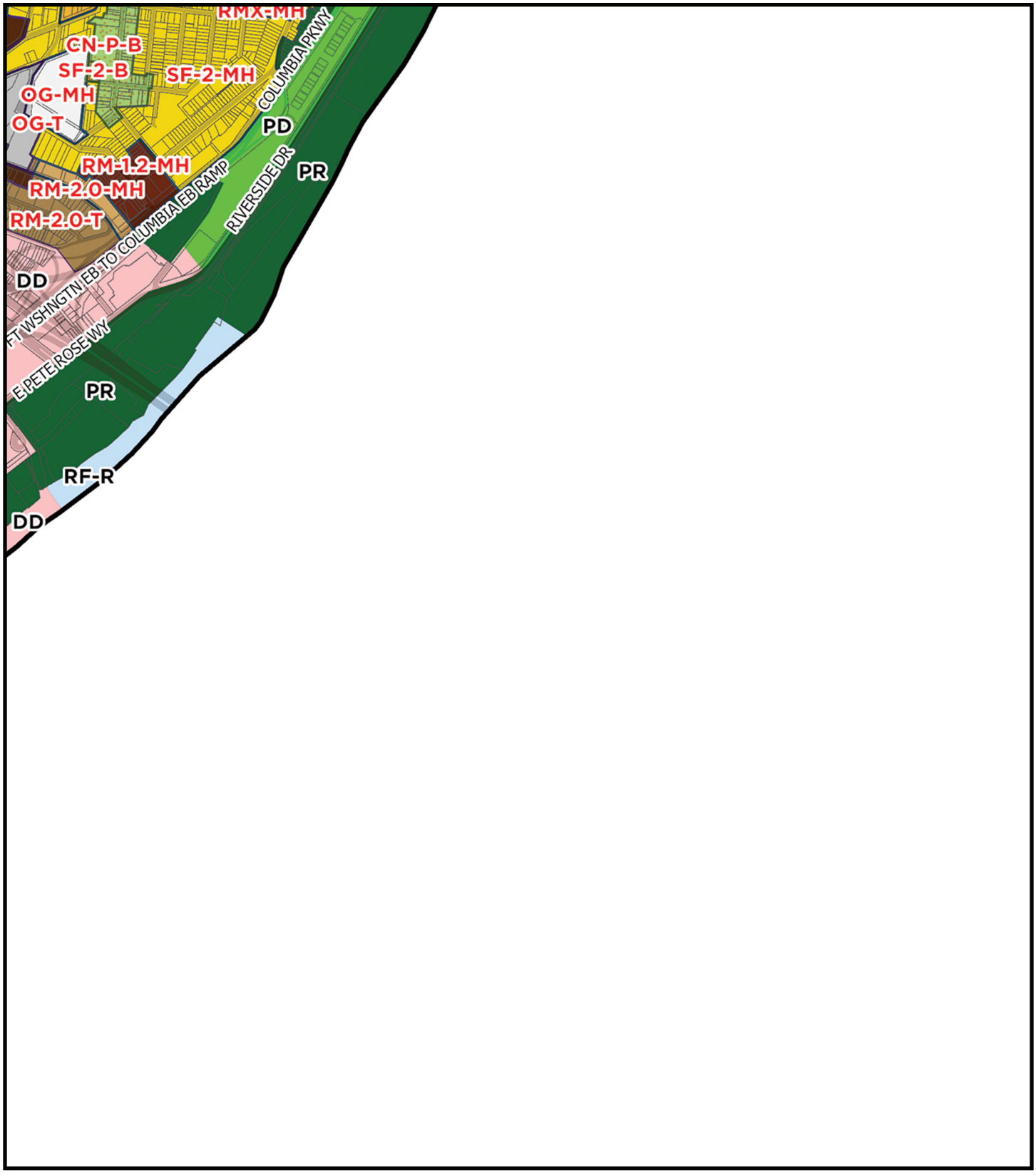


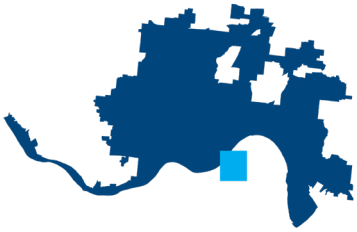
16

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles





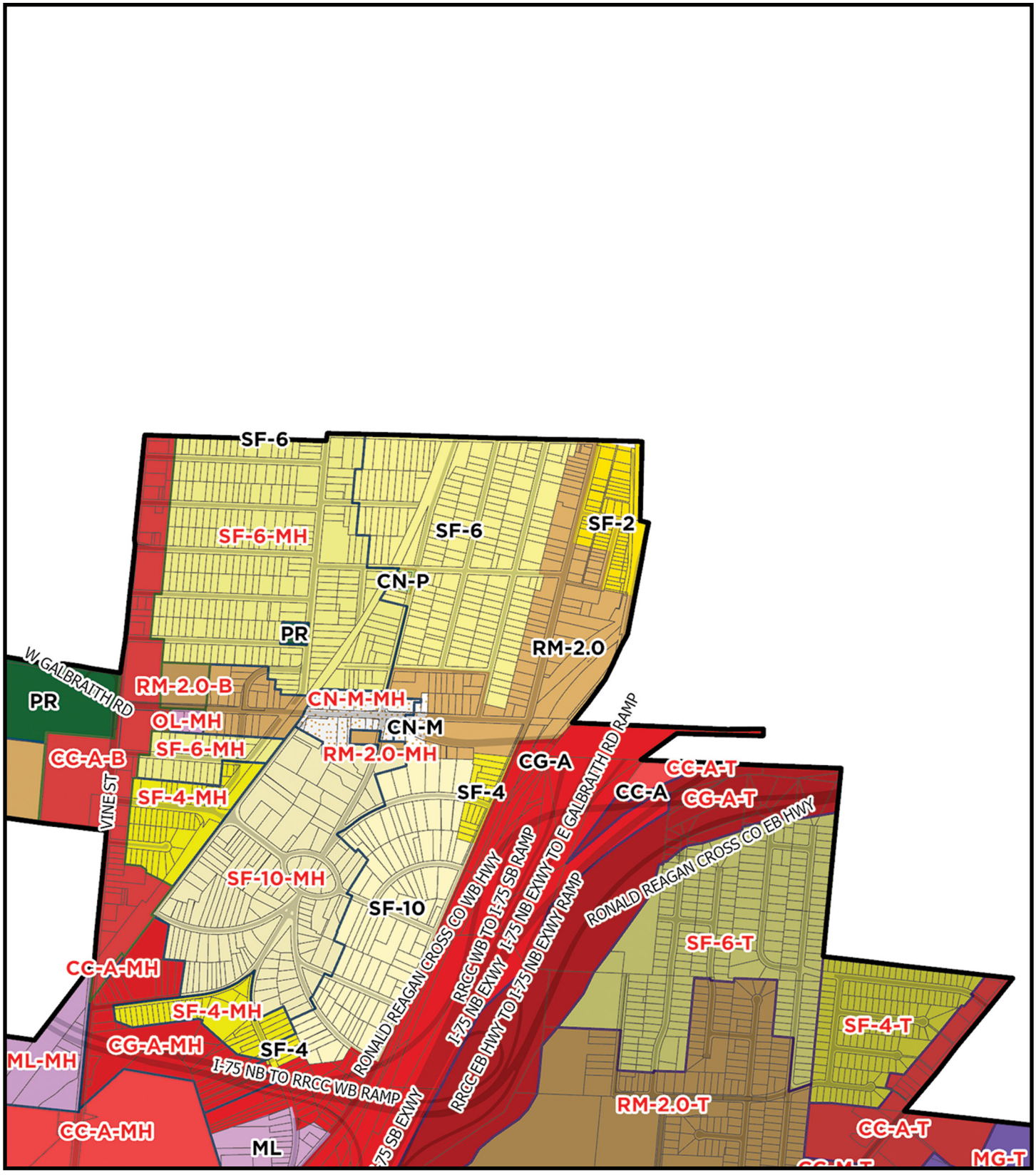
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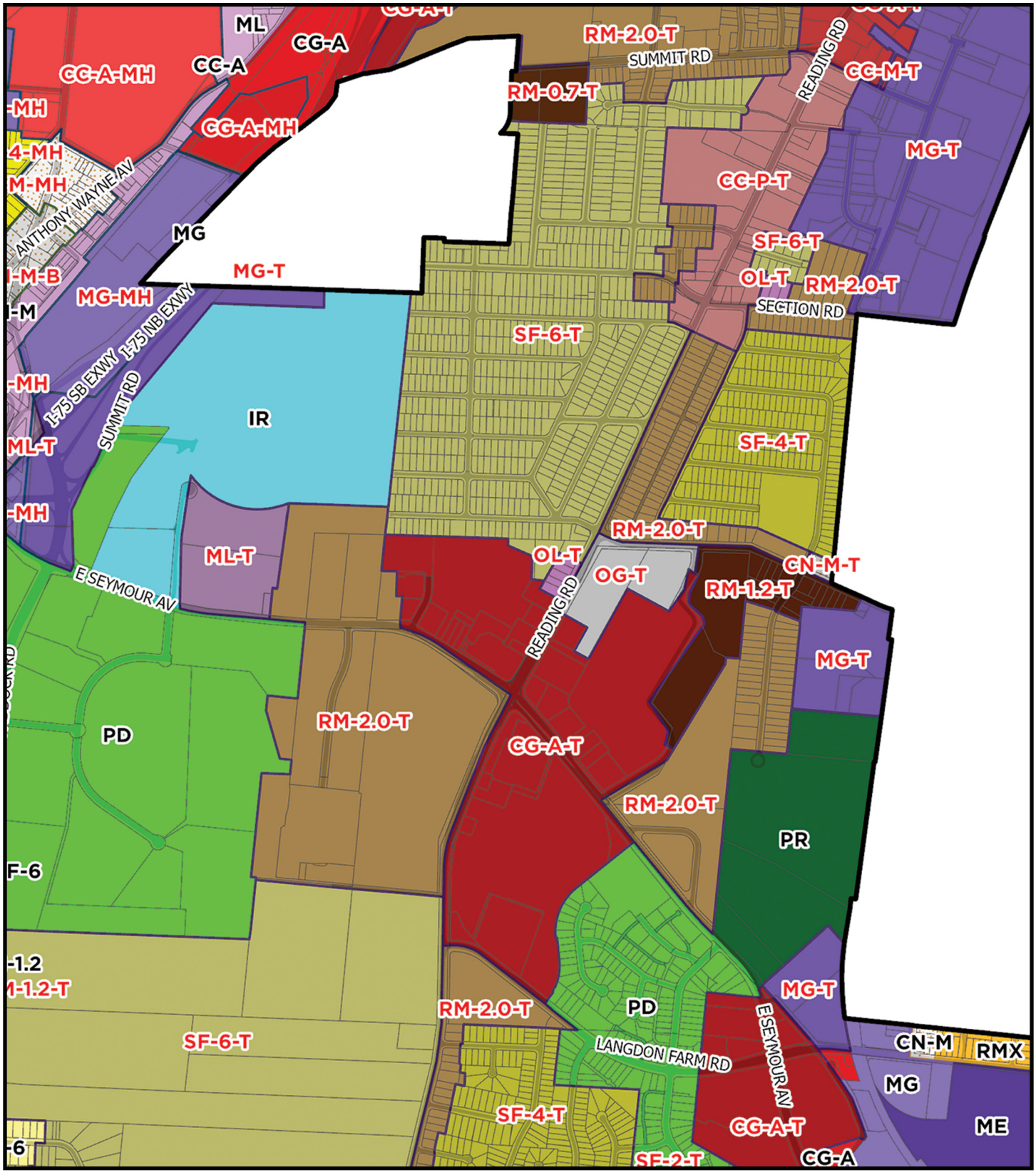
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles


SF-6
SF-6-MH
SF-6
SF-2
CN-P
PR
RM-2.0
W GALBRAITH RD
PR
RM-2.0-B
CN-M-MH
OL-MH
CN-M
CC-A-B
SF-6-MH
RM-2.0-MH
CG-A
CC-A-T
VINE ST
SF-4-MH
SF-4
CC-A
CG-A-T
RONALD REAGAN CROSS CO EB HWY
SF-10-MH
SF-10
RRCG WB TO I-75 SB RAMP
I-75 NB EXWY TO E GALBRAITH RD RAMP
I-75 NB EXWY
RRCG EB HWY TO I-75 NB EXWY RAMP
SF-6-T
CC-A-MH
SF-4-MH
SF-4-T
CG-A-MH
SF-4
RONALD REAGAN CROSS CO WB HWY
ML-MH
I-75 NB TO RRCG WB RAMP
RM-2.0-T
CC-A-MH
ML
I-75 SB EXWY
CC-A-T
MG-T
J2
WITH
LABELS
N
0
0.1
0.2
0.4
0.6
0.8
Miles

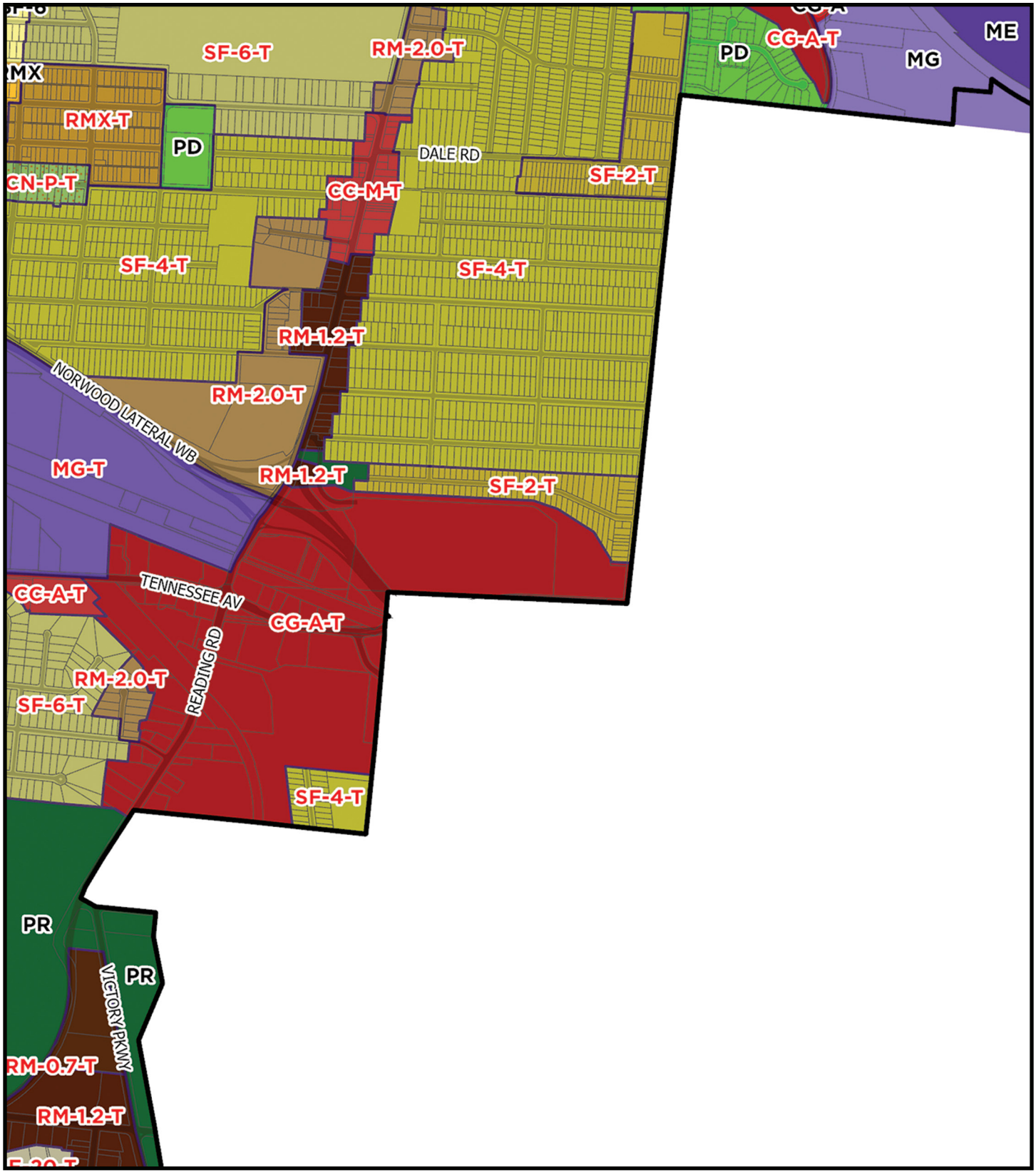


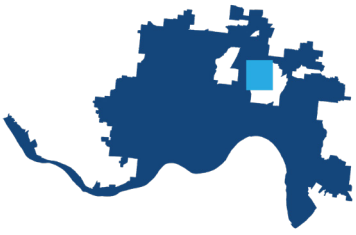
J3

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



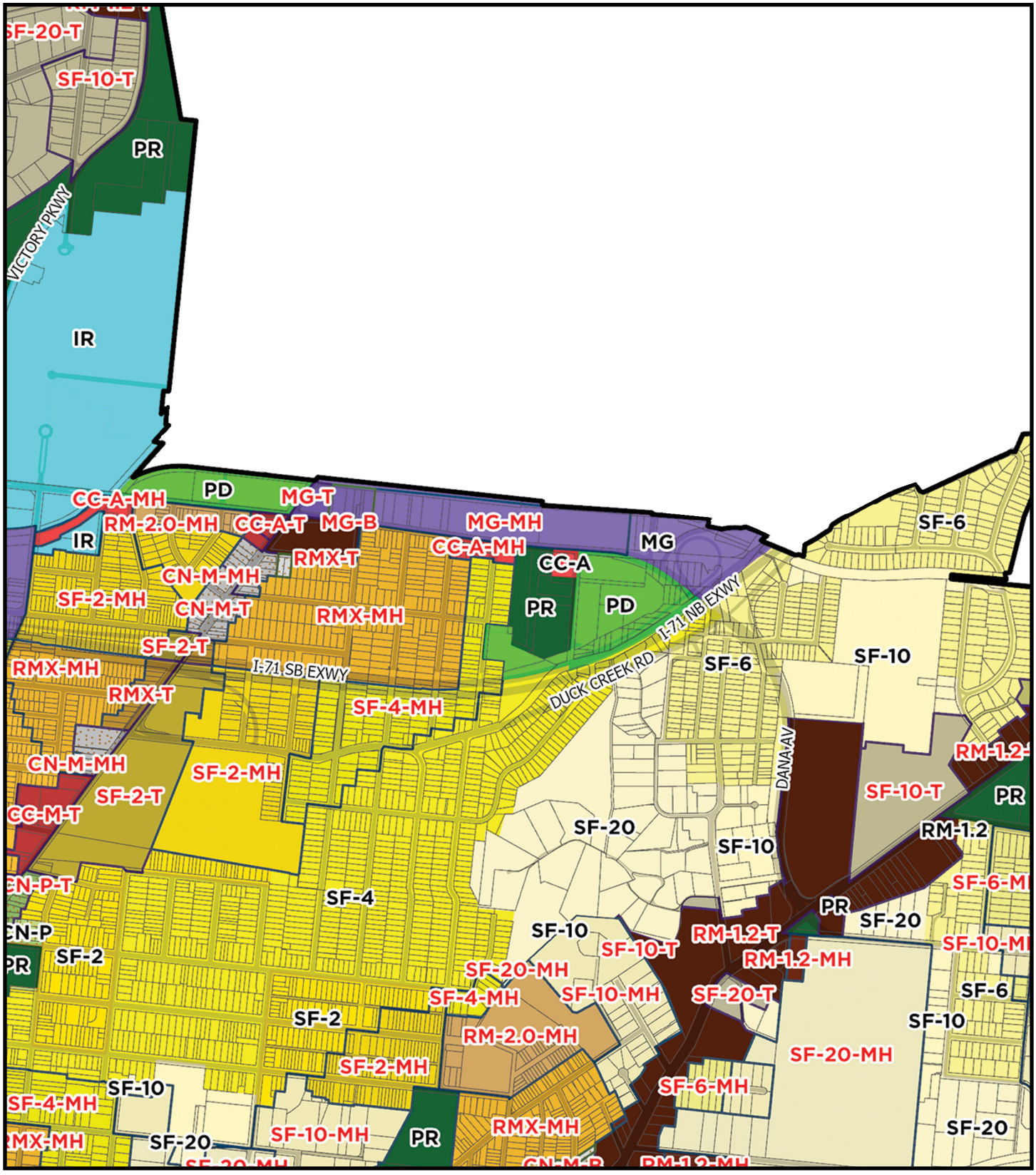


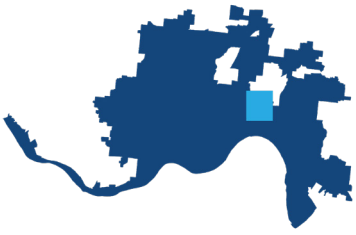
J4

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



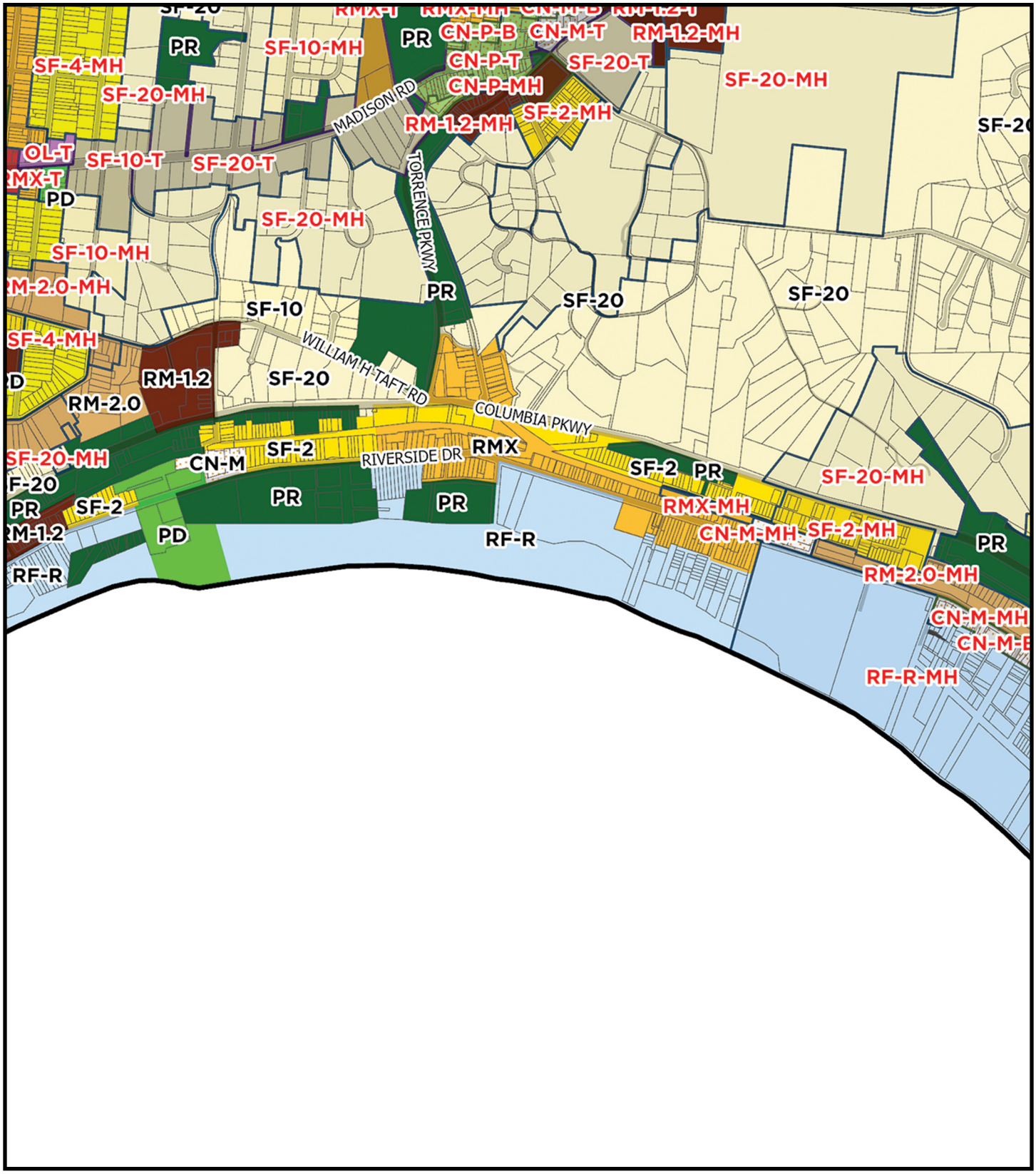


J5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



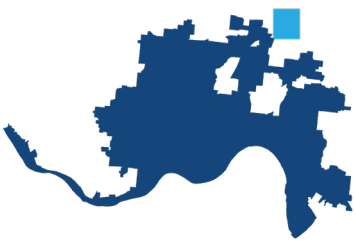


J6

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



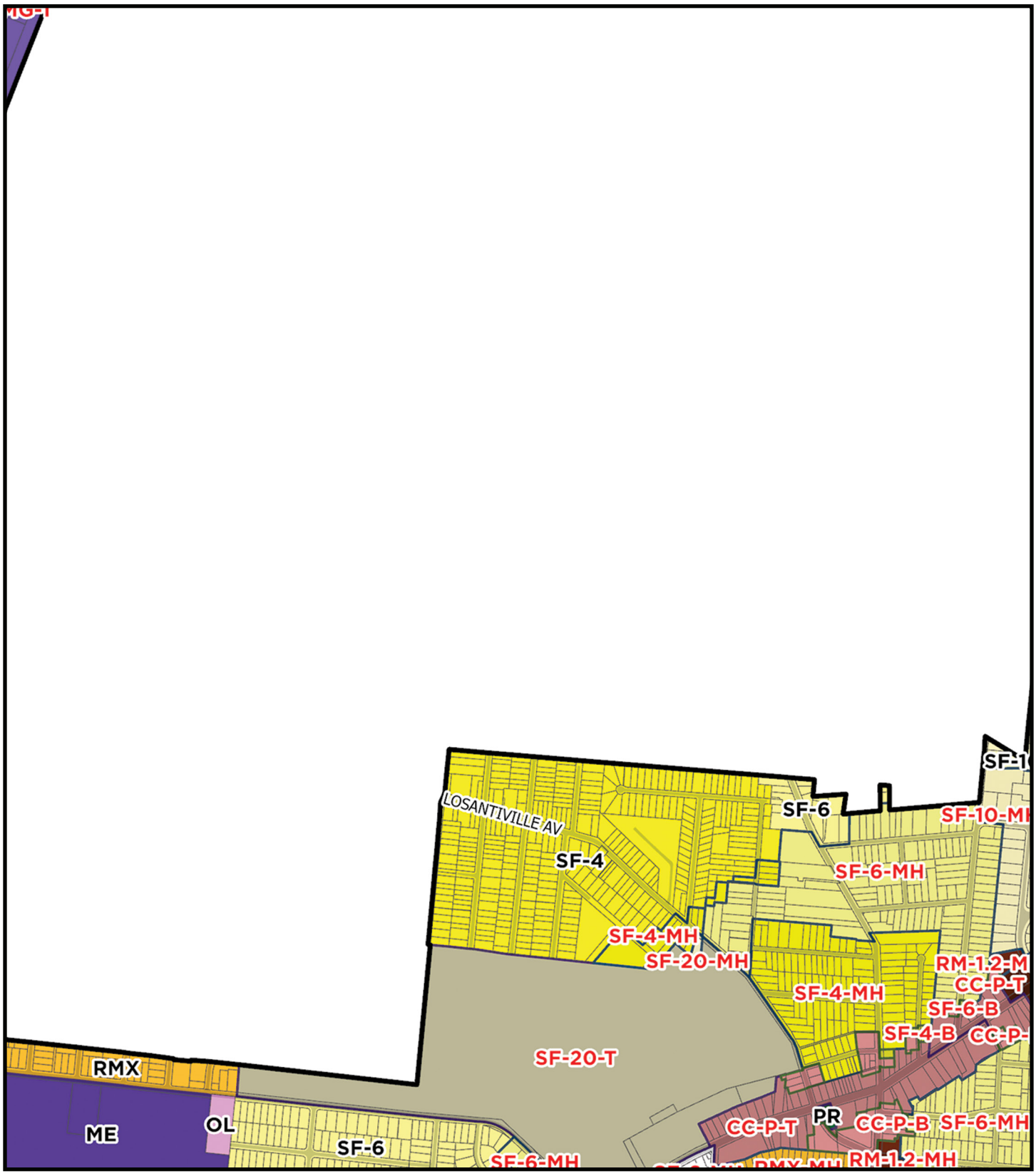
K2

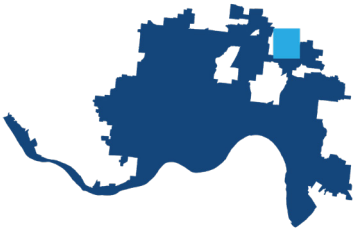
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles



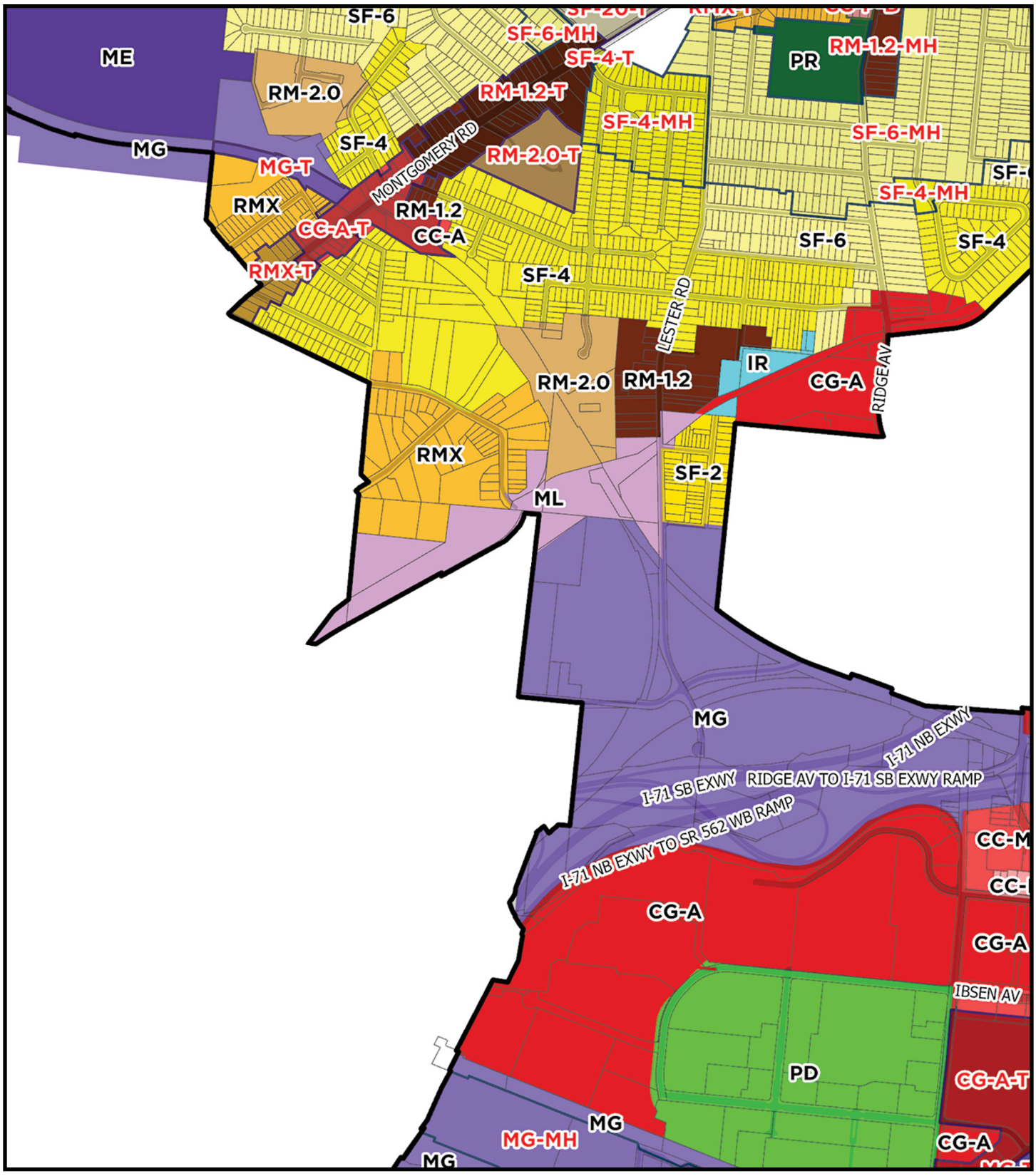


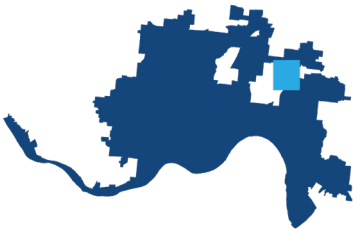
K3

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



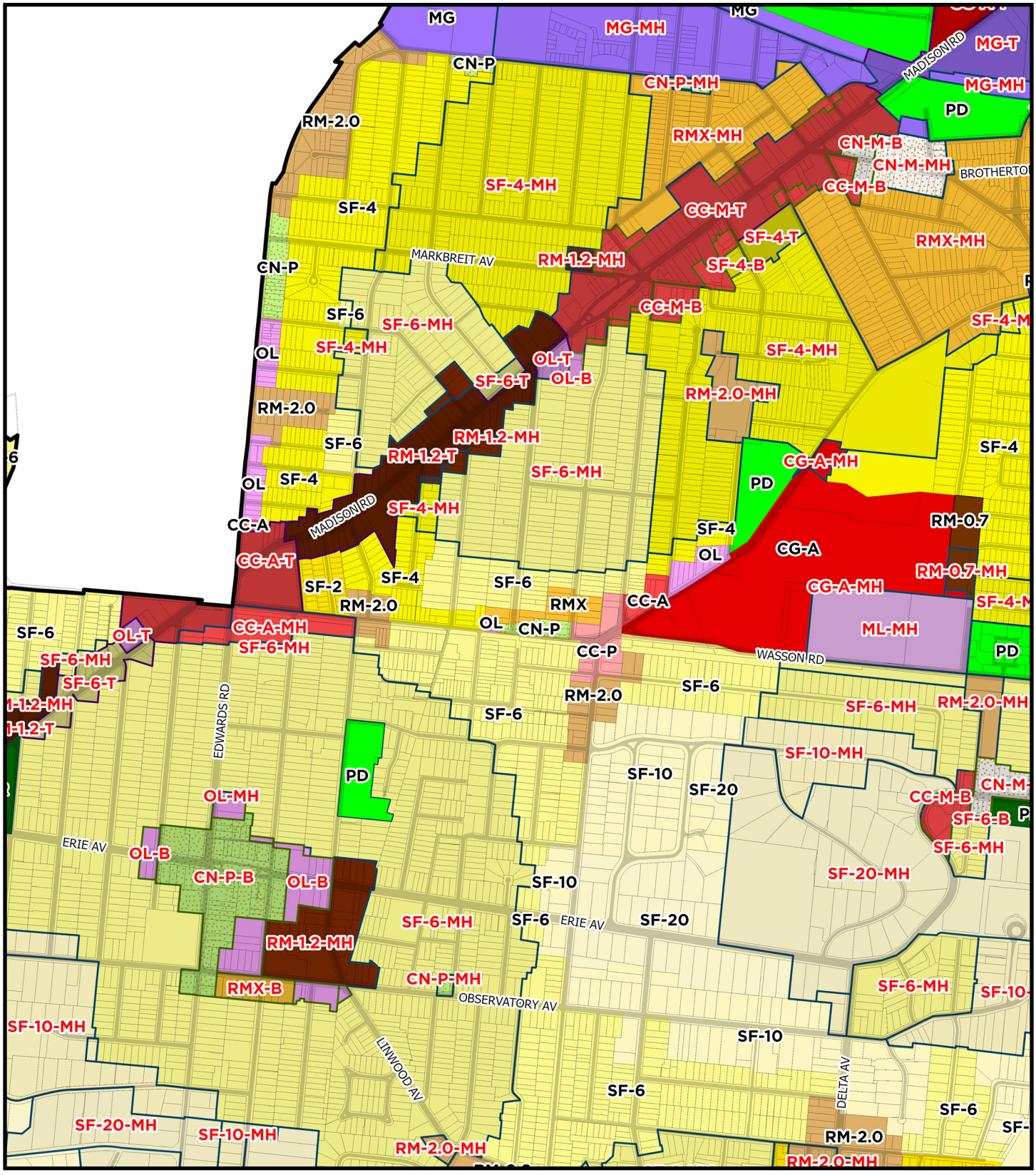


K4

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles

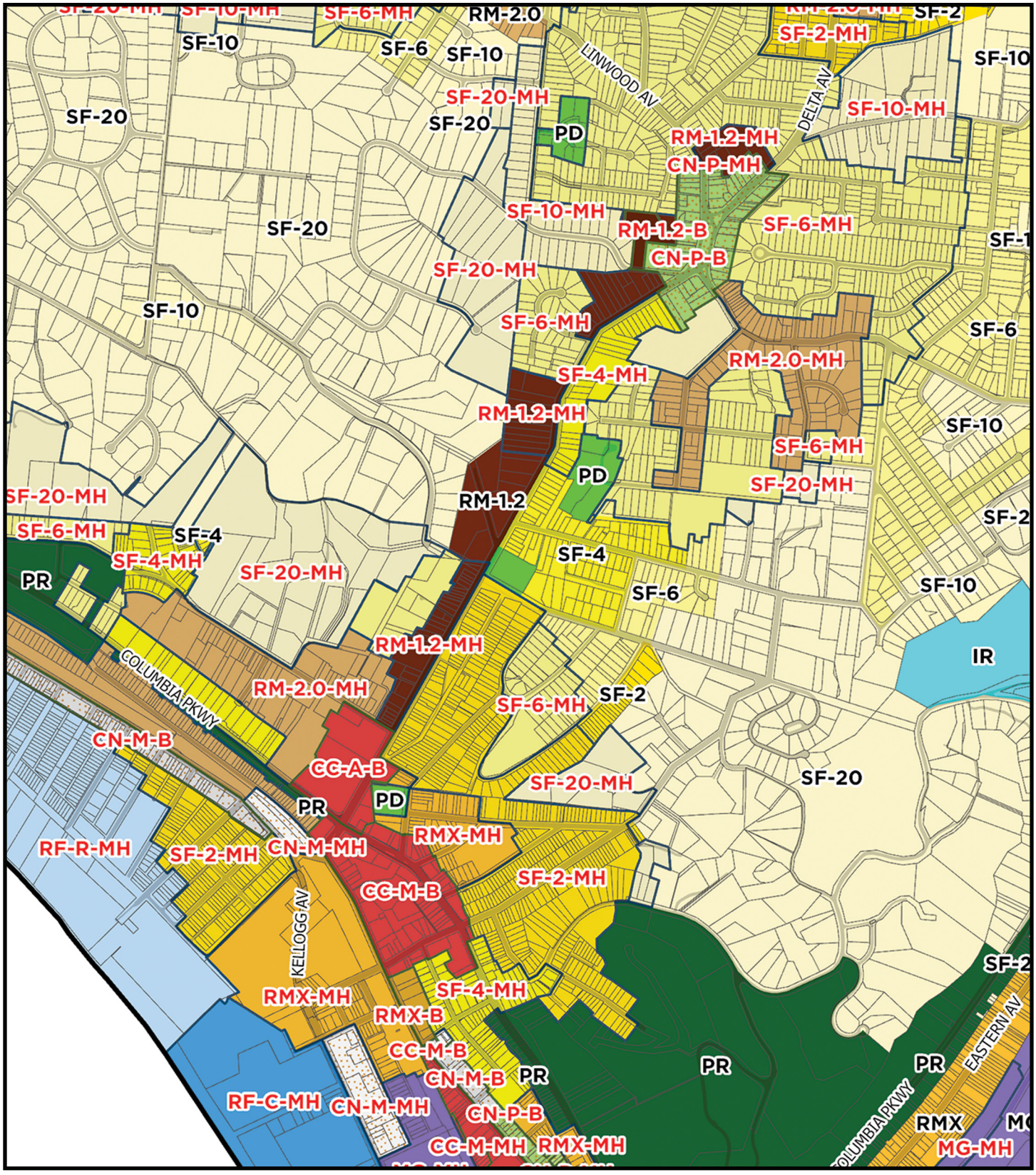


K5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



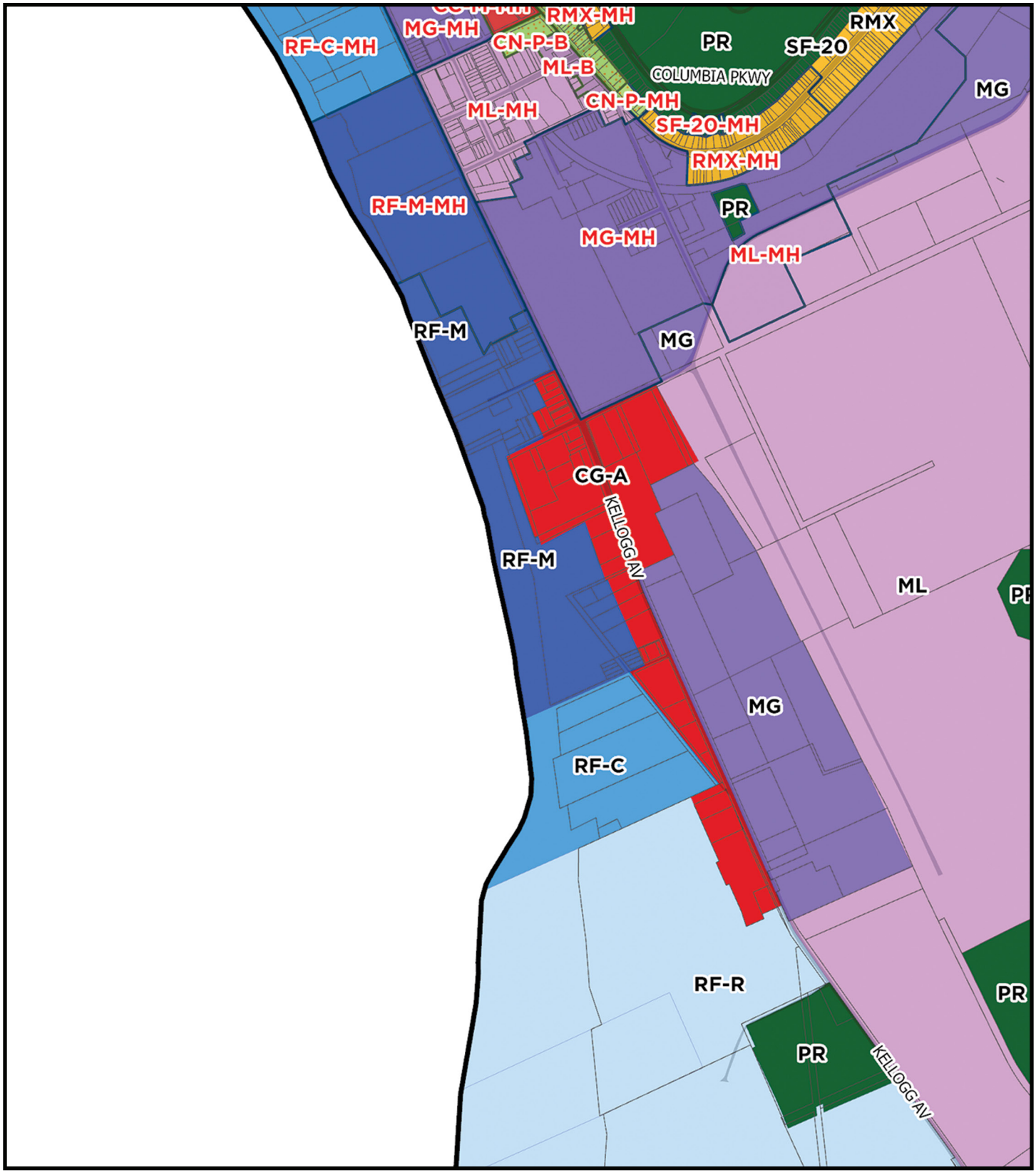


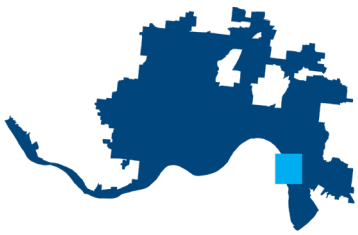
K6

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



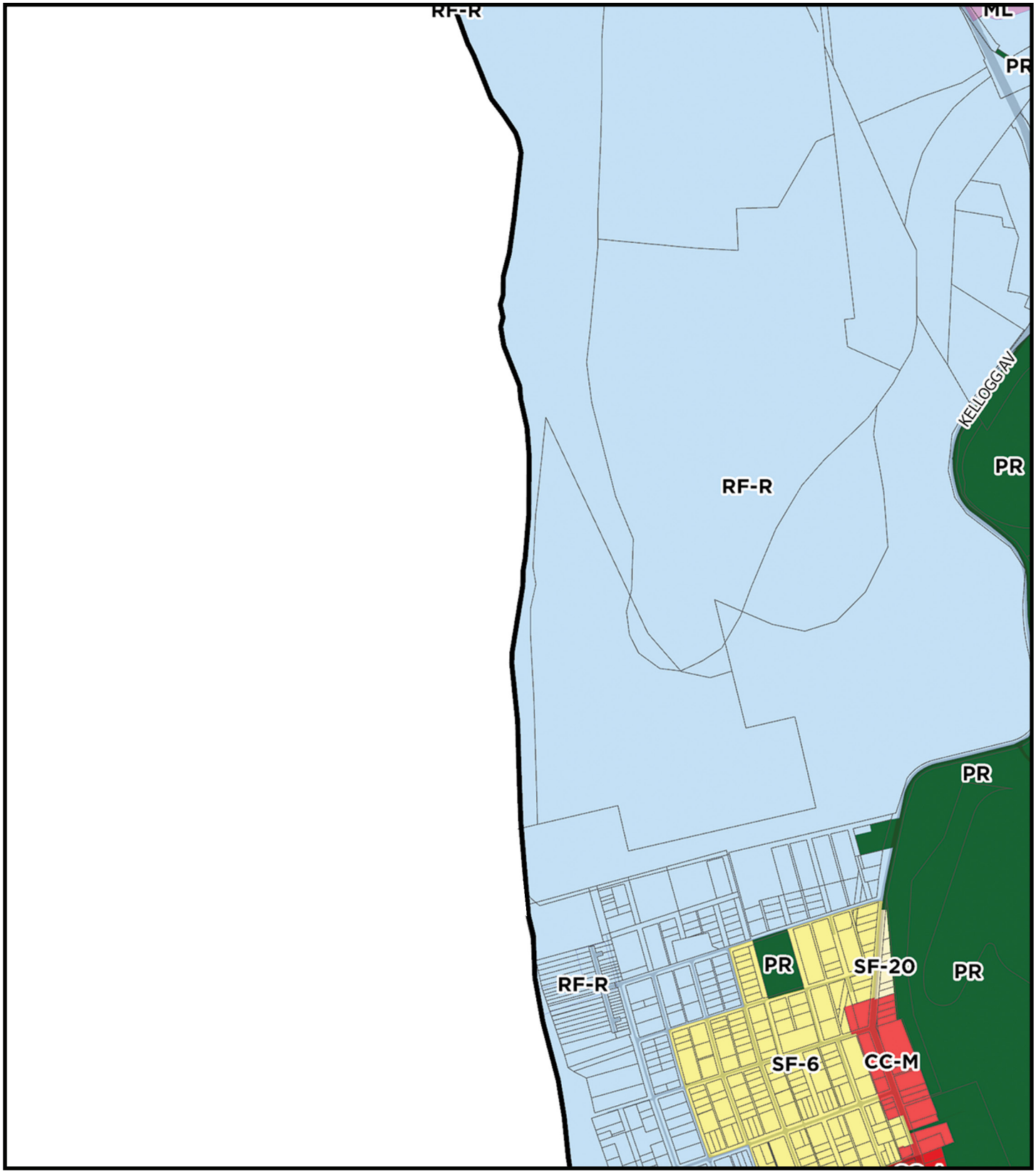


K7

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



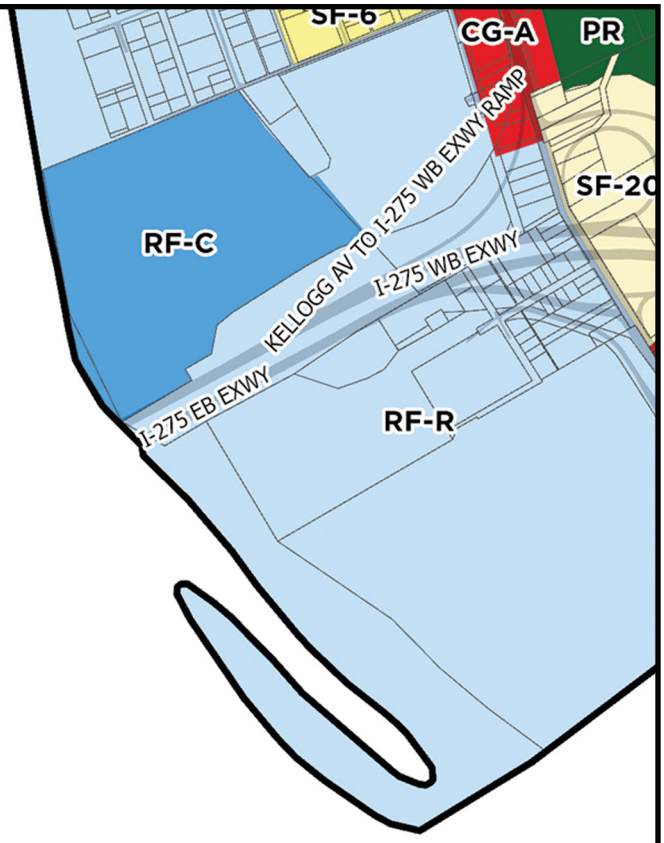


K8

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles





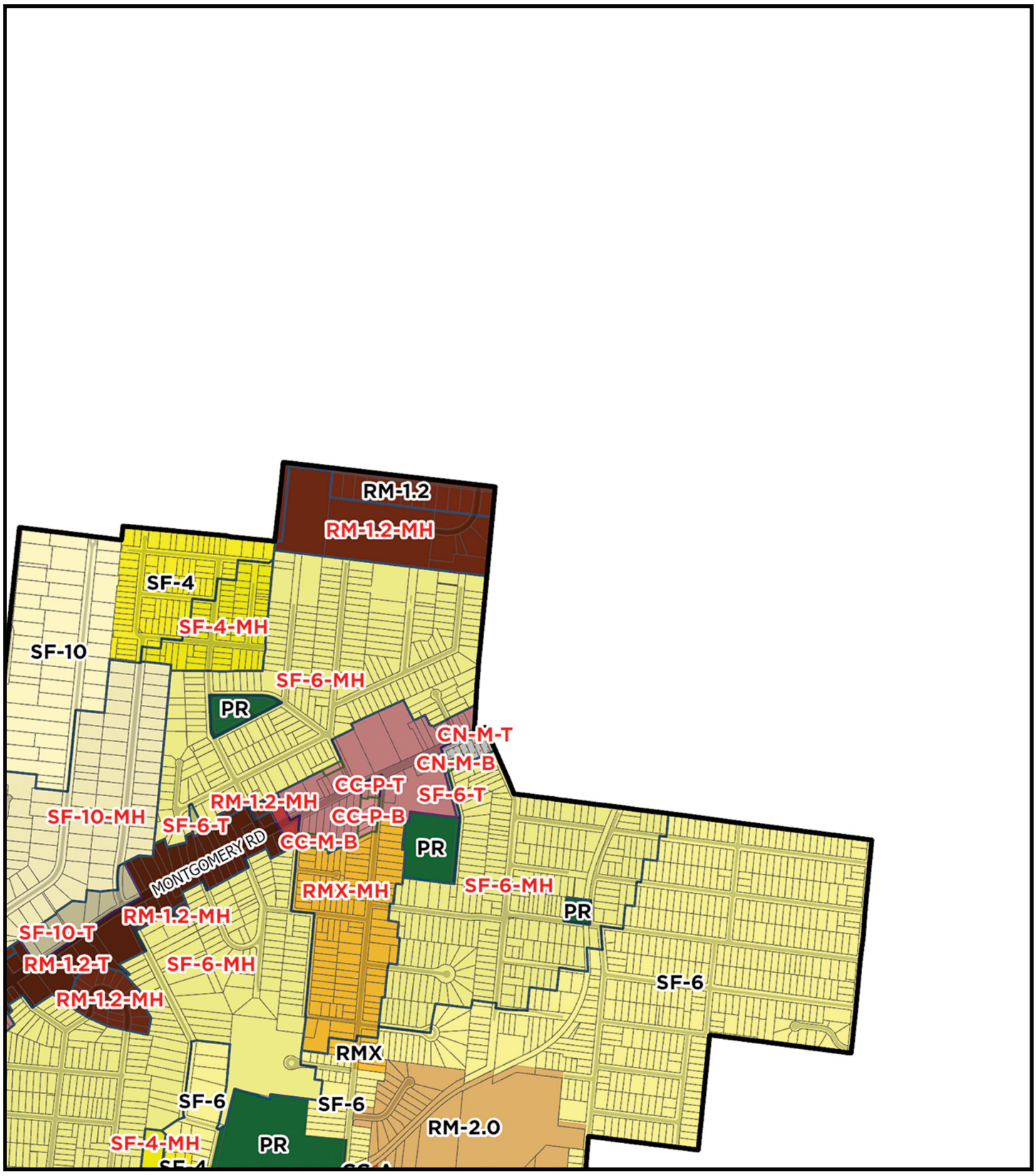
K9

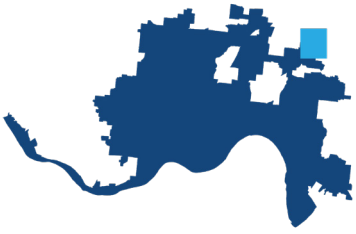
WITH
LABELS

N

0 0.1 0.2 0.4 0.6 0.8

Miles



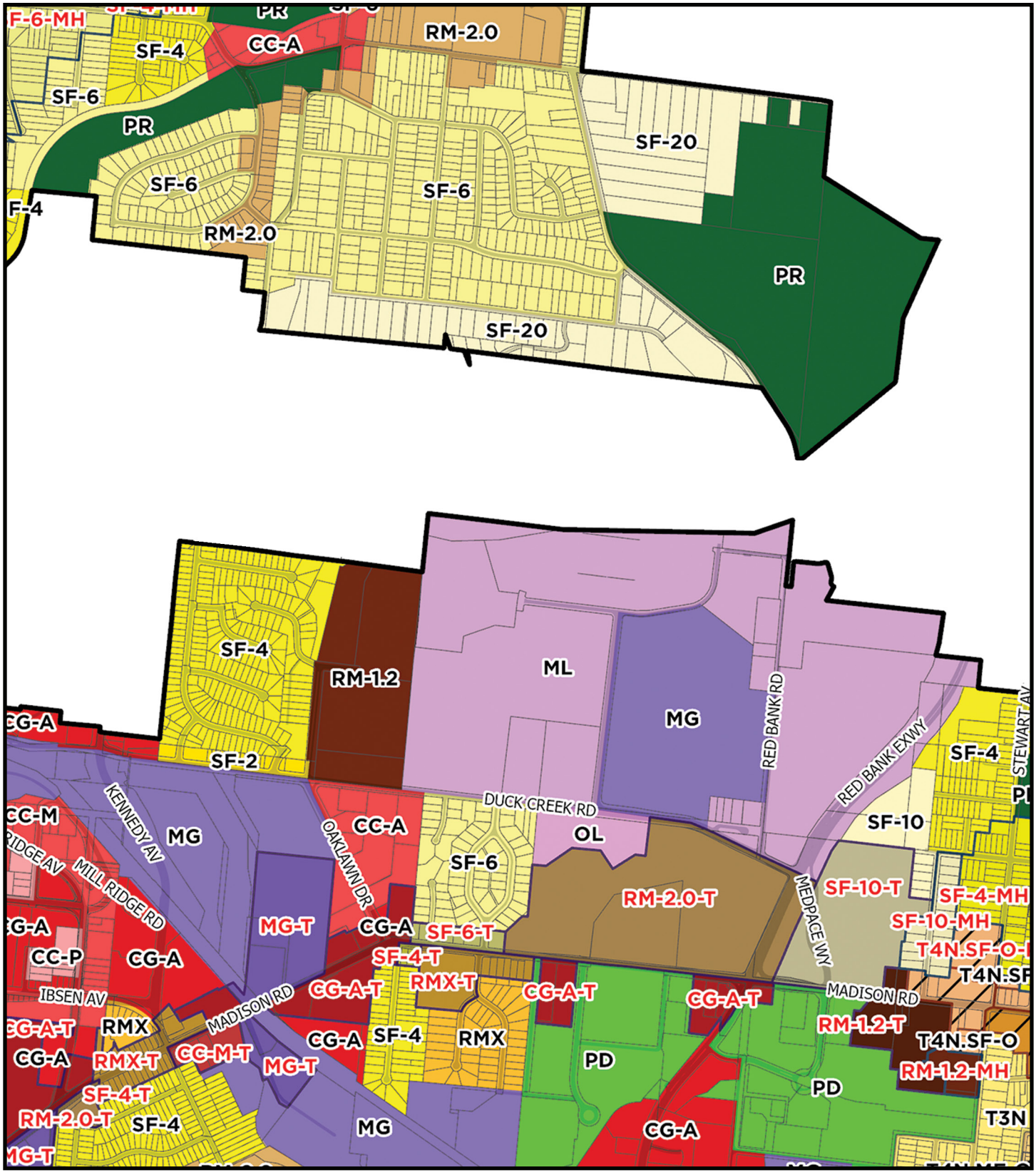


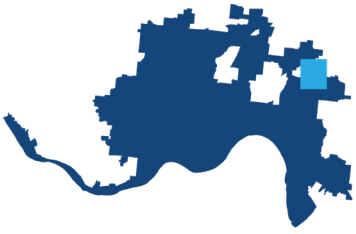
L3

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



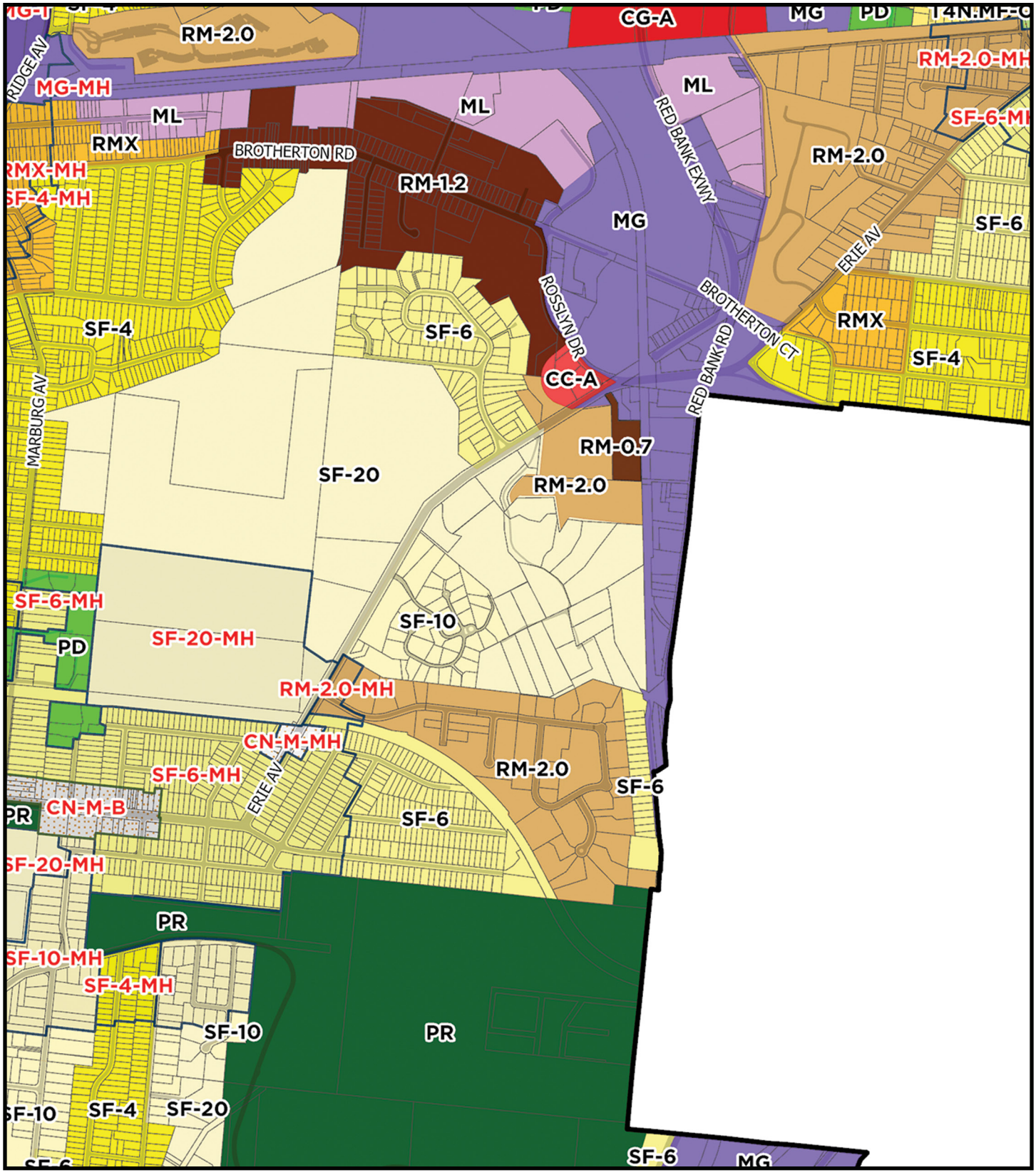


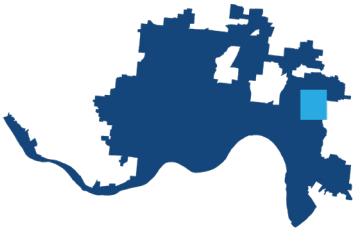
L4

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



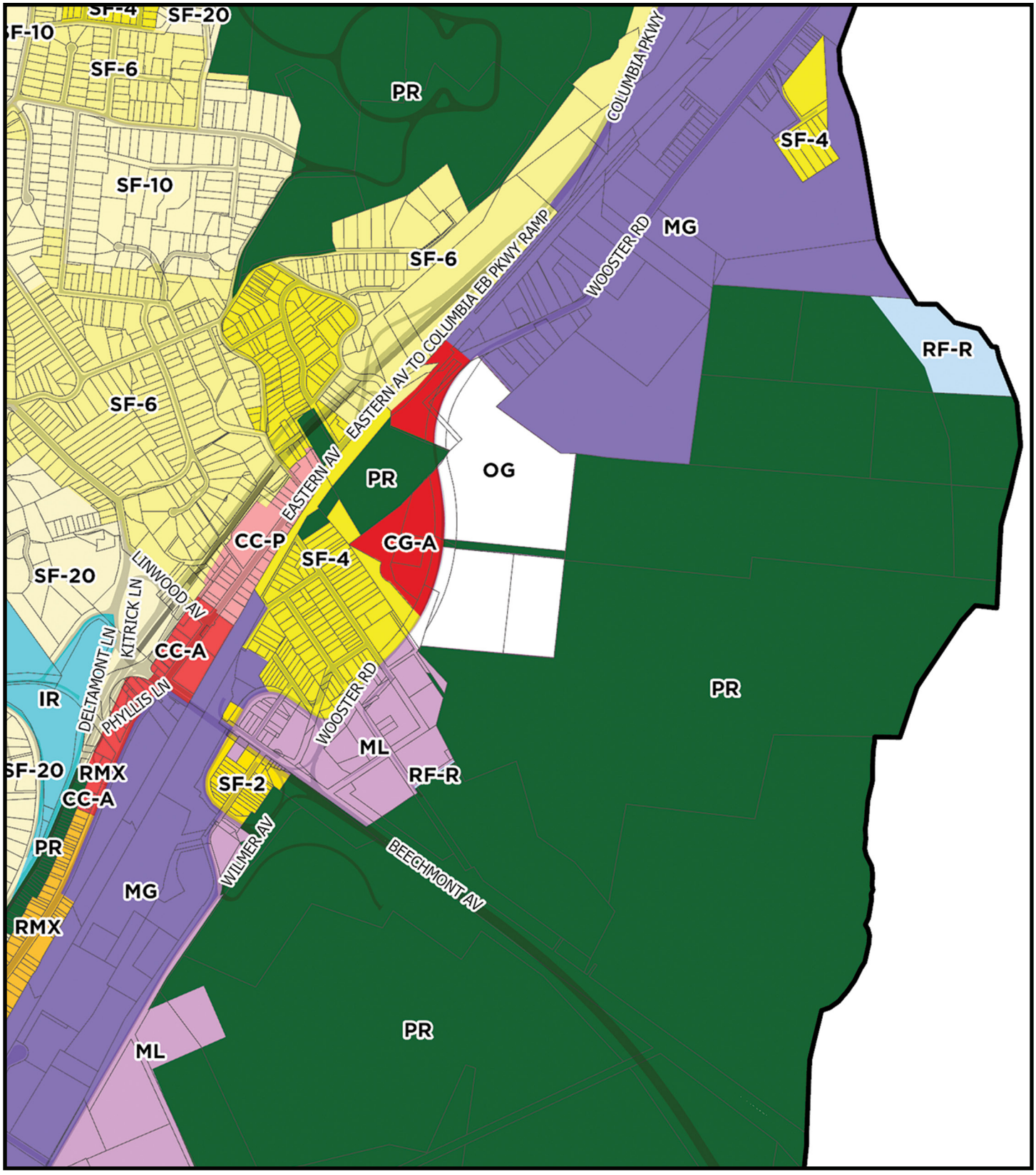


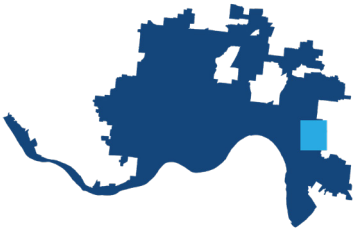
L5

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



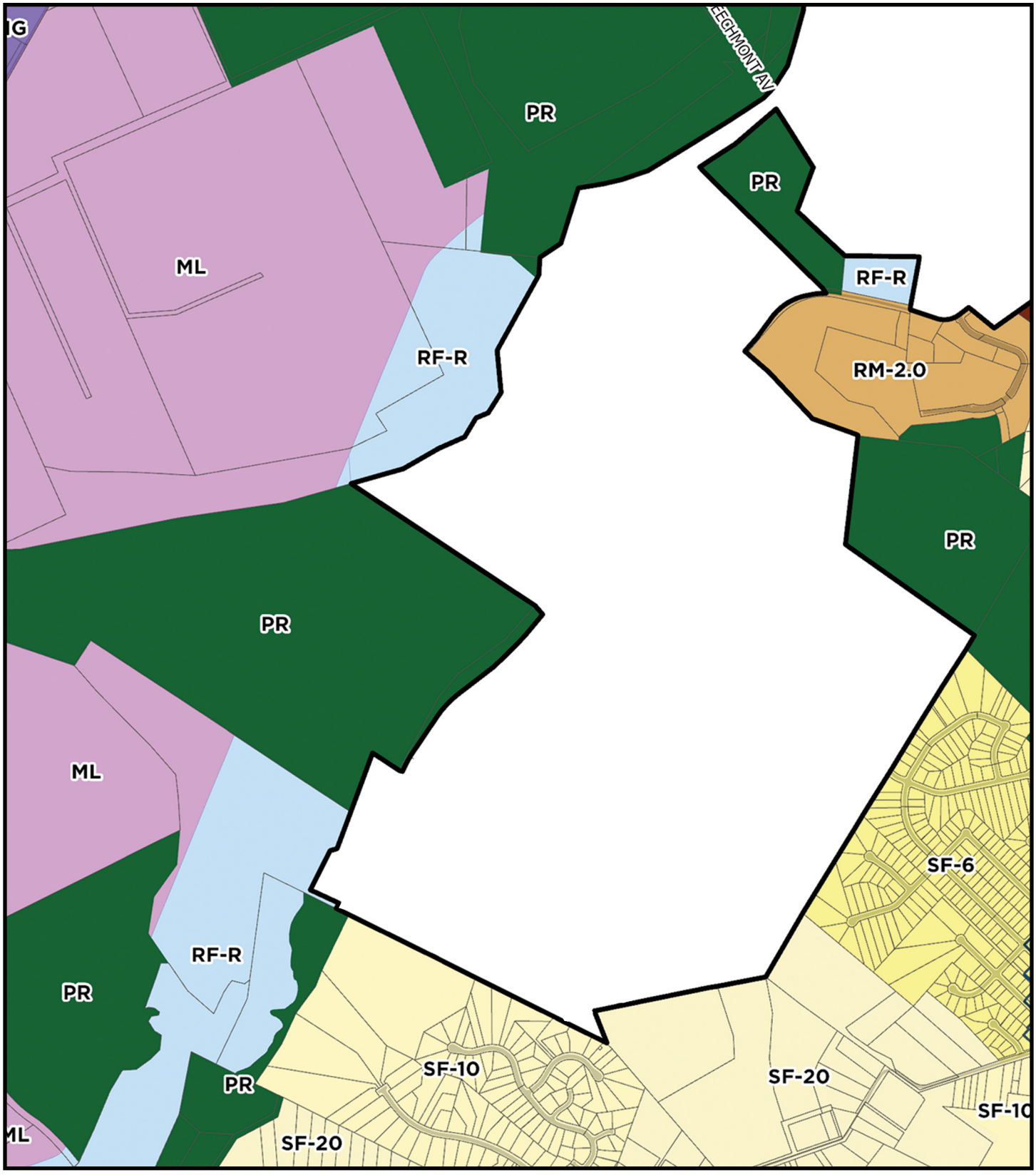


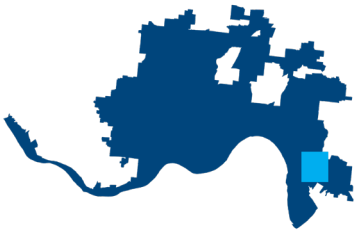
L6

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



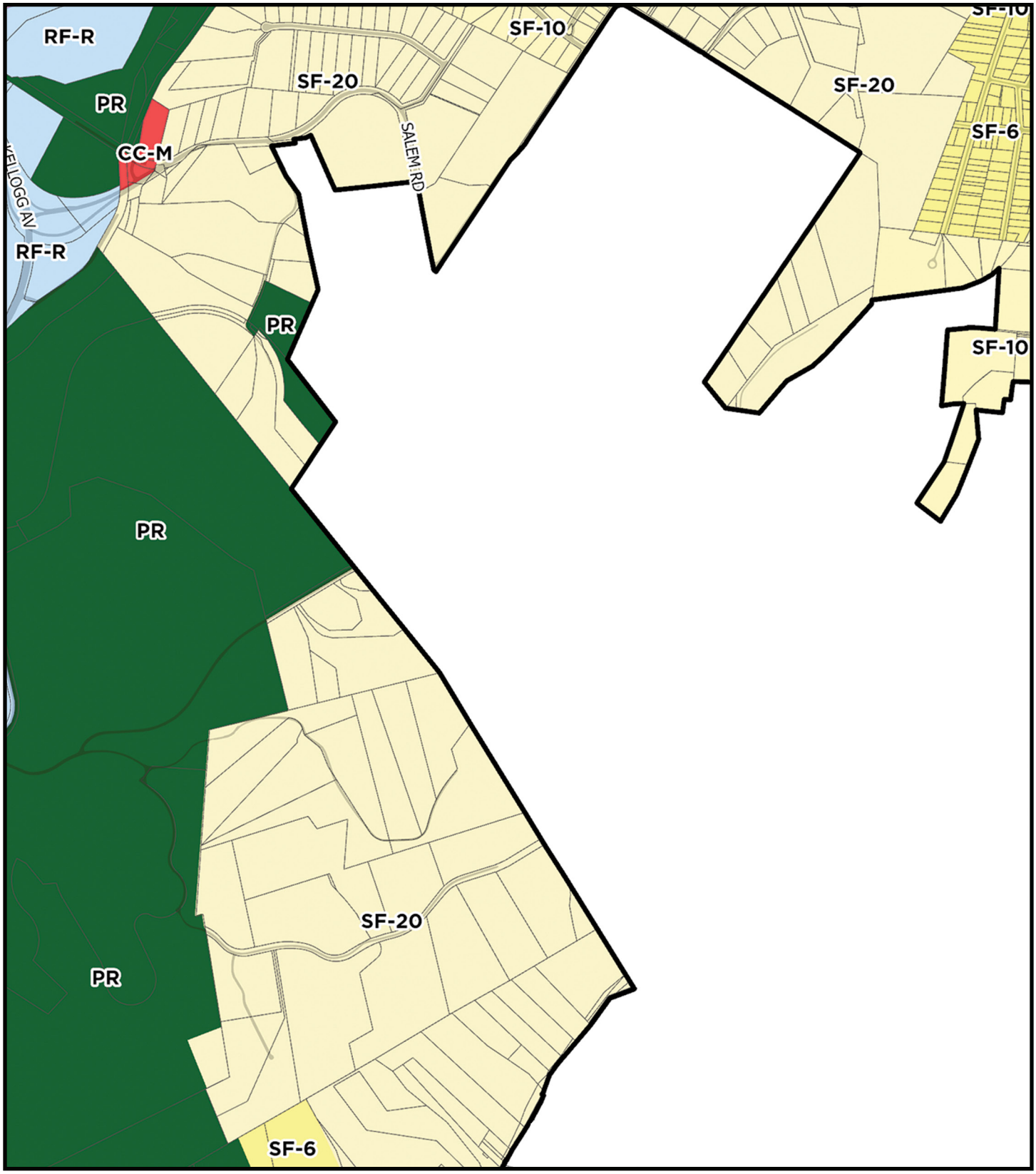


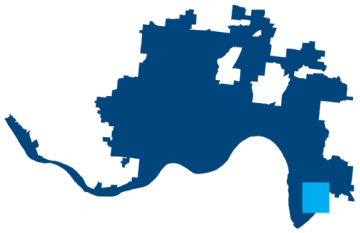
L7

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



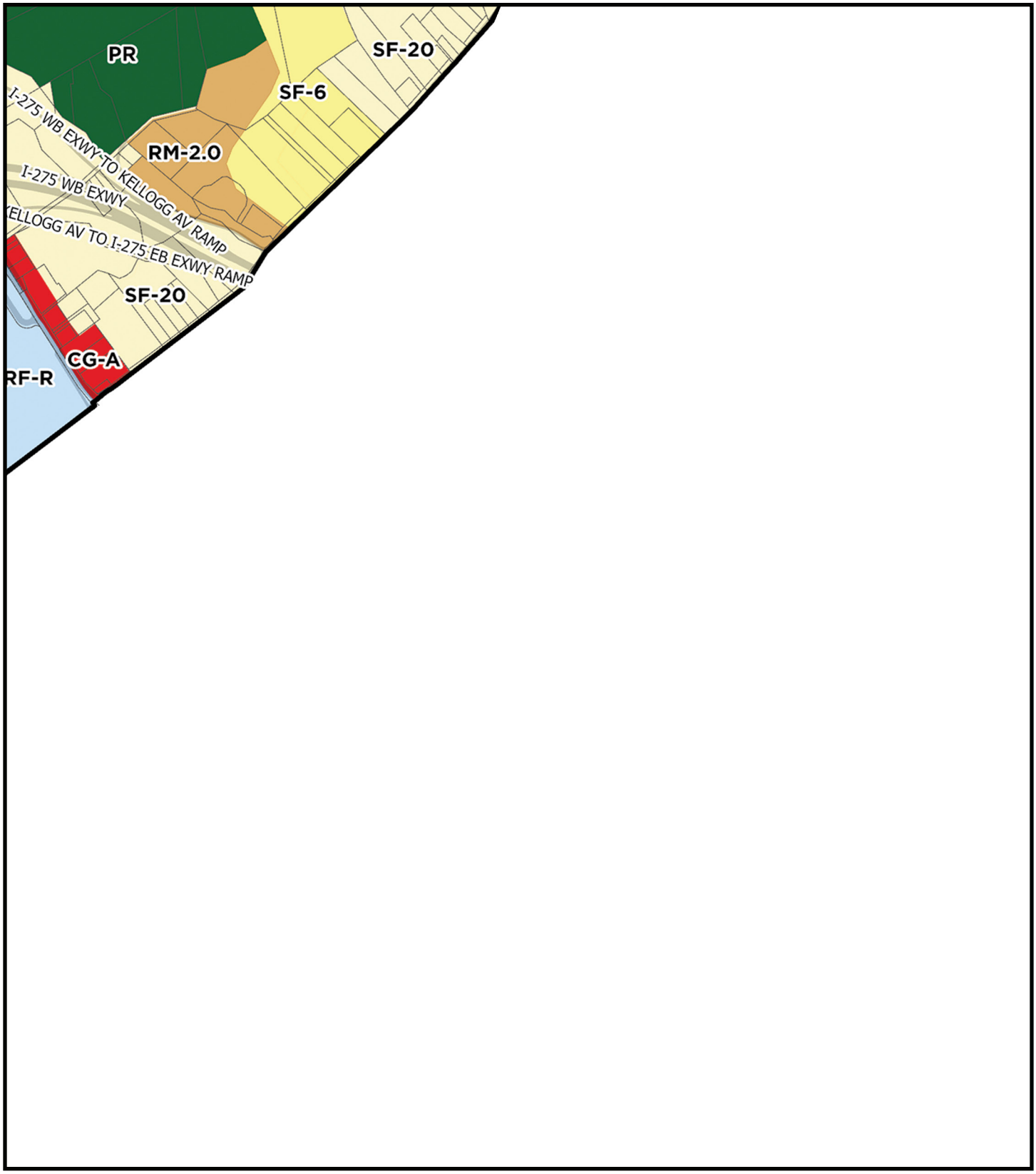


L8

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



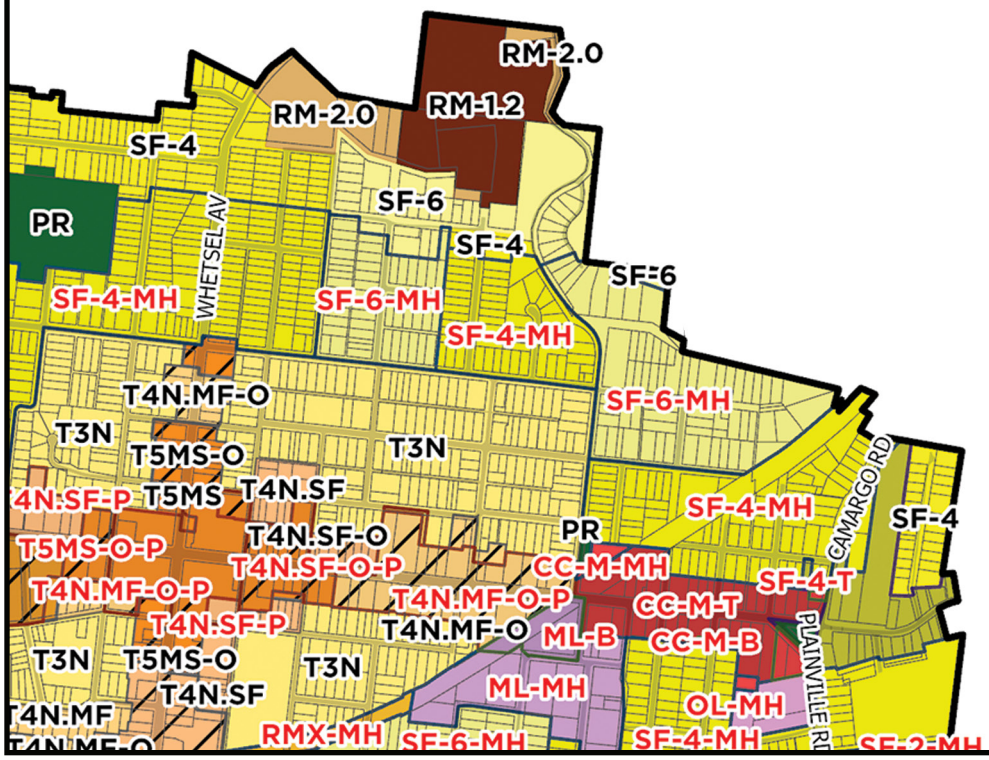


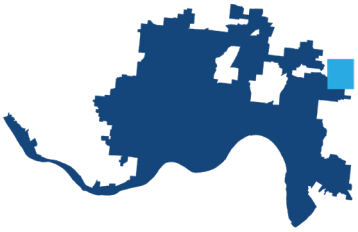
L9

WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles

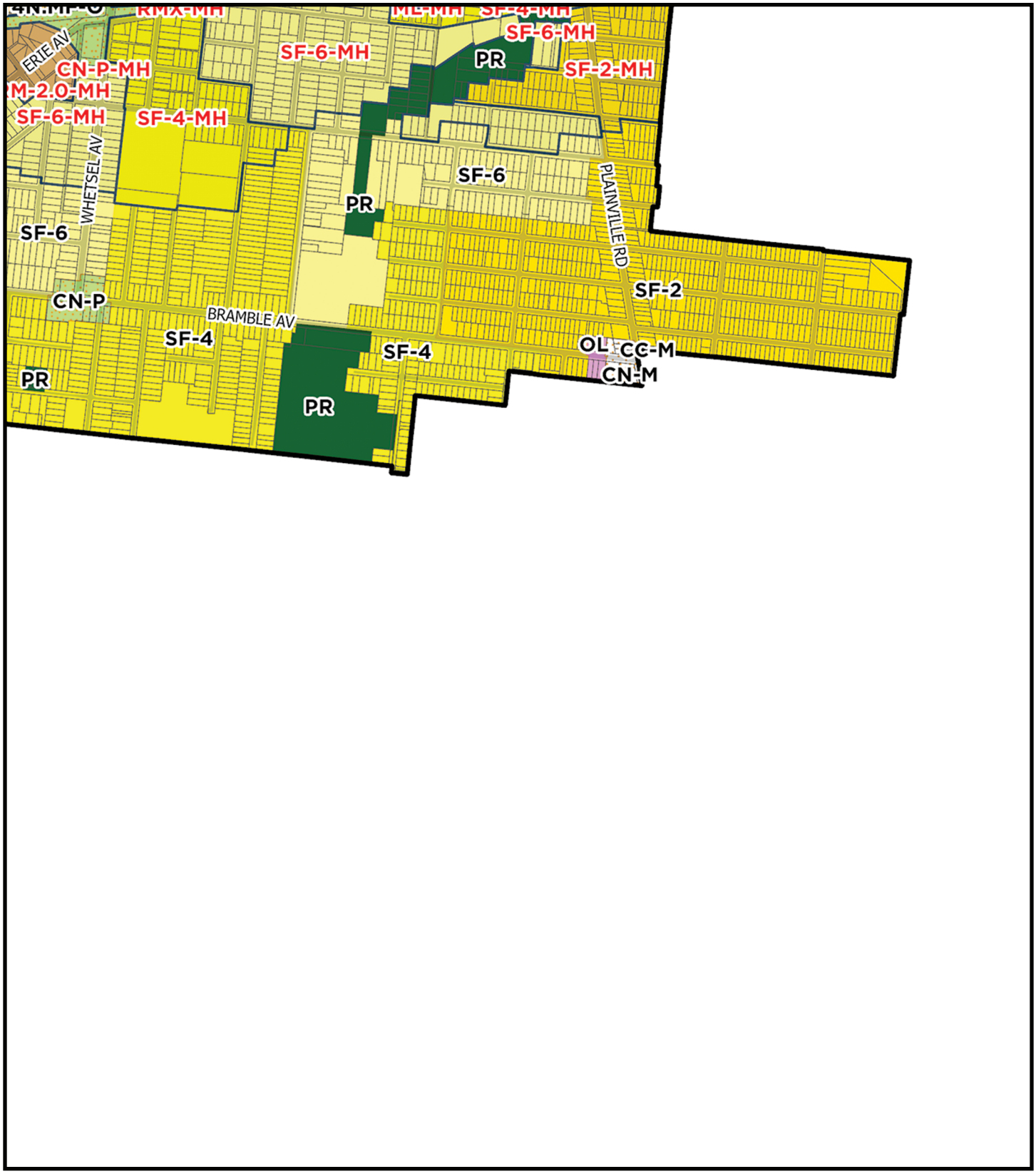


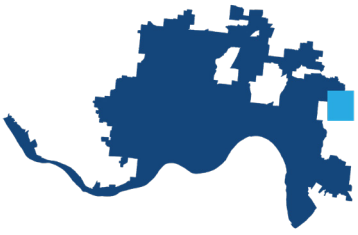


M4 WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles

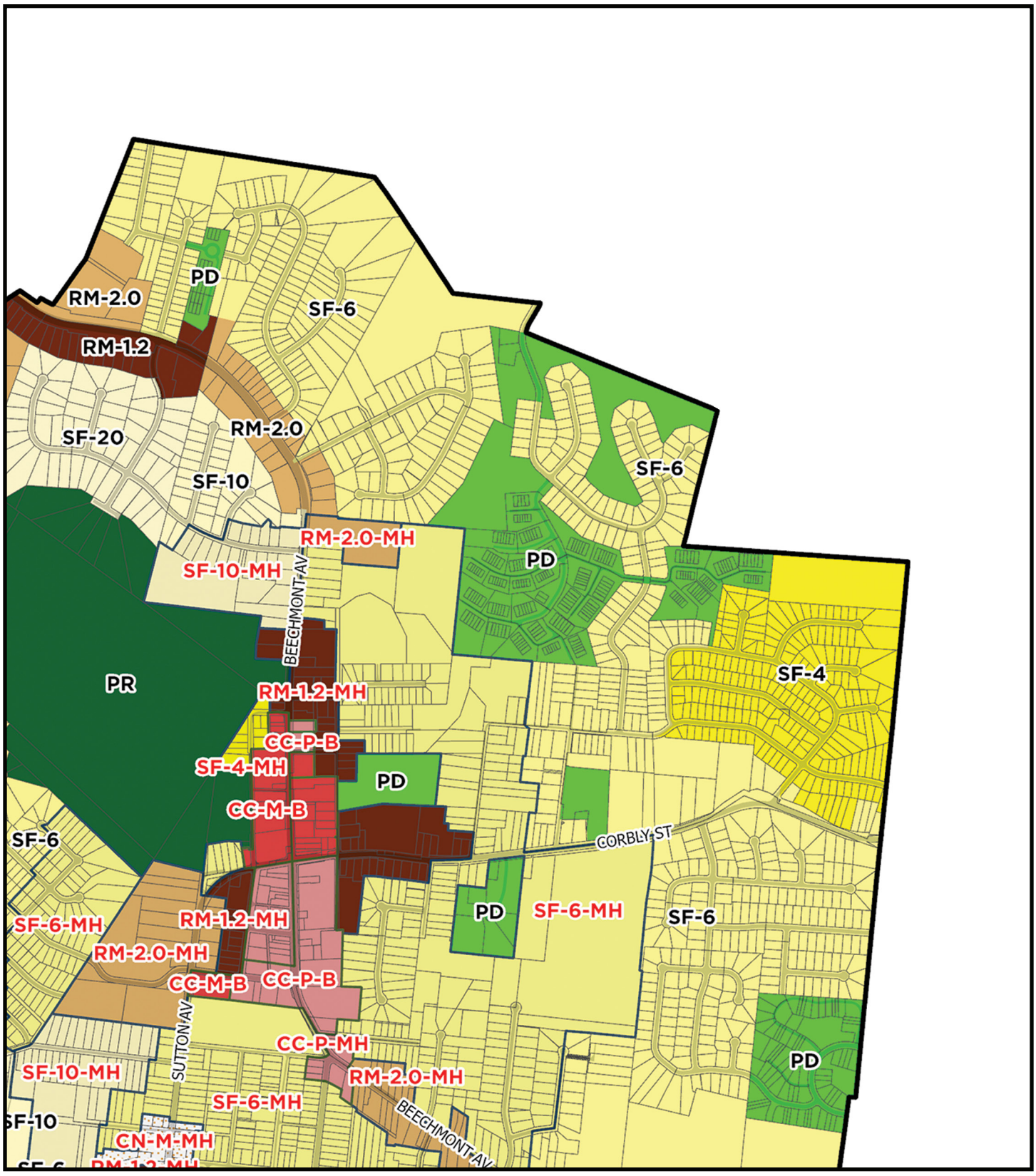


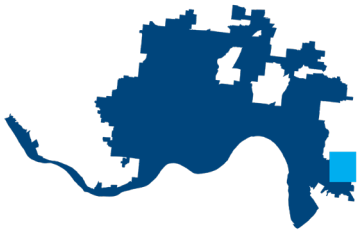


M5 WITH LABELS

N

0 0.1 0.2 0.4 0.6 0.8 Miles



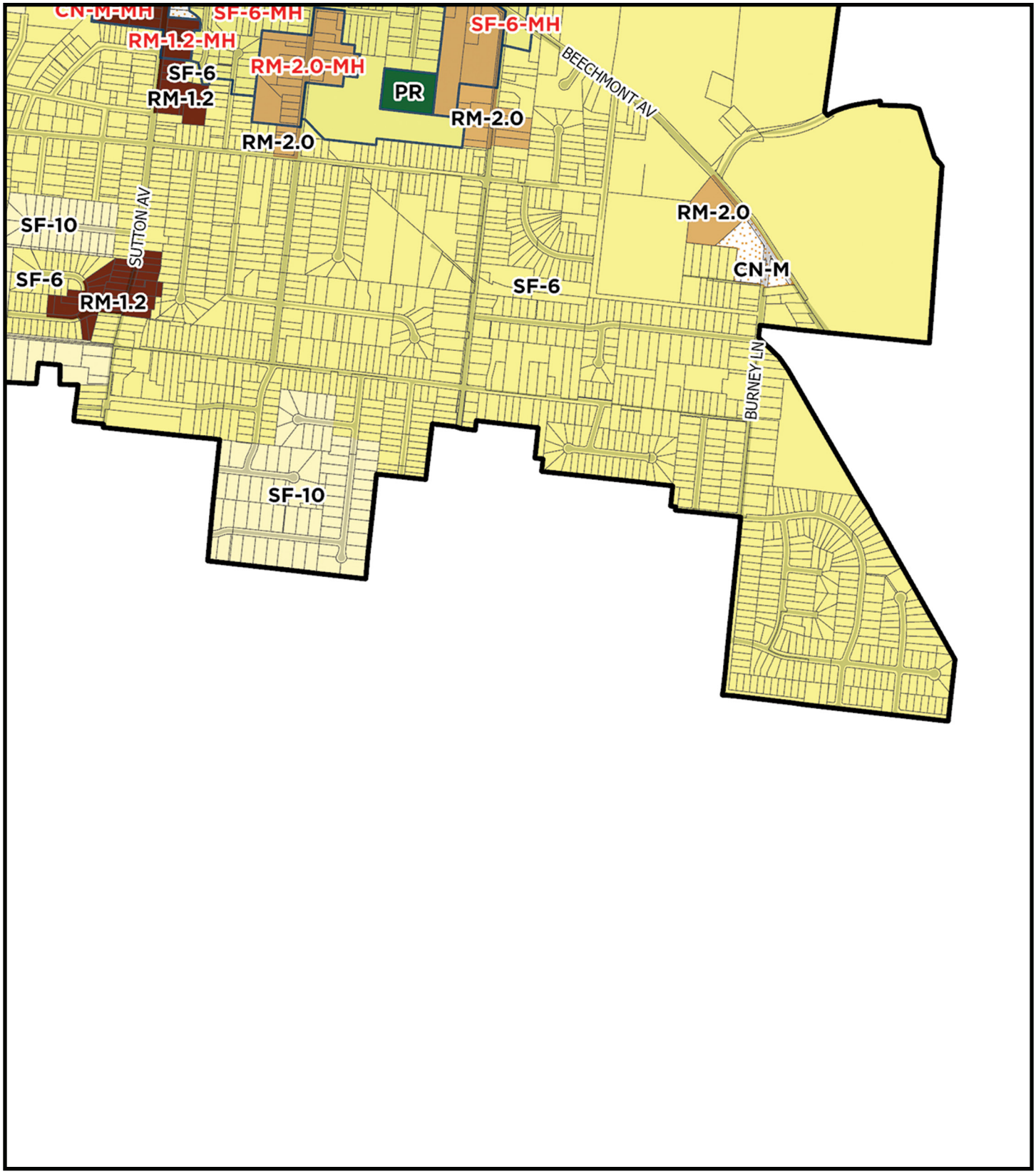


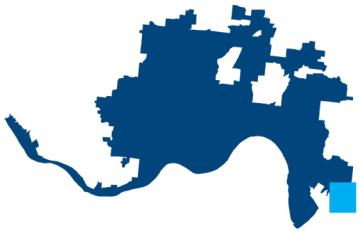
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CONNECTED COMMUNITIES PUBLIC STAFF CONFERENCE #1

April 25, 2024 5:30 – 8:30 PM

Participant: Communications committee chair for College Hill Forum, not speaking on behalf of the Forum but as a resident. Understands how challenging it is to have responsible communication and to reach people. Her concern is that the previous Connected Communities engagement events were not properly communicated as opportunities to inform legislation drafting. Feels that the 2023 meetings were intentionally misrepresented as only educational sessions. Those sessions were not communicated responsibly. Did not feel like the engagements were honest because of their conceptual nature. The sessions were small and happened over a short period of time. Feels that participants were hand-selected to skew feedback. Not opposed to the proposal, but it's happening too fast with short, quick, small engagement sessions.

Participant: Mt. Lookout. Hates every one of the ideas and vehemently opposed to them. Congestion and traffic is already bad, increasing density is just going to make it worse. The ideas about parking sound nice but will never work because people will still have cars and just park them somewhere else, probably in front of other people's houses. It's a ridiculous notion that people aren't going to have cars in Cincinnati. Ridiculous notion that any place in her neighborhood needs revitalization. The Minneapolis data isn't a completely accurate tale of what happened there: there was an increase in housing but it came primarily from 20+ unit buildings. In Chicago this caused price increases. There is no evidence this will help in Cincinnati. Only recently heard about this a month ago because people left something on her door.

Participant: Agrees with previous participants. This process has not been transparent and West Price Hill only got involved in the last couple months. A blanket change in zoning is going to impact the majority of East and West Price Hill. Against Connected Communities because in the past 20 years the housing stock has been continually subdivided. Lots of 2/3/4 families in Price Hill done by investors who have exploited the softness in their housing market. This is going to open the door for the exploitation that's already been going on. Majority of their community council opposes Connected Communities for this reason. By the time the city can react to the problems this will create, it will be too late. Want to see more thought going into the process.

Participant: Linwood, echoes everyone else. About the proposed T District: BRT has not been developed yet so it may be premature to add density or change zoning in that area until the lines are in place. It would be better to defer this proposal until then. Cincinnati homeownership rate is 40%, so while it is not mandatory for property owners to change their buildings, the majority of the city are not property owners and thus not able to make decisions about what changes are made to their buildings. They are beholden to the landlords. And the renter rate is so high, we don't need more rentals but instead more homeownership products. Need to look at vacancies of buildings and vacant lots. Need to consider investors buying up property. Would appreciate if the timeline is slowed down for residents to engage further.

Participant: Proposal is going to remove homes for families to build equity and grow into. Slumlords already exploit Cincinnati without regulation. Reduces opportunities for people to own land in the city and establish financial freedom through wealth building. Rent is going up because rent vouchers provide too much money for poor quality housing. Engagement was dishonest because it claimed to be learning about zoning, not providing feedback on legislation. Thought the engagement was just which picture do you like better versus what the impact to the neighborhood will be. The professional stakeholder group includes people who receive money from the city, which is a problem.

Participant: Mt Washington. Is this meeting recorded and will it be available? Regarding parking minimums: wants to review the 67% number [related to engagement feedback]. For modifying zoning code language: is that something that can be done by Council or does it need citizen votes?

- **Staff:** Yes the parking slides are available in the StoryMap and Engagement Report. Zoning language can be modified by City Council and City Planning Commission, and does not require a citizen vote.

Participant: North Avondale, VP of North Avondale Neighborhood Association (NANA). Doesn't like that all their input has been on post-its. People in her neighborhood have requested an impact report from the city and have not received one, which is concerning. Proposing policies without addressing how it will impact the city is unfair and the policy is tone deaf. It's easy to come up with arbitrary policies that could potentially benefit the neighborhood, but there are things it is not addressing, like how this proposal could impact neighborhoods culturally. If there is a large influx of low-income or Section 8 housing in our neighborhoods, how does the city plan on keeping residents safe from violence and getting robbed? Have-nots with haves. The city hasn't addressed this. Not a racial concern but an economic one. A low-income Section 8 building was put in near her home and there have been problems ever since. She has worked hard and made certain choices to get where she is today and now the city is trying to determine the type of neighborhood she's going to live in for her. Wants to be around other homeowners. Don't put low-income renters and Section 8 people in her neighborhood that don't have the same values as her. Doesn't like opponents of Connected Communities being painted as racists or NIMBYs. Doesn't believe anyone at the city has actually lived around low-income people and thus can't say "put them everywhere in the city."

Participant: Strongly opposed to the policy. Mt. Lookout 30yr homeowner. The congestion has continued to increase. City has lost a lot of traffic lanes along Linwood and Delta. He doesn't support anything to reduce parking minimums. The word vibrancy is used a lot in the Connected Communities promotional materials. Hyde Park, Mt. Lookout, Oakley are already vibrant and so lively it's almost hard to visit them. The City Planning Commission [Planning Department?] documents show that 79% of people use a vehicle to get to work, and it seems like the city is doing things to make it more difficult to use a car. But the car is going to be here for quite some time and he opposes anything that reduces parking requirements. There is a section [of the StoryMap] that says the current regulations have created an oversupply of parking, but in his experience, that is not the case.

Participant: Clifton and Mt. Washington previously, currently in Hyde Park. Agrees with others. Agrees with the post-its comment from the other participant. Went to the Price Hill meeting and it was full of activists and people who were in support of the policies. Mayor wasn't there which he didn't like. There were not opportunities to ask questions. Agrees with another participant that 2023 engagement was a game and not about providing feedback on legislation. The city has never been looking for feedback on this. Aftab vilifies homeownership. Feels that we need to expand homeownership, not more rentals. None of the community councils he spoke with want middle housing, they want single-family housing. Renters don't add anything except pollution, density, and crime. This policy doesn't address that. It doesn't address homeownership at all. It insults their intelligence to say these proposals won't overload infrastructure. Adding density eliminates land that could absorb rain and creates runoff. The city needs to listen to the residents, and this is the first meeting where the city is hearing the truth.

Participant: Mt. Lookout resident, owns property and a business in Linwood. VP of Linwood Community Council but not speaking for the council. She saw on the website that there would be a document to help the public understand the legislation, but where is that document? How can the public give feedback without the ability to understand the proposal? And how will the timing of the vote be adjusted to provide time to get this feedback? The city needs to listen to the residents and give more time.

- **Staff:** City will be releasing FAQ next week to address the legislation and questions.
- **Participant:** Yes, but residents need a document on the website to explain the legislation.
- **Staff:** The StoryMap explains the policy that was translated into the legislation document.

Participant: Hyde Park, not a member of a community council or a business owner, just a person who works and owns a home in the city. In favor of the Connected Communities proposal. Has looked at the studies, looked at the website, and it makes sense to her. Where she lives there are lots of duplexes, some quads. Most of the area is zoned single-family but many of the historic buildings were built before they became banned by changes in the zoning code. Obviously Hyde Park and Oakley are already vibrant, but these places saw increases in housing to go along with this. She read the report of which neighborhoods have added housing, and Oakley was one of the top net increases. She sees middle housing all around and yet the neighborhood is fine. It isn't the type of building that leads to the issues previously mentioned (crime etc.). The qualms about crime are valid, but it is completely separate from the type of building. Experiencing traffic is a normal expectation for living in the city, and if she wanted to totally avoid it she would live elsewhere. Traffic is what we have to tolerate in order to live in a car-centric city, and it is a symptom of a thriving area. Also, lots of people complain about housing affordability, but they don't want to take the steps to achieve that goal. If we are serious about increasing housing, there is no other way to do it except to build housing. Not saying a cart blanche approach or massive towers, but middle housing is fine, and she sees it everywhere on her street. Question: is this ordinance just to change zoning, not designate lots for low-income housing? For example, couldn't a three-family be a condo? It doesn't have to be rental.

- **Staff:** Yes correct.
- **Participant:** So what I'm hearing is people complaining about things that are unrelated.

Participant: Mt. Lookout. Primary concern is how this is going to impact parking. It could be very severe. He has been told that up to 10-unit buildings would require zero off-street parking, but also heard in this meeting that there is supposed to be 1 off-street parking space per unit. What is correct?

- **Staff:** 1 space/unit is a citywide policy (right now it ranges from 1-2 depending). In the Connected Communities areas, like the middle housing area, new buildings wouldn't have to provide parking for the first 10 units but would have to start providing it higher than that.
- **Participant:** If lots of units are going to be built without provisions for parking, that is a huge issue. There is no indication of how many of these things will be built. His understanding is that the city would like to see a lot of these built quickly, so if a lot of them show up on the same street for example, it could cause a localized parking shortage very quickly. In other cases, a parking shortage is not so evident until 3-4 years in, and then it's suddenly a lot and the business are struggling because people can't park within a quarter mile of the business district.

Participant: Mt. Lookout resident for several years. Echoes previous comments except one. Concerned with the lack of transparency and the speed at which this proposal is being rushed. There hasn't been sufficient engagement or promotion. Concerned that this meeting isn't being recorded but the pop-up events were very well documented, and also targeted to areas with support bases. Mt. Lookout is 50% homeowners. This would destroy the unique nature, feel, and safety of many neighborhoods. This will increase density and traffic and thus endanger pedestrians. It will be unsafe in high-traffic areas especially. Adding housing in Mt. Lookout and similar hillside neighborhoods will increase stress on the stormwater and sewage systems. Saw this a few weeks ago with the intense rain – the city doesn't have the stormwater infrastructure for this. Parking is a huge issue, especially in Mt. Lookout. When parking is stressed it is hurtful to businesses. Biking and taking the bus is not realistic. You can't ride the bus or take your bike to Mason. Project is moving too fast, information has come out too little and too late. The next Zoom meeting should be recorded.

Participant: Mt. Lookout, previously in Linwood, Pleasant Ridge, OTR, and Downtown. Lived and worked all over Cincinnati. Walks, bikes, motorcycles, and rode the bus. Kids are in Cincinnati Public Schools. Has lived in Mason and owns a business in Warren County. He has seen all sides. Change is scary for a lot of people. Echoes the infrastructure comments—change is scary but it can be good, as long as we have the infrastructure to support it. Has three cars in their family, have to park one on the street. On Fri/Sat/Sun parking is difficult to

find near their house because people park in front of it to visit the NBD. Parking is going to be an issue and the city will see that. Not addressing parking concerns is irresponsible, need to slow down on that part. Stormwater, the grid, etc. can become overwhelmed and that is serious. The ideas seem rosy but the city needs to listen to what people are saying. It's not going to end up the way you think if the city doesn't think about parking and sewage etc. It will cost more money in the long run.

Participant: West Price Hill, agrees with others that this is deadline driven. Mayor wants this completed before Council recess which isn't understandable. Futures Commission report came out and nodded to Connected Communities but it also said we need a new land use plan. We should have the land use plan before Connected Communities. The report also mentioned barriers to development but didn't mention parking requirements. Instead, it said that the city is incompetent when it comes to working with developers, who bypass the city because they can't deal with all the departments. This proposal is being tried in many different cities as "upzoning," which is never mentioned in Connected Communities. The result of upzoning is very mixed and that finding has been neglected in Connected Communities. Citizens feel like they're only getting one side of the story. Provide the results of experiences of all other cities. Buffer should be more fine-tuned—doesn't need to be a quarter mile around all the business districts. And it should be opt in, especially for the areas around BRT corridors.

Participant: West Price Hill, 58 yrs. It's not about rejecting diverse neighbors, her neighbors are already diverse. It's about the police and property management companies like VineBrook, who violate zoning variances [zoning regulations?]. The VineBrook property next door has had multiple citations and nothing has been done. If neighborhoods want to change then let them, but the majority do not. Do not need a blanket change for all neighborhoods. Garbage, blight, negligence of property. Has spoke with police, fire, and zoning about these issues. East and west side have been treated very differently with multifamily properties.

Participant: Clifton. Questions "one size fits all" approach. A lot of different communities have a lot of different issues. Issue uptown is that UC is expanding a lot, building $100 mil complex to house 10% of students. Would support more homeownership via condos, duplexes, etc. They would take more pride than renters. This would make Cincinnati a better community. Cincinnati 6th in Ohio for highest percentage of renters, 9th nationwide. Ownership will make the city better with better communities. Question: Is there something to encourage homeownership vs. renters? There is a lot of concentration on 2/3/4 families, but this policy is also opening the door for much higher units. This is one size fits all. It should be a more granular approach. It needs to be more tailored to each community and neighborhood. Bringing more density will require more firefighters and police and they're already understaffed.

- **Staff:** The change would be incremental, so we would just have to watch the trends and adapt police and fire service as required.
- **Participant:** Is there still an opportunity for the legislation to be changed?
- **Staff:** We are in the legislative process now, so there is an opportunity for it to change but it is in the hands of elected officials.
- **Participant:** What is the rush?
- **Staff:** It's not a rush, it's just moving through the standard legislative process now.

Participant: Mt. Lookout homeowner for 11yrs, Cincinnati resident for 36 years. Are there any elected officials on the call? Agrees with everyone in opposition. On the misconception slides it says it still has to go through a zoning committee [unclear what this is referring to], but people are already circumventing the zoning right now. It's laughable to say "we'll approve this because it has to be reviewed through this other committee as well." These changes will make it easier to take advantage of this. The zoning committee is not preventing developments that are harmful to the communities. The infrastructure problems won't be caught and won't

protect our communities. The notion of relying on banks to enforce parking requirements is laughable. Notes on this meeting are probably not being taken well. City staff look like they're multitasking and not taking notes.

Participant: What metric or data measures are you using? And what can we reflect back on four or five years from now? Because trying to get city officials to give us any back-data won't happen. We don't know if what the city tells us is accurate or not. Other cities are not Cincinnati, which has 52 different types of neighborhoods. It took over 33 years to make the changes happen to approve the Avondale Town Center. None of this is going to happen overnight, and it is not going to happen without unintended consequences because the city doesn't know our neighborhood's needs. The Mayor is not educated on our needs, the council members don't know what the neighborhoods need. Don't just follow what a book or article says, do homework, talk to the community, and don't be afraid to say what you really learned, because what we're hearing right now is not accurate. There are over 50 people here and only one person in support, who doesn't seem to be knowledgeable about her own neighborhood. Reggie Harris doesn't go back 30 years in this city. Don't come with a half-concept and no one on the panel who can answer questions. No more post-its when the city hasn't even come to us for questions. No appreciation for the people who actually live here. What the city is saying is not fact-based.

Participant: Homeowner in Mt. Lookout for 37yrs, lived in Cincinnati almost 50yrs. Agrees with people who are disappointed that this meeting is not being recorded. People have expressed a lot of comments and with no elected officials here it feels like no one else will hear these concerns. Accurate notes not being taken. Has called and asked city service departments (MSD etc.) if they have been contacted about the impact this policy would have on their services and they all said no. Due diligence has not been done. Flooding is a major concern in Mt. Lookout. Cars are parked all the way up the street every weekend. She is upset by the thought of multifamily across the street from her. Cities grow organically and this is not organic. The city has more rentals than many other cities, so why would we need more? Studies show that renters are less likely to become involved in communities, less likely to vote, more transient. They are looking for short-term places to live. This will have a destabilizing effect on the city and there are no studies. Need more research and more impact studies. This is not ready for a vote. This feels like a workaround for developers to take advantage of the city after passing the tax abatement reforms. Reiterated that accurate notes are not being taken.

Participant (2nd time speaking): Disappointed this is not being recorded. Why is it not being recorded? Is that at the direction of public officials?

- **Staff:** This is standard practice for Public Staff Conferences so people can speak freely and not feel like something could be used against them.
- **Participant:** Is it being transcribed?
- **Staff:** It can be transcribed if a participant chooses to turn that on.
- **Participant:** She recommends that staff turn on transcriptions to help them listen. Previous participant said there is middle housing in Hyde Park and there isn't a problem; but there is a huge gap between the middle housing in Hyde Park and in East Price Hill. Middle housing is not a one size fits all strategy. There are maps that can be overlayed—has the city overlaid VineBrook property ownership? You won't see a lot of VineBrook in Hyde Park. They're being predatory in East Price Hill. Overlay predatory landlords and slumlords with city code violations, crime, police calls, etc. to identify where this middle housing works and where it might be detrimental. Condos vs. market-rate rentals would be good if we could see where condos will work to boost homeownership, and where market-rate rentals work. What's the rush? What happens if councilmembers Harris and Cramerding are not reelected? Where does that leave it if the people who pushed this through got voted out? Wants it to be put into the record how many people are against this.

Participant: North Avondale. Agrees with all except the comments in support. Moving way too fast, disingenuous community engagement. There were lots of concerns about the last density proposal. She has

the same concerns and more, and they're not being addressed. Neighborhoods are not having their voices heard. Big concern that there is no impact analysis on how this will affect the city. There is a disparate impact—look at the BRT routes and the neighborhood climate equity indicators, these are the areas that are already challenged. Nothing in the policy is strategic to help each neighborhood meet its needs. Some neighborhoods need market rate housing, some need income restricted housing. There is nothing strategic except BRT which is not completed yet. Moving too fast. Wants to see the impact per neighborhood like what was included in the density ordinance from 2022.

Participant: Has never been more disappointed by a process than this evening, specifically relating to the lack of documentation of this meeting. Appreciate that people speak more freely when they're not being recorded but feels that applies more to personal conversations, not government conversations. Has never been more proud that there are residents who were willing to stay on a long call, do research, and share thoughts succinctly and articulately.

Participant: When the last density proposal came in the staff conferences were recorded, but it seems like they have stopped being recorded. Wants to hear from Billy Weber and Marion Haynes why they were previously recorded and now they're not. For people who have already sent stuff to Planning, will that be sent to the Planning Commission, and do people need to resend comments they've already submitted to get it to the commissioners?

- **Staff:** We have been saving emails as we have been receiving them, and they will be attached to the staff report to go to City Planning Commission and City Council.
- **Participant:** Are you only saving stuff addressed to the City Planning Commission?
- **Staff:** Yes. About recording the meeting: the purpose of this is for staff to hear feedback, document it, and then provide it to the City Planning Commission in the staff report.

Participant: Mt. Lookout, on Community Council but speaking as a resident. Implores that residents be allowed to speak for as long as it goes on because this is a very important open dialogue. Implores the Planning Department to allow residents to have open dialogue and answer questions much earlier than at the end of a 2-year process. Many people are frustrated about not hearing about this sooner. Mt. Lookout has seen a lot of success with grassroots efforts to educate the neighborhood. Wants to encourage everyone on the call to talk to neighbors about this and encourage them to attend the meetings and public hearings. Reach out to her for templates for flyers. A previous participant asked a question about vacant lots—she wants city data about this.

- **Staff:** Zoning doesn't dictate if a lot is vacant. These policies don't mandate teardowns. What we've seen in research is that the way to keep housing costs at a reasonable rate is to do broad zoning and housing reforms.
- **Participant:** Her concern is about increasing supply through developing vacant lots rather than tearing down existing buildings to build more densely.

Participant (2nd time speaking): Recommends the city look into concept of rental equity like Renting Partnerships. She has talked to councilmembers about it but doesn't feel like they're being heard about integrating it into the overall plan. Has the city had any discussions about rental equity and if it can be implemented into Connected Communities?

- **Staff:** What we're talking about is a land-use proposal and rental equity is more related to economic development. It is not linked with land use.
- **Participant:** It should be connected because one affects the other. The materials say this will help with homeownership, but there is a disconnect in what that looks like. Wants another StoryMap about the journey from low-income housing to homeownership through this policy. Councilmember Harris said he would make this, where is it?

- **Staff:** You will have to ask Councilmember Harris about that.

Participant: Supportive, thinks this is a great progressive policy. Makes a lot of sense. More housing is not a bad thing. It's rare that you get such a progressive policy from a midsize city like Cincinnati and it could serve as a regional model for other cities.

Participant (2nd time speaking): The Planning Department has cited Minneapolis and Charlotte in Connected Communities, but Minneapolis is not building housing because the policy is stuck in litigation from environmentalists and Charlotte has put adding more single-family housing back on the table. Keep up with the research because it's changing. The middle housing policy is supposed to assuage fears about big apartment buildings but that is not what is really happening.

Participant (2nd time speaking): Will the notes be provided, and will the next meeting be recorded?

- **Staff:** We can provide notes and we can talk to the leadership about transcriptions.

Participant (2nd time speaking): Someone asked about previous correspondence being added to the review packet [City Planning Commission] and the answer was "we weren't adding it before but we are now." What prompted starting to save written correspondence? Was this at the direction of the elected officials or an influx of negative emails?

- **Staff:** The "notice" mentioned previously is an official meeting notice, not something being noticed. About starting to save emails: this has been talked about for a long time, so there has been lots of communication. Not every piece of communication from the very beginning has been saved, but once the legislative process started the correspondence started to be saved.
- **Participant:** When was that?
- **Staff:** About a month before the CPC meeting; April 11 via mail and email.

Participant: With Cincinnati Adult Christian Ministry center in Avondale. All talk about buildings, parking, density, but haven't mentioned children, parks, or public restrooms.

Participant: Opposed. Mt Lookout, 40yr homeowner, on community council but not speaking on their behalf. Doesn't want her community to change. Doesn't see the need for it. Looked at the census and their population has not increased by more than 1% in the last 10 years, so she doesn't understand this. Doesn't want a four-family or two-family next to her. It's called "Connected Communities" – no one is going to be interested in going to a meeting about that. Should have been more clear that it was about changing zoning in the neighborhood. 90% of people she talks to have never heard about this. The city is speaking to an echo chamber and not that majority of people. When doing engagement, is the city taking account for who owns or rents? Homeowners actually care. Worried about what will happen when a new rental development in her neighborhood opens.

CONNECTED COMMUNITIES PUBLIC STAFF CONFERENCE #2

April 30, 2024 12:00 – 4:15 PM

These notes are not a direct or exact transcription of comments given during the meeting. These notes are a summary of the main comments from each speaker, with names removed for privacy.

Participant: Homeowner in Hyde Park. Strongly supports Connected Communities. City desperately needs to add more housing. Cost of housing is shooting up faster than inflation because we're not building enough. The way to bring down costs is to build new housing. People say "I'm ok with more new housing, but not in my neighborhood." Every neighborhood has to pitch in. She wants a neighborhood that is mixed income. Wants teachers and firefighters in her neighborhood. City needs them and they need a place to live. This is America and people should be permitted to do what they want with their property. This is not Monaco, it is the Midwest. Lived in San Francisco and things went horribly wrong there because everyone said to build housing elsewhere and wanted to freeze their neighborhoods in time. It made the city so unpleasant that they moved back to Cincinnati. Feels refreshing to see city staff put in the work to get this policy right. Make housing abundant and affordable in Cincinnati. City should not give undue weight to people who do not do the work and want to repeat the mistakes of San Francisco.

Participant: College Hill, communications committee chair of College Hill Forum but not here on behalf of the community council. Appreciates all the work that has went into this. Grateful to see the closed captions this meeting. Wants to trust city manager and experts on these policies, but there have been far too many changes since the engagement. This isn't the way to do a major policy initiative. Agrees that we need housing reform, but there is too much evidence that this policy needs more time. About past engagements: there were a lot of sessions held for Round 2 community engagement, with more focus on quantity instead of quality. Want measures were put into place to understand the quality of these sessions?

- **Staff:** Staff worked hard to make sure the events were quality. Collected demographic data, made sure to have a more open format with the open house-style so people could take their time, dozens of city staff there to answer questions and hear what people had to say. 2023 had engagements that were quantitative and surveys. Staff tried to have a variety of different engagements to gather feedback.
- **Participant:** Her question is more about the impact of the engagement on the changes from the first draft.
- **Staff:** Last page of the Engagement Report shows how we took the feedback into account. Not changing setback, focused on human-scale development, focusing on landscaping and building design, etc.

Participant: Hyde Park, homeowner 36yrs. Grew up in Manhattan, knows the advantages to a great commuter system where you don't need a car. He's also a walker and doesn't always use his car. But there are changes that need to be taken into consideration. At community council meetings developers often come in and sell the community a false story. All the developments in last 20yrs in Hyde Park were dishonest about prices. With every development, housing prices go up. Developers are not building affordable housing. It is critical that tax abatements be reined in. Stats show how Hyde Park and Mt. Lookout have swallowed up many of them. A piece of infrastructure that hasn't been talked about is sewage. Developers do things on their property to contain sewage management, but with each development sewage backups are increasing. Developments that bring more people to the sewage system need to be addressed. That should be a requirement, that's where this plan should be focused. Also congestion; Madison Rd in Hyde Park, Mt. Lookout, out to Madisonville. The streets cannot handle more. Edwards Rd, Erie or Madison at 3pm, or Mt. Lookout square, you'll see we don't have the capacity. One parking space per unit is terribly unrealistic. The goal is to have the ability to use mass transit, but he's concerned about the interim. Grew up in Queens, they increased density and completely destroyed the neighborhood. Can't go anywhere because there are too many people and too many vehicles. Lots of no-

outlet streets in Hyde Park. Development in Madisonville, now low-income residents there don't have a place to live. Have to hold developers accountable.

Participant: Linwood resident, grew up in Oakley. Good: Perth Australia increased density with more transit, but understood the suburbs will still necessitate a car. Bad: Lived in Oregon and saw single-family removed and replaced with rentals. New construction was always luxury and unaffordable to the young professionals it was marketed to. City leaders use the word "holistic" a lot. Large scale change like this shouldn't be rushed through approval, especially if other related initiatives haven't started yet. City has exceptionally low homeownership rate. Despite what was said, there is nothing in Connected Communities that increases homeownership. This creates a constant state of trying to bring new people in instead of trying to grow holistically by growing generationally. No major business is going to want to put roots in an unstable population base. City says Connected Communities will bring business, but Sharonville, Montgomery, Butler County are winning all the businesses. City is telling manufacturing we don't want them or their jobs. In Linwood he sees a lot of replacement of old industrial with large-scale apartments. We should be trying to bring manufacturing back. Middle housing was only recently added to Connected Communities language and is not realistic. Developers are not interested in that, they are interested in large-scale apartment buildings. Nothing in the policy to entice families, only creating stuff to attract rentals and hospitality.

Participant: Student at Bowling Green University but lives in College Hill when not in school. When looking at the history of Cincinnati, the infrastructure was built to house 503,000. Roads, services, etc. mostly come from the 1940 metropolitan plan which anticipated continuing to have 500k, but the city only has 300k now. In order for the city to move forward, need to find a way to hole-up housing stock and grow the neighborhoods that need to grow. In 1940s Westwood only had 6k residents. Until recently most people lived in the basin. The annexed areas further than that are below their 1950s population peaks. Cincinnati just experienced the first population increase in decades, so we're at a fork in the road. Will we continue only increasing 1-2%? Cincinnati currently has a low labor force compared to peer cities. The city was built on corridors of Reading, Glenway. Going into this natural pattern along the corridors, looking at underutilized land and business districts that have been dying for years, it's a good idea as a target for development. We can continue on this path with very low construction, which leads to trickle-down higher costs for everyone because we're not meeting demand, or build more houses for the people who need to come in. Cincinnati is built for 500,000 people. The current zoning code is rooted in the 1960s, which was geared to suburbanize the city.

Participant: Mt. Lookout. Staff said zoning is not the appropriate avenue to address transportation and overcrowded streets in areas like Hyde Park, Mt. Lookout etc. How close is the city working with DOTE etc. to coordinate that? How close are these timelines? She loves the idea of having more diverse incomes and people in each neighborhood.

- **Staff:** Staff has been working with other departments. CSR process, talked with all of them. Also, the changes aren't going to happen overnight. These will take a long time to implement.
- **Participant:** Will there be community engagement? It sounds like this will be reactionary and not proactive.

Participant: Homeowner in Evanston near Montgomery Rd, inside a lot of the affected zones. Supports Connected Communities. Echoes previous participant in support. Everyone talks about how housing in Cincinnati is getting more expensive, but no one wants to provide any concrete proposals to address it. A lot of people say they don't like the plan but don't provide an alternative. Doesn't see what providing more time will accomplish, it's already been a two-year process. Cincinnati is not the only city doing this. Lots of evidence and research that indicates this will work. People complain that all new development is luxury, but whenever a developer proposes affordable units, it faces opposition because communities don't want that either. Hoffman School example. We can draw from other cities. There are solutions happening. Wanted to provide his

perspective as someone who will be very affected by this; A lot of vacant lots around him, near a major bus line. He welcomes development there. Wants this to happen before things get worse.

Participant: Pleasant Ridge, along transit corridor. Recently bought his home and it was not a fun experience because there's so much demand for homes near transit. His situation, which every young buyer in Cincinnati has right now, was you see a house, set your showing, and you don't know if it will still be available when you see it because they're going so quick, because so many people want to live in Cincinnati. There is not enough housing stock to accommodate demand. If there are not enough homes for all the demand, the only people able to get a home are the wealthy who can outbid everyone else. He overpaid for his house but they were able to accommodate that to get a home. This pushes people less fortunate out. He's also a daily transit rider. He's hearing lots of concerns about congestion. Unlike car travel, the main benefit of public transit is that it gets better the more people ride it. Deregulating what developers can do along the improved Metro routes is a great idea to help that. This isn't the end-all, but it is a step in the right direction. We still need low-income housing. But we also still need this policy because we need housing production on all fronts. Connected Communities is a great way to increase density and lower housing prices and he strongly supports it.

Participant: Homeowner in OTR, also works across the city renovating and developing property. Supports this plan wholeheartedly. Wants to applaud staff for all the tremendous effort. We need to continue to grow the city. Grow it responsibly and grow it in a healthy way, to make sure our city and all its benefits are around for us and for future generations. And that goes for owners and renters—they're all citizens and residents regardless. His favorite part is that it's building on the assets we already have. Cincinnati was originally built on transit corridors and business districts and that is what's going to bring it back. There are precedents for all of this as well. There are 4-unit apartments in every neighborhood and they are a positive part of the city. This is providing more opportunities for that. And BRT. Using the assets we already have, and have seen the results in other cities. This is a good plan and can't let it die in committee. Need to move quickly and with purpose. The more time we dither, the bigger the problem is going to get.

Participant: Mt. Lookout. Lives near the boundary of blue-lighted area. Appreciates the presentation. Background in land development, acquainted with the zoning code. This will be one of the most impactful changes to the zoning code since he moved to the city in 1982. But he wants the city to slow down. Knows there has been a 2yr process, but if he was trying to rezone one parcel in any of these areas, he would have to tell people it takes 4-6 months, send a certified mailer, meet with community council sometimes twice, so it's disingenuous for the city to push this in a matter of weeks. Don't be hypocritical. The legislation was just put out a couple weeks ago, so people are reacting now because now it's real. Each elected official should work toward meeting with each community council. Each council member could take 6 communities to hit them all. The opposition is growing because people are becoming focused on this, which is good, and debate should happen, but elected officials need to come out and meet with councils. Also, looking at panel K6 [on the legislation map], the boundary is not easy to read. The lines aren't perfect in terms of matching the panels. In the K6 panel, there is already a variety of multifamily zoning districts. His concern is that the legislation is being put forth with certain assumptions, like the 76% single-family zoning. Mt. Lookout did a survey and it's 45% multifamily and 65% single-family. The idea that higher density equals affordable housing is not true.

Participant: Mt. Lookout, stay at home mom, used to be a teacher. Previously in Hyde Park. Years of issues with Hyde Park home has caused concerns about this. Agrees that it needs to be slowed down. She has experienced the detrimental effects of the lack of infrastructure, especially in the East End but across the city. She suffered personal losses from capacity issues in these neighborhoods. Paid a lot of money and lost a lot to deal with MSD, GCWW. Development has been nonstop. The response is that these departments are on board and connected with this plan, but it's very vague. Feels like everything being done is reactionary. It needs to be done first before density, parking, etc. are pushed forward. April 2nd storms, many neighborhoods suffered because lack of capacity with sewers and stormwater. The city, Hamilton country, waterworks, sewer: fingers

are always pointed the opposite direction and there needs to be accountability. They're putting pumping systems in houses and they are not solving the issue. Communities cannot handle it. Concern with owners, developers, landlords, etc. and their accountability when these structures are built–we have issues enforcing accountability with them. Have councilmembers come into communities and look at them and not look at a blanket approach. Agrees with affordable housing–costs are skyrocketing and taxes are skyrocketing.

Participant: Westwood 25yrs, on infrastructure and zoning committee. They're undergoing a lot of changes that she hoped this plan would solve, but she has doubts now. Likes that this plan will make the city more diverse in all neighborhoods. Mayor said one of the biggest reasons for this is to deconcentrate poverty, which she supports. Cincinnati has a reputation of segregation. Westside has been undergoing changes as a result of displacement from gentrification elsewhere. The houses that are affordable or accept vouchers are in horrible condition. Investors and slumlords buy all the homes and don't take care of the property. Westwood already had low ownership, probably even lower now. The influx of low-income families into poor quality housing is unsafe—dated electricity, too many people in too small spaces, inadequate heat so having lots of space heaters, etc. Fire dept. cant keep up, calls have massively increased. Increases in crime causing businesses to leave. East Westwood is a food desert. In 2020 when this legislation was first proposed and voted down [referring to density ordinance], one of the major issues was how discriminatory it was. She had hopes for this, because including every business district means everyone is being treated equally. But then she talked to someone at the housing summit about how a poor person still isn't going to be able to move into Oakley. Price disparities between Oakley and the west side, every neighborhood has its challenges. West side needs more market-rate and homeownership. Slow down the process and look at each one's needs.

Participant: April 2, 2024 slide about how social capital and social cohesion can be built through homeownership. Wants to let people know that their comments are being summarized and they should email written comments to planning to have their feedback put directly into the packet. Encouraged people to come to City Council to speak if it passes Planning Commission. The HUD voucher for a single unit is $1,100, but because the market rate is about $700, slumlords are taking advantage. This is part of why rent prices have increased. The economics of increasing supply and reducing costs will not apply here. Housing will not be brought online overnight, so how will this make an impact? There is a lot of support for Connected Communities from people who live in areas that are displacing people. The lack of supply is not because of zoning, it's because of bad services and bad process that the city has failed to address. The city has also failed to create a community engagement policy which is also slowing development, not restrictive zoning. The previous engagements were leading and the most desirable options for neighborhoods were unable to be communicated. There hasn't been an open two-way conversation. Map boundaries [legislation map?] do not always follow the buffer distances accurately. She wants an answer for the intentional decision to not engage with community councils. Why is the city afraid of using data in analytical way? She deserves and has the right to peace, habitability, and equity in her home and this has not been addressed for her or her west side neighbors.

Participant: Homeowner in Linwood. In opposition. Echoes infrastructure concerns. Flooding and landslides. Traffic, congestion, and road conditions are getting poor. The city should prioritize this before allowing more density. Also, would love to see homeownership opportunities.

Participant: Mt. Adams community council. Mt. Adams submitted a letter in opposition. They are sympathetic to the proposals but opposed because of the process. Will these letters be included in the record?

- **Staff:** Yes those letters will be included.
- **Participant:** The charter puts this to the Planning Commission, but there haven't been signs of the Planning Commission being involved. There is a 4-step process, and one of them says there is a presentation to the community councils [unclear what this is referring to]. Staff is diverging from this.

Staff is being dishonest by not following this. The community is entitled to what is published as the process rather than diverging for a preordained policy proposal being pushed through.

Participant: CUF. Concerned about the problems increased density will cause in neighborhoods. This will increase litter. Houses near the university hold 5+ students. No driveways and each student has a car. There is a lot of illegal parking. Lots of concern for reducing parking. CUF needs more ownership, but landlords buy property as soon as it's on the market. How does Connected Communities address student housing?

Participant: East Price Hill. The Connected Communities ordinance is not the medicine that Cincinnati needs to fix its problems. The ordinance is addressing creating adequate units to bring down prices. This is not assured and has been proven [that it isn't assured] in other cities. The reality in Cincinnati is that the market forces are driving the current systems and prices, and Connected Communities is going to put all that freewheeling into overdrive. There are affordable houses on the west side but people don't want to live there. This policy will not address this issue and zoning is the tool to address quality of life issues. The city cannot be trusted to keep up with additional infrastructure needs. Need to create more homeownership. Process is rushed. The argument that there isn't enough housing isn't borne out in all communities. What research, analysis, and data were used to create the policies, and how can residents access that?

- **Staff:** It's on our website.
- **Participant:** What is the vacancy rate?
- **Staff:** We don't have that on hand.

Participant: Mt. Lookout, 20yrs. Lots of concerns about the proposal. Every area is different, and within that each street is different. Concerned about the sewer system, can't handle more development. Invites councilmembers to see the system when it rains. Parking concern. Mt. Lookout square is horrendous. People park everywhere and it's very congested. Small businesses are being flooded. Schools flooding. Sustainable communities protect residents, business, and schools. Research is not the same applied to every single area. This is being rushed through. This is a great idea if it works, but the current system doesn't even work. We're not connected now. Can't build a connected community on a problematic system.

Participant: Madisonville. Agrees with some other people's concerns. It looks great, well-formulated, but he's concerned as it gets implemented. Need to be adaptable and flexible. If we realize it's incentivizing bad landlords etc. there should be mechanisms to clamp down on that without going through a 5yr process to address it as it's arising. Learn from past errors. There are lots of private parking lots. All parking should be a public resource available to all users as needed. More efficient that way. Anything in the plan about encouraging shared parking?

- **Staff:** This focuses on parking requirements. There is no provision for better parking management as part of the package.

Participant: Madisonville. This is long overdue. Should have been done 10-20yrs ago to help the crisis we're currently in. Increased pressure in more neighborhoods on the east side as a result of lack of building in Hyde Park and Oakley. Pleasant Ridge didn't used to be desirable, Oakley used to be referred to as "near Hyde Park." Ripple effect of "If I can't live in Hyde Park/Mt. Lookout, I'll just live nearby." When he was trying to buy a house, couldn't afford Pleasant Ridge but found a place in Madisonville. Conventional wisdom is that this seems to work, lots of research and case studies supporting this. Hopes the city continues to invest in traffic calming and increasing capacity in B&I to crackdown on bad landlords. Wants more resources dedicated to transit. Appreciates all the work in this initiative.

Participant: Paddock Hills. 98% of the neighborhood is within Tier 1 corridor. It's a tiny community, 1k residents. The issues is single-family wants to stay single-family. People buy there for a reason. If she had known it was going to change, she wouldn't have lived there. Multi-units in Paddock Hills are old and poorly

maintained by bad landlords. They would welcome new builds, a better business district, and being walkable. Feels that the city didn't give them enough time and didn't communicate with community councils. No city representative has come to the community council. Went to two pop-up events and didn't hear anything about changing the zoning at them [could be referring to Engagement Policy pop-ups]. Asking to slow it down so there can be more communication and the plan can be tailored around residents and community councils.

Participant: Mt. Washington, on community council. No one has come there to discuss this with them. The name Connected Communities doesn't say "we're changing zoning." She previously thought it was about transportation. She owns and lives in a two-family and rents out the 1 bedroom on the first floor for $650. Same 1 bedroom with fewer amenities nearby owned by out of town landlords and is charging $900+. Doesn't have faith that this will translate into affordable housing. Wants it slowed down so that in the ordinance it can say somehow that there needs to be a cap on the profit that developers make from renting units. If they want tax abatements, that has to be tied into it, provide affordable housing. In Mt. Washington they spent years developing a free parking lot for businesses. Connected Communities says you can count public assets, which means it is going to become a parking lot to hold cars for residents. If you are going to have zero waste by 2030, need to make sure there is enough room on properties for trash, recycling, and food waste for all units. Make sure this plan aligns with the Green Cincinnati plan and consider MSD. Need to analyze neighborhood by neighborhood and in some instances street by street to see how much density can be absorbed.

Participant: Lives in OTR, homeowner 20yrs. Previously in Northside, originally from Kansas City. On board at Peasley Neighborhood Center. Top of mind for him is equity. Appreciates the goal to make Cincinnati more accessible and diverse. Founded local chapter of Citizens Climate lobby. Been a priority for him for 20yrs to help Cincinnati reduce dependence on cars. He has heard lots of comments from homeowners about parking issues, a desire to see an increase in mass transit, and concern about sewer systems. Housing is a big part of that. The climate is getting warmer, we're seeing more severe rain events. The city has 100yr old pipes that were built for a different atmosphere. If you're worried about pipes, look at your driveway and say "why am I still relying on my car." He understands the reality that it's difficult to live without a car even in OTR, but the only way to increase transit use is to make it easier than using a car. Increase frequency, but that takes money. We need way more buses traveling down. If the bus will be there every 7 minutes, you don't worry. Issue 7 helped but we need a lot more than what's been done, and in order for that to happen housing has to increase, so he appreciates this work. Would love to hear more about Minneapolis' success with a citywide application and better transit put in place. This is a piece of the solution. People are saying it's too big, but it's too small. The city needs this and a revenue source for affordable housing. He's building a 5-unit apartment in his back lot and it is very expensive. The only way you get developers, big or small, to build affordable housing is to give them money. The climate doesn't negotiate. We have to cut emissions by a certain amount by a certain time. For everyone who wants to wait on BRT or whatever else, that's 2027. We can't wait. We have to increase walkability through the built environment. Building more multifamily creates a better life.

Participant: East Hyde Park. Mayor said 60% of the city is renters and the proposed solution to that is Connected Communities, which promotes more renters and not ownership. Everyone is saying we need more homeowners, particularly on the west side. The proposal is singular for all 52 communities. One size fits all doesn't work. Don't tear down what's working in places like Oakley, Hyde Park, Mt. Lookout. Raise up neighborhoods that need the help. Subsidizing mortgages and loans for more SF. There are more ideas. 20+ community councils have asked to slow down. Renters are transient, don't put down roots, don't invest in community. Homeowners do and help reduce crime. Parking, police and fire needs will increase. Sewer system—losing single-family yards which absorb runoff and rain, while multifamilies create runoff. SMU came to community council and said there were no impact studies. Running with a program and not thinking about how to implement it. This is the same proposal as 2020 [density ordinance] but more green and socialism added.

Participant: North Avondale. Have heard a lot of people from Hyde Park and OTR excited about Connected Communities which is why it should be an opt in system. Hyde Park can be a great place to start with low-income and affordable housing if that's what they want. The people that want it can have it. Look where this type of legislation hasn't worked, Charlotte NC for example. It caused developers to come to Charlotte and now the market is oversaturated and apartments are vacant, and now they're turning into low-income Section 8 housing. This is what happens when it's not thought through and you allow predatory developers to come in. Charlotte, Houston, and Atlanta are all examples of where this hasn't worked. Want it to be presented as a detailed plan instead of bullet points of what it's going to do. Opposed to legislation. We need to understand the root causes and how to bring about a better outcome. Agrees with innovation and change, saw the housing crisis in California. Embraces growing city to make it more attractive. This is just checking a box. Want to see the community's recommendations for the plan included in the presentation. Rental equity, increasing homeownership. Impact analysis. How will their input impact final decision?

- **Staff:** Input will be summarized and included in a staff report to the Planning Commission.
- **Participant:** How will the city modernize the 311 complaint system to enhance its response and address police officer shortage?

Participant: North Avondale. This change eliminates zoning from Reading Rd to Victory Parkway. The neighborhoods are at risk, the historic homes could be changed, lots of things can be changed. Agrees with all the statements about moving slower on this. Just change the zoning on street-facing properties on Tier 1 corridors and see the benefit generated from that before this radical change. We're not in exceptional growth—San Francisco grew by 10% from 2000-2010, Cincinnati shrunk by 10% in that time. So we're not bursting at the seams. There is other information that 1,112 units were built in 2023. This building surely keeps pace with the growth. Studies show reducing zoning regulations increase housing, but only for high earners. Someone could knock down a historic home. Analyze data about vacant properties and increase enforcement analysis of available assets. People won't live on Reading Rd. There is a lot of cart before the horse with this. There are active lawsuits for passing these types of zoning changes. Would refer to Connected Communities as "developers delight." Why isn't Montgomery Rd or Madison included?

Participant: College Hill 17yrs. Opposed. Any time he sees any type of increase in regulations or centralized planning he's going to be against it. A medium to large city like ours is unable to be managed by a group of employees and public officials. Voluntary interaction with each other is the best way to manage a city. There is a certain worldview that is pushing these policies. Anytime you can have less regulation is optimal interaction. He has been a landlord, did a rehab, and they're not super wealthy people. The regulations make it untenable for small owners like him to own property and rent to their neighbors. Any time you add regulation, the people that benefit most are people who have lawyers on retainer, large owners, corporations, etc. and small owners like him will suffer. He ultimately had to leave the industry. More regulation just allows out of town investors into the market and leaves small landlords out. Barcelona has embraced new urbanism, removed entire streets designed for cars and turned those into green spaces. But it became untenable for people with kids or people who worked in the suburbs—so people left. Tax base left. Crime went up, public urination, graffiti. Wants a more free-market approach, like in Argentina where they removed zoning and rents have dropped significantly.

Participant: Mt. Lookout. No one has thought about how this proposal will have major impact on mental health. This is creating a very real and tangible threat to neighborhoods. They call Mt. Lookout BNE, "best neighborhood ever." Don't want it to be a bunch of renters. His high real estate taxes are subsidizing the neighborhood for abatements. He is losing sleep, doesn't know what to expect here.

Participant: Director of real estate development OTR Community Housing. In favor of Connected Communities. The work OTRCH does every day is made more difficult by restrictive zoning regulations. The code is incapable of addressing the challenges of building any housing in the city, and especially the specific challenges of developing affordable housing. The city has a tremendous number of variances every year. This

is a start at fixing the broken system, and he appreciates the bonuses for affordable housing. But it needs more, including robust funding to the Affordable Housing Trust Funds. Renters at OTRCH are valuable members of their community, involved in community councils, etc.

Participant: Mt. Lookout. Opposed. Has been very involved in zoning issues, echoes concerns of developers not being held accountable. If this legislation passes neighbors will have no recourse. Variances serve a purpose—they let neighbors weigh in. This is being pushed too fast and people don't have the information. Delivered flyers to a number of residences, which were actually 4-family houses. They have a quality-of-life in Mt. Lookout with trees. Talk about mental heath; greenspaces are important. Neighborhoods are unique and we don't need a blanket zoning change. Things need to be tailored to each neighborhood and neighborhoods need to know what's going on. The long-term consequences of this legislation are dire. Not just infrastructure, but trust in our government. There is a high interest in this. Hopes that it doesn't pass.

Participant (2nd time speaking): If city council approves Connected Communities and streamlines the zoning variance review process, how many jobs in city planning and zoning will be eliminated?

- **Staff:** No job removals are proposed as part of this legislation.

Participant: Hyde Park, approves of Connected Communities, has come to a number of events. Wishes people who are just now getting engaged in opposition got involved earlier and understood the policies better. A lot of confusion leading to these ideas, and people misunderstanding data. Instead of using cost as proxy for demand, they're using unrelated measures. In Austin they have seen a decrease in housing prices because of building more housing. This hurts out of town landlords and is good for local people who want to find more affordable housing. More people equals more tax dollars. We will be able to share the cost of infrastructure more effectively. Cincinnati is a great place to live, and he wants more people to live here. Looking forward to incremental change and improvements to public transit.

Participant (2nd time speaking): Learned recently that she lives in a form-based zone. What is the current process for developers to purchase land bank properties and turn them into affordable housing? Are they still being impacted by zoning? Will the changes allow them to more easily use the land bank properties?

- **Staff:** The land bank is managed by the Port.

Participant: Mt. Washington, 37yr homeowner, involved with community council. Why is this not being recorded? Can she get a transcript? How will council members know what people are saying? This has not been vetted in regard to infrastructure. Their input is not truly wanted. This meeting is just checking a box. Upset about ADUs passing, Councilmember Jeffreys lied. Off Beechmont the noise is incredible. Virtually intolerable to live here. She maintains the Mt. Washington cemetery. Doesn't trust the city. Why wasn't this in the property tax bill? Should be put to the voters.

Participant (2nd time speaking): How is this helping small landlords and not large landlords? Where is the study?

- **Staff:** More supply increases competition between landlords.

Participant (2nd time speaking): Wants to readdress the issue with infrastructure and sewage. An inch rainfall is nothing in terms of the 100yr rain events that we have been seeing. It may feel like it's being shoved down people's throats but people need to be aware of the reality of climate change.

Participant (2nd time speaking): How many cities actually benchmarked would be relevant in Cincinnati?

Participant (2nd time speaking): How can participants connect with each other?

Participant: Mt. Lookout, president of community council. There is a lot in this policy that is admirable but there are also lots of concerns. They had someone from stormwater come out to the community and they said developers can't make it worse. But the current situation is already terrible. The previous storm did a lot of damage. This is a lot to get through in a short amount of time for the legislation. Clarification: height and setback in single-family zones are protected, but it appears that a 4-unit in a SF zone that is affordable can still get the height bonus. Is this correct?

- **Staff:** Yes, but the affordable bonus only applies to LIHTC projects and those are not typically on small developments like that—usually on large buildings.

Participant (2nd time speaking): We already can't handle the current amount of sewage now, and this does nothing except add to that problem. Confusion about overlays.

Participant: Mt. Lookout homeowner 11yrs. Glad to see so many people engaged. She's opposed to this as it stands on the current timeline. Some of the reasons are stresses on infrastructure, parking, sewage and traffic. Need true and honest community engagement and each individual community should be able to opt in. Each community should be able to speak for themselves.

EXHIBIT H

Mt.Airy CURE

March 19, 2024

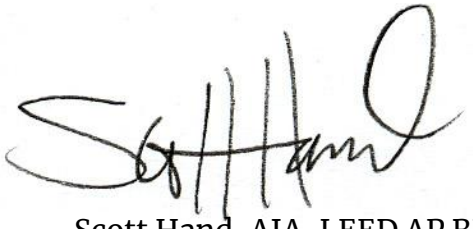
Cincinnati Planning Commission and City Councilmembers:

Mt. Airy Community Urban Redevelopment Enterprise (CURE) is the Mt Airy neighborhood's Community Development Corporation. Our organization is focused on the strength and revitalization of the Mt Airy business district and the nearby community. Together, our board has discussed at length the current proposals and measures that have been assembled to create the most recent reform suggestion nicknamed "Connected Communities". **I write today to voice CURE's full support of the Connected Communities proposal.**

Zoning reform and building code reform are a key element to mitigating the housing crisis and addressing both the costs and limited options for people in Cincinnati and folks looking to move to our region. The density and parking revisions that have been suggested will be excellent steps toward lowering the cost of construction and creating more development opportunities in the city.

While many of the benefits of the current proposal do not directly affect our neighborhood, we are hopeful that Connected Communities will be used as a first step towards future reforms and city-wide improvements that equitably benefit each and every neighborhood. We are very familiar and fully support any proven methods to allow missing middle housing, and urge you to also consider expanding point access blocks (single stairs) as an amendment to our local building code. We are happy to partner with the City of Cincinnati and any other organization to help bring about additional development reform.

Sincerely,



Scott Hand, AIA, LEED AP BD+C
Mt Airy CURE Board President and Architect
info@mtairycure.com
708-539-5511

Human Services Chamber
of Hamilton County

To Whom It May Concern: 3.22.2024

The Human Services Chamber of Hamilton County (HSC) is a 100+ member-based organization that strives to serve as the unified voice of the nonprofit sector. It is rare for us to endorse initiatives so when we do we want to make sure that they are ones that positively impact all of our members and their varied missions.

To that end, it is our pleasure to endorse the City of Cincinnati's "Connected Communities" initiative and the policies that may result from the goals contained therein.

Councilmember Reggie Harris first presented "Connected Communities" to our Housing Committee on February 7 and then again at our Policy Committee on March 20. It was at this latter meeting that the membership moved and unanimously voted to recommend endorsement of the initiative to the HSC Board of Directors.

The recommendation was also then unanimously approved by the HSC Board of Directors.

The HSC supports "Connected Communities" for numerous reasons, but one of the most principle is that, if actualized, the policies recommended in the initiative would make it easier to develop all kinds of housing throughout the city, thereby making more housing available for those who are most adversely impacted by our housing crisis and who our agencies most frequently serve. In fact, we were most heartened and moved by Councilmember Harris' clearly communicated prioritization of low-income Cincinnatians in his presentation of the plan.

The HSC would like to thank Councilmember Harris for his time, the Mayor for championing "Connected Communities," and the entirety of Cincinnati City Council for their efforts to make our city a more equitable and livable place for everyone.

Sincerely,

Mike Moroski

Jamie Steele

Human Services Chamber
of Hamilton County

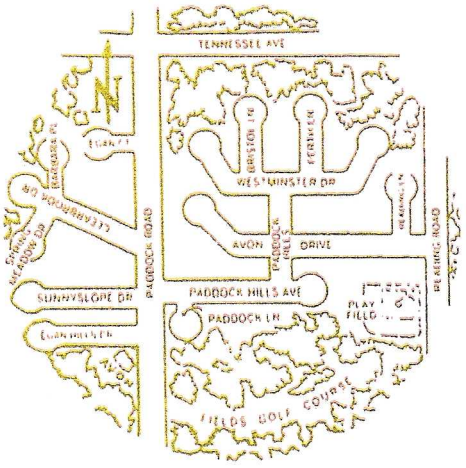
Executive Director

Board Chair

the

paddock hills

assembly



P.O. Box 16028· Cincinnati, Ohio 45216
A Community Working Together
Active Since 1961

April 7, 2024

Dear Cincinnati City Council,

After educating our neighbors and having a lengthy discussion with them on the details, we are writing to express our firm opposition to the proposed zoning changes for Paddock Hills as part of the Connected Communities initiative. While we appreciate the City's goal of increasing housing affordability, the current proposal subsumes our entire neighborhood as we are entirely within a half mile of Reading Road and would have numerous negative impacts on our neighborhood and on the City as a whole.

Our primary concerns include:

- **Loss of Neighborhood Character:** The proposed changes allowing 2-3-4 family dwellings in currently single-family areas would fundamentally alter the historic and architectural character of Paddock Hills.
- **Parking Issues:** Parking is already a major concern in Paddock Hills. Eliminating minimum parking requirements would exacerbate this issue, creating safety hazards and hindering access for emergency services.
- **Density and Infrastructure:** The proposed increases in density in multi-family areas, without a corresponding plan for infrastructure improvements, could strain essential services and negatively impact quality of life.
- **Reduced Regulations:** The proposal regarding reducing regulations lacks specifics. The current regulations were introduced for good reasons. While simplifying the regulations may be valuable, simply reducing or abandoning them for the sake of expediency would have long term negative effects.
- **Improper Process:** Concerns have been raised about whether this effort is following the City Charter process for introducing new legislation including iterations with the Planning Office and direct communications from them to the communities impacted.

Alternative Solutions:
We believe there are alternative solutions to achieve increased housing affordability without sacrificing the unique character of Paddock Hills. We urge the City Council to consider:

- **Targeted Incentives:** Explore financial incentives for developers to create more affordable housing options within the existing zoning framework.
- **Focus on Underutilized Areas:** Prioritize development in areas with existing infrastructure capacity and a higher potential for density increases.
- **Community Input:** Work collaboratively with neighborhoods to develop solutions that address affordability concerns while respecting the character of established communities.

Impact Beyond Paddock Hills:
Paddock Hills is a unique, beautiful Cincinnati neighborhood. Starting in 1919 a wide variety of Tudors, Dutch Colonials, Cape Cods and homes influenced by Frank Lloyd Wright were built here. Since 1968, its natural and organic economic and racial integration has been a source of pride for the City.

But we are not the only unique neighborhood in Cincinnati. A one-size-fits-all approach to zoning reform will not effectively address the diverse needs of different city neighborhoods and would, over the long term, irrevocably alter them.

Call to Action:
We urge the City Council to reconsider the proposed zoning changes in Connected Communities. We believe a more nuanced approach that considers the specific needs of each community and prioritizes resident concerns is necessary. We are eager to work with the City to find solutions that achieve affordability goals while preserving the history and livability of Paddock Hills.

Sincerely,

Steve Munday, President of the Paddock Hills Association,
On behalf of the Board of Trustees and the Citizens of Paddock Hills

cc:
Mayor Aftab Purval
Vice Mayor Jan-Michele Lemon Kearney
Council Member Victoria Parks
Council Member Anna Albi
Council Member Jeff Cramerding
Council Member Reggie Harris
Council Member Mark Jeffreys
Council Member Scotty Johnson
Council Member Seth Walsh
Council Member Meeka Owens
City Manager Sheryl Long
City Planning Director Katherine Keough-Jurs

Halt, Andrew

From: Keough-Jurs, Katherine
Sent: Wednesday, April 17, 2024 11:19 AM
To: Halt, Andrew
Subject: FW: [External Email] Paddock Hills Position on Connected Communities

Please place in the correspondence file. Thanks!

From: Paddock Hills Trustee <paddockhillsassembly@gmail.com>
Sent: Wednesday, April 17, 2024 11:13 AM
To: Harris, Reggie <reggie.harris@cincinnati-oh.gov>
Cc: Long, Sheryl <Sheryl.Long@cincinnati-oh.gov>; Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov>; #COUNCIL <#COUNCIL@cincinnati-oh.gov>; Ricksecker, Gus <gus.ricksecker@cincinnati-oh.gov>; Fambro, Keizayla <Keizayla.Fambro@cincinnati-oh.gov>; Willingham, Jack <Jack.Willingham@cincinnati-oh.gov>; Weber, William <William.Weber@cincinnati-oh.gov>
Subject: Re: [External Email] Paddock Hills Position on Connected Communities

Some people who received this message don't often get email from paddockhillsassembly@gmail.com. Learn why this is important

Mr. Harris,

Thank you for your thoughtful and thorough response to our letter regarding Connected Communities. There are a few points that deserve comment.

1) Loss of Neighborhood Character: “All of our neighborhoods have a mix of 2-3-4-unit dwellings embedded into their fabric …” Paddock Hills has and welcomes multi-family housing in our areas zoned as RN. That is, in fact, *part* of the character of our neighborhood. We do not welcome it in our SF zoned areas for the reasons stated in our previous letter.

2) Parking Issues: "There is no evidence to support that an increase in parked cars will create ‘safety hazards’ or ‘strain essential services,’…” One is, to say the very least, incredulous. While I am sure some government agency somewhere has spent the money to quantify the obvious, I will simply state it. Less parking (and a reduction in minimums will result in less parking than would otherwise be present), means more cars in the surrounding neighborhoods, which means more traffic from more people not familiar with our neighborhoods, which means more potential accidents and more difficulty for Fire, Ambulance and Garbage vehicles to get through our narrow, residential streets not designed for this volume. Please tell me more about Residential Parking permits and “other measures”.

3) Density and Infrastructure: One will certainly welcome proceeds from the Railroad Sale being used to improve infrastructure and City Services, but there is nothing in this legislation that covers this. Passing one without the other is a non-starter. Also, increasing density to increase tax base to increase infrastructure to support increased density is a bit circular.

4) Reduced Regulation: It is a general neighborhood concern that zoning variances are routinely given favoring builders over community members. It is in these "rubber-meets-the-road" interactions with the City where Neighborhood-City trust is made or lost. That said, please clarify where this is in the draft legislation. The only things I have found appear to be changes to the Zoning Appeals process that seem contradictory. In one spot it says things must be appealed through the Common Court of Pleas. In other places it still seems to refer to an obligation of the Zoning Board of Appeals. Please direct me to the relevant portions.

5) Improper Process: This was not an accusation. It was a statement: "Concerns have been raised…" We had received no communication from the City Planning Commission on Connected Communities until a few days *after* our letter was sent to City Council. This seems at variance with correct practice as I currently understand it. I am still learning about the City Charter legislative process and welcome your point of view.

As President of the Paddock Hills Assembly, it is my job to educate and represent my neighbors and their point of view on policies to the City. I have issued several emails to our community and hosted a well-attended Community Council meeting in March where we discussed the proposed Connected Community policy in detail. We discussed and voted on each aspect. While not unanimous, an 80-90% majority of those present voted to oppose each aspect. In all of these dealings I have faithfully and factually represented the proposed policy to the best of my ability. I will accurately relay the arguments you made in your letter to our neighborhood in our next meeting.

One is aware that many other neighborhoods are also objecting to various aspects for various reasons. One size policy, by definition, does not serve the diverse needs of a diverse community. Now it is your job to hear these opinions and weigh them significantly in your decision making. A more nuanced, tailored approach is needed.

For your consideration,

Steve Munday
President
Paddock Hills Assembly
paddockhillsassembly.org

On Thu, Apr 11, 2024 at 4:51 PM Harris, Reggie <reggie.harris@cincinnati-oh.gov> wrote:

> Steve –
>
> Please see attached our response to the letter our office received. It's been a hectic week, so thank you for being patient.

Additional engagement opportunities for Connected Communities can be found here, and a full copy of the ordinance can be found here.

Best,

From: Paddock Hills Trustee <paddockhillsassembly@gmail.com>
Sent: Sunday, April 7, 2024 6:45 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Paddock Hills Position on Connected Communities

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External Email Communication

City Council Members,

Please find the attached letter from Paddock Hills regarding our position on Connected Communities. An individual response that considers the details of our letter would be appreciated.

Steve Munday

President

Paddock Hills Assembly

paddockhillsassembly.org

WEST END
COMMUNITY COUNCIL
Est. 1967

West End Community Council, P.O. Box 14335, Cincinnati, OH 45250

Date: 4/18/2024
Notice: West End Community Council Opposition to Connected Communities

On April 9, 2024, the West End Community Council executive board met and discussed Connected Communities' lack of disparate-impact safeguards for minority-segregated census tracts. The executive board voted unanimously to formally **oppose** Connected Communities as proposed.

On April 16, 2024, the West End Community Council general body met at the Lincoln Recreation Center, 1027 Linn Street (with the meeting also open to virtual attendees). The discussion included the following facts:

1) The plan's proposed boundaries exclude significant portions of majority-white census tracts throughout the city.
2) **The plan gives developers extra incentives to develop low-income, income-restricted units within the plan's boundaries regardless of current concentration levels of those types of units or the level of racial segregation.**
3) The City of Cincinnati reported to HUD in its current consolidated plan that "The Metro Bus Service and Family Poverty Rate map illustrates a correlation to low-income poverty rates residing along the bus stops" (2020-2024 Con Plan, p. 68).
4) The plan disproportionately targets predominantly black, segregated census tracts on these bus transit routes.
5) There is a current HUD administrative complaint against the City of Cincinnati for the historic and present-day discriminatory concentration of income-restricted housing in segregated majority-black census tracts.
6) That federal complaint states "Almost 82% of the combined total of all LIHTC and HUD assisted rental units in Cincinnati are in concentrated Black or African American census tracts in Black neighborhoods while only 18% of these units are in predominantly White census tracts in White neighborhoods."
7) The federal complaint states "the population receiving federally supported low-income housing in Cincinnati is approximately 90% Black and minority according to City records and HUD records."
8) The plan does **not** use incentives (zoning relief) or funding-allocation methodologies to steer income-restricted housing **away** from minority-segregated census tracts and **towards** white-majority census tracts.
9) The plan's foreseeable disparate impact will violate the Fair Housing Act as set out in 24 C.F.R. §§100.500 (a), 100.70(a), (d)(5) and the plan's reliance on the use of HUD PRO Housing funds and other federal funds for the affordability component will also violate Title VI of the 1964 Civil Rights Act. 42 U.S.C. § 2000d; 24 C.F.R. §§ 1.4(b)(2)(i); 1.4(b)(1)(iii); 1.4(b)(3), and other laws.
10) The lawyers who quantified the past discrimination and filed the complaint are career civil-rights attorneys who won a precedent-setting Fair Housing Act case at the U.S. Supreme Court.
11) There is an Enquirer article that documents the City of Cincinnati's failure to protect minority communities from disparate-impact (hard copies were available at the meeting) with legal citations, empirical data, and analysis: https://www.cincinnati.com/story/news/2024/03/21/residents-accuse-cincinnati-of-discriminatory-housing-over-decades/72615326007/

A motion was made, seconded, and unanimously passed by the general body for the West End Community Council to formally oppose Connected Communities as proposed.

Please accept this notice as a **formal documented opposition** to Connected Communities from the West End Community Council.

Respectfully,



Christopher Griffin
President
West End Community Council

Personal Note:
On April 12, 2024, Councilmember Reggie Harris sent a Connected Communities "call to action" email that stated "the NIMBY (not-in-my-backyard) opposition has already begun to take root, and we need your help…" The West End Community Council voted to request, and successfully obtained, an Urban Parking Overlay to remove parking requirements in our business district—a rarity in the city. The West End Community Council also voted to support hyper-density (multiple buildings over 20 stories) when presented by the developer. It would be a **malicious** use of **misinformation** to demonize legitimate civil-rights-based opposition as NIMBYism. The plan cannot allow historic segregation patterns to be solidified and exacerbated by discriminatory market forces and incentives from the City of Cincinnati. The plan must have safeguards to not allow or incentivize new income-restricted units in majority-black census tracts already saturated with those types of units.

My father was born in the West End and raised there until the age of eight. He and my other relatives were forced to move due to the construction of the Interstate 75 through his minority-segregated neighborhood. He came back to the West End and lived in a unit in Richmond Village (Arts Apartments) for 27 years. He and my brother were kicked out of that home for earning too much money after low-income developers with the support of the City of Cincinnati converted all 248 units (21 buildings) to 0-60 AMI%, in a minority-segregated census tract without a single home ownership unit. The City also supported the construction of two separate Tender Mercies buildings (57-unit 821 Flats, and 62-unit Slater Hall) on adjacent property lines on both sides, a new concentration of 367 contiguous units all within the past five years using public funds. This is called discrimination and I intend to prove it in court. Connected Communities simply further incentivizes this type of discrimination without a single anti-segregation, anti-concentration safeguard.

I've lived my whole life surrounded by the results of disparate impact on my black community from discriminatory actions by the City of Cincinnati. I've lost count of how many friends I've lost to violent crime. My sister's 15-year-old son recently had a bullet graze his head during a drive-by shooting across the street from my apartment. I've walked by vacant storefronts for almost my entire life—a natural outcome when municipal actions intentionally lower the average median income of my neighborhood below $15,000 by design. They say it takes a village to raise a child. Well, the municipal government decided to make the majority of inhabitants in my segregated village those in our society who failed to make at least 40% below the average median income for a host of reasons (lack of skills, lack of education, mental health conditions, lack of parenting, lack of motivation, etc.). You simply look the other away as the kids here in the village you designed are forced into segregated schools with zero socio-economic mixing because of your failed policies. You and your political predecessors share a large portion of the blame for their negative statistical outcomes including their violent deaths.

You may not fully understand the unintended consequences of your decisions or the lengths I am willing to go to end the City's disrespect and discrimination against me, my family, and my community. The HUD administrative complaint should have served as a wakeup call for you, but your zeal for Connected Communities illustrates a failure of basic comprehension, a further embrace of discriminatory practices, and perhaps a premediated move to placate high-voter-turnout white census tracts that don't want poor blacks living among them.

References:

Page 4 and 5 of the HUD administrative complaint's statement of evidence paints a clear picture why it would be discriminatory for Connected Communities to incentivize new income-restricted units (including LIHTC) in the West End (and other minority communities like it) while excluding large portions of majority white-census tracts from the same incentives.

The chronology of the LIHTC allocations that the City approved, sponsored, and provided funding for in the historically Black and racially segregated West End neighborhood shows the perpetuation of that segregation. From 2011 to 2021, the number of LIHTC units in the West End nearly doubled.

West End LIHTC allocations by year and number of units

Neighborhood	LIHTC Total Number of Units:	Credit Allocation Year:	Cumulative Number of LIHTC units in tract
West End	3	1991	3
West End	28	1991	31
West End	54	2001	85
West End	114	2002	199
West End	148	2002	347
West End	58	2003	405
West End	56	2003	461
West End	91	2004	552
West End	59	2004	611
West End	106	2005	717
West End	98	2007	815
West End	70	2009	885
West End	87	2011	972
West End	57	2012	1029
West End	67	2014	1096
West End	223	2017	1319

West End	62	2019	1381
West End	21	2021	1402
West End	348	2021	1750
Total LIHTC units as of 2021			1750
Total HUD assisted rental program units			2173
Total LIHTC/HUD assisted rental as of 2021			3923

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THE CINCINNATI ENQUIRER

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WEEKEND, 1D

City accused of misusing federal housing money



Ten West End residents and advocates submitted a complaint to the Department of Housing and Urban Development accusing Cincinnati city leaders of systemic discrimination against poor, Black neighborhoods. PHIL DIDION/THE ENQUIRER

Advocates allege Cincinnati leaders used funds to boost subsidized housing in poorest neighborhoods

Sydney Franklin and Victoria Moorwood Cincinnati Enquirer | USA TODAY NETWORK

Cincinnati city leaders misled federal housing officials in an effort to cram more subsidized housing in the city's poorest, Black neighborhoods, a federal complaint argues. • Ten West End advocates, including community council leaders, property owners and a former city council candidate, submitted the complaint Monday to the Department of Housing and Urban Development, also known as HUD. They allege the city misused federal funding for years to steer low-income housing to these communities. Cities are supposed to spread out these projects to promote area income diversity under the Fair Housing Act and federal regulation.

As a result, they say, efforts to revitalize the neighborhoods stagnated, leaving residents to cope with the ills common in low-income areas of poverty. Residents who live in these places suffer from food insecurity, high blood pressure, lower life expectancy and the city's highest rates of gun violence.

The group wants the city to stop funding income-restricted housing in the West End and other poor, Black neighborhoods, and instead direct these projects to Cincinnati's wealthier, white areas. They also want the city to fund a private, nonprofit housing agency to both monitor the city's and county's use of federal public housing funds and help low-income tenants find units in desegregated parts of town.

The Enquirer provided the complaint and

See HOUSING, Page 6A

> **"What Cincinnati has done to a very thorough degree is use a variety of programs to bring about the same result: build more publicly-assisted housing. They've done this almost exclusively in Black communities despite the city's incredibly high degree of segregation."**
>
> **Laura Beshara**
> Lead litigator for the federal complaint



Darbi Boddy has been absent from school board meetings for several weeks due to a protection order against her by another school board member. CARTER SKAGGS/THE ENQUIRER

Darbi Boddy removed from Lakota school board

Missed all meetings after stalking protection order

Madeline Mitchell
Cincinnati Enquirer
USA TODAY NETWORK

The Lakota Local Schools Board of Education voted to oust Darbi Boddy during a special meeting on Wednesday.

Boddy, whose tenure has been controversial since she joined the board in 2021, has been absent from board meetings since Nov. 20, 2023, due to a civil stalking protection order. Isaac Adi, another school board member, was granted the order against Boddy in September after he said she became aggressive and confrontational towards him.

"I have honestly not met a single person who believes that Isaac needs to be protected from me," Boddy wrote in a statement to The Enquirer after Wednesday's meeting. "Even those who like the outcome, know that it was a corrupt process that removed me."

Under state law, school board members who are absent from board meetings for 90 days can be removed "if such absence is caused by reasons declared insufficient by a two-thirds vote of the remaining members of the board."

Board President Julie Shaffer said the resolution to remove Boddy was brought forth "in an effort to create a fully functional school board."

Boddy was not at Wednesday's meeting. Adi abstained from the vote, and the three other members voted in favor of the motion.

Boddy told The Enquirer that the board's decision is a First Amendment

See BODDY, Page 4A

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Housing

Continued from Page 1A

statement of evidence to city spokesperson Mollie Lair on Monday. She said Wednesday the city had no comment.

Complaint says low-income housing too concentrated in Black neighborhoods

Nearly 82% of the city's low-income housing is crowded into over a dozen majority-Black neighborhoods, per the complaint. Census tracts within those neighborhoods contain poverty rates above 30%, according The Enquirer's census-backed Neighborhoods Report Card.

The complaint also alleges that, in a 2019 report required by HUD, the city failed to identify some of these neighborhoods as Black in order to build more subsidized housing there.

Concentrating low-income housing in these neighborhoods could be considered a civil rights violation since it can perpetuate segregation and limit housing choice. Under federal law, cities are discouraged from approving funding for new projects in impoverished minority neighborhoods already inundated with low-income housing. This defies the Fair Housing Act of 1968, which obligates cities to instead work to integrate communities.

West End Community Council president Chris Griffin says the complaint is a last resort. Despite appealing to City Council and Mayor Aftab Pureval, both with statistics and harrowing stories about life in the West End, the city continues to direct funds to subsidized rentals in his community.

"I can tell you what's good and bad for my neighborhood," he said. "At the same time, I know we have less than 10,000 residents and our voting percentage is down. I don't think that's enough reason not to listen to somebody like me."

The firm behind the complaint, Dallas-based Daniel & Beshara, P.C., has a history of representing similar cases, including a U.S. Supreme Court victory for the Fair Housing Act in 2015. Lead litigator Laura Beshara called Cincinnati's actions "way beyond any premeditated carelessness."

"It's a race to the bottom in Cincinnati in that the city is solely focusing on building out communities that are all or almost fully subsidized," she said.

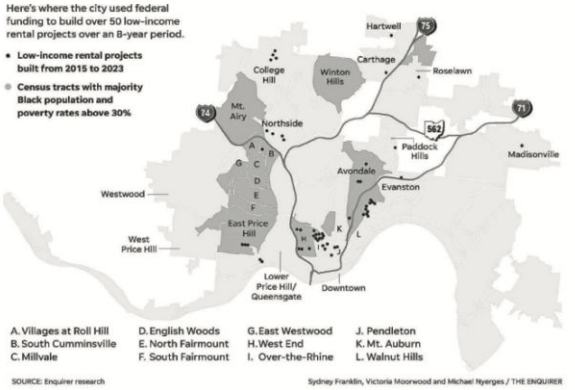


Developed by local nonprofits Over-the-Rhine Community Housing and Tender Mercies, the 62-unit Slater Hall was funded through the city's Affordable Housing Trust Fund. It sits behind a daycare and local recreation center.
ALBERT CESARE/THE ENQUIRER

Where Cincinnati has funded low-income rentals since 2015

Here's where the city used federal funding to build over 50 low-income rental projects over an 8-year period.

- Low-income rental projects built from 2015 to 2023
- Census tracts with majority Black population and poverty rates above 30%



A. Villages at Roll Hill
B. South Cumminsville
C. Millvale
D. English Woods
E. North Fairmount
F. South Fairmount
G. East Westwood
H. West End
I. Over-the-Rhine
J. Pendleton
K. Mt. Auburn
L. Walnut Hills

SOURCE: Enquirer research

Sydney Franklin, Victoria Moorwood and Michael Nyerges / THE ENQUIRER

'Somebody looked the other way'

The city and developers use federal funding to build low-income housing through several sources including:

- Community Development Block Grants, known as CDBG funds, are used to rehabilitate housing, assist homeownership and improve infrastructure, among other things. HUD typically gives Cincinnati over $11 million annually, which the city uses a portion of to finance between four to 12 projects each year.
- The HOME Investment Partnerships Program is usually used by cities to rehabilitate or build new low-income rentals or homes in partnership with area nonprofits. It can also be used for low-income rental assistance. HUD usually doles out upwards of $3 million to Cincinnati each year to fund this work.
- Low-income housing tax credits, administered by the state's Ohio Housing Finance Agency, provide developers or landlords with tax benefits ahead of construction. Mayors and city councils are encouraged to support project applicants with letters. Since 2020, 15 Cincinnati projects have been awarded $14.3 million in annual tax credits, according to data from the Ohio Housing Finance Agency.

According to the complaint, Cincinnati's administration knowingly approved federal funding from these various programs to steer affordable housing to low-income, Black communities, and therefore away from white, non-Hispanic neighborhoods where affordable housing is typically harder to build.

From 2019 to 2021, for example, more than 80% of affordable housing projects were built in the West End, Walnut Hills and Avondale – historically Black communities with poverty rates above 40%. Lawyer Mike Daniels described these neighborhoods as "communities under siege" by the local government.

"What Cincinnati has done to a very thorough degree is use a variety of programs to bring about the same result: build more publicly-assisted housing," Beshara added. "They've done this almost exclusively in Black communities despite the city's incredibly high degree of segregation."

According to the city's five-year consolidated plan submitted to HUD, many of these communities are targeted specifically for CDBG funds because they are places where the city is strategically reinvesting money and resources. HUD's Affirmatively Furthering Fair Housing Guidebook, updated every five years, cites improving area access to jobs, transportation, education and the need for private investment, retail and grocery stores as part of community revitalization plans.



"If I had intentions of buying a house, it would have been when I was 20 years old, or certainly not at the age of 69 because it's a whole lot more than I personally can handle and afford," said Melvin Griffin, a displaced former West End resident who is part of the complaint. LIZ DUFOUR/THE ENQUIRER

Federal money can also be used by cities to promote homeownership in renter-heavy communities. The complaint claims Cincinnati has historically failed to do this, furthering the city's racial wealth and home ownership gaps.

What Cincinnati does is not unusual, according to HUD data.

"The checks and balances are supposed to be in place to stop this from happening," Galen G. Gordon, who owns a single-family home in the West End's Betts-Longworth Historic District, said. "Somebody looked the other way and checked the box so we could say we have affordable housing in Cincinnati."

Is this illegal?

Not only could the city be held accountable for violating Title VI of the Civil Rights Act of 1964, which prohibits the use of federal program funding to discriminate based on race, but it could also face violations within the Fair Housing Act.

In addition, the city could dually be condemned for not following multiple federal regulations including enacting ordinances, policies and permitting rules that restrict or deny housing opportunities because of race.

City governments aren't the only entities responsible for upholding fair housing standards. Since they jumpstart projects, developers, real estate agents and eventually landlords must adhere to them, too.

Kim McCarty, 56, a West End homeowner of nearly 30 years knows this: "Make no mistake, the alleged critical civil rights failure falls squarely on the city," she said, "but it is the symbiotic relationship between the area's low-income housing developers that solidifies segregation."

Two decades of saying 'We have a problem here'

Over the past two decades, city officials have publicly acknowledged Cincinnati's issue with concentrating poverty in Black communities multiple times. In 2001, former Mayor John Cranley's administration passed an impaction ordinance meant to more strictly govern the city's approval process for low-income housing tax credits and use of federal block grants.

That ordinance, still under effect according to the complaint, calls for the opposition of new projects in poor, Black neighborhoods unless they are dedicated to serving the elderly.

In 2012, the city published its community-driven 10-year plan for Cincinnati, which outlined goals to evenly distribute affordable housing throughout all neighborhoods and eventually approve public funding for mixed-income-only projects.

The city again cited concentration in a 2014 report to HUD, listing it as a barrier to fair housing.

As recently as January, Mayor Pureval announced during a press conference that reforming the city's zoning code could help give all residents more housing options, reduce rents and stop concentrating poverty. The rezoning proposal is currently under a community engagement period until it is expected to be voted into law this summer.

Despite all of this, the number of low-income housing projects in the West End alone has nearly doubled since 2012.

Has this happened in other cities?

Successful litigation accusing cities and counties of concentrating poverty is rare, but the issue has gone to the highest courts in the United States.

- The most well-known case, still ongoing today, started in 1966 when six Black tenants of a Chicago public housing project filed a class-action complaint and a lawsuit against the local housing authority. The result of it was the establishment of the country's first-ever nonprofit to help voucher tenants find desegregated housing options.
- Another case in the 1980s brought by thousands of low-income Black residents against nine West Dallas suburbs, the city's housing authority and the nation's HUD also led to the creation of a similar fair housing organization and a $22 million fund to create more units in predominantly white areas of Dallas.
- In 2009, New York's Westchester County was sued for misrepresenting its efforts to end segregation in white communities while securing federal housing funds. Along with a hefty settlement, the county was forced to spend $52 million to develop 750 affordable housing units in neighborhoods with small Black and Latino populations.

Six years later, the U.S. Supreme Court ruled that, under the Fair Housing

Continued on next page

Continued from previous page

Act, people can challenge government policies that have a discriminatory effect without having to prove discrimination was the intent. That high-profile, precedent-setting case came to the Supreme Court thanks to Daniel and Beshara, the lawyers who filed West Enders' complaint.

Homeowner Noah O'Brien, 44, noted the importance of getting expert, out-of-state legal counsel for a complaint of this magnitude.

"That's what makes this case different," he said. "The city has to know that this is not a little thing, and it's not going away... It's a lot harder to disregard [our lawyers] the way they have disregarded us."

Recently funded projects in the West End

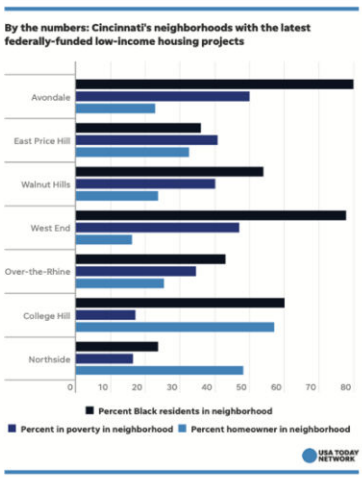
Adding more affordable housing isn't inherently bad. Cincinnati needs almost 50,000 more units to serve roughly the city's 84,000 low-income individuals, according to the National Low Income Housing Coalition. Local officials have made it clear they are committed to addressing this. But it matters where those units are built.

In Cincinnati's West End neighborhood, where 78% of residents are Black, over two-thirds of all housing is reserved for low-income people, according to Enquirer research.

Development on these low-income rental units hasn't slowed there. Slater Hall, a permanent housing complex for formerly homeless individuals with addictions or mental health disorders, wrapped construction earlier this year in a census tract that already houses 22 other income-restricted buildings and no homeowners.

West End Community Council leaders begged city officials not to move forward with Slater Hall, emails obtained by The Enquirer reveal. City Council announced it would use money from its new Affordable Housing Trust Fund to build the complex on the same day it pledged these funds wouldn't further concentrate subsidized housing.

Neighborhood leaders again clashed with the city and the Cincinnati Metropolitan Housing Authority when the authority wanted to add more low-income housing units in the form of a federally-funded Choice Neighborhoods community.



In 2023, the city approved federal funding for more affordable housing in West End, Over-the-Rhine and East Price Hill.

The cost of segregation

Cincinnati's segregation dates back to its founding, but the federal complaint shines a light on how current affordable housing policies may make the division between Black and white residents a matter of life and death.

For the first time since he started coaching the program eight years ago, Larry Collins had to cut his older baseball players' summer season short last year due to an increase in shootings near their practice fields across the West End and neighboring Queensgate.

"A few kids are fearful about where we practice. We need a better life for our youth," the West End coach said, adding that the city's concentration of low-income housing developments has left kids with fewer options for safe play.

The Enquirer has reported that segregation and poverty concentration are correlated with higher crime and violence and dips in graduation rates for teens, among other negative outcomes. The best-case scenario? People live with a lower quality of life compared to nearby white neighborhoods. The worst case? Children die.

De'Asya Allen, a 22-year-old neuropsychology student, witnessed the aftermath of a shooting outside her high school graduation party years ago. And last November, her neighbor's 11-year-old son – a classmate of Allen's young sister – was shot and killed.

"No one is safe down here. No one has an exemption," she said. "It doesn't matter who you are or how long you've been down here. Bullets don't have names on them."

Melvin Griffin, 71, was displaced from his West End rental of 27 years after it was redeveloped into very-low-income housing. He now lives in Roselawn – a roughly nine-mile drive away from friends and family – where he's overwhelmed with the upkeep of his single-family home and worries about his safety. Just last week, a Rumpke driver was shot and killed blocks from Griffin's house.

The financial future of a neighborhood is also at risk as wealth gaps also widen. Outside, private developers are less likely to build in areas with lots of low-income housing, so it's up to non-profit developers or community development corporations to shoulder the burden of building.

'The city is going to get sued.' What's next?

HUD could take weeks or months to review the complaint and conduct a fair housing investigation into the city's actions. Whether or not the agency charges Cincinnati with discrimination, the lawyers are confident that the residents behind the complaint can take the issue to federal court.

"For context, it's not like we're hiding anything," Chris Griffin said. "We told [the mayor] last year that the city is going to get sued."

A federal investigation isn't all the group is seeking. In the West End and neighborhoods like it, Griffin and the others want the city to:

- Stop approving zoning changes or providing tax abatements for low-income housing credit projects.
- Use funding and resources to build playgrounds, recreational facilities and improve infrastructure while trying to lure retail and grocery stores typically found in other neighborhoods.
- Use federal dollars to build single-family homes and city resources to develop mixed-income housing.

To correct the imbalance, the group also wants the city to collaborate with suburban neighborhoods and cities to make room for more affordable housing in wealthier, white areas. Low-income residents in racially-segregated areas would have priority in renting these units.

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*26 lbs is chair weight without the easily removable battery. Journey Air Elite is a personal electric vehicle and is not a medical device nor wheelchair. It is not intended for medical purposes to provide mobility to persons restricted to a sitting position. Journey Air Elite is not covered by Medicare nor Medicaid. *DO NOT ATTEMPT TO LIFT OVERHEAD. Lifting overhead poses risk of injury or death. © 2023 Journey Health & Lifestyle®

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Mayor.Aftab@cincinnati-oh.gov
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katherine.keough-jurs@cincinnati-oh.gov
801 Plum St
Cincinnati, Ohio 45202

RE: CONNECTED COMMUNITIES

Dear Mayor Aftab Pureval, Council Members and Katherine Keough-Jurs,

As the current President of the North Avondale Neighborhood Association (NANA) and a resident deeply invested in the future and well-being of Cincinnati, specifically the North Avondale community, I must express my strong opposition to the Connected Communities ordinance currently under consideration. NANA recently voted and published their opinion on the following statement "North Avondale opposes moving forward with the Connected Communities proposed ordinance. The City of Cincinnati must provide the data and impact analyses that will allow for meaningful review, public participation and approval by the community council of the impacted neighborhoods".

My Concerns on the Plan Include:

1. The proposed change in zoning. Specifically, the elimination of single-family homes, and relaxed height restrictions and setbacks.
2. Reduction in parking requirements without a robust public transit system.
3. The Connected Communities proposal lacks safeguarding of neighborhood character resulting in the destruction of the unique charm of our community.
4. An accelerated decision, a sham of a public engagement process. The proposed ordinance was already drafted and sent to the Mayor on April, 17, 2023. In addition, the original plan was written by the Urban Land Institute on June 22, 2021 therefore, our comments and participation cannot be meaningful.
5. The plan does not consider community-driven development for North Avondale's historic, architectural and cultural preservation.
6. Potential impact on the environment, greenspace, police, fire, sewer, storm water and water mains have not been considered in the plan.

Additionally, I believe the following points need to be addressed prior to any council vote on Connected Communities.

1. Unintended Consequences – A more recent Urban Land Institute study found that less restrictive zoning regulations increased housing supply, but not for renters and low income peoples. Also, detrimental increases in housing density led to less affordability and increased incidents of crime.

Though I agree that increased investment in subsidy programs and affordable housing development is necessary, these zoning changes will only exacerbate the problem by further concentrating poverty and promoting higher cost rentals/ increased homeownership costs in the Connected Communities areas by driving out the affordable housing opportunities.

2. Fairness - Existing homeowners have purchased and invested in their homes under the current zoning regulations. Arbitrarily changing these zoning regulations after the fact to allow multi-family housing in historically single family neighborhoods will decrease their property values and neighborhood dynamics that may have appealed to them when they chose to live in a particular neighborhood.

3. Absentee Landlords - Unfortunately Cincinnati has a horrible history with out of town investors and landlords. These zoning changes will only exacerbate this issue and increase the potential for out of town investors dividing-up single family homes as investment opportunities. Unless the zoning requires owner-occupancy for an extended period of time, this will occur (unlikely legal to do so).

North Avondale stands as an economically, ethnically and socially diverse neighborhood that needs to be protected from a plan that does not consider these values. I hope that the city will respect my concerns and not move forward until my concerns are addressed.

Sincerely,

Sarah Koucky
President
North Avondale Neighborhood Association

Affordable Housing Advocates
Opening doors.

April 24, 2024

Via email: planningi@cincinnati-oh.gov

City Planning Commission
Cincinnati, Ohio

Dear Members of the City Planning Commission

Affordable Housing Advocates supports the goal of the Connected Communities proposal to reduce barriers to multifamily housing development and to increase housing options around neighborhood business districts and major transportation corridors.

While these transit and density focused changes are useful to promote housing options and livable neighborhoods, Connected Communities lacks meaningful ways to close Cincinnati's affordable housing gap for lower income households. As you know, over 25,000 very low-income households are living in housing that is unaffordable and in poor condition. As a result of the affordable housing gap, they are in constant risk of losing housing or are already homeless, in shelters, doubled up or on the street because.

AHA urges the City to incorporate critically important affordable housing policies into the Connected Communities proposal:

1. Affordable housing inclusion tied to City support: Multifamily rental housing benefiting from relaxed zoning requirements and City tax abatements should be required to include a meaningful proportion of units affordable to low-income households.
2. Accessibility and visitibility requirements: robust standards promoting inclusion and access for people with disabilities are essential to new city-supported developments, especially in business districts and along transit corridors.
3. Protections against displacement: As zoning changes are relaxed, redevelopment will likely displace and disadvantage some long-term residents. Connected Communities must include strong eviction protections for tenants, financial assistance for legacy homeowners, and financial relocation assistance for displaced residents.

In addition, the City must fully fund the affordable housing trust fund annually with emphasis on housing development for very low-income households. The zoning incentives of

Affordable Housing Advocates
P.O. Box 19316, Cincinnati, OH 45219
staff@affordablehousingcincinnati.org

Mission: To promote the availability of high quality, safe, accessible, affordable housing in the Greater Cincinnati Area.

Connected Communities as proposed will not be sufficient to facilitate housing development for this sector of the housing market.

If the City of Cincinnati expands the Connected Communities proposal with these best-practice policies, we can achieve the goal of vibrant and inclusive neighborhoods and close the housing affordability gap.

Thank you for considering AHA's comments.

Sincerely,

John E. Schrider Jr., President
Affordable Housing Advocates

CC Mayor Pureval and Cincinnati City Council Members
Katherine Keough-Jurs

Urbancsik, Jesse

From: College Hill Forum Community Council <info@collegehillforum.com>
Sent: Thursday, April 25, 2024 5:07 PM
To: Cincinnati City Planning
Cc: Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Johnson, Scotty
Subject: [External Email] Fwd: Opposed to College Hill Connected Communities plan

Categories: SH

You don't often get email from info@collegehillforum.com. Learn why this is important
External Email Communication

City Councilmembers and City Planning and Engagement team,

See below forwarded email from two College Hill residents expressing **opposition to the Connected Communities legislation**. Please add their email to the packet to be presented at the May 17th Planning Commission meeting, added to City Council public record, as well as read publicly at the June city council meetings in which the Connected Communities legislation is being presented for votes (currently scheduled for June 4th and June 5th).

We have removed their personally identifiable information to allow them to remain anonymous.

Communications Committee Chair
College Hill Forum Community Council
info@collegehillforum.com
(513) 770-9588

---------- Forwarded message ---------
From: <**REDACTED**>
Date: Thu, Apr 25, 2024 at 4:22 PM
Subject: Opposed to College Hill Connected Communities plan
To: <info@collegehillforum.com>

Cincinnati needs more rental property, but the Connected Communities proposal for College Hill is an incredibly short-sighted strategy.

The plan is disconnected from the obvious reality that we would lose more than the marginal single-family homes. This would be bad for the neighborhood's diversity, property values and the city's tax base. Part of the attraction of College Hill has long been that it feels less crowded than many urban neighborhoods. The plan would obviously destroy that feeling.

The region also need more good-quality single family homes, but this plan would make that shortage worse. Our older housing stock needs homeowners who are willing to invest in their buildings and land,

but that would stop. Furthermore, there would be an exodus of homeowners , driving down property values.

Finally, all renters deserve to live in less crowded conditions than what this plan would provide.

The city abounds with vacant business and industrial property where apartments could be built with decent space.

Jeff and Margaret **REDACTED**

College Hill

Urbancsik, Jesse

From: College Hill Forum Community Council <info@collegehillforum.com>
Sent: Wednesday, April 24, 2024 10:40 PM
To: Kelly, Ben
Cc: Cincinnati City Planning
Subject: Re: [External Email] Fwd: Connected Communities plan

Categories: AW

You don't often get email from info@collegehillforum.com. Learn why this is important

Ben,

Thank you for replying on behalf of Council-member Victoria Parks, who is a College Hill resident herself.

To clarify the emails from the College Hill residents that were forwarded to her office yesterday, the concern is that previous Connected Communities engagement events were: (1) not "responsibly" communicated as opportunities for the purpose of drafting legislation and (2) not perceived as "honest" engagements due to the conceptual nature of the content. In fact, many feel that the 2023 engagements were intentionally misrepresented as "education" sessions to learn how city zoning works (similar to annual sessions the City conducts to learn how city budgets work) and not represented as being for the purpose of drafting actual legislation changes.

Several community councils (College Hill included) did not learn about the draft legislation efforts until it was released just two weeks ago, despite the document having a datestamp showing a transmittal of April 17th, 2023. Because community councils were not properly informed about the 2024 sessions via "direct" communication or intentional notices about these so-called Engagement Sessions, community councils were not able to inform the broader neighborhood to influence participation, nor able to participate as representatives of the broader neighborhood. The small engagement sessions, over a short period of time, with targeted / limited outreach has given residents the impression that the participants were hand-selected in an effort to "skew" the feedback and engagement data. As an example, the College Hill event you have listed below was merely a Pop-Up event held at a limited capacity coffee shop that opened in late 2023, as opposed to being held at a larger venues such as the College Hill Recreation Center.

It is for this reason we have received emails from College Hill residents stating opposition and/or requests for more time (ie. "real" engagement) in an attempt to express their concerns. Please include their original emails as community feedback to be included in the May 17th City Planning Commission hearing packet as well read aloud at both the two June Council meetings you mentioned below: (1) the June 4th Equitable Growth and Housing Committee meeting and (2) the June 5th City Council meeting.

Thank you in advance for your compliance to this request,

Communications Committee Chair

College Hill Forum Community Council

info@collegehillforum.com

(513) 770-9588

On Wed, Apr 24, 2024 at 3:39 PM Kelly, Ben <ben.kelly@cincinnati-oh.gov> wrote:

> Hi there,
>
> Thanks for reaching out. It's important that each citizen fully get the opportunity to understand any legislation passed by Council.
>
> Over the last three years, Council has hosted community engagement sessions to hear about people's opinions on housing. That resulted in Connected Communities, which was outlined by the Mayor in detail in January (https://www.wvxu.org/politics/2024-01-29/aftab-pureval-zoning-reform-housing-density-connected-communities). The city then held engagement sessions specifically about these proposed reforms on the following dates:
>
> 2/20 (Bond Hill)
>
> 2/28 (Price Hill)
>
> 3/12 (Zoom)
>
> 3/14 (College Hill)
>
> 3/20 (Northside)
>
> 3/21 (Avondale)
>
> 3/23 (Downtown)
>
> 3/27 (Madisonville)
>
> 4/11 (UC)
>
> Public conferences will also be on Zoom on 4/25 and 4/30.
>
> The full text of the legislation was released in early April. This was discussed in the Equitable Growth and Housing committee meeting at City Hall on 4/23, where citizens had the opportunity to speak as well.
>
> The City Planning Commission will meet on 5/17 at City Hall where public comment will be held and Commission members will vote on the ordinance. It will then be discussed in at least three Council meetings in June. It will be introduced in an initial Council meeting early June, discussed at the Equitable Growth and Housing meeting the following week, and then later that week will have a final vote at a full Council meeting.

If the resident has any questions regarding the proposal or the schedule they are more than welcome to reach out to any Council office. Hope this helps, thanks!

Ben Kelly

Communications and Policy Coordinator, Office of Councilmember Victoria Parks

Office: (513) 352-5210

From: College Hill Forum Community Council <info@collegehillforum.com>
Sent: Tuesday, April 23, 2024 5:47 PM
To: Cincinnati City Planning <planning@cincinnati-oh.gov>
Cc: Kearney, Jan-Michele <jan-michele.kearney@cincinnati-oh.gov>; Parks, Victoria <victoria.parks@cincinnati-oh.gov>; Albi, Anna <anna.albi@cincinnati-oh.gov>; Johnson, Scotty <scotty.johnson@cincinnati-oh.gov>
Subject: [External Email] Fwd: Connected Communities plan

External Email Communication

City Councilmembers and City Planning & Engagement team,

See below forwarded email from a College Hill resident expressing **potential opposition to the proposal if unable to receive additional time to thoroughly review the proposal prior to a final vote**.

We have removed their personally identifiable information to allow them to remain anonymous.

Communications Committee Chair

College Hill Forum Community Council

info@collegehillforum.com

(513) 770-9588

---------- Forwarded message ---------
From: **Jane REDACTED** <redacted>
Date: Tue, Apr 23, 2024 at 5:31 PM
Subject: Connected Communities plan
To: info@collegehillforum.com <info@collegehillforum.com>

Hi,

I would like more time to understand this proposal, if possible. Otherwise, I don't think I would support it as presented.

Thanks,

Jane REDACTED

Urbancsik, Jesse

From: College Hill Forum Community Council <info@collegehillforum.com>
Sent: Tuesday, April 23, 2024 5:47 PM
To: Cincinnati City Planning
Cc: Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Johnson, Scotty
Subject: [External Email] Fwd: Connected Communities plan

Categories: AW

You don't often get email from info@collegehillforum.com. Learn why this is important
External Email Communication

City Councilmembers and City Planning & Engagement team,

See below forwarded email from a College Hill resident expressing **potential opposition to the proposal if unable to receive additional time to thoroughly review the proposal prior to a final vote**.

We have removed their personally identifiable information to allow them to remain anonymous.

Communications Committee Chair
College Hill Forum Community Council
info@collegehillforum.com
(513) 770-9588

---------- Forwarded message ---------
From: **Jane REDACTED** <redacted>
Date: Tue, Apr 23, 2024 at 5:31 PM
Subject: Connected Communities plan
To: info@collegehillforum.com <info@collegehillforum.com>

Hi,
I would like more time to understand this proposal, if possible. Otherwise, I don't think I would support it as presented.
Thanks,
Jane REDACTED

MARCC
Metropolitan Area Religious Coalition of Cincinnati

"...to forge the luxury of separate ways
when a common path can be found..."

2400 Reading Rd Suite 201B
Cincinnati, Ohio 45202

American Baptist Churches, USA Miami Association
Archdiocese of Cincinnati
Cincinnati Islamic Center
Disciples of Christ – SW Ohio
Diocese of Southern Ohio
JCRC of The Jewish Federation
Ohio River Valley District (United Methodist Church)
Presbytery of Cincinnati Congregations
Religious Society of Friends of Greater Cincinnati
Unitarian Universalist Council of Greater Cincinnati
United Church of Christ Southwest OH / Northern KY
Volunteers of America of Ohio and Indiana

Ro-Ellen Sinkewich
President
Elizabeth Brown
Vice President
Douglas Burks
Secretary
Tyrone Jackson
Assistant Secretary
David Tietsort
Treasurer
Margaret A. Fox
Executive Director
Holly Toensing
Office Manager

March 21, 2024

Chair of Equitable Growth and Housing Committee
& Committee Members
City Council of City of Cincinnati
Cincinnati, Ohio

Re: Changes Needed for Connected Communities to Work Locally

Dear Chairperson Jeff Cramerding, Vice Chair Reggie Harris
and Committee Members,

MARCC, the Metropolitan Area Religious Coalition of Cincinnati, an interfaith coalition of judicatories (denominations), Delegates Council met last Wednesday, March 13. The topic was "Affordable Housing Is Still Knocking at Our Door." The Connected Communities proposal came up, and its concept of "filtering," as a way to create affordable housing. MARCC's understands that "filtering" is when potential homeowners move into newly developed market rate housing. When they sell their housing, they leave behind a slightly less expensive home, for others to purchase. This continues down as others purchase or move until the home(s) or rental complex becomes "affordable housing" for individuals and families who are of low and moderate incomes.

Once understood, one delegate in attendance placed a comment in the chat about the term "filtering" as used by city council members in their zoning density plan. The delegate stated - "If you have not yet read Race & the City, a book promoted by Melanie Moon all over the city, there is a chapter explaining the first city plan in the nation, created in Cincinnati in the 1920s. Filtering is exactly what the city fathers (and they were all fathers, I might say) promised then. We have 100 years of experience now with filtering and it clearly has not worked as the theory implies." Filtering is just another name for trickle-down theory, benefiting the well-off in the hope a little bit might help the truly needy.

MARCC recommends the following changes to improve the Connected Communities plan.

- Developments receiving a benefit need to include a meaningful percentage of affordable housing or pay into the housing trust fund.
- Developer plans must show affordable rental units of no more than 50% and below the AMI and assign half to 30% AMI and lower income levels.
- A "displacement clause" in the wording of the Connected Communities that states "to receive zoning benefits, individuals or families must not be displaced from their existing homes."

These changes will ensure the Connected Communities proposal addresses the City's need for affordable housing. It's what we need.

Respectfully,

Margaret A. Fox
Executive Director

The Mount Adams Civic Association

P.O. Box 6474 | Cincinnati, Ohio | 45206

April 22, 2024

Mr. Byron Stallworth
Chair, City of Cincinnati Planning Commision
801 Plum Street
Cincinnati, Ohio 45202
planning@cincinnati-oh.gov

Re: Connected Communities proposal

Dear Mr. Stallworth:

As elected directors and officers of the Mount Adams Civic Association ("MACA"), the recognized Mount Adams Community Council under Cincinnati Municipal Code, we take seriously our responsibility to serve as a two-way conduit of information between the City and our neighbors. As you know, this function of Community Councils is particularly important with regard to Zoning Code provisions, as referenced in Section 111-1 of the Municipal Code.

As residents of one of Cincinnati's oldest and most iconic neighborhoods, a neighborhood that itself grew out of a need for more affordable and varied housing options during the initial boom days of our City in the nineteenth century, we are truly grateful for the efforts by you, your staff and the City Council to explore paths to growing Cincinnati's population, increasing access to middle housing, increasing access to public transportation and supporting vibrant neighborhood business districts such as ours. This is a critical exploration and we can appreciate the desire to enact real change at a pace that matters.

Nevertheless, we must register our objection to the process in the formulation and presentation of the Connected Communities proposals. That process is in violation of Article VII, Sections 6-9, of the Charter of the City of Cincinnati and the City Planning Commission Rules and Regulations.

- Under the Charter, the Planning Commission is given the responsibility to consider and formulate proposals for amendment of the City's zoning code. The Planning Commission is then to vote on what recommendation to make to the City Council. This process appears to have been reversed in Connected Communities. It is instead the City Administration that has formulated the proposals for your consideration, and then has presented them to you on an artificially truncated timeline to require you simply to comply.

- We attach your own rules, found on the City's website headed "Procedure to Initiate a Change of Zoning." You will note the wide disparity between your procedures set forth on your website and the Connected Communities proposal. For example, your "Summary of Zone Change Process," begins with the admonition "Preliminary Step: *All petitioners* (emphasis added) are encouraged to discuss the proposed change of zoning with the officially recognized Community Council for the neighborhood in which the change in zoning is requested." This has not been done. The City Planning Department never initiated contact with MACA to discuss Connected Communities. Instead, it was MACA that initiated contact with the Planning Department, after having discovered that the Planning Department was meeting with selected communities in the City under the rubric of "Pop-up presentations." The City then unilaterally canceled the meeting we had set up, at least partly on the notion that this opportunity had been presented as a "forum." If a forum was not the intention, we are left wondering precisely what mode of discussion The City Planning Department had in mind for either itself or its Petitioners and we still await this opportunity.

- You will also see that the time frame set forth in the schematic attachment on your website is being ignored. Your timeline envisions a consideration process of up to twenty-four weeks. The Connected Communities proposal presented to you for ratification allows only four weeks. We believe strongly that your Commission should be afforded the time to follow its own rules and procedures.

Overall, we recognize the difficult position in which you appear to have been placed: to introduce and advance such a sweeping zoning change on such an aggressive timeline while following your well-established rules and procedures. We ask simply that the members of this Commission ensure that the requirements of the Municipal Code, the rules and regulations of the agencies of the City, and the laws of the State of Ohio are observed when considering the Connected Communities proposal.

At such time as the Connected Communities proposal is formally discussed with Community Councils as your rules prescribe, we believe you would hear a diverse range of views from our community and others along with insightful questions unique to each neighborhood. As your procedure presumably intends, this engagement could ultimately strengthen the plan, build support for the work you are doing and increase the long term odds of success for the Connected Communities vision. Short of that opportunity materializing, or some convincing explanation as to why we have misinterpreted the process, we instead are left to help the Mt. Adams community understand how the prescribed zoning procedures are not being followed by this Commission or our elected officials.

The Mount Adams Civic Association

P.O. Box 6474 | Cincinnati, Ohio | 45206

For our part, we intend to educate our neighbors on the plan and the process and invite a discussion on this topic at our first available general meeting of the Mount Adams Civic Association on Tuesday, May 7 in the community room of the Holy-Cross Immaculata Church, 30 Guido Street, at 7 p.m. with a Board meeting immediately preceding at 5:30 p.m. As a means of engaging the Community Council, as your rules seem to intend, we invite you or your petitioner to join us for a discussion of the planned changes at one or both of these meetings.

We thank you for your consideration of this letter,

Sincerely,

The Officers and Directors of the Mount Adams Civic Association

Frank Obermeyer, President
Chris Kendall, Secretary
Deborah Weinstein, Treasurer
Judi Cettel, Director
Ginny Corsini, Director
Nic Covey, Director
Tina Russo, Director
Steve Vogel, Director
Dan Weinstein, Director

CC: Hon. Aftab Purval, Mayor, City of Cincinnati
Members of the City Planning Commission
Members, City Council, City of Cincinnati

Attachment

City of Cincinnati (.gov)
https://www.cincinnati-oh.gov › planning › zone... PDF

PROCEDURE TO INITIATE A CHANGE OF ZONING

PROCEDURE TO INITIATE A CHANGE OF **ZONING**. Purpose: This is an abstract of rules and **regulations** concerning rezoning property in the **City** of **Cincinnati**.

PROCEDURE TO INITIATE A CHANGE OF ZONING

Purpose: This is an abstract of rules and regulations concerning rezoning property in the City of Cincinnati. It has been created as a means of simplifying the explanation of the process and is not the officially adopted rules of the City Council or City Planning Commission. The officially adopted regulations are contained in the City Charter, the Cincinnati Municipal Code, and the City Planning Commission Rules and Procedures.

Initiation of a Zone Change
A request for a change of zoning may be initiated by one of the following methods:

1. Petition to City Council
2. Petition to the City Planning Commission
3. By a member of City Council

The process for each method is outlined below.

1. PETITION TO CITY COUNCIL (City Charter Article VII-6, Cincinnati Municipal Code 111-1).
A property owner, or owners, may petition City Council for a change of zoning on the property. The petition is submitted to the Department of City Planning and Buildings. The following materials are required in the submittal:

- Petition – Two copies of a petition to City Council (attached)
- Description- One hard copy and one digital copy of a metes and bounds description of the area to be rezoned.
- Plat – One hard copy and one digital copy of a plat reproduced from an original drawing (no auditor plats accepted at any scale), not to exceed 30 x 30 inches, at a scale of at least one inch equals on hundred feet (1:100), showing:
  - Street right-of-way lines
  - Existing zone lines
  - The last name of the owner of each property
  - The dimensions of the property being petitioned
  - Area of proposed rezoning shall be shaded in or crosshatched and the zone change stated in the legend.
  - Scale (1:100, 1:50, 1:20)
  - North arrow
- Fee: a non-refundable filing fee of $1,500.00 for all changes in zoning. Checks should be payable to the "City of Cincinnati."
- An additional fee of $3,000 as well as a Concept Plan and Development Program Statement are also required in the event of a Planned Development (PD) District. (See Chapter 1429 of the Cincinnati Zoning Code).

2. PETITION TO CITY PLANNING COMMISSION [Rules and Procedures for the Cincinnati City Planning Commission Article VIII Section 1(B)].

A. A majority of owners of twelve or more contiguous properties may petition the City Planning Commission for a change of zoning on their property provided that they are all within the zoning district which they desire changed and that they supply the City Planning Commission with the following materials as required by the rules of the Commission.

- A Petition to the City Planning Commission requesting a change of zoning signed by a majority of owners of twelve or more contiguous properties stating the present zone and the requested zone, along with the purpose for the requested change.
- A plat or map showing the area covered by the petition.

B. The City Planning Commission may authorize the staff to present a report and recommendation on a proposed change of zoning where no petition exists. The City Planning Commission as an official action of that body must make such authorization.

3. ZONE CHANGE INITIATED BY A COUNCILMEMBER. A City Council member may initiate a change of zoning on any property in the City, as an elected member of City Council. Such action or motion is referred to the City Planning Commission under the requirements of the City Charter.

SUMMARY OF ZONE CHANGE PROCESS

After the request is filed:

Preliminary Step: All petitioners are encouraged to discuss the proposed change of zoning with the officially recognized Community Council for the neighborhood in which the change of zoning is requested. Most Community Councils will request a formal presentation and conduct a vote at a meeting of the full Community Council. This can take place any time after the request is filed, and is recommended to occur prior to the recommendation to City Planning Commission. In most cases, this activity occurs between Steps 1 and 2. **A delay in this activity can cause delays further in the process.** *(Time varies depending on petitioner/Community Council)*

Step 1: Staff Conference *(Approximately 2 – 4 weeks)*
The staff of the Department of City Planning and Buildings will schedule a Staff Conference to discuss the zone change and gather information. Staff will notify the petitioner, the agent, all property owners within 400 feet of the proposed change, and the local community organization. Interested parties will be invited to attend the Staff Conference or send written statements concerning the proposed change. Notices must be mailed at least 14 days prior to the Staff Conference.

Step 2: City Planning Commission *(Approximately 4 – 6 weeks)*
A written staff report including the summary, statements, staff analysis, and a recommendation is presented to the City Planning Commission. Notice of the Planning Commission meeting is sent to the petitioner, the agent, all property owners within 400 feet of the proposed change, and the local community organization, as well as all parties who participated in the Staff Conference in person, by phone, email, or in writing. Those persons are given an opportunity to speak to the subject after the staff presentation is made. The City Planning Commission votes to either approve or disapprove the proposed change of zoning.

Step 3: City Council *(Approximately 4 – 14 weeks)*
Planning staff requests an Ordinance from the Solicitor's Office. *(Ordinance preparation can take 2 – 4 weeks).* Planning staff transmits City Planning Commission's recommendation along with the Ordinance to City Council and asks for the Clerk of Council to schedule a Public Hearing. The Public Hearing must be scheduled at least 14 days from the date of the first day of publication in the City Bulletin. *(Transmittal and schedule of public hearing can take 2 - 4 weeks).*

The Neighborhoods Committee of City Council will hold a public hearing on the proposed change. The same persons notified for the Staff Conference and Commission meeting will be notified by the Clerk of Council for the Council hearing. The Neighborhoods Committee will vote and make a recommendation to City Council. This may occur at the public hearing, or if desired by the Chair of the Neighborhoods Committee, at a later meeting. *(Recommendation can take up to two weeks if the item is held until a later calendar date.)*

City Council will make the final decision on all zoning petitions. (If the City Planning Commission fails to approve a zone change, City Council must have at least a two-thirds vote (6) of all members to overrule such failure to approve and adopt the proposed zone change).

The zone change goes into effect 30 days after the approval of the Ordinance by City Council. The zoning map is not changed until that time, and no permits can be acted upon for construction or uses that require the new zoning designation. An Ordinance that is approved as an Emergency Ordinance goes into effect immediately.

Step 4: Planned Development Districts *(Approximately 2 – 6 weeks)*
In the event that the change of zoning features a Planned Development (PD) District, the Final Development Plan must be approved by City Planning Commission. A Staff Conference is not required but Community Council notification is.

See Attached Application and Flow Chart

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

To: The Honorable Council of the City of Cincinnati Date: _____

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 _____ Zone District to the _____ Zone District.

Location of Property (Street Address): _____

_____

Area Contained in Property (Excluding Streets): _____

_____

Present Use of Property: _____

_____

Proposed Use of Property & Reason for Change: _____

_____

Property Owner's Signature: _____

Name Typed: _____

Address: _____ Phone: _____

Agent Signature: _____

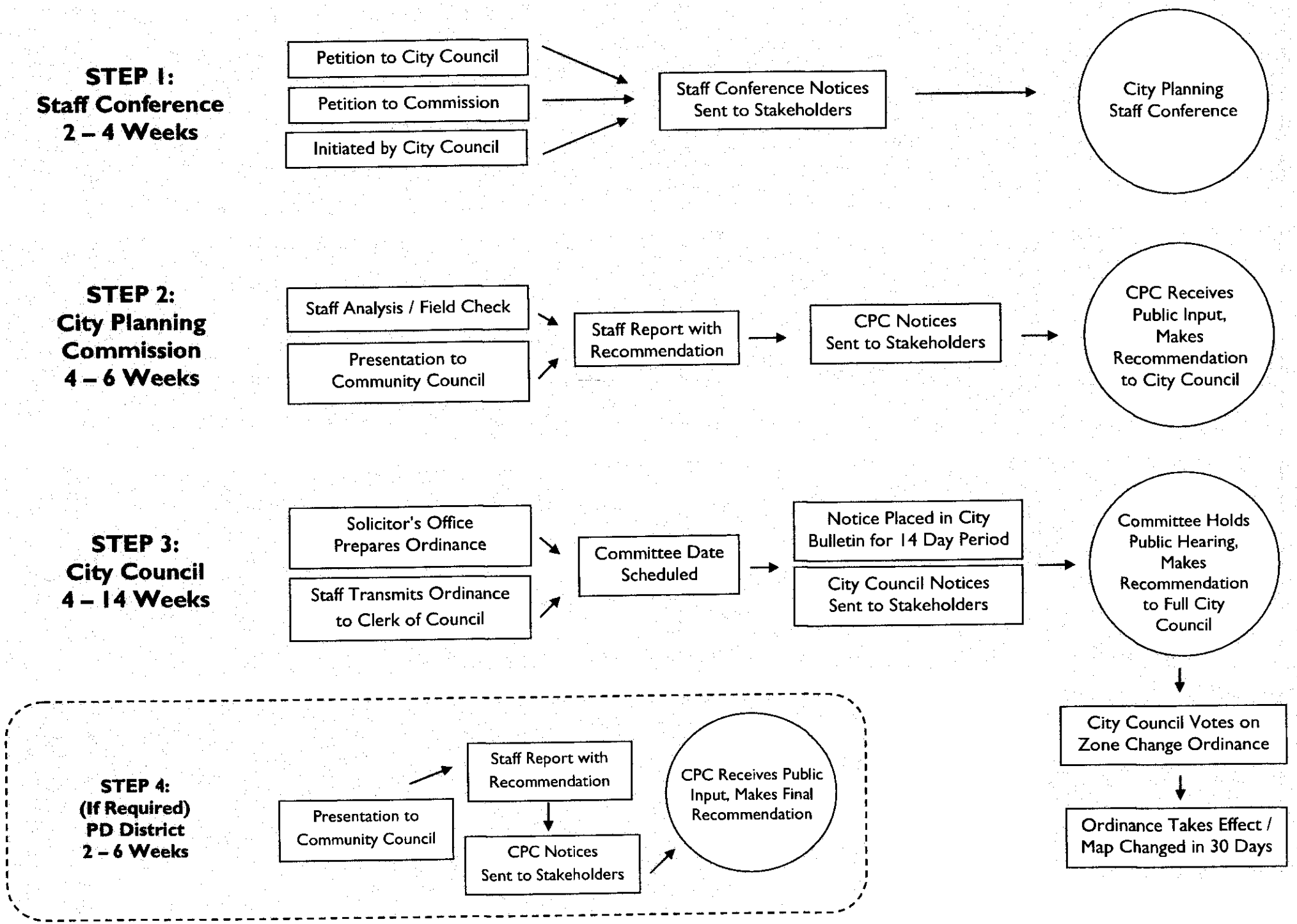
Name Typed: _____

Address: _____ Phone: _____

Please Check if the Following Items are Attached

Application Fee ____ Copies of Plat ____ Copies of Metes and Bounds ____

City of Cincinnati Zone Change Process



Darryl Haley
CEO & General Manager
525 Vine St, Ste. 500
Cincinnati, OH 45202
DHaley@go-metro.com
513-632-7690

April 29, 2024

The Honorable Aftab Pureval
Mayor of Cincinnati
801 Plum Street
Cincinnati, Ohio 45202

Re: Letter of Support for the City for Cincinnati's Connected Communities Initiative

The Honorable Mayor Aftab Pureval,

I am writing to convey support, motioned and approved by Metro's Board of Directors, for the City of Cincinnati's Connected Communities Initiative.

Connected Communities is a visionary plan designed to strategically change the trajectory of housing growth and meet the needs of residents at all stages of life. By adopting a people-focused approach to land use and zoning, the plan has an opportunity to build a more accessible, diverse, and sustainable community, with transit-oriented development as a key solution to Cincinnati's housing issues.

Since the passage of Issue 7 in 2020, Metro has implemented impactful initiatives from within the Reinventing Metro Plan, all designed to increase access and improve the quality of life for residents within the Greater Cincinnati region. A transformative component of the plan is the introduction of Bus Rapid Transit (BRT) along the Hamilton Avenue and Reading Road corridors. Currently in its planning phase, the selected BRT corridors align directly with a large portion of the Connected Communities plan.

BRT systems are known to play a vital role in fostering economic development by improving accessibility, stimulating investment, creating jobs, supporting small businesses, attracting tourists, reducing transportation costs and congestion, and creating more affordable housing. These economic benefits and the social and environmental advantages of public transit make BRT a desirable option for urban mobility and sustainable growth.

When combined with a BRT system, the tactics within the Connected Communities plan, including reformed zoning regulations that promote increased development and density where most appropriate, human-centered design principles, expanded affordable housing options, and revitalized neighborhood business districts, create diverse communities that will be connected to job centers, educational institutions, and essential services.

Ultimately, the implementation of Connected Communities and BRT support a shared vision that will enhance mobility, increase economic development, reduce the cost of living, and ensure Cincinnati and the people who live here can thrive for decades to come.

Sincerely,



Darryl Haley
CEO and General Manager

Metro

CC: Kreg Keese, Chairman, SORTA Board

April 24, 2024

Mayor Pureval and Members of City Council, City Planning Commission, and the Department of City Planning & Engagement:

On April 11, 2024, the Zoning Committee of the Hyde Park Neighborhood Council received the draft Connected Community ordinance with a transmittal date of April 17, 2023. **Based on our initial review, we are writing to request an <u>immediate</u> response to an error in the transmittal document.** We also have questions about the transmittal.

<u>Error requiring immediate response</u>

The 70 pages of maps in the draft ordinance are missing a critical map for Hyde Park, Oakley, and Mt. Lookout. According to the overview map at the beginning of Appendix A, map K5 should show key parts of Hyde Park, Oakley, and Mt Lookout. However map K5 is an erroneous duplicate of map L5.

HPNC, other affected community councils, and all residents and business owners are unable to review the proposed legislation until a corrected transmittal is provided.

HPNC asks that a corrected transmittal be provided that includes the missing map (K5) and that the City extend the proposed timelines so that stakeholders have time to review the corrected transmittal.

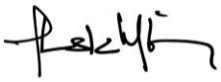
<u>Questions about transmittal date and incorporation of public feedback</u>

1. We note the date on the transmittal letter is April 17, 2023. Is this date correct? If not, what is the correct date? If it is correct, why was the draft ordinance not shared with the public for 360 days?

2. Representatives of the City administration and City Council members have stated that they have been collecting feedback from the public during engagement sessions and that this feedback would be considered when legislation was drafted. How can feedback provided during the last 360 days have been considered if the draft legislation was transmitted on April 17, 2023? Can the City confirm that the community engagement that has happened during the last year has not led to any changes to the proposed legislation?

3. Does the City have any plans to incorporate the citizen feedback received since April 17, 2023 before the Public Staff Conferences to be held on April 25 and April 30, 2024, and the Planning Commission meeting on May 17, 2024? Would this citizen input be included in the legislation or presented as an appendix?

Sincerely,



Tommy McEvoy, President
email: hpncpres@gmail.com

CC: The Enquirer, WVXU, local TV stations, community council presidents

May 2nd, 2024

Camp Washington
Urban Revitalization
Corporation

City of Cincinnati
Attn: Planning Commission
RE: Connected Communities Ordinance

To Whom It May Concern,

My name is Sidney Prigge and I am the Executive Director for Camp Washington Urban Revitalization Corporation (CWURC). Since 1975, Camp Washington Urban Revitalization Corporation (CWURC) has served as the community development corporation in the Camp Washington neighborhood. CWURC has implemented, supported, and initiated numerous community development projects that support the Made in Camp neighborhood plan.
I am writing this letter to state that Camp Washington Urban Revitalization Corporation supports the purposed ordinance changes in coordination with the Connected Communities initiatives.

Throughout our time in the Camp Washington Community, we have spent countless hours and dollars:

- Writing parking variance letters of support for property owners in our neighborhood business district and residential areas to reduce the parking requirements for their projects.
- Petitioning for a Parking Overlay to reduce parking requirements.
- Implementing the Urban Mix zoning in our neighborhood business district to create more diverse opportunities for commercial and residential.
- Writing letters of support for property owners to receive variances for multifamily housing in the Neighborhood Business District
- Advocating for more opportunities for density in the neighborhood to support neighborhood businesses.
- Promoting pedestrian centered design through traffic calming studies, bus shelter installations, and the gateway design

All the above projects would have been allowed under the proposed zoning changes, which would have saved us time and money to use toward project implementation. CWURC is excited to see the progress that will happen without the extra hurdle of zoning variances and zoning restrictions. I want to restate that Camp Washington Urban Revitalization Corporation strongly supports the proposed changes and encourages the Planning Commission to move the proposal forward without further delay. Our neighborhoods and City have waited long enough for progressive change, and this is the first step!

Thank you for your time and for considering these zoning changes.



Sidney Prigge
Executive Director
Camp Washington Urban Revitalization Corporation

CWURC
2951 Sidney Avenue
Cincinnati, OH 45225
513 542 1637
www.cwurc.org

May 3, 2024

Cincinnati Planning Commission
City of Cincinnati
805 Central Avenue
Cincinnati, OH 45202

Dear Commissioners:

Cincinnati is on the upswing; after decades of losing population, the trend has finally reversed with our beloved city gaining over 12,000 residents between 2010 and 2020 and we continue to grow. Thanks to this influx, our city is on the precipice of enjoying a new vitality city-wide. New residents are moving to neighborhoods day after day, from Westwood and CUF to College Hill and Madisonville, many of whom are attracted to our historic neighborhoods for their walkable streets and emerging business districts. If we are going to accommodate this growth and build the people-centered neighborhoods so desired, we must update our zoning code to create the opportunities to do so. As representatives of 4 community development entities, we encourage you to support the passage of the Connected Communities legislation.

Longtime Cincinnatians and new residents are rethinking how they want to live. They want more choice in housing and transportation. They want to live in neighborhoods where there are vibrant local business districts, good access to schools and work, amenities, and green spaces within walking distance. Yet all the aforementioned hinges upon a neighborhood's ability to provide adequate living spaces for the number of people it takes to support a neighborhood-level micro-economy. All neighborhoods should be thoughtfully designed to meet the needs of neighborhood businesses, current residents, and future neighbors.

As housing costs explode, people are also rethinking the kind of housing they prefer. Some desire single-family homes on smaller lots while others wish for condominiums, townhomes, single-story floor plans, and smaller-scale apartment homes. Many of our neighbors cannot find ANY housing they can afford. Shifts in markets, attitudes, and preferences require Cincinnati to adapt to the next generation if we want to keep growing (and we do).

To meet this moment, we need to update the land use playbook – the zoning code. Unlike many other midwestern cities, Cincinnati was built for this. Our historic building patterns have always included two- three- and four-family housing mixed into neighborhoods all over the city along with single-family homes and apartments. You'll find this mixture in every neighborhood if you look around. Varied housing types are needed to keep people in the city and to invite newcomers with diverse needs. As the city responded to suburbanization in the 1960s and 70s, and the need to accommodate cars, we lost this diversity of housing types due to a restrictive zoning code focused on separating housing types. Today you could not rebuild the many kinds of housing that are already available in most of our neighborhoods where well-known business districts and other amenities are able to exist, or easily finance the repair and updating of these "non-conforming" buildings.

Connected Communities is a set of zoning code reforms that allow for more housing types, reduced regulatory barriers, human scale development, and process improvements, all designed to help neighborhoods grow. These reforms are focused in areas that will build demand for public transportation and support thriving neighborhood business districts. They provide new options to homeowners, property owners, small and large developers to respond to new housing demand and help create a Cincinnati for the next generation. Ultimately, they help all of us. If we want vibrant Cincinnati neighborhoods that work for everyone at all stages of life, we need fundamental reforms that allow for increased flexibility with residents' physical and financial needs in mind.

In an era of unprecedented population movement, not just in our country, but across the globe, the status quo of yester-year cannot last. Connected Communities is the once in a lifetime opportunity to help every pocket of our city thrive, for our current residents and to adjust for the continuous population growth our region is destined to see in the coming decade.

Our organizations and the groups we represent have been engaged in thoughtful and thorough discussion about Connected Communities for two years. We've participated in hands-on workshops, attended small and large public meetings, engaged with staff in coffee shops, seen repeated presentations, filled out multiple surveys, enjoyed the dynamic web site addressing address-by-address questions. The Planning staff should be commended for their outreach and engagement efforts. The city has put in the work to get this right.

As a collective of organizations that support community development and neighborhood revitalization in Cincinnati, we support Connected Communities and urge the Commission and City Council to approve this proposal.

Sincerely,

Kristen Baker
Executive Director
LISC of Greater Cincinnati/Northern Kentucky

Rosa Christophel
Executive Director
HomeBase Cincinnati

Liz Blume
Principal
Blume Community Partners

Joe Huber
President & CEO
Cincinnati Development Fund

For Immediate Release: 5/1/2024
Media Contact: Deborah Collins, media@cincinnatireia.com 859-803-2406

REIAGC Supports Connected Communities and its Goal of more Housing

Cincinnati, OH- The Real Estate Investors Association of Greater Cincinnati (REIAGC) supports the city's efforts to lower the barriers to housing production and thus lower pricing by increasing supply. These limited but crucial changes in Cincinnati's housing policies will keep us attractive to new development and competitive with regional cities. Our members have been a part of community engagements and one on one discussions over the past two years and are pleased with how all the hard work has come together.

Mid-Density housing offers multiple wealth building opportunities. The flexibility of loan options available to these properties (FHA, VA, low down Fannie Mae) make this style housing attractive for residents to use as starter homes while offering part as income generating-house hacking. The natural affordability and ease of management offers a great start to more home-grown, local housing providers. And we are seeing multigenerational families buy them together and allow parents to age in place while still having family members close by.

Finding ways to increase housing within our geographic restrictions will take changes to the status quo and Connected Communities does this in the most efficient and practical way possible. Bureaucratic red tape and inefficient processes slow down the private market and increase costs to housing, often hitting small developers the hardest. Streamlining approvals is a key to affordability.

As we have seen changes in the way we live, work, commute and play, the housing we need has also changed. Reforming our outdated zoning and land use policies to open up housing possibilities is an obvious step. Diverse housing options of varied types, sizes, and prices are important to a healthy city. Allowing our residents to choose housing options that work best for their needs, wants, and financial abilities will help keep Cincinnati's population growing.

Founded in 1976, REIAGC is one of the oldest and largest real estate organizations in the state with over 900 members. Given that 48% of all housing in this local market is rented, we believe our work is critical to the community and an important voice in housing discussions. We would like to thank Councilmember Harris and Councilmember Cramerding for engaging our organization during this process.

###

Cincinnati USA
Regional Chamber

May 7, 2023

RE: Cincinnati's Connected Communities Plan

Mayor Pureval and Members of Cincinnati City Council,

I am writing to express the Cincinnati Regional Chamber's **support** for the Connected Communities policy initiative currently being considered by the Planning Commission and City Council. We commend Mayor Pureval, Councilmember Harris, Councilmember Cramerding, and City Manager Long for their leadership in crafting this sensible proposal. We believe now is the time to capitalize on investments in our transit system, support growth in our neighborhood business districts, and build more housing to accommodate the growth that Cincinnati is experiencing.

We applaud the City of Cincinnati Administration, Planning staff, Law Department, and all other City employees that led an unprecedented and comprehensive public engagement process for the Connected Communities Plan. Over two plus years, there have been 35 community meetings resulting in engagement with over 2,000 residents from 49 different neighborhoods. We have seen how numerous events and meetings have directly informed the legislation being considered.

We believe that Cincinnati's zoning code is too restrictive to meet the growing housing demands across all 52 neighborhoods. The 2020 Census showed Cincinnati's population grew over a ten-year period for the first time in 60 years, yet our housing stock dropped by over 2,300 units in that same period. The Connected Communities plan is the next right step to accommodate the growth that we want to see in Cincinnati.

We have consistently noted that removing unnecessary restrictions from the zoning code will be good for small business owners and will encourage housing and commercial redevelopment. We see that the current restrictions in our zoning code add time and costs to projects, inflating housing costs for the people who live here. The outdated nature of the zoning code becomes more apparent when you consider that in 2023 about 96% of variances were eventually fully approved, and only about 2% were disapproved. These are good projects that the City itself is deeming appropriate, but applicants are forced to unnecessarily add time and cost to their projects to navigate a cumbersome and complex variance process. We should welcome investment in our neighborhoods, which will increase housing opportunities for current and future residents while adding tax revenue for the City.

Additionally, Connected Communities allows us to maximize the potential return on the unprecedented taxpayer investment the region made in its public transit system with the passage of Issue 7 in 2020. Encouraging future housing and small business development along major transit corridors and neighborhood business districts throughout the city will supply more people the ability to live near work, schools, child care facilities, health centers, and small businesses, while cutting down on commute times and traffic congestion, and boosting the productivity and wellbeing of our workforce. Increasing the supply of housing across all 52 neighborhoods in our city will create opportunity for all Cincinnatians.

3 East Fourth Street
Suite 200
Cincinnati, Ohio 45202-3728
phone 513.579.3100
www.cincinnatichamber.com

Finally, more people that live in walkable neighborhoods near thriving business districts can boost small businesses by creating stronger markets for business growth. We believe that Connected Communities will help fill vacant storefronts, offices, and other businesses with new economic activity and will enhance the vibrancy of Cincinnati neighborhoods.

The bottom line: Connected Communities creates an environment for growth, including growth of housing, population, small businesses, and vibrancy. We strongly encourage you to support this bold, sensible solution to achieve a growing and equitable future Cincinnati.

Sincerely,



Brendon J. Cull
President and CEO

cc: Cincinnati City Planning Commission Members

Civic Cincinnati

May 4, 2024

Planning Commission and Cincinnati City Council,

Civic Cincinnati is a citizen-led group that believes our city is happier and healthier when it's designed for people and communities. We support the development of people-centric places, a thriving local economy, attainable living, and environmental resilience and sustainability. With already nearly 100 members from all across the city actively engaging with us since our first meeting in September 2023, **we would like to share our wholehearted support for Connected Communities**.

The two topics that dominate our meetings are pedestrian and cyclist safety and housing accessibility. Unfortunately, virtually all of us have been struck or know someone who has been hit by a car. Many of us wonder if our lives are worth the risk of taking that walk or bike ride to the store, which should never be the case in any city. We need to build people-first infrastructure that is at the foundation of resilient, sustainable neighborhoods. *Low-density, car-centric housing is dangerous for children and families who want to spend time outside in their communities.*

Many people, especially renters, are being priced out of the few homes remaining in our dense, walkable centers of activity. It isn't possible to walk or bike to the neighborhood coffee shop when we can't afford to live in a neighborhood that has a local coffee shop. Our kids can't walk or bike to school when school is five miles and a highway trip away. We need more housing options so people at all income levels can live close to where they work and play.

The zoning reforms proposed by Connected Communities will promote more housing, especially around business districts and major bus corridors. This will allow Cincinnatians to live closer to the places we frequent the most, reducing the need to drive and making our communities safer for everyone.

The underlying theme is choice. Many Cincinnatians are being priced out of their homes and forced further out into places where cars are a necessity. Connected Communities is not taking away the choice to live in a single-family home; it is adding more options to already walkable communities. **Connected Communities gives us the choice to make conscious decisions about how we want to live.**



Ern Tan
President, Civic Cincinnati

Northsiders Engaged in Sustainable Transformation

Executive Director
Sarah Thomas

Board of Directors
Pete Metz, President
Laila Ammar, Vice President
Nicole Merrill, Secretary
Will Yokel, Treasurer
Carl Sterner
Rachel O'Malley
Fallon Venable
Addison Shedd
Erin Kline
Vic Mullins
Rob Hinton
Becky Osinski
Vanessa Thurman
Darren Blase

www.NorthsideNEST.org

1546 Knowlton Street
Cincinnati, OH 45223

Cincinnati Northside Urban Redevelopment Corporation, dba NEST, is a 501(c)3 tax-exempt, tax deductible non-profit corporation.

May 7th, 2024

Hello Cincinnati City Planning Commission,

I am writing to convey NEST's emphatic support for the Connected Communities policy. As a community development corporation, we've seen firsthand the hurdles placed on our community by an outdated zoning code that hinders progress in our local housing market and our Neighborhood Business District.

NEST supports Connected Communities because we believe the changes it proposes will increase the affordability, walkability, and livability of Northside.

The rate at which housing prices have increased far outpaces the rate at which wages have increased. One way to make an impact on the cost of housing is to increase the number of available units in the city, and the changes proposed by Connected Communities will allow for more units to be created. Here's how this would affect Northside:

- Middle Housing- Connected Communities will allow 2-, 3-, and 4-family buildings to be permitted within target geographies, including most of Northside. This increases density, especially close to the Neighborhood Business District, supporting local businesses.
- Reduced Regulatory Barriers- Density restrictions would be removed along major corridor areas, including Hamilton Avenue. This takes advantage of Northside's existing infrastructure, stabilizes local businesses, and supports transit services.
- Parking- The elimination of parking minimums along major corridors will support the walkability of neighborhoods like Northside, encourage the use of public transportation, decrease the cost of development, and allow for more thoughtful building designs.
- Affordable Development- The Affordable Development policy proposal would award future low-income housing development projects that secure federal Low Income Housing Tax Credits (LIHTC) additional regulation "bonuses" that would reduce uncertainty for these projects and allow developers like NEST to create stronger applications for funding. NEST's most recent project that utilized LIHTC was John Arthur Flats which is the first LGBTQ+ affirming senior affordable housing development in Cincinnati.
- Human Scale Development- Human Scale Development policy proposal brings focus to creating places for people, not cars. This invites development that contributes to vibrant, healthy, and walkable communities with increased landscaping and bicycle parking. All things we want to see more of in Northside.
- Process Improvements- Streamlining the regulatory processes within the zoning code would decrease the demand on our staff to navigate projects through the planning process and reduce uncertainty for residents of Northside.

We appreciate the years of community engagement and work that has gone into this effort. The time to act is now to ensure Cincinnati can produce the housing it needs to continue to support neighborhoods like Northside.

Best,

Sarah Thomas, Executive Director

May 17, 2024

Mr. Byron Stallworth
Chairman, City of Cincinnati Planning Commission
801 Plum Street
Cincinnati, Ohio 45202

Chairman Stallworth and Members of the Planning Commission,

I write to you today to support City Ordinances related to the Connected Communities zoning restructure proposals.

At Cincinnati Children's, we are working to ensure that Cincinnati's kids are the healthiest in the nation. A crucial component of achieving that aspiration is the availability of safe, affordable and appropriate housing along with access to healthy food, public transportation, recreation and more. Moving forward with Connected Communities is an investment in the holistic well-being of our children and families, enabling them to live their best possible life.

In addition, Cincinnati Children's is one of the largest employers in the city with over 19,000 employees and growing. The affordability and cost of living differences compared to children's hospitals on the coast allow us to recruit the best and brightest from all over the country who move to Cincinnati, raise their families and become active members of our community. The proposed Connected Communities ordinances will expand density and lay the foundation for a better future for all residents.

Cincinnati Children's and the city of Cincinnati are vibrant and evolving. Now is the time to accelerate our growth by putting tools and incentives in place to encourage new housing development.

Cincinnati Children's supports the Connective Communities proposed ordinances and hopes the Planning Commission will recognize their potential.

Sincerely,

Steve Davis, MD, MMM
President & CEO
Cincinnati Children's

University of CINCINNATI | OFFICE OF THE PRESIDENT

P.O. Box 210063 | Cincinnati, OH 45221-0063 | (513) 556-2201 | president@uc.edu

May 7, 2024

Dear Mayor Pureval, Members of City Council, City Planning Commissioners:

The University of Cincinnati supports the proposed legislative package, Connected Communities, as it aligns with our growth agenda and vision for a more diverse community.

UC's core belief is that society's next leaders are right here on our campus today. It is our duty and responsibility to prepare them to be successful so that they will thrive in Cincinnati. Our goal is to provide broad access to the life-changing opportunity that higher education can offer. We therefore welcome any qualified student who wants to pursue higher education to do so at UC. The 2023-2024 academic year was the first in our history to surpass 50,000 students and represents a 15% increase since 2017. We expect that number will increase further in the 2024-25 academic year. We have also broken records in the number of degrees we have awarded, with over 12,500 degrees conferred last year.

We have opened our doors wide to attract qualified students who otherwise would not have pursued higher education. We have 9,200 first-generation students — defined as the first in their family to go to college. And, we now have more than 12,000 graduate students. Along the way, our students have become more diverse, with 27% of our population being students of color, an increase of 6% since 2017. Our growth and our increasing diversity is driven by our public mission. From first-generation students breaking barriers in their families, to adult learners looking to advance their career, to veterans who have returned from duty, many are achieving their goals at UC. Ultimately, this builds a stronger workforce for our businesses, state and nation.

Connected Communities is a visionary and innovative policy proposal that will help Cincinnati grow into a more accessible, people-focused, diverse, healthy and connected community. This legislation also supports our values of inclusion, innovation, and impact. We applaud the work and intentional community engagement and recognize that bold changes such as this require bold leadership.

UC takes seriously our commitment as one the city's largest employers to ensure Cincinnati remains a safe and thriving community for our students, faculty and staff to live, learn, work and play. Our $10.6B in economic impact would not be possible without our many partnerships with the City of Cincinnati, and we look forward to growing alongside you for generations to come.

Sincerely,

Neville G. Pinto

President,
University of Cincinnati

next lives here

HPNC Connected Communities Analysis & Survey Results

HPNC invited the members of our email distribution list to complete a survey with 3 specific questions about Connected Communities and to provide any the comments on the proposal.

We received 237 responses, with overwhelming opposition to higher density housing near business districts, opposing loosening parking requirements, and allowing higher density housing along Madison Rd (our Tier 2 Transit Corridor). Specifcally, the results were:

- 76.5% opposed to allowing higher density housing – 2, 3, or 4-family units – within ¼ mile of our two Business Districts (Hyde Park Square & Hyde Park East).
- 78% opposed eliminating parking requirements for existing building renovations, new residential buildings and small commercial buildings within ¼ mile of our two Business Districts, and lots fronting on Madison Rd, and would reduce residential requirements to 1 off-street parking space per unit.
- 63.1% opposed permitting higher density housing – 2, 3, or 4-family units – on lots fronting on Madison Rd (our Tier 2 Transit Corridor).

Among the minority that favored more density within ¼ mile of NBD, one or more respondents wanted new housing to be:

- Truly affordable, not multimillion condos.
- Allow for a more diverse community
- Offer more options for empty nesters
- Make it easier for young families to move to Hyde Park
- Support better public transit
- Provide more options to rent

But multiple respondents expressed concern that East Hyde Park cannot take any more density due to the lack of parking. The existing multifamily housing is a supported and valued part of the community, but transit is not good enough to allow more people to be added without more parking.

Among the 76.5 to 78% that oppose more density in single family zoning districts and reduced parking requirements, there is strong opposition based on reviewing these responses, HPNC's review of Connected Communities, and our engagement on these issues, the most important reasons HPNC and Hyde Park residents oppose Connected Communities are presented below. Specific comments received from our survey are listed in italics.

- **Flooding and Sewer Backups.** Hyde Park residents and businesses experience flooding and sewer backups during extreme rainfall events. This problem is worsening. Replacing single family homes that have permeable surfaces like grass and trees with multifamily housing that is more likely to have impermeable surfaces due to larger buildings and more parking (even if parking requirements are reduced), will worsen these problems.
    - *With the sewers in the shape they are in (our basement flooded in 2019 and we had over $50,000 in damage) I think this is very irresponsible adding more people to the incompetent and old sewer system*

- *[…] the storm water situation in Hyde Park is significant. In April, I experienced a significant flooding event behind my home from heavy rains (over 2 feet of water in the yard behind me). Our storm water/waste water infrastructure cannot support more water, either through waste water or storm run-off. The building of multi-family exasperates the storm water issue as there is less green space (i.e. soil and trees) to absorb water leading it into sidewalks, roadways, and ultimately people's homes and businesses.*

- **Parking.** There is already a lack of parking in and around Hyde Park Square and East Hyde Park. This negatively affects nearby homes. Adding more housing density will worsen the existing problems for existing homeowners, our business districts, and new residents.
  - *For those that live within 1/4 mile of the Hyde Park business district, this […] creates a nightmare scenario for parking in what is already an uncontrollable parking environment. Highly against this*
  - *The proposed changes […] would also most definitely have a negative impact on the quality of life for residents, who would no longer be able to find parking on their own street.*
  - *I live on Michigan Ave between Wasson and Erie. Our street is parked on every day. You cannot get more than one car down the street at a time. Additional housing with no parking would be a nightmare. Further, Madison Road and Edwards/Wasson roads are overloaded with traffic and there is no available parking. Allowing additional housing with no parking is a very bad idea and I can't express how against it I am.*
  - *Our roadways are already strained with traffic and limited parking. Recent modifications to traffic flow on Linwood and Observatory have caused significant delays and re-routed traffic to side streets. City council seems to have a belief that if denser housing and parking restrictions are put in place, more people will rely on public transit and take more cars off the road. I do not think this could be further from the case. Public transit infrastructure is not sufficient enough to have individuals modify their mode of transportation at this point.*
  - *My concern is East Hyde Park. The community already struggles with a lack of parking around its business center. Bus service is limited and unreliable and will only bring more cars to the area with more housing. Other than the traffic on pape the neighborhood is perfect as is as it has a huge mix of apartments (Ravenswood, Tarpis Woods, and others), SFH with middle housing already mixed in and businesses. My concern is people will cash out to developers to encourage tear downs to fit as many properties as on a lot as possible. These changes could ruin one of the best starter home communities in Cincinnati.*

- **People move to HP for low-density, single-family homes with high-quality architecture and character.** Connected Communities will undermine the characteristics that make Hyde Park desirable. Increasing density will diminish/harm the property values of those

that bought into these neighborhoods for the existing density. These changes will reduce property values and lead people to leave the City, thereby decreasing both property tax revenue and income tax revenue.

- *Higher density housing is creating higher traffic, accidents, noise pollution, safety issues and ruining the Aesthetics of our existing neighborhoods. We chose to live in this area for a reason [...] This all will cause people to leave the city for other housing.*
- *Doing this ruins the historic aesthetic of the neighborhood by replacing it with cheaply built, ugly new build houses.*
- *Packing more people into this area benefits builders and investors not the current residents*
- *Cramming additional housing into these areas will detract from the reason they are desirable.*
- *The blind application of a 1/4 mile zoning change without looking at the effect on particular streets in Hyde Park is foolish. Hyde Park has flourished because of its balance between existing single family streets with large homes and smaller and/ or multi-family homes closer than a 1/4 mile or otherwise along busier streets. The proposed change will have a long term negative effect on Hyde Park.*
- *People want to live in Hyde Park due to architecture, landscape, parks and convenience. These are all at risk with the addition of higher density housing and less zoning regulations. (They do not choose to live here because they want high density housing.)*
- *We live in a time when many baby boomers will be passing and many of the properties in Cincinnati will be turning over. Housing will be coming available. All of that multi-family going up in Oakley will prove to be a mistake in 25 years.*

- **Connected Communities expands developer rights and will lead to more variances that will further undermine existing zoning and aesthetics.** When the concepts underlying Connected Communities were introduced, we were told that if zoning was updated, there would be less need for variances. Now that the legislation has been introduced, there is nothing in the legislation that will make it less likely that developers will seek variances. Rather, under the proposal, developers will be given more flexibility to increase density, have lower parking requirements, and in some cases, be able to increase height. This gives developers more ways to increase profit and allows them to continue applying for and receiving every variance they seek. The failure of Connected Communities to change the process for applying for and obtaining variances, combined with City's clear history of awarding them with almost no exceptions, will further undermine the Hyde Park's most desirable characteristics while subsidizing the transfer of wealth (in the form of existing homeowner's property values) to developers so they can increase their profits by putting more units on a property than would otherwise be allowed by zoning. These negative impacts will be further magnified by the City's tax abatement system (including its recent revisions) which will further incentivize developers to tear down existing homes and seek variances as described above. The proposed additional flexibility along with the

existing abatements and variances represent a uncompensated "taking" from existing homeowners.

- *Stop giving developers undeserved gains on the backs of long time residents.*
- *Stop tearing down existing homes with trees and green space in order to build denser housing with 2, 3, and 4 variances which increase profits for developers while infringing on the property rights and property values of existing home owners that have to live in the shadow of these abominations.*

- **Connected Communities will reduce property values, leading Hyde Park residents to leave the City of Cincinnati, and lead to a reduction in property taxes and income taxes.** Continued and accelerated undermining of property rights will diminish/harm the property values of those that bought into these neighborhoods. Concerns about these "takings" and declining property values may lead people to leave the City, thereby decreasing both property tax revenue and income tax revenue.
  - *This is ridiculous. We've been considering moving out of the city we've loved in our entire lives. This could be the final straw.*
  - *The Hyde Park community presents a charming village-like ambiance, right in the middle of the city. If that atmosphere is destroyed by overcrowding of dwellings, cars, and people, Hyde Park will be much less pleasant and less desirable. Property values will decrease, causing the city to lose income from property tax. Increased density of low-value properties will not improve the community. Why damage one of the few thriving areas of the city? If Hyde Park deteriorates, its residents will move to more pleasant surroundings in the northern suburbs, Indian Hill, or northern Kentucky.*
  - *The city is attempting to destroy charming neighborhoods where a significant amount of tax revenue is raised which is going to drive residents out. I am 100% against the 1/4 mile buffer proposal from city council and heavily against the proposal as a whole.*

- **Citizen Feedback has not been incorporated into the proposed legislation.** On April 29, 2024, HPNC sent a letter to the Mayor, Council, Planning Commission, and City Planning & Engagement asking how the Connected Communities legislation with a transmittal date of April 17, 2023 could incorporate citizen input from the 360 days between April 17, 2023 and the day it was released on April 11, 2024. We have received no response about how citizen input has been incorporated since April 17, 2023. Please explain to the Citizens of Cincinnati if their input during the intervening 360 days has been ignored.

- **Proposed ordinance continues to have errors.** In HPNC's April 29, 2024 letter, we also asked that Map K5 in the proposed ordinance be updated. While a supplemental set of maps with a correct version K5 was provided, the original ordinance still has not been corrected. How can City Planning Commission, City Council, or citizens be expected to evaluate and respond to proposed legislation that continues to have an error?

May 8, 2024

Mayor, City Council, City Planning Commission, and Department of City Planning & Engagement:

On April 11, 2024, Hyde Park Neighborhood Council received the draft Connected Community ordinance. Since that date Hyde Park Neighborhood Council has spent a significant amount of time reviewing the ordinance, discussing the contents as a Board, and soliciting feedback from the Hyde Park community.

Based on our comprehensive review, and the community feedback summarized below, we, HPNC, are writing to request that the Connected Community ordinance, as currently drafted, not be approved by the City Planning Commission, and not be approved by City Council.

HPNC distributed a survey to our community with 3 specific questions about the ordinance. We received 237 responses, with overwhelming opposition to higher density housing near business districts, to loosening parking requirements, and to allowing higher density housing along Madison Rd.

Specifically, the results were:

- 76.5% opposed to allowing higher density housing within ¼ mile of our two Business Districts.
- 78% opposed eliminating parking requirements for existing building renovations, new residential buildings and small commercial buildings within ¼ mile of our two Business Districts, and lots fronting on Madison Rd, and would reduce residential requirements to 1 off-street parking space per unit.
- 63.1% opposed permitting higher density housing on lots fronting on our Tier 2 Transit Corridor.

In addition to the 3 questions, we provided an open comments box. After full analysis, we identified the following themes of opposition, with which we are aligned:

- HP has a large number of 2, 3, 4-family and larger units, built prior to current zoning code and considered legally established non-conforming uses. HP is a fully built-out community with little, if any, vacant land for development.
- The existing multifamily housing is a supported and valued part of the community, but transit is not sufficient to allow additional development of multi-family properties that do not include parking.
- Flooding and sewer backups during extreme rainfall are a frequent occurrence. The magnitude of this issue is worsening due to climate change and replacing single family homes with multifamily homes will replace grass and trees with larger buildings and more impermeable surfaces.
- Hyde Park already has a balanced mix of single and multifamily properties. Increasing the density further will undermine the characteristics that make Hyde Park desirable. Increasing density could diminish the property values of those that bought into these neighborhoods for the existing density, leading people to leave the City and lower tax revenues for the City.
- When the concepts underlying Connected Communities were introduced, we were told that if zoning was updated, there would be less need for variances. Now that the legislation has been introduced, there is nothing in the legislation that will make it less likely that developers will seek variances.

Please see the attached survey summary that includes the voices of Hyde Park residents.

Sincerely,

Tommy McEvoy
President, HPNC

Encl: HPNC Connected Communities Analysis & Survey Results

Mayor Aftab Pureval

801 Plum St

Cincinnati, OH 45202

Byron Stallworth, Planning Commission Chair

801 Plum St

Cincinnati, OH 45202

May 9, 2024

Mayor, Council and Planning Commission:

On behalf of the American Planning Association, Ohio Chapter (APA Ohio), we are writing to express our support for the Draft Connected Communities Legislation, to be presented to Planning Commission in May 2024.

APA Ohio supports the use ADUs, allowing 2-, 3-, and 4-family buildings in single-family zones, relaxing parking minimums, allowing more density along transit lines and regulatory bonuses for development of affordable housing, pedestrian-oriented design and other innovative tools that allow a community to develop in a manner consistent with its goals and objectives. Zoning is an essential tool for regulating land uses and carrying out the goals and objectives of a community's comprehensive and/or land use plan. APA Ohio strongly encourages communities without zoning to consider adopting such regulations in accordance with a comprehensive plan. Please visit the APA Ohio Policy Platform for more information at www.ohioplanning.org/policyplatform.

Connected Communities will promote transit-oriented development, affordable and middle housing, and reduce regulatory barriers allowing for more equitable and accessible development in Cincinnati's neighborhoods. Focusing development on business districts and major corridors, creates more flexibility to allow diverse housing types that are currently hindered by the city's zoning code. Landscaping and parking changes will ensure developments fit the context of the neighborhood there are in. By adopting Connected Communities, the City is aligning its policies with the needs of the community and residents.

Please do not hesitate to contact me if you have additional questions.

Sincerely,

Eric Anderson, AICP
President, APA Ohio

Christine Dersi Davis, AICP
Executive Director, APA Ohio

westwood works

Cincinnati Planning Commission
City of Cincinnati
805 Central Avenue
Cincinnati, OH 45202

May 7, 2024

Dear Commissioners:

My name is Stephanie Collins, and I am the Executive Director of Westwood Works, a CDC in Westwood. In a unanimous vote, our Board of Directors voted to support the Connected Communities legislation (minus John Eby, who recused himself from the vote and made no comment.)

Throughout our time in the Westwood Community, we have dedicated time and energy to:

- Writing parking variance letters of support for property owners in our neighborhood business district and residential areas to reduce the parking requirements for their projects.
- Dealing with zoning regulations in our neighborhood business district that keep us from moving forward on projects that will create more diverse opportunities for commercial and residential spaces.
- Advocating for more opportunities for density in the neighborhood to support neighborhood businesses.
- Promoting pedestrian centered design through traffic calming studies, bus shelter installations, and gateway design.

All the above projects would have been allowed under the proposed zoning changes, which would have saved us time and money to use toward project implementation. Westwood Works is excited to see the progress that will happen without the extra hurdle of zoning variances and zoning restrictions. Our organization believes that neighborhoods thrive through growth, both in population and economically. Development is critical for both of these areas to grow, and current regulations are stifling development. I want to restate that Westwood Works strongly supports the proposed changes and encourages the Planning Commission to move the proposal forward without further delay. Our neighborhoods and City have waited long enough for progressive change, and this is the first step! Thank you for your time and for considering these zoning changes.

Stephanie Collins

Stephanie Collins
Executive Director
Westwood Works, Inc.

Cc: Board of Directors, Westwood Works
Mayor Pureval
Cincinnati City Council

MT. WASHINGTON COMMUNITY DEVELOPMENT CORPORATION (MWCDC)

May 6, 2024

Cincinnati Planning Commission

Mt Washington CDC strongly supports the zoning relief proposed by the Connected Communities policy changes as presented by the Cincinnati Planning Department. This will allow thoughtful growth in housing to provide the residential density so desperately needed and asked for to support our neighborhood businesses.

Revising the current zoning codes and processes is overdue and greatly appreciated by those of us working every day to revitalize our business districts, engage our current residents and encourage development of greatly needed housing density to attract new residents.

Recently, Mt. Washington was able to attract a new business who purchased a building on Beechmont that did not have the required parking. They subsequently had to purchase a lovely 2-story duplex behind them on Beechcrest, a small residential street. Their intent was to tear down perfectly good – and currently rented – residential housing to build a surface parking lot. The neighbors of course objected – rightfully – and a protracted battle ensued in the community. This was not a great way to welcome a new business to our neighborhood nor the proper use of needed housing. As a result of the underlying parking requirements, the building was put back on the market (and sat empty) while the business moved to another location. Had there been the relief provided by Connected Communities, this would not have been an issue.

As a CDC, we balance the challenge of providing "feet on the street" to support our businesses while at the same time, having the variety and depth of businesses that our current and new residents want and need. It's a balancing act that is often stymied by zoning restrictions that discourage developers and businesses from choosing our neighborhoods. Connected Communities allows for the residential and commercial changes we want to create.

Sincerely
Wendy O'Neal

Wendy O'Neal, President
MWCDC

6508 Ambar Avenue, Cincinnati, OH 45230 513-232-8373 mwcdcinfo@gmail.com

COLLEGE HILL COMMUNITY URBAN REDEVELOPMENT CORP.

May 9, 2024
Cincinnati Planning Commission
City of Cincinnati
805 Central Avenue
Cincinnati, OH 45202

Dear Commissioners:

My name is Emmanuel Karikari, and I serve as the Chief Executive Officer of the College Hill Community Urban Redevelopment Corporation (College Hill CURC). I am writing to express our organization's support for the proposed ordinance changes in line with the Connected Communities initiatives.

Over the years, our team has dedicated extensive resources to revitalizing the College Hill business district, notably through efforts such as securing variances for multi-family housing projects, advocating for increased density to support our local businesses, and enhancing pedestrian safety and walkability through various urban design improvements such as traffic calming interventions and streetscape enhancements.

The adoption of the proposed zoning changes would validate and accelerate our efforts by eliminating the need for numerous zoning variances and restrictions, thus saving us considerable time and resources that could be better utilized towards project implementation.

We at College Hill CURC are enthusiastic about the potential progress these changes will bring. We strongly urge the Planning Commission to advance this proposal without further delay, as our community and city eagerly await these progressive developments.

Thank you for your consideration and for your time.

Sincerely,

Emmanuel Karikari
Chief Executive Officer
College Hill CURC
6060 Hamilton Ave,
Cincinnati, OH 45224

City of Cincinnati
801 Plum St.
Cincinnati, OH 45202

MT. LOOKOUT COMMUNITY COUNCIL
CINCINNATI-OHIO

City Planning Commission and Department of City Planning & Engagement:

The board of the Mt. Lookout Community Council (MLCC) commends our City's Administration and Legislators for taking on important and complex issues facing Cincinnati. However, we believe that the Connected Communities legislation in its currently drafted form would exacerbate existing challenges in Mt. Lookout. The legislation ignores the unique needs and circumstances of each of Cincinnati's 52 neighborhoods. Our specific, existing challenges are long-held concerns that MLCC has been trying to address for many years.

The MLCC has spent considerable time and effort educating our residents and business leaders on the Connected Communities proposal, and collecting their input to inform our position on the issue. MLCC hosted two public meetings dedicated to the topic. We received feedback via email and Facebook. All told, we heard from 145 Mt. Lookout residents and business leaders. The feedback has been clear and almost universally in opposition to the legislation as currently drafted (we received only 1 message of support). **Accordingly, the MLCC board unanimously opposes the Connected Communities proposed legislation as currently drafted for the following reasons.**

1. **Existing Diverse Housing Options:** Mt. Lookout currently offers diverse housing options with many middle housing units in the legislation's targeted zone.
    - MLCC requested, but was unable to secure, an analysis of our current single-family and middle housing inventory in the Connected Communities targeted area from DCED. As a result, MLCC board members walked the Mt. Lookout target area (¼ mile surrounding our NBD) and conducted our own audit of current housing stock. Approx. 47% of units are middle housing today, with 53% single family homes.
    - Within ¼ mile of our NBD there is already significant and varied RM zoning allowing multi-family housing.
2. **Overburdened Sewer/Stormwater Infrastructure:** Our neighborhood currently faces flooding, sewer backups, and related challenges stemming from overburdened and inadequate infrastructure. We believe the increase in density will only further overburden the system.
    - With each major storm in the area, our residents and businesses incur significant damage due to flooding. The most recent instance of this occurred on April 2, 2024. Multiple Mt. Lookout businesses and many residents were impacted, with some sustaining tens of thousands of dollars in damage. Several businesses were forced to close for an extended period.
    - Increasing Mt. Lookout's density footprint will significantly increase sewage output, while reducing the permeable surface area (trees, foliage, and natural ground cover) critical to proper stormwater drainage.
    - The legislation is in opposition to stated goals of the 2023 revised Green Cincinnati Plan.
    - While the EPA consent decree has been cited, MLCC has yet to receive any specific information or a commitment to address the long-standing issues, despite repeated attempts to engage with the City.
3. **Parking:** Our NBD and surrounding residential areas already face parking challenges.
    - Having a car, and adequate parking for it, is very important for our residents to be able to complete basic functions, such as commuting to work or getting groceries. Some of our residential streets cannot accommodate the current on-street parking needs. This legislation will exacerbate that problem.
    - Parking is a primary concern for business leaders. While increased pedestrian traffic is desirable in our NBD, a majority of people rely on parking to patronize Mt. Lookout. Business leaders routinely hear negative feedback about current inadequate parking. NBD patrons resort to parking in nearby residential streets. Relaxing parking

requirements would be detrimental to existing businesses and would negatively impact Mt. Lookout's ability to attract and retain businesses.

4. **Pedestrian & Traffic Safety:** Increased density will result in greater congestion and traffic in our already busy streets, resulting in increased threat to pedestrian safety.
    - Pedestrian & traffic safety is a frequent topic at MLCC meetings. Three pedestrians have tragically died in recent years on roadways in/around our NBD. Our NBD currently deals with repeated property damage from accidents that thankfully have not increased that fatality number.
    - Inter-neighborhood commuters already cut through Mt. Lookout's narrow residential side streets, such as Paxton Ave and Herschel Ave, in order to avoid the current congestion in our NBD. This puts residential pedestrians and children at risk. Increasing density will clearly exacerbate these traffic issues.
5. **Lack of Engagement with Critical Stakeholders:** In our conversations with **Stormwater Management Utility (SMU)** and **Cincinnati Public Schools (CPS),** we were surprised by the lack of engagement they have had in the legislative process.
    - The absence of a clear strategy to address the effect of this increased density on our public services is concerning. As an example, Kilgour Elementary– Mt. Lookout's neighborhood public school– was built to accommodate roughly 450 students. Current enrollment is approx. 565 students. Increased density will likely further increase enrollment, and there has been no discussion of accommodations for CPS.
6. **Neighborhood Character:** The proposed legislation in its current form will undermine the characteristics that make Mt. Lookout desirable. Increasing density and altering the mix of housing options may diminish property values and negatively impact those who bought into our neighborhood.
7. **Current Zoning Relief Process:** Existing building approval processes (e.g., variances, special exceptions, and site-specific rezoning) allow middle housing, while still allowing the input of residents. Instead, this legislation would permit higher density housing by right, thereby muting the voice of the community. This runs contrary to the fundamental notion of due process.
8. **Housing Affordability:** We believe the legislation will not succeed in achieving the goal of affordable housing in Mt. Lookout.
    - A recent development converted one single-family home to a 19-unit residential building. The developer shared that units start at $2,500/month.

We welcome the opportunity to collaborate in addressing the shared goals of our neighborhood and the City Administration. To date, we have not been approached by the office of any City administrator or legislator for such an engagement. Clarifying the goals and underlying need for this legislation, while defining clear measures of success, would provide a path for success that seems lacking in its current form. To that end, we invite you to meet with our board, residents, and business leaders prior to voting on the Connected Communities legislation. We are flexible to any date and time, and look forward to organizing this engagement as soon as possible.

Respectfully submitted,



Mike Cheetham
President, Mt. Lookout Community Council

KAIKER
DEVELOPMENT + CONSTRUCTION
REVITALIZING THE PAST, BUILDING THE FUTURE

May 5, 2024

Cincinnati Planning Commission
City of Cincinnati
805 Central Avenue
Cincinnati, OH 45202

Dear Commissioners:

My name is Kai Lewars and I am the Principal and Founder of Kaiker Development + Construction. I am writing this letter to state that Kaiker Development + Construction supports the purposed ordinance changes in coordination with the Connected Communities initiatives.

Throughout our time working in the numerous communities we have served in the Cincinnati area, we have personally and witnessed many of our CDC's spend countless hours and dollars:

- Writing parking variance letters of support for property owners in our neighborhood business district and residential areas to reduce the parking requirements for their projects.
- Petitioning for a Parking Overlay to reduce parking requirements.
- Implementing the Urban Mix zoning in our neighborhood business district to create more diverse opportunities for commercial and residential.
- Writing letters of support for property owners to receive variances for multifamily housing in the Neighborhood Business District
- Advocating for more opportunities for density in the neighborhood to support neighborhood businesses.
- Promoting pedestrian centered design through traffic calming studies, bus shelter installations, and the gateway design

Many of the above projects would have been allowed under the proposed zoning changes, which would have saved us time and money to use toward project implementation. Kaiker Development + Construction is excited to see the progress that will happen without the extra hurdle of zoning variances and zoning restrictions. I want to restate that Kaiker Development + Construction strongly supports the proposed changes and encourages the Planning Commission to move the proposal forward without further delay. Our neighborhoods and City have waited long enough for progressive change, and this is the first step!

Thank you for your time and for considering these zoning changes.

Sincerely,



Kai Lewars
Principal+ Founder

NEIGHBORHOOD ASSOCIATION

representing Clifton Heights | University Heights | Fairview

May 8, 2024

City of Cincinnati Planning Commission
801 Plum Street, Suite 150
Cincinnati, OH 45202

Dear Planning Commission and Staff,

The Clifton Heights University Heights Fairview Neighborhood Association (CUFNA) does not support the proposed Connected Communities zoning ordinance in its current form.

We appreciate the intention to create more affordable housing. We also value the information that has been posted on the Connected Communities website as well as the various community meetings that have been offered. The CUF Trustees have been reading the legislation, looking at the story boards, and reviewing the videos on the website. We discussed the Connected Communities pros and cons last evening at a very long board meeting. There are positive elements in the policy recommendations, but we have some very serious concerns about the legislation. The ordinance was only publicly released April 11, 2024; we feel the community needs more time to provide feedback, and the Planning Department needs more time to make changes to the proposed zoning codes based on that feedback.

We agree that the city needs more affordable housing. However, we do not think that the proposed changes account for our neighborhood's needs. A blanket policy change throughout the city does not give enough room for the unique situations that each community struggles to address. In the CUF community, due mostly to the expansion of the University of Cincinnati, we have seen a significant decline in homeowners and a proportional increase in absentee landlords and property investors who are unwilling or unable to remedy code violations. The proposed changes in the Connected Communities zoning code would make an already bad problem worse. Based on our community's experience, property investors will simply divide up the remaining single-family homes for student housing thereby degrading our historic housing stock, and further reducing homeownership.

We have serious doubts about the proposed legislation intent to minimize parking requirements without an increase in public-transit options. Much of CUF is walkable, but many non-residents drive to our community to work or attend school. Parking is a constant problem. We applaud the changes in the Metro Transit system such as the BRT, more bike lanes and engineering safer pedestrian spaces, but there are not enough changes in our transit system to reduce the great numbers of cars. Gradual changes in parking requirements should match the gradual changes that will occur with more transit options.

These are two of our reservations about the proposed changes in zoning legislation. We can expand on changes that we support and changes that we think need modifications, but at this time our most pressing concern is to slow the process. Since this legislation can change the quality of

our community's life for decades or longer it is too important to do quickly. We request that you do not vote to approve the Connected Communities ordinance as it is written at this time.

Sincerely,



Robert Neel
CUFNA President

Urbancsik, Jesse

From: Morgan Ford <Morgan.Ford@HABITATCINCINNATI.ORG>
Sent: Wednesday, May 8, 2024 5:39 PM
To: Cincinnati City Planning
Subject: [External Email] Support from Habitat for Humanity

External Email Communication

Hello,

My name is Morgan Ford, and I am the External Relations Officer with Habitat for Humanity. I am writing to express our **support** for the Connected Communities Policy initiative proposed by Mayor Pureval, Council Member Harris, and Council Member Cramerding. I have had the pleasure of working with this team as a panelist at the Connected Communities: Housing Growth and Affordability Summit, which took place on Saturday, March 23, at the Duke Energy Center.

This initiative would positively impact Habitat for Humanity of Greater Cincinnati. More specifically, relaxed parking requirements would allow us to build more affordable single-family homes. Currently, we are required to add parking, even when off-street parking was not a part of the previous development. This increases our costs directly in materials, but also indirectly by changing the density of our projects resulting in fewer units. One of Habitat's core values is to build homes that respect and blend in with the homes in the neighborhood. Off-street parking requirements impact the design and orientation of the structure and how the homes relate to the surrounding properties. This is a common barrier to our work since we primarily build in scattered infill lots where off-street parking was historically not a consideration.

As you know, there is a huge gap in inventory of moderate affordable homes. Our organization is preparing to scale up to meet the growing demand and is considering higher-density projects such as connected row houses and duplexes. The parking requirements for these kinds of projects are prohibitive in an affordable model. Adding off-street parking such as garages and rear entry alleys can add as much as $40,000 per unit. Habitat already subsidies the cost of our homes. To keep homes affordable, our unit cost needs to stay under $180,000 for new construction.

Policies that increase density along transit routes, and reduce parking requirements, will allow Habitat to build affordable homes for our home-buying partners. I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Thank you for your support,

Morgan Ford

(she/her/hers)

External Relations Manager

Habitat for Humanity of Greater Cincinnati

c: 513-693-6830

4910 Para Drive, Cincinnati, OH 45237

www.habitatcincinnati.org/donate

Habitat for Humanity® Greater Cincinnati

we build
strength, stability,
self-reliance,
and shelter



Connected Communities Petition

The undersigned respectfully request that you pause the process of passing the Connected Communities ordinance in order to allow residents and community members an appropriate amount of time to analyze the very lengthy proposed legislation, allow the City to provide further information and engage more fully about the changes proposed by the ordinance, and to enable the City administration to hear, gather, assess, and address further feedback and concerns from the community.

There are a number of concerns about the ordinance as written which have not been sufficiently heard or addressed. This zoning legislation is critically important to the future of the City and to the neighborhoods it touches, and it is vital that changes to the zoning code be made with as much thoughtful examination and consideration of the potential benefits and consequences for those communities as needed to achieve positive outcomes.

- The extremely short timeline for approval of the draft legislation prevents honest engagement of affected community members and property owners. The scheduling of Connected Communities legislation to overlap with existing City processes (Budget, Vision Zero, NSP, NBDIP etc.) creates capacity issues and limits residents' ability to engage with each important initiative.
- The draft legislation is singular for all 52 communities. Connected Communities does not take into account the unique differences and needs of our neighborhoods.
- Rather than simplifying the zoning code, the proposed legislation will create 78 new zoning districts with varying restrictions.
- Supporting data and analysis about impacted communities, and upon which the legislation must logically be premised, is inexplicably missing from the public discourse.
- The proposed legislation does little to promote or secure homeownership opportunities in Cincinnati.
- The drafted legislation focuses heavily and intentionally on creating additional rental units as a means of reducing rents without addressing the realities of the existing market forces and profitability in any given neighborhood, without supporting evidence.
- The proposed changes will actually increase segregation, gentrification, and displacement.
- The proposed legislation will compound the problems of poor communities with regard to equitable access to City services, including safety services, and the failure of the City to address existing unlawful building modifications and uses.
- The proposed changes to the zoning code impact the opportunity for development to follow existing City-approved community plans. It undermines the ability of communities or the City to address development in the impacted areas.
- The ¼ mile and ½ mile targeted zones are not consistently applied across the City in the draft legislation maps. There are inaccuracies and inexplicable exceptions.
- In removing parking requirements, the draft legislation exacerbates mobility challenges faced by disabled populations, and could negatively impact aging populations.
- The proposed legislation will create significantly more demand on overburdened City infrastructure and City services.

The undersigned hereby request a full, fair, and appropriate discourse about the proposed Connected Communities ordinance.

Aaron Weiner	Clifton
Abigail Bannerjee	Mount Lookout
Adam Barton	North Avondale
Adam Koehler	Mount Auburn
Adam Rabinowitz	(blank)
Adam Stacy	(blank)
Adriann Sweeney	(blank)
Aisela Allie	North Avondale
Alessandra Trindle	(blank)
Alex Aielli	(blank)
Alexander Spohr	Mount Lookout
Alexis Marsh	Over-the-Rhine
Allen V Kroth	(blank)
Amanda Ackerman	Price Hill
Amber Kassem	East Price Hill
Amy Bauknecht	Paddock Hills
Amy GAUDIO	North Avondale
Amy Goetz	Mount Adams
Amy L. Whitlatch	(blank)
Andries van der Bent	Clifton
Angela Mason	(blank)
Anna Marcinow	Mount Lookout
Anna Nadicksbernd	(blank)
Annie Wagner	Mount Lookout
annie williams	South Cumminsville
Ashley Simpson	Hyde Park
Barbara Bell	Carthage
Barbara Boylan	Northside
Barbara Dimmitt	Mount Lookout
Barbara Giambra	(blank)
Barbara Sliter	Mount Washington
Belle Walsh	Mount Airy
Ben Pantoja	Clifton

Carol L. Alvin	East Price Hill
CAROL PARSLEY	CARTHAGE
Caroline Klopp	Mount Lookout
Carolyn Gillman	North Avondale
Cassandra Bullock	(blank)
Cathi Lowry	Paddock Hills
Chaitanya Bannerjee	Mount Lookout
Charleen Lyon	Clifton
Charles F. Casey-Leininger	College Hill
Charles Kussmaul	CUF
Chelsea Jones	Mount Lookout
Christine Pantoja	Clifton
Christopher Koucky	Paddock Hills
Craig A Whistler	Carthage
Craig Gauden	Mount Lookout
Cristina ogrin	(blank)
Dale Marie Pontz	CUF
Dan Santel	Paddock Hills
Dan Torbeck	Mount Adams
Dana Brentlinger	Hyde Park
Daniel M Watson	Paddock Hills
David Evans	West Price Hill
David Terrell	Price Hill
Dawn Johnson	North Avondale
Deborah Hill Wyght	Mount Lookout
DeBorah Reed	Northside
Dee Bardes	Hyde Park

Douglas Jose	Mount Lookout
Dr. Andrea Anater	North Avondale
Ed Gutfreund	Spring Grove Village
Eileen Frechette	Spring Grove Village
Eileen Sabatalo	Mount Lookout
Elizabeth Goodman	Linwood
Elizabeth Harlamert	Hyde Park
Elizabeth Plas	Hyde Park
Elizabeth Stoehr	Mount Lookout
Elizabeth Swain	Paddock Hills
Elizabeth whitehead	Oakley
Elizabeth Wolf	(blank)
Ellen McGrath	Westwood
Emily Fox	(blank)
Emma Kitzmiller	(blank)
Eric Buhrer	East Price Hill
Eric Fox	(blank)
Eric Friedmann	Mount Lookout
Francine Buescher	North Avondale
Gary Wollenweber	Hyde Park
Geoffrey Gulley	Pendleton
Geoffrey Parker	Mount Lookout
Gillian Sella	Clifton
Graeme McDonic	Mount Lookout
Graham Garrison	Mount Lookout
Grant Szabo	Hyde Park
H D Alan Lindquist	Clifton
Hamid R. Eghbalnia	Mount Lookout
Heather Rottenberger	East Price Hill
Helen Swartwout	West Price Hill
Henry M. Huber	North Avondale
Jacklyn Bryson	Downtown
Jacqueline Edmerson	Bond Hill

Denise emmett	Price Hill
Dennis Shiels	(blank)
Diane Shank	(blank)
Diane Garrity	Paddock Hills
Donald Swain	Paddock Hills
Douglas Alan Sanker	Paddock Hills
Jacqueline Sieve	Mount Lookout
James Barrett	Mount Lookout
James Conlin	Mount Lookout
James Fisk, Jr.	Mount Lookout
James Kershaw	(blank)
James Petera	(blank)
Jane Hamilton	College Hill
Jane Perry	(blank)
Janet Buening	Hyde Park
Janice Noga	Mount Lookout
Jason Barnes	North Avondale
Jason Lipps	Mount Lookout
Jason Rich	North Avondale
Jason Wood	Oakley
Jason Wurth	Paddock Hills
Javier Arguello	Mount Lookout
Jay Kratz	East Price Hill
Jennifer A. Ryder	Mount Lookout
Jennifer C Jose	(blank)
Jennifer Hoverman	Mount Lookout
Jennifer schulte	Paddock Hills
Jennifer Stoll	(blank)
Jennifer Turner	Hyde Park
Jennifer Vasquez	Pendleton
Jessica Baldridge	Paddock Hills
Jessica M Anderson	Clifton

John Gregory Watkins	Paddock Hills
John Hebbeler	Mount Lookout
John K Seibert	North Avondale
John Twachtman	Clifton
John Wolverton	(blank)
Jonathan Allred	Oakley
Jonathan Egel	Mount Lookout
Jonathan Wolf	Mount Lookout
Joseph Bohache	North Avondale
Joshua Freid	Mount Lookout
Joyce Steiner	Clifton
Judith Schechter	(blank)
Julia Critser	Mount Lookout
Julia Rothe	East Walnut Hills
Julie Nichols	Paddock Hills
Julie Rimer	Mount Washington
Justin Jeffre	Clifton Heights
Karen Ball	West Price Hill
Karen Noonan	(blank)
Karoline Weidman	(blank)
Katelyn Meagher	Westwood
Katherine King	Mount Lookout
Kathleen Grant	Paddock Hills
Kelly Hibbett	Westwood
Kyle McGrath	Paddock Hills
Lanie Spaedy	(blank)
Laura Fremeau	Mount Lookout
Laura Hamilton	West Price Hill
Laura Monahan	(blank)
Lauren Parker	Mount Lookout
Laurie Willcox	Columbia Tusculum
Leigh Gaines	Oakley

Jillian Powell	(blank)
Joe Groh	Oakley
Joe Tallarigo	(blank)
John Andrew Fredlock	Paddock Hills
John Brannock	Mount Lookout
John Galvin	Paddock Hills
Leigh Peterson	Hyde Park
Leonard Small	Paddock Hills
Lina Orr	Paddock Hills
Linda Vanvolkenburgh	Madisonville
Linda Wheeler	(blank)
Lindsay Krammes	(blank)
Lisa A Ellerhorst	Westwood
Lisa Buck	Pleasant Ridge
Lisa Haglund	Clifton
Lisa Warren	(blank)
Lora Johnson	Mount Lookout
Lori petty	Mount Adams
Lyn E Small	Paddock Hills
Lynn Hughes	(blank)
LYNNE STONE	Paddock Hills
M Hanley	(blank)
Mackenzie Radziewicz	(blank)
Maila Crist	Mount Lookout
Marc W. Katz	Paddock Hills
Margaret (Maggie) L Shreve	Northside
Margaret Bruck	College Hill
Margaret Venishel	Columbia Tusculum
Margy Waller	Over-the-Rhine

Marian Bernstein	(blank)
Marijo O'Connell	Hyde Park
Mark Ventura	College Hill
Mark Visconti	North Avondale
Martha Fellerhoff	Clifton
Martin Kuhn	Clifton
Mary Ann Prokop	Mount Adams
Mary Dudrow	(blank)
Mary Jo Bazeley	West Price Hill
Mary Lumb	Oakley
Mary M. Croft	East Price Hill
Mary P. Venable	(blank)
Marycarol hopkins	Paddock Hills
Matt Lippowitsch	(blank)
Matt Ruehl	North Avondale
Matthew Cornell	North Avondale
Maura Wolf	North Avondale
Melanie Rhea Moon	Evanston
Michael A. Hauser	East Hyde Park
Michael Buescher	(blank)
Michael DeFrancesco	Clifton
Michael Mooney	North Avondale
Michael Nichols	Paddock Hills
Michael R. Burke	Mount Lookout
Michael Rawlings	(blank)
Michelle Schwenkner	(blank)
Mike Powell	Mount Lookout
Moira Morgan	Hyde Park
Montiel Teresa Rosenthal	East Price Hill
Mr Peter Lumb	Hyde Park
Mudeber sulayman	Westwood
Myra Greenberg	Over-the-Rhine
Nancy Buono Fluharty	Clifton

Nancy Sullivan	East Price Hill
Natalie Goodwin	(blank)
Nzingha Dalila	Bond Hill
Ollie D. Turner Jr.	Paddock Hills
Ollie Turner	Paddock Hills
Paige Scheidler	Oakley
Pamela Faber	Price Hill
Pamela Gruesser	Mount Lookout
Patrice Ryan	Mount Lookout
Patricia Clasgens	Hyde Park
Patricia Fisk	Hyde Park
Patricia Schneider	Pendleton
Patrick Dreier	East Hyde Park
Patrick Goodman	Linwood
Patrick Minges	(blank)
Penny Poirier	Mount Lookout
Peter J Trudeau	East Price Hill
Pres. Pamela J. Adams	North Fairmount
Randall Sharp	(blank)
Randolf M.Rosenthal	(blank)
Rebecca Hyde-Nordloh	Mount Lookout
Rebecca Ray	North Avondale
Renacha Murrell	Walnut Hills
Richard Rimer	Mount Washington
Richard Stoll	(blank)
Robbie Dorger	Hyde Park
Robert A. Florez	Clifton
Robert Brodbeck	Mount Lookout
Robert Linz	Clifton
Robert Thomas	Mount Lookout
Ryan Grafton	Madisonville
Ryan rybolt	Hyde Park
Ryan Sieve	Mount Lookout

Ryan Wenstrup-Moore	Mount Lookout
Sally Brooks	Mount Washington
Samantha Louder	North Avondale
Sandra Witt	Hyde Park
Sara Keebler	(blank)
Sarah Aielli	(blank)
Sarah Gutfreund	Hyde Park
Sarah H Koucky	North Avondale
Sarah Hebbeler	(blank)
Sarah Rich	North Avondale
Sarah Vogelpohl	(blank)
Scott Hoverman	(blank)
Scott Jay Lucas	Paddock Hills
Sean Saville	Paddock Hills
Shannon Sanker	Paddock Hills
Sharon Brodbeck	Mount Lookout
Sharon Buring Stuard	(blank)
Sheila Rosenthal	East Price Hill
Shelley Dumoulin	North Avondale
Sherri King	West End
Shirley Rosenzweig	Pendleton
Solomon and Jeannette Taylor	Paddock Hills
Stephanie P. Schlagel	Paddock Hills
Stephanie Rudy	Mount Lookout
Steve Deiters	Oakley
Steve Munday	(blank)
Steven Massie	Mount Lookout
Stuart J Mahlin	Hyde Park
Susan A. McDonic	Mount Lookout
Susan Buring	Clifton
Susan Conner	Paddock Hills
Taylor Hatch	Oakley

Teri Shannon	(blank)
Thomas D. Croft	East Price Hill
Thomas Gamel	East Price Hill
Thomas S. Grant	Paddock Hills
Timothy Lon Smith	Mount Lookout
Timothy Spitzmueller	North Avondale
TJ Smith	Mount Airy
Todd Farmer	Paddock Hills
Tom Gutfreund	Hyde Park
Toni Alterman	Clifton
Troy McAndrews	Oakley
Tyler Tatum	(blank)
Uri sella	Clifton
Valerie Pérez	(blank)
Victor Rodriguez	Carthage
Vlad cotarlan	(blank)
Wayne West	(blank)
William Rosenthal	East Price Hill

CONNECTED COMMUNITIES PETITION COMMENTS

Stop closed door votes.All voices should be heard.
This legislation, if passed, is going to further destroy neighborhoods, like Westwood and Price Hill, that have already been overwhelmed by an increased need for low-income rehousing due to gentrification. Too many low-income properties on the west side are owned by slumlords and out of town predators. The plan is supposed to deconcentrate poverty, but, in fact, will concentrate it even more than it already is, with all of the ill effects that come with it. Neighborhoods need to be balanced in order to be healthy, in order to allow all people the opportunity to own property and build generational wealth. By focusing on the three tier-1 corridors (Glenway, Harrison, WW Northern), this proposal is very much like the 2022 one, which was soundly voted down because enough council members realized how discriminatory it was. That proposal highlighted whole areas of neighborhoods that were already low-income, high density, and high crime areas, largely populated by people of color.. With all of the single family, more affluent, white parts of neighborhood being unaffected, it was obvious who was going to feel the effects of increased, density and who was not. This time around, the same areas are being targeted, but in a way that is less obvious. Instead of highlighting areas, tier-1 streets were chosen. But anyone who knows those streets, knows that they are largely populated by low-income folks and people of color.. The city is saying that because all the business districts in all neighborhoods will be affected, people of all income levels will be able to live anywhere in the city and Cincinnati will no longer be segregated. That will not happen when a one-bedroom apartment in Price Hill rents for $750 to $850, but a one-bedroom apartment in Oakley rents for $75O-$2400 (based on a survey of apartments available for rent on April 26, 2024). They argue that if there is more housing stock, there will be more competition and housing prices will go down. But with the city simultaneously seeking a multi-million dollar grant from HUD to build low-income (0-$15,000 a year) housing along those same tier-1 corridors, there will not be a wide range of housing options available in our west side neighborhoods. Interestingly, the millions of Metro money coming in from Issue 7's passing is also going to be largely spent on those same corridors instead of opening up the entire city to all. A man from Mount Lookout told me there is only one bus stop and one route a day that goes to his neighborhood.. Recent research by HUD shows that there is a direct correlation between poverty and the amount of busing available,. Why not expand bus lines into areas where they currently do not exist, opening up ALL neighborhoods to all people? The impending increase in pockets of low income housing makes me wonder if this was not part of the reason behind the merging of District 3 and District 5 police. An overlay of the new District 3 areas just so happens to align with this plan involving the tier-1 corridors and the HUD grant. This is just another kind of redlining. Businesses that help make a community valuable are leaving Westwood because of crime/theft. East Westwood is a food desert because Kroger left due to theft. And true to form, a plasma donation center took its place. Let's be progressive and make Cincinnati honor its diversity of all kinds and make the entire city be open to all people. Let's correct the wrongs of the past.
I am concerned about some of the problematic elements in the proposed zoning changes.
In years past I volunteered for local community input on updating zoning, this is moving too fast
Don't rush these changes. Get citizen input and make sure the community thinks this is a good idea. You weren't elected to pass this policy.

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I support this petition
This is deplorable proposed legislation
Long-time (25 years) Oakley homeowner/resident/property taxpayer who OPPOSES zoning changes that reduce quality of life for current homeowners/residents.
Please consider including that the 1/4 mile radius around central business districts will completely denigrate the residential streets that are not on main thoroughfares. This will change the landscape of the communities we invested in and call home.
I think a "pause" would allow more neighbors to feel comfortable with the process unfolding. I see the merits of the Connected Communities ordinance, but having a larger tent for the discussion could be very useful.
Connected Communities will be a disaster for our City and all Communities. I don't want multi unit apartment buildings popping up on my street! It will destroy our property values.
This needs more time and community engagement.
I do not want townhouse and and apartments with out parking in the 1/4 mile business districts. It will push parking onto side streets. The setbacks and building heights should not change. Eliminate the tax abatements in high value zip codes!
We need the timeline for the vote to be extended.
More communication and consideration is needed before any kind of vote by City Council. They need to listen to the community members.
We have enough density in the Price Hills as it is! CPS shorted us a school during their Master Plan execution (no Quebec Heights as planned). Carson Elementary was built for approximately 500 students and has 800 students (hallways made into classrooms). Look at vacant buildings for renovation under current zoning for housing the 100 homeless children and their families at that school. Acquire the old Sears and Roebuck (for example) from the California absent landlord and convert housing. One zone (variance) change at a time not the broad brush approach Connected Communities is pushing.
There are existing parking problems on residential streets including mine. There is nowhere to park. This will only add to the problem. We also have an outdated sewer system that cause the majority of homes to flood due to backups on my street. Packing more residents in this area will add to the sewer problem too. And we are in the dark blue area. It would be nice if council members had the interest of the current residents who lived in this area for 20 plus years instead of creating more problems. This does not benefit current tax paying residents who have lived here for a long time.
The rushed approval timeline raises concerns about this ordinance. The charges of corruption with regard to development for which several Cincinnati City Council Members have recently been convicted should be in the forefront of citizens' minds.
This is a partial plan at best. It is focused solely on increasing density around bus routes but doesn’t take a holistic view of how to transport people on an overall basis or ensure that needed services are in walking or easy bus distance. As an example, I live 2 miles from Hyde Park Plaza. It takes me just a bit over 5 minutes to drive there for groceries. If I was to take the bus, it would take me 35 minutes with a transfer in order to get there. The city needs to start planning more systemically rather than one-shot ideas like this one.
I believe parking space loss could turn out to be biggest flaw in this proposal.
This sweeping zoning legislation has deliberately not been communicated to residents. The mayor and city council don't want to hear what you think. They are in bed with developers who will pay for their re-election campaigns. In addition to these radical zoning changes, the mayor said every suggestion by the Futures Commission is on the table. The mayor and council are open to selling or leasing all of OUR assets: our parks, Lunken Airport, golf courses, etc. They just got $1.6 BILLION for the railroad, but they are greedy, greedy, greedy and want more money.

CONNECTED COMMUNITIES PETITION COMMENTS

Let the free markets do their work; government employees have no business fomenting any of the changes outlined in the Connected Communities documents
The city needs to delay any zoning legislation until communication & community input is part of the process.
Fix existing Sewer system problems that flood our homes and overcrowded parking!
You say we have too many renters in the City. Your solution more rental housing! That helps NO neighborhoods. None want more renters they all want homeowners (rent w/ subsidies to own? let's think about it?). Renters are transient and add little to nothing to a neighborhood---thus every community opposes more of them. Home owners invest in properties and communities.
Please consider the environmental impact and loss of old growth trees as well as the water drainage concerns. By overbuilding the already overburdened sewers will be stressed. I own a home and business in this area. Both have had sewer issues and sanitation concerns.
Pause the vote
I spoke at the last Zoom session. Have owned properties in several neighborhoods and have lived all over the city. Let’s all take a moment to recognize the citizens that are all saying the exact same thing about the multiple and varied issues that this will make worse. Let’s pump the brakes please and try to listen to the people. There are real issues being raised, not just emotional opinions against change.
Please strongly consider this petition to pause the process to allow for all interested parties to investigate and fully understand all of the consequences. Thank you!
Connected Communities as currently designed is a threat to middle class homeowners and will drive them from the city.
Happy to sign.
Follow-up to message sent to council members and mayor earlier.
East Hyde Park (EHP) is an almost perfect community as is. The community has large housing projects (Ravenswood, Tarpis woods and others), middle housing built into its SFH housing stock and businesses. The area has bus service at the UDF but is unreliable and as such not used by the majority of the community. Most people that come to EHP get there in a car and many of the streets surrounding businesses can not support additional cars. Further, a community like EHP would be ripe for developers to tear down high quality starter homes for low quality housing that doesn't fit into the neighborhood. EHP is an almost perfect community that I would hate to see ruined by these policies. If there was good public transit in the area I would be more supportive but in its current state this is a poor plan that doesn't make sense to this specific neighborhood. I am supportive of dense housing along BRT routes or even Madison rd. Those areas make sense for the zoning change as they have transit options to support the lack of parking etc. This should not be a one size fits all solution and the city should consider the needs of each community.
I am against the connected communities ordinance!
Social Engineering doesn’t work.
I'm mostly concerned about the parking since most of the businesses are destinations not social walking to places.
Much more data needs to be made publicly available (eg occupancy rate of all new multi unit housing built in the last 5 years) to support discussion about need before such an undertaking. The lack of parking requirements is prohibitive for current residents and potential new residents that don’t work downtown, not to mention existing businesses.
Please pause the legislation
Please do not ruin our beautiful neighborhood.
Objectives are nice, but I see no logic that making areas directly around business districts in towns will be of some economic benefit or would provide cheaper housing. Without data, I think those business

CONNECTED COMMUNITIES PETITION COMMENTS

districts need incentives to significantly modernize to draw more business with parking! Hyde Park, Mt. Adams, and Mt.Lookout do not need more density, but all need their town squares modernized. And - if you turn my street into a three bedroom street - when I bought for the space and lack of density I will have a significant loss in property value the moment you vote this into existence. This seems absurd.
You are seizing our property rights and applying some version of eminent domain to take away our neighborhood and yards. Blatant age discrimination against us aging baby boomers who need one story floor plans to age in place.
Progress in this city seems to always devastating impact on the working poor and those that have become financially challenged. i.e. retired, fix income etc.etc.
The petition says it well. I want to say again that it gives too much latitude to developers with no accountability for parking for residents of additional new housing and restricts current home owner from maintaining privacy and allows intrusion of unwanted developments near their current properties. Slow down the process and listen more to city citizens. Don't give everything to developers at the expense of individual citizens and neighborhoods!
NO to CONNECTED COMMUNITIES!
I'm very concerned that this plan appears similar to the city's first "official plan" in the 1920s. It relied on building more housing for wealthy and middle-class people, assuming that when they vacated their old homes, poor people could move into them. We have a century of racial segregation and increased poverty among communities of color as a direct result of that city plan. Let's not repeat old mistakes!! Build more affordable housing for low to middle income individuals and families.
This complex ordinance has implications that have not yet been fully explained to the citizens of Cincinnati. There appears to be a lack of full understanding by City administration and council, or, even more concerning, an actual effort to mislead. Slow this down and get it right.
Many residents in this area of Cincinnati, already have difficulty parking anywhere near their homes, and certainly not in front of it, because of the lack of off street parking. Too many commuters park on in the Hyde Park area, leave their cars there all day, and jump on the Metro to go into town. Many of the available parking spaces near our home are taken by the area workers, who park in front of our homes, and walk to their nearby employers. Multi-family dwellings with insufficient parking, force their residents to spill out onto the nearby streets, to find parking, thus denying area homeowners from being allowed to park in front, or at least even close to their homes. Recently, newly placed stop signs were installed in areas that admittedly needed them, but then 1-2 parking spaces had to be eliminated, by no parking within 30 feet. I'm not opposed to new single family housing, but replacing a home that already has limited parking around it, and replacing it with a multi-family dwelling, just compounds the already insufficient parking on many of our Hyde Park and Mt. Lookout streets, especially within a few blocks of the business districts. Hyde Park and Mt. Lookout homes generate a very high percentage of Cincinnati taxes, and we shouldn't be further inconvenienced by the inability to park near our homes. I strongly oppose a zoning change that would allow even more residential owners or renters, to occupy multi-family housing, squeezed in to an already crowded housing area!! We can't handle the parking needs in many of these neighborhoods now. Please don't make it worse!! In some instances in this area, I question how emergency vehicles can respond safely down our narrow streets, particularly those allowing parking now on both sides. We are already at capacity for ample parking in our neighborhoods. If developers still insist on putting up multi-family building because of your zoning changes, force them to also provide sufficient inside or surface lot parking, to handle the residents and their guests. Vote these zoning changes down in these well established single family home neighborhoods! Enough is enough! We have no more room to provide 6-8 new parking spaces for a lot, that never needed it before, because of being just a single family residence. BUT ME DOWN AS TOTALLY OPPOSED TO THIS PROPOSED ZONING CHANGE.
Hyde park and Mt. Lookout does not need more multi-family housing, and the additional vehicles that would come with it, looking to squeeze onto already overcrowded streets. Many of the residents here in

CONNECTED COMMUNITIES PETITION COMMENTS

this area of town, have to currently fight to find a parking place somewhere near their home. Current multi-family housing individuals, unable to park on their own property because of lack of garages or off street parking, are already overcrowding the neighborhoods, to the point of severely inconveniencing current homeowners. Workers employed nearby are also taking those spots in front of many home owners homes, or parking in front of our homes, and jumping on a Metro bus to head into town. Leave the zoning along! There was a reason many areas of Hyde Park and Mt. Lookout were zoned for only single family homes. We pay some pretty high property taxes in this area, and shouldn't have to fight to find a spot to park in front of our own homes. No to any zoning changes!!!
I'm opposed to the lifting of off street parking requirements when building these multi- family buildings. Our neighborhood streets are already at capacity when it comes to parking near many of our homes. We compete with workers parking for the day and walking to their businesses, or jumping on a bus, and hogging a parking place for the day. We should be entitled to ample parking near our homes! We certainly deserve that for the high taxes we pay in Hyde Park and surrounding areas. Areas zoned as single family residential, should remain protected from these greedy developers who want to disrupt our neighborhood, with 2 & 3 or 4 unit townhouses and apartments, for their own profit, and further inconveniencing those who already have difficulty parking in front or near their homes. Hyde Park and Mt, Lookout are already well established neighborhoods, and don't need additional apartments and townhouses. Please put me down as completely opposed to this proposed zoning change. Thank you!
I strongly agree with the concept of more affordable housing at all levels and throughout the city. However, I also agree with all of the concerns listed. In particular, the proposal makes no allowance for two working adults in one household in a city that has NEVER made busriding possible for me, even 50 years ago when I was young, and the proposal does nothing to guarantee rides when buses are not possible. Even Uber is not practical for elders, people with children, going any distance, anyone with handicaps or loads to carry. We need housing for multigenerational families: adults with kids & a grandparents or two; duplexes with owner-residents in one unit; family houses with an attached or detached one-story unit for an elder, or a college kid. All these need parking color the cars of parents, teens, caregivers, workers, guests, etc. who gives a party and expects their guests to hike to a bus late at night? It's a fantasy, not well thought out, and only practical for certain urban child-free young folks, not the average Cincinnatian, & certainly not for most in this neighborhood. It would force me & most of my friend out.
I'm a big fan of each of the City Council members personally, and excited to see the reinvigoration of this city, but I'm not a fan of the rollout and quickness of the vote to push this through. This is at minimum a 4 year, deeply engaged discussion with the community. It comes across as a veiled attempt to push through a short sighted proposal and briefly "engaging" the community as a false flag of City and City Council cooperation. There's plenty of vacant buildings and infill that could be developed (by local families looking to build wealth). Start "surgically" there, and then watch the movement build organically from the bottom up, rather than the top down.
This is very important for our communities and we request more time and community involvement in the review. Communities have voted against this in the past. Our homes and neighborhoods are our largest investments and we have to protect them.
This proposal leans more towards developers and Investor groups
CINCINNATI IS IN THE TOP 25 MOST SEGREGATED CITIES (GOOGLE) AND THIS PROPOSAL CONFIRMS THE THINKING THAT CONTINUES TO KEEP US ON THIS LIST!!!!
Please be advised that this progressive change WILL be the CONTINUED downfall of our wonderful city. What is next... take away our green areas (parks and nature preserves). Ownership puts SKIN in the game. Rentals are transient. Rentals are a temporary fix and show a total lack of insight. "Our

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government at work against us". AGAIN! Let's build a trolley; that will be a big blessing ..... NOT Let's not care that great corporations can leave without a trace (Chquita). We need more corporate entities not less!
Not opposed to Reading and Paddock road corridors. am opposed to changing the residential section of Paddock Hills
Please take time to listen and respond to to the concerns of community members before proceeding.
Please pause this ordinance
It's obvious this initiative did not originate from the affected communities to address their individual concerns. It appears to be a solution to an unarticulated problem cooked up by professional planners who consider actual involvement by the locals an insult to their expertise.
Reading Road is 13 miles long. Most of it would benefit (or not be harmed) by the proposed zoning change allowing apartments in single family neighborhoods. The historic communities of North Avondale and Paddock Hills are exceptionally ill suited to this proposal as their unique character will be destroyed by dropping in 4 family buildings next to 100 year old single family houses. A carve-out for the 4 blocks of N Avondale and 3 blocks of Paddock Hills that front Reading Road, along with the 1/2 mile interior sections of those neighborhoods, is therefore warranted.
I am NOT in favor of the proposed changes
These zoning changes are massive and the city is pushing them through with virtually no engagement and I think that is intentional. If this is truly a good idea, slow it down, go out to all the community councils and answer all the questions that have been asked and not answered. To do anything less is deliberate obfuscation and we must stop you.
This is a very serious issue that requires a lot more input and discussion. It will have lasting impacts for many of us residents for years to come.
The current property owners are getting taxed out of their own homes. Currently the city expects 38% of the population to take on 62% of the cities renters in terms of schools, levies, etc. As a west end business and homeowner, I live amongst gun violence, blight and crime, yet my property taxes are over 1000.00 a month. Thats 210.00 more than my mortgage payment. We are drowning in low income; over 80%, and this is only going to add further segregation and a concentration of intentional poverty. As you’re creating new homes, you are intentionally pushing me and middle income home owners out of ours.
Our community council has not been presented with the proposal nor have we voted on it. I've, personally, felt disengaged from the discussion because it doesn't seem to be aimed at my experience as a resident where these policies are already playing out, as if my feedback really isn't needed or wanted. After attending the first session, seeing how few Cincinnati residents attended, how much arguing a staff member engaged in with me about the parking policy (it needs to be so much more detailed than it is if it going to eliminate parking spots. There does not seem to be any acknowledgement of how critical a car is to the majority of Cincinnati residents to serve our responsibilities as workers, students, parents, and caregivers). I found the roll out of the proposal to be irresponsible, shallow, and wildly offensive to community leaders who have been asking city leaders for infrastructure that serves women, children, seniors, people with disabilities, and folks uninterested in engaging in the overwhelming, risky, often corrupt game of raising the capital needed to invest in multi-family real estate. Many of my neighbors' biggest dreams is to own their own home in Over-the-Rhine. This policy lays out no plan for supporting these goals and instead seems intensely focused on building housing that benefits one group of people overall: developers. It lays bare a panicked City Council (when they're not attacking concerned residents as nimby racists) placing all faith in the benefits of growing a tax base and not digging deeper into the blaring criticism of the plan to understand Connected Communities' immense blind spots. You've only just started the engagement. Come talk to us in person, next. And leave the post-it notes in the office.

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Connected Communities will ruin the neighbors it cherry picked to remove all zoning laws.
I purchased a home in a SF zone because I grew up & lived in apartments all my life & do not want to look or live near multi family again.
Please pause the legislation!
One Size Does Not Fit All - this is a diverse neighborhood with enough homeowners and renters suited for this size neighborhood. Over crowding it with the poor sewer system we have would create an unhealthy environment.
With the poor sewer system we have now, connecting neighborhoods would create an unhealthy environment for all. Paddock Hills has enough single, two family and apartment units for this small neighborhood, over crowding it would destroy its uniqueness of it. Destroying neighborhoods it not something we elected City Counsel to do.
Must reconcile the 'missing middle' housing initiative - as proposed which fundamentally relies on form, design, height, and compatibility w surrounding environment, with the proposed zoning scheme based solely on density - the two are not compatible, and will not produce missing middle housing but only highly-dense, large, too-tall, out-of-scale bldgs - just what people do not want in historic districts. In addition, PDs are not compatible w concepts of preservation nor with the missing-middle housing concepts; PDs will produce the larger, taller, bulkier, out-of-scale, non-compatible housing projects. The proposed legislation re PDs being allowed by right w reduced land mass, together w owner-developers' foreseeable demands for de minimus lessening of the proposed 1.5 acres, will spark demolition and lot aggregation in our historic district but also in many neighborhoods, plus PDs should never be needed for constructing missing middle. In addition, OTR Historic District already has densely-built housing and already has residential bldgs suitable for all incomes (from extremely low-income to middle-income ranges to highly affluent). We already have multi-family zones and OTR already is being developed w elimination of mandatory parking. In most of the nation, PDs have been outlawed in historic districts due to conflicts in mission, plans, and values closely held by residents and owners of historic bldgs and neighborhoods (see Elm & Liberty Project), as set forth in the National Preservation Act, 1968 as amended. The local zoning legislation, as proposed, will be destructive to the policies and existing laws & regs applied (and needed) to protect the district, neighborhood and buildings which must actively protected (See the Davis Furniture Project, and the many pocket parks and greenspaces destroyed for parking lots and new infill, or new business enterprises in OTR). Segregating low-income residents in tall, dense buildings in a RE/CAP neighborhood such as OTR further segregates people by race, class and income, all which violates the Fair Housing Act and the Civil Rights Act. We have missing middle housing - but too much of it is vacant, too much is being used as short-term rental and not for housing this city's residents. We have missing middle plus, for example, the vacant bldgs in OTR and the vacant units in so many bldgs (where the ground floor store is already occupied) could be developed for moderate-income ownership or even LI rental, but so far only 1 house has been developed/renovated by Habitat for Humanity (on Race Street). Please remember: The City's policies for fair, clean, safe housing are not equivalent to most developers' goals or ambitions. Thank you for considering these pressing matters. myra
I am strongly against this legislation. It will be a gift for developers while destroying the neighborhood business districts across the city. It will destroy the character of this city that brings people here from bigger cities, which have density and parking nightmares like this aims to introduce. This will be a detriment to our neighborhood businesses which need more parking, not less.
More time and community engagement is needed to proceed with this extensive plan and changes to show respect for the affected communities.
This legislation is too significant to be rammed through. It's a zoning code REWRITE. This is not even the proper process for something of this magnitude.
Development is needed in all neighborhoods, the basin and the west side. Giving eastside developers Carte Blanche to tear down historic homes and to minimize community input is not the way forward.
I am extremely concerned about the demolishing of single family affordable homes ($200k-$400k) to build multiple million dollar row houses. Oakley and Cincinnati is already extremely densely populated.

CONNECTED COMMUNITIES PETITION COMMENTS

This is causing serious traffic issues, reducing pedestrian safety and displacing many members of the community. Plus it is only attracting high income households.
Connected Communities does not address the issues of aging housing stock, smaller houses that are not in line with what many homeowners are seeking (i.e., the abundance of post-WWII Cape Cod homes in Mt. Washington, Westwood, and more), or developers tearing down homes to build McMansions. Nor does it address the reality that all of Hamilton County, not just Cincinnati, has been losing population over the past 2 decades, and that many people choose where to live based on tax rates and the quality of public education. Connected Communities may encourage some mulit-family development but does not support or encourage home-ownership or city residency. This legislation, along with the recently releases Cincinnati Futures Commission report, will actually drive people to seek housing outside of the City of Cincinnati.
N/A
I only heard about all of this last month. It is too big of an issue to rush.
This legislation should be more thoroughly vetted. It is irresponsible of our elected representatives to rush this. The community engagement has been very poorly executed. I attended the Connected Communities conference in March, and there was no follow-up, which was promised.
If it's being pushed through quickly, it's not good. The Mayor and City Council are frightening and enacting what are austerity measures on the citie's lower income residents.
I see no evidence (study, measurement, etc.) that street parking in close proximity to neighborhood business districts can actually accommodate new multifamily residents vehicles if the required off-street parking for new 2, 3 and 4 family units is waived.
We don't want our neighborhoods destroyed with this horrible plan. You've already destroyed so much of the beauty and history of our city. I feel that this is a "done deal" and will be approved before people understand the significant changes to the city. Every time someone objects to a new development they are called NIMBY types. The arrogance is mind boggling.
Please delay the vote so that all citizens & community councils can be heard.
This is insane. The city is giving developers permission to destroy our neighborhood and send our city into further debt with tax abatements. This is bad for all citizens!
Include the communities that you're changing! Don't push an ordinance through that changes my neighborhood without consulting and hearing our opinions. It's our homes and investments, be a listening council and mayor. Please be considerate of home owners, Pause and ultimately listen to residents and respect their views on their neighborhoods. Make changes that will create better living conditions, not change the character of the neighborhoods.
I believe many Cincinnati neighborhoods need more complete understanding of how Connecting Communities will impact, both positively and negatively, their neighborhood. Therefore, slowing down the process to allow more meeting time w neighborhood councils and members would be advantageous.
100% against this rezoning
The infra-structure of our aging neighborhood would not allow the construction of multi-unit housing. Our sewers back-up and basements flood even with the existing population. Also, why invade a beautiful, established neighborhood for "affordable housing"; our property values will be negatively affected. The neighborhood can barely take care of itself with the poor drainage, excessive traffic and the dying oak trees. Please, don't add multi-level apartments/ duplexes to the problem. I've been here for 12+ years and this Paddock Hills sub-division is an example of local history. ? - Look-it-up.
I will not vote for any council member that advocates for this!
Other cities that have forwarded this legislation have been overturned in court (e.g., Los Angeles). Let Cincinnati be the city that gets this right. **Please pause this to allow further outreach and further study.** Transparency and due diligence are of utmost importance. (A) Requesting that the City notify, by mail, all residents impacted by this. To date, the City has not. A "notice in the Cincinnati Enquirer" does not count, is not seen, and relatively few residents know what's happening. (B) We need a study

CONNECTED COMMUNITIES PETITION COMMENTS

performed of unintended consequences. This has not been done, and to be fully prepared to move forward, this must be done. **(C) In its Zoning Code, the City lays out its “Procedure to Initiate a Change of Zoning” that the City itself estimates could take as much as 24 weeks. Note please, with this in mind, that the City only made the Connected Communities plan public on April 11th. A June 5th vote by City Council would mean that residents are not even being given two full months to review the plan and to work with the City on our concerns. Please PAUSE this and allow us this time.
In addition, the Rapid Transit Route on Ludlow Ave. through the business district will eliminate parking there, potentially harming the local businesses tragically.
There was one public meeting in Clifton that lasted an hour and a half and the whole time it really was a push of arguments for connected communities. Little time for discussion and questions. And curiously, none of the Clifton council members were present. Apparently because it’s a done deal.
The outdoor bar situation is a menace in my quiet part of my neighborhood. Truly the worst. And also of course developers who are happy to tear down history.
Absolutly "Not Enough Time" to review correctly by residents
Get rid of the tax abatements first
I want to protect single family homes
This ordinance would have desperate effects on neighborhoods with high poverty and would cause further challenges to improve the quality of life for those residents. Zoning does not cause segregation; the city's practice of over impacting certain neighborhoods with income- restricted housing causes segregation which goes against the City's own Impaction Ordinance and Federal Fair Housing Law.
Mt Lookout is already a dense neighborhood with a pleasant mix of single family, multi family, and apartments. Current zoning protects city infrastructure from becoming overburdened. Streets, sewers, and green landscaping cannot handle additional households. The move to change zoning in our neighborhood needs much more consideration. Please pause work on the connected communities ordinance and allow for more dialogue with citizens.
Our current zoning was established to support communities best interest. The proposed change will not help communities, but rather hurt them on the long run. Do not vote to support this rezoning plan. It will only help special interest groups and developers.
The city has no right to remove family’s access to single family homes. The city is ignoring other pro-housing policies that would carefully and responsibly approach development and is directly serving the confederacy of developers, bankers, and investors. Connected Communities does nothing to protect vulnerable/sensitive neighborhoods and does everything do continue predatory market trends. The engagement for this was a sham and no dishonest. This removes opportunity for Plan Cincinnati and Neighborhood Plans to be used. Bad deal for this generation and future generations. We need homes for people to live in not units the size of storage containers.
I strongly oppose the connected communities ordinance.

UC Health

Executive Suite
3200 Burnet Avenue
Cincinnati, OH 45229
513-585-8805
uchealth.com

May 8, 2024

Dear Mayor Pureval, Members of City Council, City Planning Commissioners:

UC Health supports the proposed legislative package, Connected Communities, and the policy changes it entails related to land use and modifications to the zoning code to spur development, support transit systems, promote human-centered design, increase available housing, and strengthen neighborhood business districts.

For 200+ years, UC Health has been transforming medical care for the Cincinnati community, living into our purpose to advance healing and reduce suffering. Our patients and their health are at the heart of everything we do. We are acutely aware that the health of an individual and a community are greatly affected by the availability of housing, the natural environment, access to food and other social determinants. Aligning Cincinnati's land-use and zoning policies to increase our housing stock and better connect neighborhoods with transit will elevate the health of our communities, eliminate disparities, and enable prosperity for more Cincinnatians.

UC Health is also one of the largest employers in Cincinnati with 12,000 employees across all our locations. Our nationally recognized high-quality care sees 2.5 million visits a year from 50 states and multiple countries. The availability of affordable housing, multi-modal transit options, and strong neighborhoods enhances our efforts to recruit the best talent from around the world and retain our current employees in Cincinnati.

The city of Cincinnati has experienced exciting growth and development over the last 15 years. That growth has positioned Cincinnati as a competitive place to live and work, not only among our Midwest peers, but also large coastal cities that continue to see population loss. The policy proposals in the Connected Communities legislation will allow us to capitalize on this moment in time and ensure Cincinnati continues to grow and remain a great place to live and work.

UC Health supports the proposed Connected Communities legislation and hopes City Council and the Planning Commission will recognize the strong opportunity to continue the momentum of the region.

Sincerely,

Cory D. Shaw
President & CEO

EAST PRICE HILL
IMPROVEMENT ASSOCIATION

May 9, 2024

SENT ELECTRONICALLY

Mayor.Aftab@cincinnati-oh.gov
ClerkOfCouncil@cincinnati-oh.gov
planning@cincinnati-oh.gov

RE: CONNECTED COMMUNITIES OPPOSED BY EAST PRICE HILL IMPROVEMENT ASSOCIATION

Dear Mayor Aftab Pureval, Council Members, and Chairman Byron Stallworth:

On behalf of the East Price Hill Improvement Association (EPHIA), please accept this letter in opposition to the proposed Connected Communities legislation to come before the Planning Commission May 17, 2024. EPHIA's general membership voted unanimously to oppose the proposed ordinance. Major concerns being: it reduces opportunities for conversations about development in our community, removes opportunities to follow the neighborhood plan, and that there were not honest, open, or widely accessible discussions about the proposed ordinance. We want to address the same problems as you but with different means and different approaches.

Was there honest engagement?

The City's obligation to support safe and healthy neighborhoods, as well as the duty to provide meaningful and transparent engagement to facilitate policies to satisfy those obligations, have not been met. City leadership's urgency to respond to our community's housing shortage does not negate the City's responsibility of following its own procedures. Despite claims by the department of City Planning and Engagement, eight neighborhood meetings with only 236 total attendees, and five meetings with dozens of "professional stakeholders," (who stand to benefit from new housing construction) does not constitute or serve as a replacement for honest community discussions about such transformational and consequential changes to our neighborhood.

How will our residents without choice be treated by the landlords who own the land and buildings and what does this do for homeownership opportunities?

The Connected Communities proposal will lead to unintended consequences that will benefit investors at the expense of our neighborhood. Without existing guardrails that the current zoning code provides, investors will be empowered to continue to exploit our neighborhood by purchasing the cheapest available buildings and land: that directly reduces opportunities for families to step up into homeownership.

Connected Communities does not protect our neighborhood against current predatory market trends, including out-of-town investors and our own local slumlords who collect federal HUD dollars, from further concentrating poverty in selected areas of "opportunity" that the City has identified. It is important to provide housing at all levels, especially housing for the working poor and neighbors that desire to create generational wealth and stability through homeownership. It is our belief that the stability of our neighborhood relies on carefully promoting and developing mixed income rentals and protecting more homeownership opportunities.

Does Connected Communities deconcentrate poverty?

Mayor Aftab Pureval expressed the City's opposition to concentrating poverty at both the 2024 Housing Summit and Neighborhood Summit. We agree with the Mayor. EPHIA *also* strongly opposes concentrating poverty, which is currently at a rate of 44% in our neighborhood. An increase in concentrated poverty will further strain an already neglected neighborhood that desperately needs equitable investment and our fair share of services from the City.

What do we see from our front porch?

We are not NIMBYs, as was stated in an email from a city staff person to describe those opposed to Connected Communities. We are not opposed to having affordable housing in our backyard – we just need your help taking care of what is in our front yards first. We are not afraid of new neighbors: we are expressing that our current neighbors are not being treated with the dignity or respect they deserve and that bringing new neighbors into the same derelict neighborhood is negligent and increases opportunity for additional harm. We have been asking for remedy and assistance for over two decades and still ask for your help in carefully and intelligently approaching the known issues of East Price Hill.

How can the City meet housing and development goals and reduce harm to vulnerable communities?

Please, work carefully with partners and stakeholders to achieve our shared development and density goal. We are asking for an opportunity to execute our Neighborhood Plan. Let's take a rare approach to developing respectable community driven housing and retail to achieve revitalization without displacement or continuing to exploit the most vulnerable communities.

As the president of EPHIA, I am suggesting alternatives to this radical overhaul of the zoning change that is taking place from start to finish in only five weeks. The City should consider implementing the below proposed solutions and guidelines if it truly wants to responsibly be a Pro-Housing jurisdiction:

- Improve the current zoning change process to be more streamlined for developers and follow Neighborhood Plans
- Create Neighborhood Health Dashboards that fosters and guides responsible development and areas for improvement to guide neighborhood stakeholders' investment and intervention
- Have a process to increase rate of permits reviews and grants for housing development by 20%
- Have a preapproval process for expedited reviews and granting of permits for developers
- Subsidize or decrease cost of water and sewer hookups for major projects
- Develop "ready to build" sites, such as handling acquisition and rezoning so the developer only needs to finance and build
- Develop a housing plan that tracks the needs, gaps, and potential strategies for housing for the next decade while meeting goals of Plan Cincinnati and Neighborhood Plans
- Have policies that preserve existing low-income housing and promote moderate income housing

For your consideration,
Amber Kassem

President, East Price Hill Improvement Association
On behalf of the Board of Directors and the Residents of East Price Hill

513-341-8430
president@ephia.org
www.ephia.org

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:37 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Housing over parking

Follow Up Flag: Follow up
Flag Status: Completed

From: Wolfgang Windholtz <wwindholtz@icloud.com>
Sent: Monday, March 25, 2024 12:49 PM
To: ClerkOfCouncilEmail <clerkofcouncil@cincinnati-oh.gov>; #COUNCIL <CityCouncil@cincinnati-oh.gov>; Kearney, Jan-Michele <jan-michele.kearney@cincinnati-oh.gov>; Parks, Victoria <victoria.parks@cincinnati-oh.gov>; Albi, Anna <anna.albi@cincinnati-oh.gov>; Cramerding, Jeff <jeff.cramerding@cincinnati-oh.gov>; Harris, Reggie <reggie.harris@cincinnati-oh.gov>; Jeffreys, Mark <mark.jeffreys@cincinnati-oh.gov>; Johnson, Scotty <scotty.johnson@cincinnati-oh.gov>; Walsh, Seth <seth.walsh@cincinnati-oh.gov>; Owens, Meeka <meeka.owens@cincinnati-oh.gov>
Subject: [External Email] Housing over parking

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External Email Communication

Hello all,

Please vote in favor of the Connected Communities plan.

It will improve the development of our community and begin to address our housing crisis.

Cincinnati needs to prioritize people and housing over antiquated parking regulations and support dense, diverse housing options for all our residents.

Learn more here:

Experience
experience.arcgis.com



Thank you for you time,

A young resident of Cincinnati

Halt, Andrew

From: Douglas Jose <dougbjose@gmail.com>
Sent: Tuesday, April 2, 2024 10:58 AM
To: Halt, Andrew
Cc: Hoffman, Stacey; Keough-Jurs, Katherine; Mt. Lookout Planning
Subject: Re: [External Email] Concerns about connected communities

Thank you very much for your interest and for being willing to continue the dialogue.

I believe the fundamental issue here is that it's very hard for those of us living in Mt. Lookout to envision how anyone living here would be able to get by without a vehicle. It's hard to conceive how improvements in public transportation could be sufficient for us to meet the daily demands on our time and energy. For example, the closest grocery store is the Kroger's at Hyde Park Plaza. It's so far away that walking or even biking is not a viable option.

For families in which at least one person must commute to work by car, having a second vehicle is pretty much a necessity, especially if they have children.

Even people who depend on social services of one sort or another to meet some of their transportation needs would likely have other needs that would not be met by these programs.

Thanks again for listening.

Doug Jose

On Tue, Apr 2, 2024 at 10:11 AM Halt, Andrew <andrew.halt@cincinnati-oh.gov> wrote:

> Hi Doug,
>
> Thanks for elaborating on your perspective, and I'll be sure to include your comments with what is included in the information provided to Planning Commission and City Council. If you have any further comments, please feel free to reach out.
>
> Best,
>
> Andrew
>
> **Andrew Halt, AICP, PE** | Senior City Planner
>
> andrew.halt@cincinnati-oh.gov|513-352-4854 (p)

From: Douglas Jose <dougbjose@gmail.com>
Sent: Tuesday, April 2, 2024 8:50 AM
To: Halt, Andrew <andrew.halt@cincinnati-oh.gov>
Cc: Hoffman, Stacey <Stacey.Hoffman@cincinnati-oh.gov>; Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov>; Mt. Lookout Planning <planning@mtlookout.org>
Subject: Re: [External Email] Concerns about connected communities

The problem with believing that developers will do the right thing is that they'll be competing with other developers that will be doing the minimum required. That puts the good developers at a substantial disadvantage in the cost they would incur and the profit they would make.

Initially, the impacts of zero new parking spots for up to four-unit developments won't be that impactful. It's only over the course of time that the consequences of those actions will begin to become obvious. By then, additional units in progress could cause a tipping point when they come on the market. That could lead to permanent massive parking shortages in some areas.

One way out might be to set a maximum limit on how many units can be built. Also, limits on how many units can be built close to each other would prevent specific blocks from suffering major shortages quickly.

I also suggest that you encourage the planning commission to research how this process has gone in other cities. Minneapolis in particular seems to have serious problems. I heard that in the recent Madisonville meeting it was stated that no such research has been undertaken in Cincinnati.

There is a massive complex that has been in the works for years right near Mt. Lookout Square in the dark shaded area. Their plan was to build 30 to 50 units with one parking space for each. Mt. Lookout's Community Council went to court and succeeded in blocking that plan. Under the new rules, they could build 50 units and provide only 20 parking places. This is in an area where the only adjacent parking is metered! I'm not suggesting that that is likely to happen, but it shows the kind of impacts that could occur without any recourse from the affected neighborhoods.

Doug

On Tue, Apr 2, 2024 at 8:00 AM Halt, Andrew <andrew.halt@cincinnati-oh.gov> wrote:

Hi Doug,

I'm happy to respond, and to provide additional information that you need.

I apologize if I was unclear in my previous email regarding parking. What I meant to say was that the City would not be limiting the amount of parking that would be provided, and that the individual owner of the property would decide how much parking they needed for a given development, depending on new rules that apply to that location. I did not mean to say that the adjacent property owners would determine the amount of parking provided, since that situation is not the case in today's code either.

If you have any other questions, please feel free to reach out.

Best,

Andrew

Andrew Halt, AICP, PE | Senior City Planner

andrew.halt@cincinnati-oh.gov|513-352-4854 (p)

From: Douglas Jose <dougbjose@gmail.com>
Sent: Monday, April 1, 2024 5:47 PM
To: Halt, Andrew <andrew.halt@cincinnati-oh.gov>
Cc: Hoffman, Stacey <Stacey.Hoffman@cincinnati-oh.gov>; Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov>
Subject: Re: [External Email] Concerns about connected communities

You don't often get email from dougbjose@gmail.com. Learn why this is important

Thank you for being the only member of City Council to respond to my email. I also thank you for the links to the website.

However, I have to take exception to your statement that property owners could have any say in the number of parking spaces provided under the new rules. My clear understanding is that if the rule passes as written, there's absolutely nothing that property owners can do as long as the minimum number of parking spaces in the rules have been followed.

Doug Jose

On Thu, Mar 28, 2024 at 12:04 PM Halt, Andrew <andrew.halt@cincinnati-oh.gov> wrote:

> Hi Dougles,
>
> I appreciate you providing your comments. We'll consider them as we finalize the policy and we'll be sure to include your comments with all other feedback we receive.
>
> I do want to clarify that no changes to setbacks are being proposed under Connected Communities, except for a small change for existing residential buildings to have more sensible rules for additions. You can find more on our website about that change here. In addition, regarding your concerns about parking: just because parking requirements are reduced in certain areas, does not mean the city if putting a limit on parking. The amount of parking to provide is just a decision that will be made by property owners like yourself and not the city government. I'd encourage you to read all about parking on our website here.
>
> If you have any additional comments or questions, please feel free to reach out.
>
> Best,
>
> Andrew
>
> **Andrew Halt, AICP, PE** | Senior City Planner
>
> andrew.halt@cincinnati-oh.gov|513-352-4854 (p)

From: Douglas Jose <dougbjose@gmail.com>
Sent: Thursday, March 28, 2024 11:41 AM
To: Halt, Andrew <andrew.halt@cincinnati-oh.gov>
Subject: [External Email] Concerns about connected communities

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External Email Communication

I am a 23-year homeowner in Mt. Lookout, and have some serious concerns about possible impacts to our lovely community. My understanding of the Connected Communities proposal is that it will change the zoning rules for everything within a quarter mile of every neighborhood's business district. The current proposal provides very little in the way of off-street parking requirements for two, three or four units after teardown of single-family homes, almost all of which have at least two off-street parking spaces. We already have a severe shortage of parking spaces, and this could cause an irreversible trend toward a parking nightmare. It could result in causing many of the shops and restaurants in our business district to close because potential customers would no longer have access to convenient places to park.

Also, setback rules are expected to be greatly reduced, or possibly even eliminated, which could lead to new units completely filling practically the entire lot. This is totally out of character for the existing housing stock in our neighborhood. Existing homeowners will have very little recourse to arrest this trend.

The property rights we have enjoyed for decades are at risk of being swept away by the intention to severely limit or entirely eliminate the Variance process.

I urge you to consider these impacts, and try to persuade the planning commission to amend some of the proposed changes. They also should consider taking into account similar concerns from other neighborhoods. Cincinnati has always been a city of neighborhoods, and the needs of each have generally been considered before making sweeping changes.

Thank you for considering my comments.

Doug Jose

1021 Omar Pl

Halt, Andrew

From: Douglas Jose <dougbjose@gmail.com>
Sent: Tuesday, April 9, 2024 9:12 PM
To: Halt, Andrew; Keough-Jurs, Katherine; Mt. Lookout Planning; Hoffman, Stacey
Subject: [External Email] More concerns about connected communities

Some people who received this message don't often get email from dougbjose@gmail.com. Learn why this is important

External Email Communication

I have a few more concerns and questions about how the Connected Communities initiative could impact Mt. Lookout and other nearby neighborhoods.

Concerning real estate taxes, there is every likelihood that our home values will go up substantially as developers outbid each other for single-family homes. In the short run, that could result in existing homeowners paying thousands of dollars more in real estate taxes (I am already paying $9000 a year for my 1700 sq-ft house!)

If the new houses are built green enough to meet certain LEED standards, would that qualify them for a 15-year tax abatement? If so, the existing homeowners will be essentially subsidizing the new owners for up to 15 years!

In the long run, the value of our homes could decrease substantially as Mt. Lookout loses its unique character by becoming a more generic neighborhood.

Also, are there any estimates of how many teardowns there might be per neighborhood? Are there no limits on how many teardowns could be made? If many 4-units get built quickly, by the time it becomes obvious that there is a severe shortage of parking spaces, it could be too late, and we'd be stuck with a permanent shortage of on-street parking places!

Also, Mt. Lookout Square suffered considerable flooding due to the recent severe thunderstorms. Greatly increasing housing footprints would certainly exacerbate the flooding issue due to the increased runoff of storm water.

Doug Jose

1021 Omar Pl

Halt, Andrew

From: Douglas Jose <dougbjose@gmail.com>
Sent: Friday, April 26, 2024 9:11 AM
To: Aftab Pureval
Cc: Halt, Andrew; Mt. Lookout Planning
Subject: [External Email] Connected Communities Concern

External Email Communication

There is a massive complex that has been in the works for years right beside Mt. Lookout Square. Their plan was to build 30 to 50 units with one parking space for each. Mt. Lookout's Community Council went to court and succeeded in blocking that plan.

Under the proposed Connected Communities rules, they could build 50 units and provide only 20 parking places. This is in an area where the only adjacent parking is metered! I'm not suggesting that that is likely to happen, but it shows the kind of impacts that could occur without any recourse from the affected neighborhoods.

To the extent that new residents don't have cars, I expect that they will do much more online buying of stuff, ordering in more meals and groceries to be delivered, and relying more heavily on ride services such as Uber.

For large developments such as this one, is there no requirement to provide off-street parking for FedEx, UPS, USPS, Amazon, and other delivery vehicles? How about accommodating moving vans?

If not, those vehicles will have no choice but to try to find parking on Delta, and likely double-park if no spots are available. That would lead to people parked at the meters being blocked in their spot for some amount of time. The extra time required to make deliveries from this distance from the units could lead to much longer than usual amounts of time spent parked that way. Would the city eventually have to eliminate a bunch of metered spots in order to provide a place for those vehicles to park?

Halt, Andrew

From: Douglas Jose <dougbjose@gmail.com>
Sent: Monday, April 29, 2024 3:53 PM
To: Aftab, Mayor; Albi, Anna; Halt, Andrew; Kearney, Jan-Michele; Cramerding, Jeff; Keough-Jurs, Katherine; Jeffreys, Mark; Owens, Meeka; Harris, Reggie; Johnson, Scotty; Walsh, Seth; Hoffman, Stacey; Parks, Victoria
Cc: Jen Raabe; Mt. Lookout Planning
Subject: [External Email] Unintended consequences?

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External Email Communication

I would hope that the Connected Communities initiative would focus first on developing vacant lots, and second on tearing down distressed properties.

Instead, developers are likely going to focus on where they can make the most money.

That approach will likely involve buying and tearing down nice homes on large lots in desirable neighborhoods for more than $400,000. To recover their costs, units will have to rent (or sell?) at market rates. This will increase the availability of nice housing units, but they will not be particularly affordable!

Look at what happened with the initiative to allow huge tax abatements for “LEED Certified” buildings. That resulted mostly in subsidizing the tearing down of viable homes in desirable neighborhoods to build very expensive, high-end homes. It had little impact in most of the other neighborhoods!

Doug Jose

Mt. Lookout

Halt, Andrew

From: Douglas Jose <dougbjose@gmail.com>
Sent: Monday, April 29, 2024 4:39 PM
To: Aftab, Mayor; Halt, Andrew; Keough-Jurs, Katherine; Hoffman, Stacey
Cc: Jen Raabe; Laurel Garrison; Michael Hauser; Mt. Lookout Planning
Subject: [External Email] What's the long-term impact on parking?

External Email Communication

There are many areas of concern regarding the Connected Communities initiative, which could become law in a matter of weeks. For me, the area of greatest concern is the huge impact this initiative could have on parking. Zero off-street parking is required for new developments of up to 10 units!

The expectation seems to be that hundreds of housing units can be added near the business center in every neighborhood without causing enormous parking problems. The hope seems to be either that large numbers of people will be able to get by with less vehicles, and/or that there are plenty of unused parking spots near every business center.

I believe that in many neighborhoods very few people will find it possible to live without vehicles. My estimate is that at least 1.5 vehicles per unit will end up on the road. My guess is that at least 50 living units per year will likely be built in the next four years in many neighborhoods. If I'm right, that means 75 parking spots will go missing every year, for a total of 300 in many neighborhoods over the four year period!

This could be disastrous for businesses throughout Cincinnati, since there will be a huge shortage of parking spots near the business district. Many people would have to park a large distance from their home. At that point, it would be impossible to undo the damage. Do we want a future in which it will be a huge hassle to try to find a parking spot near most Cincinnati businesses?

1110 Salisbury Drive
Cincinnati, Ohio 45226
April 14, 2024

Mayor Aftab Pureval
Members of City Council
Mt.Lookout Community Council Board President

RE: Connected Communities - Proposed Re-Zoning and Relaxed Land Development Regulations

I am a resident of Mt.Lookout, and I urge you to please vote against the proposed re-zoning and relaxed development requirements for parking.

1. **Mt Lookout is already dense**, with small lots and a mix of owner-occupied and market-rate low-rise rental units. One-half of all properties in the neighborhood are rental. **More RENTAL units will increase nuisance complaints; produce more wear and tear on our streets, parks, and business district; and create more safety concerns for owner-occupied properties and businesses.** Renters, especially young singles, do not have the same concern for the care of property nor the same awareness for public safety as we who own and occupy property and who pay high property taxes to do so. Absentee landlords generally DO NOT possess the same level of care for property or consideration as owner-occupiers. Tenant behavior, especially in lower-priced housing, often forces adjacent owner-occupiers especially those with young children to monitor the tenant – something that landlords should be doing.

2. **The proposed re-zoning will increase already-congested vehicular arteries through and around Mt.Lookout Square, WORSEN the ability for Mt.Lookout residents to obtain basic consumer goods and services, and put MORE vehicles on our main and side streets. Eliminating a parking requirement for new development will only exacerbate this issue; and Metro bus routes like the #24, #52 might solve some but not all these pressures.**
   - EVERYONE living in our neighborhood, MUST drive to purchase groceries, supplies, and to see doctors to name a few. We try to avoid work rush hours, the Square, and school start and end times to do this - placing our drive routes onto side streets. And people routinely drive 40 miles per hour in these narrow 25 and 35 mph zones, placing children and pedestrians at risk.
   - Economies-of-scale needed to provide affordable consumer retail, the large footprints needed for stores, and the lack of BUILDABLE land for these types of footprints in our neighborhood all mean that driving is not going away any time soon.
   - Vehicles are not getting smaller; and most households in our neighborhood have at least two vehicles PER HOUSEHOLD.
   - We CURRENTLY compete with renovation contractors, landscapers, delivery vehicles – far greater in number since COVID – and driving teenagers on our narrow streets. Most of these streets have designated one-side parking and in some cases two; and this parking is often full. More residents will only make this congestion worse.
   - The Square is an entertainment destination that brings many non-residents - who seek parking when they visit. They currently find space on side streets; but they'll be competing with more

residents for that parking under the proposed zoning – something that neither the businesses, property owners, or tenants will like.

- Linwood Avenue and Delta Avenue, by connecting Anderson Township with Uptown and downtown job centers, ROUTINELY experience heavy and fast-moving vehicle traffic. I am not convinced that MORE people on the streets makes the narrow sidewalks we have any safer.
- Rent structures for new development OFTEN mean that each new housing unit will equate to two or more households per unit – and two or more vehicles per unit. Also**, landlords like the one on our street currently allow renters to opt out of paying for off-street parking**, putting those vehicles on the street.

3. LARGE concentrations of poverty, where large concentrations of low-income / affordable housing exist, historically carries the largest share of a municipality's crime. **Council MUST ensure that ANY City-funded housing in Mt. Lookout – should it prove feasible - will be encumbered with rigorous tenant screening, close monitoring of resident behaviors, frequent robust housing unit inspections, and strong legal / criminal accountability measures for landlords.**

Please vote against the proposed re-zoning and relaxed development regulations.

Respectfully,

Marc Petullo
513.479.1594

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:27 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

-----Original Message-----
From: Aidan Anich <aidananich@icloud.com>
Sent: Friday, April 12, 2024 1:49 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from aidananich@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Sent from my iPhone

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:27 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: alexis.begnoche@gmail.com <alexis.begnoche@gmail.com>
Sent: Friday, April 12, 2024 4:48 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from alexis.begnoche@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati. I am so proud to be a member of this community and I think this initiative will help it flourish in the ways it needs most.

Thank you,
Alexis Begnoche

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:30 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Alina Egolf <alina.egolf@gmail.com>
Sent: Friday, April 12, 2024 3:06 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from alina.egolf@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Sincerely,
Alina Egolf

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:35 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

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From: Andre Johnson <andre.johnson825@gmail.com>
Sent: Friday, April 12, 2024 11:44 AM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

Some people who received this message don't often get email from andre.johnson825@gmail.com. Learn why this is important

External Email Communication

Dear City Council,

I am writing to express my wholehearted **support** for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Andre Johnson | Designer
513.509.9494

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:27 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Arthur Schmid <arthurschmid@icloud.com>
Sent: Friday, April 12, 2024 6:09 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from arthurschmid@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Sent from my iPhone

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:34 PM
To: Cincinnati City Planning
Subject: FW: [External Email] I support Connected Communities

---

From: bdidrich@gmail.com <bdidrich@gmail.com>
Sent: Friday, April 12, 2024 12:19 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Cc: Aftab, Mayor <mayor.aftab@cincinnati-oh.gov>
Subject: [External Email] I support Connected Communities

Some people who received this message don't often get email from bdidrich@gmail.com. Learn why this is important

External Email Communication

This will be my 37th year as a resident of Pleasant Ridge. I've seen a lot of changes in those years, most of them positive.

I want to build on those successes. I see the opportunities the Connected Communities ordinance offers for neighborhoods like mine. I already live on a street with the kind of missing middle housing this ordinance would allow again. On my street alone, there are three 2-family homes (two next door to me), and five or six 4-family apartments. There is more such housing on neighboring streets.

I've lived in harmony with this kind of housing my entire life as a Cincinnati homeowner. It has not lowered my property values or led to increased crime. In fact, I'd argue that these units, which provide a lower price point for residents wanting to move to my neighborhood, have helped Pleasant Ridge maintain more diversity (both racial and economic) than some other city neighborhoods.

One of the main attractions of Pleasant Ridge for young families – the city's only neighborhood Montessori public school – has resulted in more demand for existing housing. That has pushed prices up to levels I've not seen before. It's also imposed limits on who can afford to live here, and that's had a cooling effect on the diversity that was one of my reasons for moving here in the first place.

Thank you for the years of work you've spent in crafting this legislation. I stand in strong support with you.

Barbara Didrichsen
Phone: 513-235-5471
Website: A Clearing

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:26 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

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From: Elizabeth <eabert16@gmail.com>
Sent: Friday, April 12, 2024 11:25 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

Some people who received this message don't often get email from eabert16@gmail.com. Learn why this is important

External Email Communication

Dear City Council,

I am an OTR resident, and I primarily get around by bike, bus, and walking. I chose OTR when moving to Cincinnati in 2020 for it's connectedness in transportation. Since then, I've learned a lot about how our city can grow to be more connected, equitable, and sustainable in design that involves and supports public and active transportation. I believe that future is possible for us, and we must do what we can to move towards it.

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Thank you,
Elizabeth

Elizabeth Gilbert (she/her)
Product Data Scientist | Cisco
Organizer | Cincinnati Data & Analytics Meetup
(224) 241-4987 | eabert16@gmail.com

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:34 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

-----Original Message-----
From: Joanne Johnson <joannepjohnson4@gmail.com>
Sent: Friday, April 12, 2024 12:43 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from joannepjohnson4@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Sincerely,
Joanne P. Johnson
2742 Powell Dr.
Cincinnati, Ohio 45211

Sent from my iPhone

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:27 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Jake Kaiser <jkaiser@wbradford.com>
Sent: Friday, April 12, 2024 4:21 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from jkaiser@wbradford.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing. As a Cincinnati native and a resident of downtown Cincinnati over the last five years, I have seen the progress that has already been made and believe that now is the time to double down.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:33 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

-----Original Message-----
From: Katey Hill <kmhill1822@gmail.com>
Sent: Friday, April 12, 2024 12:43 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from kmhill1822@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:34 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

-----Original Message-----
From: Paige Silverman <paige@paigesilverman.design>
Sent: Friday, April 12, 2024 12:37 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

External Email Communication

Dear City Council,

I am writing to express my enthusiastic support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding.

We need to build on our investments in our transit system, support our neighborhood business districts, and build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Sincerely,
Paige Silverman

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:27 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

-----Original Message-----
From: stormaboyd@gmail.com <stormaboyd@gmail.com>
Sent: Friday, April 12, 2024 6:01 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from stormaboyd@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

-Storm Boyd

Sent from my iPhone

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:35 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Connected Communities letter of support

---

From: Scott Hand <scothand@gmail.com>
Sent: Friday, April 12, 2024 11:44 AM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>; Aftab, Mayor <mayor.aftab@cincinnati-oh.gov>
Subject: [External Email] Connected Communities letter of support

Some people who received this message don't often get email from scothand@gmail.com. Learn why this is important

External Email Communication

Hello,
As a resident and business owner in Mt Airy and Northside, board member of a Neighborhood CDC, and architect specializing in sustainability, I would like to voice my complete **support of the Connected Communities Policy proposal**. Personally, I would like the zoning reform to go even farther and believe that Cincinnati should lead on zoning and building code reform. But this is a necessary first step in remedying the housing shortage and improving the city. Please continue pushing for the enactment of this well-needed initiative.

Thank you,
Scott Hand, AIA
4580 Colerain Ave, Cincinnati, OH 45223
708-539-5511

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:30 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

From: Teddy MJ <teddymj20@gmail.com>
Sent: Friday, April 12, 2024 3:21 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

Some people who received this message don't often get email from teddymj20@gmail.com. Learn why this is important

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Thank you,
Teddy

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:26 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Let's Get Connected Communities Through!!

From: Mcdermott, James (mcdermje) <mcdermje@mail.uc.edu>
Sent: Saturday, April 13, 2024 11:21 AM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Let's Get Connected Communities Through!!

Some people who received this message don't often get email from mcdermje@mail.uc.edu. Learn why this is important

External Email Communication

Good Morning City Council,

My name is James McDermott, and I am a student at the university of Cincinnati. I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. As a student at UC, I am well aware of the housing crisis that plagues our students. Rent is getting more and more expensive, and more of my friends are living off campus than ever before. To respond to rising rents and the larger numbers of students who will be living off campus, it is necessary that the city change its zoning in the uptown area to allow for more housing.

I think the Connected Communities proposal really hit the nail on the head with its proposed changes, and I am super optimistic about the future of this city because of it. So please support connected communities to allow for more housing and growth in this city.

As an aside, some friends and I were thinking of pooling our money to build a fourplex that we would collectively own in Walnut Hills. Only one of us owns a car, but with the current parking requirements we would have to have three parking spaces, making the idea much more expensive and much less likely to happen. With the proposed Connected Communities' changes in Walnut Hills, we could now build the fourplex without any required parking, which would allow us to choose whether to have a parking space on site or not.

Imagine how many projects could now pencil out that didn't before by passing this law and how many more people we could allow to live in Cincinnati! I hope you all support Connected Communities and don't allow a vocal minority of NIMBYs to take charge of Cincinnati's future. I wish you all the best!

Sincerely,
James McDermott.

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:25 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support Connected Communities!

From: Adam Brokaw <abrokaw24@gmail.com>
Sent: Sunday, April 14, 2024 10:37 AM
To: Harris, Reggie <reggie.harris@cincinnati-oh.gov>
Subject: [External Email] Support Connected Communities!

> You don't often get email from abrokaw24@gmail.com. Learn why this is important

External Email Communication

Hello,

I want to thank you for your service to Cincinnati on the city council. My name is Adam Brokaw and I am a Cincinnati resident that is concerned for the future of our city. For decades, we have torn down dense housing, built highways, and created other car-centric infrastructure that has become a major burden for taxpayers. Not only has this helped to create an affordable housing crisis, but has exacerbated the climate crisis and has held Cincinnati and its residents back from true prosperity.

But we can still turn this around. I believe the Connected Communities proposals will help fix past mistakes and set us on a path to a brighter future. Increasing middle housing, eliminating parking minimums, and zoning reforms will unlock great financial opportunities and make us competitive with other cities.

As a young professional living in this city, it's hard not to be jealous of the kinds of developments and reforms that other cities have made. I often wonder, why are our policies still stuck in the 20th century? With Connected Communities, however, I know we can not only move forward, but become a leader and make our city even more attractive to young people.These urban planning concepts are not simply a trend-it's how the most financially productive cities in the world operate.

Thank you for your time, and please support Connected Communities!

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:24 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

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From: Candace Wade <wade.candace1@gmail.com>
Sent: Sunday, April 14, 2024 11:39 AM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

> Some people who received this message don't often get email from wade.candace1@gmail.com. Learn why this is important

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:24 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

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From: Harris Eidelman <spanbrew234@gmail.com>
Sent: Sunday, April 14, 2024 9:07 AM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

Some people who received this message don't often get email from spanbrew234@gmail.com. Learn why this is important

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Best,

A concerned Cincinnatian

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:24 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

-----Original Message-----
From: Mitch Radakovich <mitch@radakovichfamily.com>
Sent: Sunday, April 14, 2024 7:04 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

[Some people who received this message don't often get email from mitch@radakovichfamily.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear City Council,

I am writing to express my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

I am a young professional living in OTR and working at P&G. I have struggled with the lack of density and vibrancy outside of the urban core, and I believe this program will greatly improve our city. Combination of emphasis on density and transit-oriented development is also quite promising. If we want young people to come and stay in Cincinnati, we need improvements like this.

I know there will likely be very loud opposition, but know that the majority of people are busy working, putting food on the table, and trying to stay safe, so they dont have time to show up to public comment. Please keep these populations in mind when you are hearing priviliged, wealthy opposition who are fortunate enough to have the time to show up to council meetings.

Thanks,
Mitch Radakovich

Halt, Andrew

From: Keough-Jurs, Katherine
Sent: Monday, April 15, 2024 2:25 PM
To: Donald Dudrow - CHS
Cc: Kearney, Jan-Michele; #COUNCIL; nana@northavondalecincinnati.com; Halt, Andrew; Hoffman, Stacey; Weber, William
Subject: RE: [External Email] Re: Upcoming Connected Communities Public Meetings

Donald,

First, thank you for your insight and the time you dedicated to providing your input as one of our professional stakeholders.

Thank you also for sharing your well-thought critiques and suggestions about the proposed policy. We will take them into consideration as we move forward. We will also make sure your comments are included in all information provided to the City Planning Commission and City Council regarding this topic.

We appreciate you taking the time to participate in this process and reaching out to us.

Thank you,

Katherine Keough-Jurs, FAICP | Director
City of Cincinnati | Department of City Planning and Engagement
Two Centennial Plaza | 805 Central Avenue, Suite 720 | Cincinnati, OH 45202
(p): 513.352.4859 | (f): 513.352.4853 | Website | Twitter | Plan Cincinnati



Stay up to date with "**Connected Communities**"

From: Donald Dudrow - CHS <dldudrow@chs-incorp.com>
Sent: Friday, April 12, 2024 4:49 PM
To: Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov>
Cc: Kearney, Jan-Michele <jan-michele.kearney@cincinnati-oh.gov>; #COUNCIL <CityCouncil@cincinnati-oh.gov>; nana@northavondalecincinnati.com
Subject: [External Email] Re: Upcoming Connected Communities Public Meetings

External Email Communication

Katherine,

As a member of your committee of professional stakeholders that participated in your concept meetings, I must say that I oppose the current Connected Communities proposal. I've reviewed the recommendations/ plan and as an affordable housing professional and Cincinnati homeowner I cannot support the plan. I'm opposed to the Connected Communities zoning changes for the following reasons.

1. Unintended Consequences - The 4/24/2023 Urban Land Institute study found that less restrictive zoning regulations increased housing supply, but not for renters and low income peoples. Also, detrimental increases in housing density led to less affordability and increased incidents of crime. Though I agree that increased investment in subsidy programs and affordable housing development is necessary, these zoning changes will only exacerbate the problem by promoting higher cost rentals/ increased homeownership costs in the Connected Communities areas by driving out the affordable housing opportunities.
2. Fairness - Existing homeowners have purchased and invested in their homes under the current zoning regulations. Arbitrarily changing these zoning regulations after the fact to allow multi-family housing in historically single family neighborhoods will decrease their property values and neighborhood dynamics that may have appealed to them when they chose to live in a particular neighborhood.
3. Absentee Landlords - Unfortunately Cincinnati has a horrible history with out of town investors and landlords. These zoning changes will only exacerbate this issue and increase the potential for out of town investors dividing-up single family homes as investment opportunities. Unless the zoning requires owner-occupancy for an extended period of time, this will occur (unlikely legal to do so).

Better Options: The following alternatives to increasing the housing stock include the following. These alternatives can be implemented without changing any laws/ regulations.

1. Enforcement - there are many blighted and neglected properties throughout Cincinnati. Enforcement of municipal housing and maintenance codes will either cause the owner to improve their properties or sell. This is not being done in a comprehensive manner due to building inspector staff shortages/ funding. Also, mandatory annual housing code inspections of rental housing is needed. Increasing fines and consequences of non-compliance may be necessary.
2. Assessment/ Foreclosure - failure of a property owner to maintain their properties would be a "big-stick" in turning blighted properties into needed housing.
3. City/ Port/ 3CDC Purchase/ Stabilization/Resale - Foreclosure or purchase of abandoned lots or properties that fail enforcement actions and then offering them to new buyers with financing/ tax abatement/ and other incentives. I personally was involved in the very successful City led VBS (Vacant Building Stabilization) program. As one of the City's Consulting Architects we stabilized over 30 buildings in OTR that were foreclosed on by the City or abandoned. Stabilization included: roofing, closing doors/ windows, and structural repairs in order to prevent further deterioration or collapse of the buildings. These stabilized building were eventually sold by 3CDC for $1 to investors who promised to renovate/ occupy the buildings. The success you see in OTR is in great part due to this VBS program. Otherwise, the failure to stabilize these buildings would have led to

their demolition and loss of much of the OTR fabric. This approach can be implemented city-wide to great effect.

4. Variances - though I'm not a huge fan of zoning variances, there are times and places where it is needed. The current zoning code allows for some "flexibility" while engaging neighborhood stakeholders in an organized and transparent process. Why change something that to a great extent has been successful in accommodating exceptions to current zoning?
5. Market Forces - A better solution is to keep the historically zoned single family neighborhoods intact and let the market determine the best location and type of affordable housing as permitted by current zoning. This allows stabilized communities and active neighborhood involvement (ex. NANA and others) to serve as an anchor for peripheral growth of multi-family housing. "Multi-family rentals everywhere" is the antithesis of good urban planning. Uniform housing types, in defined neighborhoods, is the goal of many successful urban plans and zoning ordinances - i.e. utopian planned communities.

Closing Thoughts - Building types, height and area requirements preserve the rich character of Cincinnati's neighborhoods. Hyde Park is a perfect example of what loose zoning codes/ lack of enforcement and undesirable variances will do to destroy a once beautiful and recognized neighborhood. When I moved to Hyde Park in 1986 it was a wonderful, quiet, safe and vibrant community. Now I avoid the area as much as possible due to the traffic, divided single family lots, high density and poorly designed new-builds surrounding the square by speculators. Oh, and none of it is "affordable" to most.

I urge the City of Cincinnati to leave the zoning as-is and instead of legislating destructive change; enforce current codes/ regulations, and find financial resources and incentives to motivate the free market to determine the best location and type of affordable housing within the constraints of the current zoning code.

Donald L. Dudrow, Jr., RA, NCARB, AIA, CEM
President/ Architect
Creative Housing Solutions, Inc.
935 Lenox Place
Cincinnati, Ohio 45229
800.321.5270
513.961.4400 ext. 1
513.325.5678 cell
www.chs-incorp.com
iMac



On Feb 16, 2024, at 10:45 AM, Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov> wrote:

Good Morning,

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Monday, April 15, 2024 3:24 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

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From: Danielle Knobloch <daniellesknobloch@gmail.com>
Sent: Monday, April 15, 2024 11:41 AM
To: Aftab, Mayor <mayor.aftab@cincinnati-oh.gov>; #COUNCIL <CityCouncil@cincinnati-oh.gov>; community@corryville.org; billcrawford@fuse.net
Subject: [External Email] Support for Connected Communities

Some people who received this message don't often get email from daniellesknobloch@gmail.com. Learn why this is important

External Email Communication

Dear Mayor Aftab, Bill Crawford, and the City Council,

My name is Dani Knobloch, resident of Coryville, and I am writing to express my **wholehearted support** for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. When I first learned about the plan, I was extremely excited that the city seemed to hold the same values that I and many of my fellow Cincinnatians held. Housing, transit, and accessibility to the city are all issues that are ever-present in our lives, and we are confident that the approach Connected Communities is taking is a step in the right direction to make Cincinnati a better place for **all** residents and visitors.

Now is the time to build off our investments in our transit system, support our neighborhoodbusiness districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing. Change is tough, but I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati.

It's projects like the Connected Communities plan that make me - a Cincinnati Transplant (from Houston!) - want to live the rest of my life in Cincinnati. I have fallen in love with this city ever since visiting and subsequently moving here, and the ethos and drive around improving the city through things like connected communities are a HUGE part of that love. People here love their city and want to make it a better place. That energy is infectious. Please support this plan and help strengthen our city and the people within it.

Thank you,
Dani(elle) Knobloch

Halt, Andrew

From: Keough-Jurs, Katherine
Sent: Monday, April 15, 2024 2:28 PM
To: Halt, Andrew
Cc: Hoffman, Stacey
Subject: FW: [External Email] Opposition to Connected Communities

Please add to the correspondence.

From: Susan Conner <Laruscanus46@outlook.com>
Sent: Sunday, April 14, 2024 12:43 PM
To: Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov>
Subject: [External Email] Opposition to Connected Communities

You don't often get email from laruscanus46@outlook.com. Learn why this is important

External Email Communication

Paddock Hills can't say enough about the city's attempts to takeover property rights are abominable. This proposal we received was written a year ago, which makes it clear that your administration considers this a fait accompli. We will not tolerate it. We are proud of our community for including diversity and multi-family housing. We bought our homes here because we consider it very livable. We don't need "density," Mt. Lookout was forced to include Section 8 housing, which has not improved neighborhoods (particularly on Kinmont St.). We see only benefits for developers and the city to profit from "Connected Neighborhoods (what is connecting us with this plan?), not property owners. We'd like more money spent on attempts to improve our infrastructure, particularly streets, that harebrained attempts at subterfuge of our rights. Who wants this? Did any property owner request this before this was conceived? Did REITs request it? We're very angry with this. If this goes through, Mayor Pureval will not receive a vote from this neighborhood.

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Thursday, April 18, 2024 5:03 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

Categories: AW

From: Bradley Thomas <bradleywilliamthomas@gmail.com>
Sent: Wednesday, April 17, 2024 8:51 AM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>; Aftab, Mayor <mayor.aftab@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

External Email Communication

Mayor Pureval and Members of City Council,

I'm writing to express my support for the Connect Communities proposal. These reforms will increase our population, grow our tax base, and reduce emissions by focusing growth in walkable areas well served by transit.

One very important fact to remember during this process is the median Cincinnatian is a 32 year old, non-white, female renter who makes $31,869 per year, and that is precisely who will benefit from these reforms. Increased housing supply will lower rents and living along transit lines will reduce transportation costs.

Thank you and please do not hesitate to contact me if you have any questions or concerns.

Brad

Urbancsik, Jesse

From: E B <eshlise@gmail.com>
Sent: Thursday, April 18, 2024 12:27 PM
To: #COUNCIL; Cincinnati City Planning
Subject: [External Email] Connected communities

Categories: AW

Some people who received this message don't often get email from eshlise@gmail.com. Learn why this is important

External Email Communication

Councilmembers and Planning Committee,

Councilmember Harris delivered a great presentation at the Northside community council about Connected communities. This sounds like an exciting opportunity to improve density and could connect people to each other, the businesses around them they may choose to patronize or work at, and potentially improve efforts for bicycle- and pedestrian-centeredness!

Elise Binder

Urbancsik, Jesse

From: Kira Palmer <kirajo513@gmail.com>
Sent: Thursday, April 18, 2024 11:08 PM
To: Cincinnati City Planning
Subject: [External Email] Support for Connected Communities

Categories: AW

External Email Communication

To the Department of City Planning and Engagement,

The comments below are addressed to the Planning Commission:

I would like to voice my wholehearted support for the Connected Communities Policy initiative proposed by Mayor Pureval, Councilmember Harris, and Councilmember Cramerding. Now is the time to build off our investments in our transit system, support our neighborhood business districts, and aggressively build more housing to accommodate the growth Cincinnati is experiencing.

Change is tough, but the status quo is not working. So I ask that you join me in supporting a bold, sensible solution to a more equitable and sustainable future Cincinnati. Connected Communities is about supporting the vitality of our city and providing increased opportunity to residents, business owners, and employees to connect to what they need and to connect with one another. It is about increasing housing options and strengthening neighborhood business districts. It is about directing future development to be more pedestrian friendly and human-centered. It is about discouraging development patterns that could hurt our quality of life.

Some of Cincinnati's most pressing issues include housing affordability, small business success, and safety. We must increase development and increase density to help address these issues. By increasing development and density, we increase the housing supply and therefore relieve some of the real estate market pressures making housing unaffordable for renters and owners alike. By increasing development and density, we increase foot traffic to support small business owners and the people they employ. By increasing development and density, we increase eyes on the street, which makes people feel safer. Coupled with increased development and density, by reducing reliance on cars and supporting pedestrian-scaled development patterns, we help increase safety for folks walking, wheeling, cycling, and using other forms of transportation.

I am speaking up as someone who lives, works, and plays in Cincinnati.
It is because of my lived experience that I urge the Planning Commission to support Connected Communities. The Connected Communities policy and legislation balances the Cincinnati of today and the Cincinnati we want to build for the future - for the environment, for legacy residents, for future generations.

Best,
Kira P.
Mt. Adams renter and Downtown worker

Urbancsik, Jesse

From: Harris, Reggie
Sent: Tuesday, April 23, 2024 10:54 AM
To: Cincinnati City Planning
Subject: FW: [External Email] Connected Communities: Building Accessible Future for Our City

Categories: JU

From: Katherine Waddell <civicinput@newmode.org>
Sent: Tuesday, April 23, 2024 8:36 AM
To: Harris, Reggie <reggie.harris@cincinnati-oh.gov>
Subject: [External Email] Connected Communities: Building Accessible Future for Our City

External Email Communication

Dear Cincinnati City Council Member Reggie Harris,

This is exactly what Cincinnati needs to provide more housing in better locations for a wider variety of people. It will improve pedestrian safety, access to transit, and reduce dependency on cars. I think this plan will make Cincinnati a better place for people who already live here and make it a much more desirable place for people looking for a new home. I am very excited to see a plan like this put into place here.

Sincerely,
Katherine Waddell

1925 Auburn Ave Apt 6
Cincinnati, OH 45219
United States

Urbancsik, Jesse

From: Harris, Reggie
Sent: Tuesday, April 23, 2024 10:54 AM
To: Cincinnati City Planning
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Sincerely,
Katherine Waddell

1925 Auburn Ave Apt 6
Cincinnati, OH 45219
United States

Urbancsik, Jesse

From: Bobbie Foy <bobbiefoy@gmail.com>
Sent: Wednesday, April 24, 2024 4:08 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Community in Mt. Adams?

Categories: AW

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

External Email Communication

Dear Planning Group,
Please do not allow the rezoning of Mt. Adams to provide a "connected community". We do not have enough street parking as is!!!
We are already physically connected to downtown, and a walkable community.
This is not a viable change for such an established community.
Bobbie Foy
bobbiefoy@gmail.com
1000 Celestial

Urbancsik, Jesse

From: Edward Funnell <civicinput@newmode.org>
Sent: Wednesday, April 24, 2024 11:42 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Building Accessible Future for Our City

Categories: AW

You don't often get email from civicinput@newmode.org. Learn why this is important

External Email Communication

Dear Cincinnati Planning,

Hello,

I work in Cincinnati and live in Delhi. I want to be able to get into work without creating car traffic that makes our city worse. Please fix our zoning, fix our transit, and fix our places - Cincy can be a nicer place to BE and not just drive into. I know there are a lot of loud NIMBYs. There always will be, and they are not speaking for the majority. Now is the time to make Cincy better. Please, put your support 100% behind Connected Communities!

Sincerely,
Edward Funnell

5027 Francisvalley Court
Cincinnati, OH 45238
United States

Urbancsik, Jesse

From: robdaly35@gmail.com
Sent: Wednesday, April 24, 2024 2:21 PM
To: Aftab, Mayor; #COUNCIL; Cincinnati City Planning
Cc: 'Victoria Daly'
Subject: [External Email] Fast and loose proposed ground rule changes for Mt Adams zoning
Attachments: MACA Letter to Planning Commissionn April 22 2024.pdf

Categories: AW

Some people who received this message don't often get email from robdaly35@gmail.com. Learn why this is important

External Email Communication

Folks,
We have attached the formal note, sent each of you by the Mt Adams Civic Association, to convey our full support of the document.
Trust is so vital, hard to earn, easy to lose, long time to regain. There is trust in the community now, the proposed action is wrought with overly simplistic notions with real messy consequences, that would likely shred the trust. I have been through this over the years with the city, and they don't end well for anyone. The only problem with a proposed quick fix, is its not often quick, and it doesn't fix anything.
Respectfully Robert & Victoria Daly
347 Oregon St. 45202

Urbancsik, Jesse

From: Elizabeth Goodman <edehne@gmail.com>
Sent: Thursday, April 25, 2024 1:54 PM
To: Cincinnati City Planning
Subject: [External Email] Fwd: Connected Communities: Public Comment

Categories: AW

External Email Communication

I recieved an out of office message for Urbancsik with this email address as the recommended contact. Just forwarding to make sure it is added to the Planning Commission packet.

Thank you!
Elizabeth

Dear City Councilmembers, Mayor, and Cincinnati Planning Department,

Greetings! My name is Elizabeth Goodman, Linwood and 3rd generation Cincinnati resident.

I plan to attend at least one of the Planning Staff Conferences scheduled for the 25th and 30th, but wish to add my comments regarding the proposed Connected Communities legislation in writing for the record.

In order to build satisfaction and trust among constituents, it is important to demonstrate that our elected officials and hired administration are committed to serving the current population before attempting to add more people to the City boundaries. It is my stance that Connected Communities zoning initiatives should be paused in favor of addressing the issues below first. If there are active solutions or plans actively in place for any of these items, thank you in advance for sharing this information.

1. Bus Rapid Transit (BRT): Connected Communities making plans on a hypothetical

- As stated in the Planning Department presentation to the Equitable Growth and Housing Committee on 4/23/24, The BRT plans have several years before completion.
    - It is premature to amend the zoning code in these target areas before the lines are built and running efficiently.
- Residents voted to financially support SORTA,with the passing of Issue 7 in 2020
    - While some of the items promised have been implemented, the identified BRT lines are yet to come to plan
    - Residents deserve to see efforts made towards this project before the City takes measured attempts to add density.
    - Once the BRT lines are installed, this will provide additional mobility for the target areas and allow for a more efficient flow of residents who wish to use this service.

2. Adding density where already most dense raises Quality of Life concerns

This plan could add more density in areas that already have higher population, higher rental rates, and are facing Quality of Life issues such as dumping, littering, blight, and crime.

- Plans should be implemented to target dumping/litter enforcement, drug activity, and prosecution of crimes for all those breaking the law.
- Crime will never be at 0%, but if even the smaller issues of the dumping/littering (i.e. more trash detail for offenders) can be addressed before adding more people, will set the neighborhoods on a pathway to success.

3. Out of town landlords/non-owner occupied properties need investigation

- Connected Communities is rent-centric in its plans.
- City leaders should have enforcement measures in place to address predatory or negligent landlords/property owners prior to opening the zoning code that will allow more multi-unit construction.
- This WLWT article: Ohio leaders take aim at predatory investors driving up local housing prices states that investors "*bought 15 percent of homes and almost 50 percent of homes in certain low-income communities. One company bought 29 homes on a single street.*"
    - It appears that The Stop Predatory Investing Act is still making its way through Congress at the Committee stage.
    - Perhaps Cincinnati can implement measures in the meantime to protect its residents and properties within City limits and possibly free up some housing stock in the process, which may help address supply and demand.

4. Housing stock/vacancies need more investigation

According to the 2020 Census, there are over 19,000 vacant units in Cincinnati. Identifying what is vacant, why, and potential future use cases for vacancies should be done before encouraging the construction of more units.

5. Other items for consideration:

According to the 2020 Census:

Cincinnati's poverty rate is 26.6%. One quarter of residents are living in poverty.

- This is an indication that the economy of the city is not healthy, not necessarily an indication that we need more housing.

Cincinnati's homeowner rate is 40% . The average for Ohio is 67%.

- This should indicate that rental stock availability may not be the problem, but perhaps that more housing stock (i.e. single family homes) need to be added to the housing stock for residents to own.
- This may also help alleviate negligent landlords, out of state property owner concerns, if the city can support homeownership conditions in the city vs. renting.

In conclusion, I currently do not have confidence in city leaders and hired administration to ensure the safety, cleanliness, or efficiency of city management with the current population, much less if more residents are added in the near future.

Making Cincinnati a desirable place to live requires more than just more housing, and therefore I cannot support the Connected Communities legislation until the City demonstrates efforts towards the above issues.

Thank you for your time and consideration. I look forward to following along with the process, and am hopeful that current resident feedback is prioritized.

Sincerely,
Elizabeth Goodman

Halt, Andrew

From: Elizabeth Goodman <edehne@gmail.com>
Sent: Thursday, April 25, 2024 11:22 AM
To: Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Walsh, Seth; Owens, Meeka; Aftab, Mayor; Urbancsik, Jesse; Halt, Andrew; ClerkOfCouncilEmail
Subject: [External Email] Connected Communities: Public Comment

External Email Communication

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-

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Thank you for your time and consideration. I look forward to following along with the process, and am hopeful that current resident feedback is prioritized.

Sincerely,
Elizabeth Goodman

Urbancsik, Jesse

From: Mary Kenkel <mhamad@fuse.net>
Sent: Saturday, April 27, 2024 4:39 PM
To: Cincinnati City Planning
Subject: [External Email] Upzoning and traffic

Categories: SH

External Email Communication

Hello,

I wanted to write to address my numerous concerns about the proposed zoning changes and to follow up on the Zoom meeting that I attended with staff on Thursday, April 25th.

First, about the meeting.

During the meeting, there were multiple misstatements made by the staff. I found this concerning.

First, we were told about the high level of success of upzoning in Minneapolis but we weren't told that the increase in housing there was primarily due to buildings of 20+ units.

From https://www.pewtrusts.org/en/research-and-analysis/articles/2024/01/04/minneapolis-land-use-reforms-offer-a-blueprint-for-housing-affordability:

> "From 2017 to 2022—including some years before Minneapolis 2040 took effect but after the city cut parking requirements near transit—nearly 21,000 new units of housing were permitted in Minneapolis. Of those, Pew estimates that 87% were in buildings with 20 or more units, and just 1% were in buildings with two to four units."

And no one wanted bothered to mention that upzoning in Chicago increased the prices of existing housing:

From https://journals.sagepub.com/doi/10.1177/1078087418824672 :

> "…the short-term, local-level impacts of upzoning are higher property prices but no additional new housing construction."

So, the statements about the success of this type of legislation were misleading. The truth is that the jury is still out relative to upzoning. Touting its success is a nothing more than a sales pitch and smacks of dishonesty.

And then, there's what we heard about parking. Andrew claimed in the presentation that there will be a requirement of one parking spot per unit. But it wasn't until he was pushed on that that he admitted that buildings with less than 10 units would have no parking requirements at all. Again, that was dishonest.

The reality is that Cincinnati is not a walking city. People need their cars. People can't use the metro to get to Jungle Jim's or Kenwood Town Center. They can't use metro to go grocery shopping. Even if there was a bus from Mount Lookout to Hyde Park Plaza, do you actually think people are going to haul their groceries home on a metro? Do you think people are going to take the bus to Hyde Park pharmacy to pick up their prescriptions when they're sick? Or hop on a bus to get to a doctor appointment?

No, none of these things are going to happen. People will have cars. They just won't have any place to park them. So, the result will be they will park them in front of other people's houses, making it even harder on those who own homes here. These homeowners are the same people who are paying record property taxes, and absurdly high sales taxes. And they will be the ones who will be most hurt when/if this legislation is passed.

And I won't even go into the ridiculousness of the person on the Zoom meeting who said that banks would manage the parking problem. So, the idea is that you guys pass bad legislation and then depend on banks to fix it?

Seriously?

And, by the way, the statement that the infrastructure is geared up to increase with the new population density is ludicrous. I live in Hyde Park/Mount Lookout and we have had power outages three times already this year. It's routine in this area. I'm not talking short power outages. They typically range from hours to days. Last year we had four. So, I guess we're on the way to beat that number this year.

So, the infrastructure can't even keep up with the current population density much less an increased one.

And why would anyone think that allowing investors from outside the city to own rental property here is a good idea? How do you not understand that outside investor have, by definition, no skin in the game in this city?

And why would you want to increase the renter population when Cincinnati is already over 60% renters? The percentage of renters here is already the 6th highest in the state (https://www.cleveland.com/news/2024/04/what-cities-lead-ohio-with-the-largest-concentration-of-renters.html) How do you not understand that the stability of the city is based on its homeowners? Homeowners are people who have a vested interest in this place. Not true for renters, who are often transient. So you should be encouraging home ownership instead of trying to eliminate single family homes.

What the hell are you thinking?

And then there's the elimination of green space as I hear that developers in my area are looking to plow though the trees in the center of our block to but another monstrosity.

And then there are the hillside landslides.

And there's the traffic issue. These zoning changes will do nothing but increase the congestion of the traffic in my neighborhood which is already out of control.

And while we're talking about traffic, it is colossally congested around. But that congestion has been made far worse by the traffic pattern and lane changes that have been made in this area over the last couple of months.

For some unfathomable reason, someone in the city decided to take some of the busiest intersections in this area (Paxton/Linwood, and Erie/Edwards for example) and make them nearly impassable by reducing the lanes there by **HALF**. So now there is a solid white line that divides these major streets in half, presumably to stop anyone from driving in the far lane. (Why? For parked cars? Are you kidding me?) And the solid white lines go directly up to intersection. The result is that, if you follow traffic law and don't cross the solid white line, you can't turn right until you are actually at the intersection. You can't get into the far-right lane and turn. So the lines of traffic on these streets are much longer now since you have to wait way longer to turn right. And when you are finally able to make that right turn, you will frequently find yourself having to turn right across a lane of traffic because some drivers either don't know or don't care what a solid white line means and drive in that far lane anyway.

And then there's the incomprehensible change in the traffic pattern on Paxton near Hyde Park Plaza. You've eliminated the offramp to Wasson and fabricated a ridiculous weaving turn as Paxton approaches the Plaza. And coming from the Plaza is, if possible, even worse as you've eliminated a lane of traffic at possibly the most congested intersection in the area. And for what? A 4-foot-wide sidewalk? Because it looks like that's the only thing that was added when these lanes of traffic were eliminated and rerouted. Ridiculous.

Who the hell thought that was a good idea? If someone does not understand the basic math of traffic flow, they are not qualified to be a city planner. And this is coming from a person with graduate degrees in high energy physics and applied math. Traffic flow is math 101. And if they don't know it, get out of the profession.

And here's an issue that wasn't addressed in the Zoom meeting: Will the new buildings enjoy tax abatement? Because if they do, you all are going to have even more to answer for. I live in a tiny home, and the thought that I will be paying more tax than the developers profiting off making my life and my commute harder is **unacceptable**.

The idea of you effing with my general sense of well-being in my own home and my neighborhood is **absolutely unacceptable**.

The idea of you destroying the charm of our neighborhood so that you can house people in my backyard is **absolutely unacceptable**.

So, I will repeat what I have already said multiple times.

I am vehemently opposed to this new legislation.

Hell no.

Sincerely,

Mary Kenkel
mhamad@fuse.net

Urbancsik, Jesse

From: Monica Windholtz <monicawindholtz@me.com>
Sent: Saturday, April 27, 2024 11:55 AM
To: council@Cincinnati-oh.gov; Cincinnati City Planning
Subject: [External Email] Connected Communities

Categories: SH

External Email Communication

I am writing to express my strong support for Connected Communities. This initiative holds immense potential to alleviate the burden of housing costs, increase housing supply.

Most of all, the **Connected Communities initiative will meet a major goal of the 2023 Green Cincinnati Plan**, in the Mobility category: *Build a policy framework that supports the creation of connected communities* (p. 120).

The GCP Steering Committee recommended achieving this goal through a strategy: *Modify land use regulations to support development along transit corridors* (p. 120).

Cincinnatians and our neighbors across the county expressed support for better transit when Issue 7 was passed. But supporting Metro's Bus Rapid Transit plan will take more than just finding it. **It will take bold, visionary leadership which we your citizens believe you are capable of**. For example, the mayor of Paris, France has committed to creating a significant number of new bike lanes in that city.[1] Now, more people are riding bikes than driving.

If the infrastructure is built, people will come to it, and use it, and love it.

We're ready for transit-oriented development in this city. Supporting development of more density along bus lines will bring more people to those bus lines.

It will offer additional opportunity to create mixed-socioeconomic communities as the price of entry is reduced for a unit in a multifamily home as compared to a single family home in that same neighborhood.

We have seen other cities like Minneapolis take similar policies and stabilize rent prices. [2] This is the type of bold, visionary policy Cincinnati needs to address its pressing issues.

Please vote with a resounding YES on this new initiative for the future of our city.

Best,

Monica Windholtz

[1] https://www.euronews.com/green/2024/04/12/cycling-is-now-more-popular-than-driving-in-the-centre-of-paris-study-finds

[2] https://www.planetizen.com/news/2024/04/128587-minneapolis-model-housing-affordability#:~:text=Thanks%20to%20a%20sweeping%20set,the%20rest%20of%20the%20state.

Halt, Andrew

From: andrew.halt@cincinnati-oh.gov
To: Cincinnati City Planning
Subject: RE: [External Email] Upzoning and traffic

From: Mary Kenkel <mhamad@fuse.net>
Sent: Saturday, April 27, 2024 4:39 PM
To: Cincinnati City Planning <planning@cincinnati-oh.gov>
Subject: [External Email] Upzoning and traffic

External Email Communication

Hello,

I wanted to write to address my numerous concerns about the proposed zoning changes and to follow up on the Zoom meeting that I attended with staff on Thursday, April 25th.

First, about the meeting.

During the meeting, there were multiple misstatements made by the staff. I found this concerning.

First, we were told about the high level of success of upzoning in Minneapolis but we weren't told that the increase in housing there was primarily due to buildings of 20+ units.

From https://www.pewtrusts.org/en/research-and-analysis/articles/2024/01/04/minneapolis-land-use-reforms-offer-a-blueprint-for-housing-affordability:

> "From 2017 to 2022—including some years before Minneapolis 2040 took effect but after the city cut parking requirements near transit—nearly 21,000 new units of housing were permitted in Minneapolis. Of those, Pew estimates that 87% were in buildings with 20 or more units, and just 1% were in buildings with two to four units."

And no one wanted bothered to mention that upzoning in Chicago increased the prices of existing housing:

From https://journals.sagepub.com/doi/10.1177/1078087418824672 :

> "…the short-term, local-level impacts of upzoning are higher property prices but no additional new housing construction."

So, the statements about the success of this type of legislation were misleading. The truth is that the jury is still out relative to upzoning. Touting its success is a nothing more than a sales pitch and smacks of dishonesty.

And then, there's what we heard about parking. Andrew claimed in the presentation that there will be a requirement of one parking spot per unit. But it wasn't until he was pushed on that that he admitted that buildings with less than 10 units would have no parking requirements at all. Again, that was dishonest.

The reality is that Cincinnati is not a walking city. People need their cars. People can't use the metro to get to Jungle Jim's or Kenwood Town Center. They can't use metro to go grocery shopping. Even if there was a bus from Mount Lookout to Hyde Park Plaza, do you actually think people are going to haul their groceries home on a metro? Do you think people are going to take the bus to Hyde Park pharmacy to pick up their prescriptions when they're sick? Or hop on a bus to get to a doctor appointment?

No, none of these things are going to happen. People will have cars. They just won't have any place to park them. So, the result will be they will park them in front of other people's houses, making it even harder on those who own homes here. These homeowners are the same people who are paying record property taxes, and absurdly high sales taxes. And they will be the ones who will be most hurt when/if this legislation is passed.

And I won't even go into the ridiculousness of the person on the Zoom meeting who said that banks would manage the parking problem. So, the idea is that you guys pass bad legislation and then depend on banks to fix it?

Seriously?

And, by the way, the statement that the infrastructure is geared up to increase with the new population density is ludicrous. I live in Hyde Park/Mount Lookout and we have had power outages three times already this year. It's routine in this area. I'm not talking short power outages. They typically range from hours to days. Last year we had four. So, I guess we're on the way to beat that number this year.

So, the infrastructure can't even keep up with the current population density much less an increased one.

And why would anyone think that allowing investors from outside the city to own rental property here is a good idea? How do you not understand that outside investor have, by definition, no skin in the game in this city?

And why would you want to increase the renter population when Cincinnati is already over 60% renters? The percentage of renters here is already the 6th highest in the state (https://www.cleveland.com/news/2024/04/what-cities-lead-ohio-with-the-largest-concentration-of-renters.html) How do you not understand that the stability of the city is based on its homeowners? Homeowners are people who have a vested interest in this place. Not true for renters, who are often transient. So you should be encouraging home ownership instead of trying to eliminate single family homes.

What the hell are you thinking?

And then there's the elimination of green space as I hear that developers in my area are looking to plow though the trees in the center of our block to but another monstrosity.

And then there are the hillside landslides.

And there's the traffic issue. These zoning changes will do nothing but increase the congestion of the traffic in my neighborhood which is already out of control.

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For some unfathomable reason, someone in the city decided to take some of the busiest intersections in this area (Paxton/Linwood, and Erie/Edwards for example) and make them nearly impassable by reducing the lanes there by **HALF**. So now there is a solid white line that divides these major streets in half, presumably to stop anyone from driving in the far lane. (Why? For parked cars? Are you kidding me?) And the solid white lines go directly up to intersection. The result is that, if you follow traffic law and don't cross the solid white line, you can't turn right until you are actually at the intersection. You can't get into the far-right lane and turn. So the lines of traffic on these streets are much longer now since you have to wait way longer to turn right. And when you are finally able to make that right turn, you will frequently find yourself having to turn right across a lane of traffic because some drivers either don't know or don't care what a solid white line means and drive in that far lane anyway.

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Hell no.

Sincerely,

Mary Kenkel

mhamad@fuse.net

Urbancsik, Jesse

From: Douglas Jose <dougbjose@gmail.com>
Sent: Monday, April 29, 2024 4:39 PM
To: Aftab, Mayor; Halt, Andrew; Keough-Jurs, Katherine; Hoffman, Stacey
Cc: Jen Raabe; Laurel Garrison; Michael Hauser; Mt. Lookout Planning
Subject: [External Email] What's the long-term impact on parking?

Follow Up Flag: Follow up
Flag Status: Completed

Categories: SH

External Email Communication

There are many areas of concern regarding the Connected Communities initiative, which could become law in a matter of weeks. For me, the area of greatest concern is the huge impact this initiative could have on parking. Zero off-street parking is required for new developments of up to 10 units!

The expectation seems to be that hundreds of housing units can be added near the business center in every neighborhood without causing enormous parking problems. The hope seems to be either that large numbers of people will be able to get by with less vehicles, and/or that there are plenty of unused parking spots near every business center.

I believe that in many neighborhoods very few people will find it possible to live without vehicles. My estimate is that at least 1.5 vehicles per unit will end up on the road. My guess is that at least 50 living units per year will likely be built in the next four years in many neighborhoods. If I'm right, that means 75 parking spots will go missing every year, for a total of 300 in many neighborhoods over the four year period!

This could be disastrous for businesses throughout Cincinnati, since there will be a huge shortage of parking spots near the business district. Many people would have to park a large distance from their home. At that point, it would be impossible to undo the damage. Do we want a future in which it will be a huge hassle to try to find a parking spot near most Cincinnati businesses?

Urbancsik, Jesse

From: Ginny Corsini <corsiniginny@gmail.com>
Sent: Monday, April 29, 2024 10:33 AM
To: #COUNCIL; Aftab, Mayor; Cincinnati City Planning
Subject: [External Email] Connected Communities, 2024

Categories: AW

Some people who received this message don't often get email from corsiniginny@gmail.com. Learn why this is important

External Email Communication

Dear City Council members, Planning Commission staff and Mayor Pureval;

Over the past several weeks, I've been focused on learning the details of the Connected Communities initiative for our City. I attended Mayor Pureval's virtual information session on February 26, received a written overview from the Mt. Adams Civic Association members who attended the Summit on March 23, studied the information on your website and participated in the ZOOM meeting on April 25. I feel I have a comprehensive understanding of the program and how it will impact Cincinnati.

While Connected Communities will certainly benefit some neighborhoods within the City by offering more options to increase population density, it does not work for Mt. Adams. Let's start with relaxed parking and the allowance for medium housing to provide just one parking place per 2/3/4 family unit. For anyone who has ever come 'up the Hill' to support our bars, restaurants and retail operations you know that finding parking can be difficult. We don't need to exacerbate this problem.

That issue leads to the idea of using public transportation as an alternative to personal automobiles. Metro operates the #1 bus on one route around the periphery of Mt. Adams. It services riders to and from downtown, plus Walnut Hills. Standard buses cannot maneuver the tight street grid in our business district so increasing service by adding new routes is not an option.

This issue leads us to the concept of using non-motorized vehicles, such as bicycles, and walking. Residents of Mt. Adams enjoy leisurely strolls to our many amenities but, overall, the topography can be challenging to both these alternatives, especially during winter months.

Finally, I'm curious how the "1/4 mile from community business districts" boundary was determined for outlining the reach of Connected Communities. In Mt. Adams, that basically covers our entire neighborhood.

All in all, Connected Communities is not a good project for the future of Mt. Adams. A one-size-fits-all approach such as this would negatively impact our neighborhood. I, therefore, oppose Connected Communities in its current form.

With appreciation,

Virginia Corsini

1129 Carney Street

513-257-5509

Urbancsik, Jesse

From: Keough-Jurs, Katherine
Sent: Monday, April 29, 2024 8:01 AM
To: Halt, Andrew; Hoffman, Stacey
Subject: FW: [External Email] Paddock Hills - Opposition to Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

Categories: SH

I think we have this one already but just in case – please include

---

From: CityManagerEmail <CityManager@cincinnati-oh.gov>
Sent: Monday, April 22, 2024 12:37 PM
To: Long, Sheryl <Sheryl.Long@cincinnati-oh.gov>
Cc: Weber, William <William.Weber@cincinnati-oh.gov>; Tallent, Virginia <Virginia.Tallent@cincinnati-oh.gov>; Hampton, Natasha <natasha.hampton@cincinnati-oh.gov>; Wright, Angela <angela.wright@cincinnati-oh.gov>; Lair, Mollie <Mollie.Lair@cincinnati-oh.gov>; Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov>
Subject: FW: [External Email] Paddock Hills - Opposition to Connected Communities

FYI

Amira

From: Susan Conner <Laruscanus46@outlook.com>
Sent: Sunday, April 14, 2024 12:43 PM
To: CityManagerEmail <citymanager@cincinnati-oh.gov>
Subject: [External Email] Opposition to Connected Communities

You don't often get email from laruscanus46@outlook.com. Learn why this is important

External Email Communication

Paddock Hills can't say enough about the city's attempts to takeover property rights are abominable. This proposal we received was written a year ago, which makes it clear that your administration considers this a fait accompli. We will not tolerate it. We are proud of our community for including diversity and multi-family housing. We bought our homes here because we consider it very livable. We don't need "density," Mt. Lookout was forced to include Section 8 housing, which has not improved neighborhoods (particularly on Kinmont St.). We see only benefits for developers and the city to profit from "Connected Neighborhoods (what is connecting us with this plan?), not property owners. We'd like more money spent on attempts to improve our infrastructure, particularly streets, that harebrained attempts at subterfuge of our rights. Who wants this? Did any property owner request this before this was conceived? Did REITs request it? We're very angry with this. If this goes through, Mayor Pureval will not receive a vote from this neighborhood.

Urbancsik, Jesse

From: Julia Ventura <juliaventura1956@gmail.com>
Sent: Tuesday, April 30, 2024 9:32 AM
To: Cincinnati City Planning
Subject: [External Email] Mt. Adams

Categories: AW

You don't often get email from juliaventura1956@gmail.com. Learn why this is important

External Email Communication

To whom it may concern, As a Mt. Adams resident for 11 years I find it very concerning to add housing units without parking. Residents park their cars in front of their homes and it is difficult to find a spot when art museum and playhouse are in session or special events happening. It is also hard for businesses to attract customers when parking is really hard. Mt. Adams is special for its architecture and not for multiple apartments w no style. Julie Ventura

Urbancsik, Jesse

From: kevin.leahy@fuse.net
Sent: Tuesday, April 30, 2024 3:10 PM
To: Cincinnati City Planning
Subject: [External Email] Today's connected communities meeting

Categories: AW

You don't often get email from kevin.leahy@fuse.net. Learn why this is important

External Email Communication

I've been listening to meeting. I appreciate all the work the team has put into this.

I agree with a lot of the points made about needing input of the community councils. Changes in zoning will potentially negatively impact the value of homes and folks are going to want to have input.
Points made about how expensive housing is are especially true in the more desirable neighborhoods, but that shouldn't be the metric against which housing prices are compared. There are still big parts of the city that are more or less affordable. I agree with those who are more skeptical about this plan.

Having said that, I'd add that NOT including a requirement for EV charging infrastructure to be included as a requirement for multifamily units is a travesty, especially if part of the underlying motivation for all this is to address climate change. Overlooking this is a huge error. Not requiring parking may seem to make sense if wanting to incentivize density and increased use of public transit. But this doesn't guarantee that this will increase use of transit, rather it will harm quality of life for current residents and lower property values. And back to the EV issue, EV charging at home is the most likely way people will charge vehicles … not including required parking infrastructure, and not requiring charging in that parking will harm EV adoption. 220V AC would be adequate at each parking space.

I live in Clifton, already dense with a diverse population, and am an environmental economist.

Urbancsik, Jesse

From: Doyle, Mackenzie G. <Mackenzie.Doyle@srcharitycinti.org>
Sent: Tuesday, April 30, 2024 1:48 PM
To: Cincinnati City Planning
Subject: [External Email] Comments for Connected Communities

Categories: AW

You don't often get email from mackenzie.doyle@srcharitycinti.org. Learn why this is important

External Email Communication

Hello I am Mackenzie Doyle and I am the Justice Promoter for the Sisters of Charity of Cincinnati. I am living in Delhi Township, but I am a renter and plan on living in the Cincinnati area for the foreseeable future. I am commenting today as a concerned community member. I agree with City Council and our Planning City that our city needs to be redesign in a way that is sustainable and equitable for all people. As a young adult who is concerned with the reality of climate change, I know that a lot of our way of life as Americans needs to change, including what we might think of as the American dream of owning your own single family home. I think many young people like myself are supportive and even want a multi-family home, especially if it is walkable to grocery shopping, entertainment, and restaurants. Unfortunately, our zoning codes limit us from this possibility of creating a more sustainable city and community, and must be changed. I think that allowing for more flexibility and incentives to build more multifamily homes will be helpful.

On the other hand, I know that this is being advertised as a way to provide affordable housing, and I do understand the Greater Cincinnati Homeless Coalition's reservations that it will actually do that. These policies do not seem to incentivize developers or even require developers to build affordable housing for those making 30K or less, or those making between 30-60K. I also agree with them that developers prioritize profit and that filtering doesn't work. While increasing the supply is great and needed, I think we need to be intentional about what we are building. I worry that these policies will only cause more gentrification and more expensive apartments that cater to those who are richer which will not build more equitable or affordable housing. Affordable housing is needed throughout the city, and I wonder if these policies include stipulations for different buildings based on AMI along each thoroughfare requiring developers to build not just expensive housing and it provided incentives for building more affordable housing- like a bump up in property values if an affordable housing development is within 5 miles of your property would make residents more open to this. (which I recognize might need to be another part of that). Attaching an anti-displacement clause would also prevent residents from being forced out without just cause because of the zoning changes. We have to be attentive to how racism functions in our housing policies -Thus, we must question if this proposal will help our city grow better for the future or whether it will continue to perpetuate harm to the most vulnerable of our residents, including the poor and immigrants, who urgently need housing. While I think that this is a good first step - I think there also needs to be some affordable housing stipulations that would require developers to include affordable housing development. Thank you for your time.

Office of Justice, Peace, and Integrity of Creation
Sisters of Charity of Cincinnati

One question I have is this:
How is the Connected Communities legislation in line with the Green Cincinnati plan?

Mackenzie Doyle

Justice Promoter
513-347-1410
mackenzie.doyle@srcharitycinti.org
5900 Delhi Road
Mount St. Joseph, OH 45051

Urbancsik, Jesse

From: Mary Ann Prokop <lynchpro84@aol.com>
Sent: Tuesday, April 30, 2024 5:41 PM
To: Cincinnati City Planning
Subject: [External Email] Todays Zoom Call

Categories: AW

You don't often get email from lynchpro84@aol.com. Learn why this is important

External Email Communication

Hello,

We have a few questions for the committee.

1. Do any of you have a degree in economics?
2. Do any of you know what capitalism is or **laissez-Faire capitalism is?**
3. Are you familiar with socialism and do you know that socialism has contributed to 300 million people dying because of it?

What you are proposing is nothing short of socialism, and communism with a twist of Marxism.

Familiarize yourselves with "isms".
Equity is not the same as equality. Equity is Marxism.

There was a mention that HUD would be subsidizing the rent for these proposed properties.
That is social engineering, that is socialism.

You will create a social situation where the people who have earned and built their wealth and CHOSE to live in Mt. Adams will simply move.

Therefore, the restaurants will close and small businesses will move elsewhere.

If you are trying to make us a "15 minute city" like the WEF has proposed you will learn quickly it will not work.

Read Atlas Shrugged. The men of the mind, will shrug and you will learn that your "ideas" will never work.
Example: Venezuela. Do your homework.

Mary Ann and Peter Prokop

"Rejoice always. Pray without ceasing".
Thessalonians 5:16-17

Urbancsik, Jesse

From: Maggie Taul <mbtaul@gmail.com>
Sent: Tuesday, April 30, 2024 2:38 PM
To: Cincinnati City Planning
Subject: [External Email] Connected communities

Categories: AW

External Email Communication

I am very concerned with the speed of this initiative to implement. I currently live in Hyde Park in an area that would be considered within .25 of a business district (near Coffee Emporium). We have major hillside erosion issues and our current water flow testing doesn't pass the 'flow test' for a recent new house on the street that was trying to be torn down/new build. We live in a hillside protection district and additional density on our street would be disastrous. We already have gridlock/parking issues around the neighborhood and flooding is dramatic through our streets and business districts with heavy rains. This initiative is being pushed through without consideration/remediation of these substantial infrastructure problems. I know a lot of departments at the city watched the documentary "Landslides" produced by The Hillside Trust. It seems as though that information about our landscape is being completely ignored and current and new owners will end up suffering the consequences. I am opposed to this initiative in its current form.

Maggie Taul

Urbancsik, Jesse

From: Rafael Garcia <rgarcia2009@gmail.com>
Sent: Tuesday, April 30, 2024 1:41 PM
To: Cincinnati City Planning
Subject: [External Email] comment in support of connected communties

Categories: AW

You don't often get email from rgarcia2009@gmail.com. Learn why this is important

External Email Communication

Hi—I was on the call today but wasn't able to stay long enough to make a comment. Here is what I wanted to say:

Hi my name is Rafael Garcia and I'm a Hyde Park resident. I'd like to comment around concerns that developers only build "luxury" housing and not enough affordable housing. The basic fact is that the the price of housing is driven by markets—when developers set a price, that reflects the price people are willing to pay. If that price seems really high, then that means congrats! Your neighborhood is great, and demand to live in your neighborhood is skyrocketing. Those people are going to move to your neighborhood regardless of whether the new condo or townhouse development goes up or not. So as a neighborhood we have to decide—do we shut the doors, build nothing, and place new residents into bidding wars for existing housing? Or do we build enough housing so that those new residents can go to a 1-2 bedroom condo or townhouse instead of outbidding a family for a single family home? The affordable housing does not directly come from the new market rate development—it comes indirectly from diverting new residents away from existing housing stock.

I'm strongly in support of Connected Communities and removing barriers to building more housing. I want my kids to be able to afford a starter home near us one day, and we need to take action to build more housing for that to be a reality. I applaud the Department of City Planning for all the work they've done with outreach and putting this legislation together.

Thank you,
Rafael

Eric Oseas

1023 Redway Ave

Cincinnati, Ohio 45229

April 30. 2024

Mayor Aftab Pureval and Council Members

801 Plum St

Cincinnati, Ohio 45202

RE: CONNECTED COMMUNITIES

Dear Mayor Aftab Pureval and Council Members,

As a resident deeply invested in the future and well-being of Cincinnati, specifically the North Avondale community, I must express my strong opposition to the Connected Communities ordinance currently under consideration. NANA (North Avondale Neighborhood Association) recently voted and published their opinion on the following statement “North Avondale opposes moving forward with the Connected Communities proposed ordinance. The City of Cincinnati must provide the data and impact analyses that will allow for meaningful review, public participation and approval by the community council of the impacted neighborhoods.”

My Concerns on the Plan Include:

1. The proposed change in zoning. Specifically, the elimination of single-family homes, and relaxed height restrictions and setbacks.
2. Reduction in parking requirements without a robust public transit system.
3. The proposal lacks safeguarding of neighborhood character resulting in the destruction of the unique charm of our community.
4. An accelerated decision, a sham of a public engagement process. The proposed ordinance was already drafted and sent to the Mayor on April, 17, 2023. In addition, the original plan was written by the Urban Land Institute on June 22, 2021 therefore, our comments and participation cannot be meaningful.
5. The plan does not consider community-driven development for North Avondale’s historic, architectural and cultural preservation.
6. Potential impact on the environment, greenspace, police, fire, sewer, storm water and water mains have not been considered in the plan.

Additionally, I believe the following points need to be addressed prior to any council vote on Connected Communities.

1. Unintended Consequences – A more recent Urban Land Institute study found that less restrictive zoning regulations increased housing supply, but not for renters and low income peoples. Also, detrimental increases in housing density led to less affordability and increased incidents of crime. Though I agree that increased investment in subsidy programs and affordable housing development is necessary, these zoning changes will only exacerbate the problem by further concentrating poverty and promoting higher cost rentals/ increased homeownership costs in the Connected Communities areas by driving out the affordable housing opportunities.

- Fairness – Existing homeowners have purchased and invested in their homes under the current zoning regulations. Arbitrarily changing these zoning regulations after the fact to allow multi-family housing in historically single family neighborhoods will decrease their property values and neighborhood dynamics that may have appealed to them when they chose to live in a particular neighborhood.

- Absentee Landlords – Unfortunately Cincinnati has a horrible history with out of town investors and landlords. These zoning changes will only exacerbate this issue and increase the potential for out of town investors dividing-up single family homes as investment opportunities. Unless the zoning requires owner-occupancy for an extended period of time, this will occur (unlikely legal to do so).

North Avondale stands as an economically, ethnically and socially diverse neighborhood that needs to be protected from a plan that does not consider these values. I hope that the city will respect my concerns and not move forward until my concerns are addressed.

Sincerely,



Eric Oseas

Urbancsik, Jesse

From: Sarah Gutfreund <sgutfreund6@gmail.com>
Sent: Monday, April 29, 2024 8:42 PM
To: Cincinnati City Planning
Subject: [External Email] May 17 Zoning Meeting

Categories: SH

You don't often get email from sgutfreund6@gmail.com. Learn why this is important

External Email Communication

I would like to go on record, as a resident of Hyde Park, that I am very much against the proposed re-zoing of Cincinnati neighborhoods. I live on Michigan Ave and everyday it is parked in. Only one car can get down the road at a time. To allow buildings with multiple apartments to be constructed with insufficient parking requirements for the tenants will only add to the congestion. (Two four families could result in at least 16 cars. There's no parking now, so where would they park?) Further it will not provide affordable housing in Hyde Park, Oakley or Mt Lookout. It's expensive to develop here and it's expensive to live here. No one gets affordable housing. Also, making a blanket zoning change for all communities within the city limits does not address each communities' unique needs. One size does not fit all. Finally, the extremely short timeline for approval prevents proper community engagement. We should have a say on what happens to our community and have the time and means to voice our concerns.

Urbancsik, Jesse

From: HPNC President Tommy McEvoy <hpncpres@gmail.com>
Sent: Tuesday, April 30, 2024 1:39 PM
To: Keough-Jurs, Katherine
Cc: Cincinnati City Planning; #COUNCIL; Aftab, Mayor; cweiser@enquirer.com; News Desk - Channel 9 WCPO TV; News Desk - WLWT; Zeleznik, Mary Ann - WVXU FM 91.7; Lair, Mollie; Weber, William
Subject: Re: [External Email] URGENT REQUEST - Connected Communities & Hyde Park Neighborhood Council

Categories: AW

Some people who received this message don't often get email from hpncpres@gmail.com. Learn why this is important

Ms. Keough-Jurs,

Thanks so much for the prompt response. It's greatly appreciated.

I am glad someone from our organization was able to share that update at the Summit, too. And thanks for sharing the updated link so I can distribute that corrected info.

Lastly, I very much appreciate the clarification of the date. Our entire organization had significant concerns about the "dormant" period, as we accepted the original date was correct.

Be well, and thanks for all you and the team continue to do for our wonderful City.

Best,
Tommy

On Tue, Apr 30, 2024 at 1:33 PM Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov> wrote:

> Mr. McEvoy,
>
> Thank you for reaching out on this. I sincerely apologize for the errors.
>
> The initial transmittal to City Council had a typo in the date and also didn't include two of the three sponsors of the legislation. The transmittal has since been updated to remedy those issues and is currently available on Council Online and on the Department of City Planning and Engagement's website. For your convenience, a copy is attached to this email.

We learned about the error in the maps from a resident of the Hyde Park community at the Neighborhood Summit last Saturday. We appreciated him bringing it to our attention and worked immediately early last week to replace the map.

Both of these corrections are now updated on our website here.

Again, I apologize for the errors.

Thank you,

Katherine Keough-Jurs, FAICP | Director

City of Cincinnati | Department of City Planning and Engagement

Two Centennial Plaza | 805 Central Avenue, Suite 720 | Cincinnati, OH 45202

(p): 513.352.4859 | (f): 513.352.4853 | Website | Twitter | Plan Cincinnati



Stay up to date with **"Connected Communities"**

From: HPNC President Tommy McEvoy <hpncpres@gmail.com>
Sent: Monday, April 29, 2024 7:31 PM
To: Cincinnati City Planning <planning@cincinnati-oh.gov>; Keough-Jurs, Katherine <Katherine.Keough-Jurs@cincinnati-oh.gov>; #COUNCIL <citycouncil@cincinnati-oh.gov>; Aftab, Mayor <mayor.aftab@cincinnati-oh.gov>
Cc: cweiser@enquirer.com; News Desk - Channel 9 WCPO TV <newsdesk@wcpo.com>; News Desk - WLWT <newsdesk@wlwt.com>; Zeleznik, Mary Ann - WVXU FM 91.7 <newsroom@wvxu.org>
Subject: [External Email] URGENT REQUEST - Connected Communities & Hyde Park Neighborhood Council

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Mayor Pureval, Members of City Council, City Planning Commission, and the Department of City Planning & Engagement,

On April 11, 2024, the Zoning Committee of the Hyde Park Neighborhood Council received the draft Connected Community ordinance with a transmittal date of April 17, 2023. **Based on our initial review, we are writing to request an immediate response to an error in the transmittal document.** We also have questions about the transmittal.

Error requiring immediate response

The 70 pages of maps in the draft ordinance are missing a critical map for Hyde Park, Oakley, and Mt. Lookout. According to the overview map at the beginning of Appendix A, map K5 should show key parts of Hyde Park, Oakley, and Mt Lookout. However map K5 is an erroneous duplicate of map L5.

HPNC, other affected community councils, and all residents and business owners are unable to review the proposed legislation until a corrected transmittal is provided.

HPNC asks that a corrected transmittal be provided that includes the missing map (K5) and that the City extend the proposed timelines so that stakeholders have time to review the corrected transmittal.

Questions about transmittal date and incorporation of public feedback

1. We note the date on the transmittal letter is April 17, 2023. Is this date correct? If not, what is the correct date? If it is correct, why was the draft ordinance not shared with the public for 360 days?

2. Representatives of the City administration and City Council members have stated that they have been collecting feedback from the public during engagement sessions and that this feedback would be considered when legislation was drafted. How can feedback provided during the last 360 days have been considered if the draft legislation was transmitted on April 17, 2023? Can the City confirm that the community engagement that has happened during the last year has not led to any changes to the proposed legislation?

3. Does the City have any plans to incorporate the citizen feedback received since April 17, 2023 before the Public Staff Conferences to be held on April 25 and April 30, 2024, and the Planning Commission meeting on May 17, 2024? Would this citizen input be included in the legislation or presented as an appendix?

Best,

Tommy McEvoy

—

Tommy McEvoy

Hyde Park Neighborhood Council President

https://hydepark-cincinnati.org/

email: hpncpres@gmail.com

--

Tommy McEvoy
Hyde Park Neighborhood Council President
https://hydepark-cincinnati.org/
email: hpncpres@gmail.com

Halt, Andrew

From: Allen V Kroth <avjkroth@gmail.com>
Sent: Tuesday, April 30, 2024 9:12 AM
To: Halt, Andrew
Cc: Allen V Kroth
Subject: [External Email] Re: Connected Communities Public Staff Conference #2 Confirmation

You don't often get email from avjkroth@gmail.com. Learn why this is important
External Email Communication

Please explain how per Connected Communities website and opening purpose statement ..."Our housing is not keeping pace with our growth." I'd like to know the data that describes this growth and keeping pace when according to a 2024 report from worldpopulationreview.com/us-cities/cincinnati-oh-population our population will grow 4,100 from 311.2 to 315.3 in 2029 averaging about 1000 per year while insights.cincinnati-oh.gov >stories> Housing Unit Activity reported the net change in units 2023 was a positive 1,112. Additionally the 2024 worldpopulationreview reports Cincinnati's Population dropped from 331,300 to 296,900 between 2000 and 2010 for a 34,400 reduction. The data shows from 2010 to 2024 that our population has grown 14,300 (311,200 [2024] - 296,900 [2010]) over a 14 year period and holdling consistent as projected into 2029. EXPLAIN

Also I'd like to know what analysis was done on the properties that the 34,400 occupied and their current status. Seems to me there is plenty of already existing stock available that can be restored, built on repurposed etc.

On Tue, Apr 30, 2024 at 8:50 AM andrew.halt - cincinnati-oh.gov <no-reply@zoom.us> wrote:



onnected Communities Public Staff Conference #2. You can find information about this meeting below.

ies Public Staff Conference #2

Apr 30, 2024 12:00 PM Eastern Time (US and Canada)

829 6913 4227

913024

Halt, Andrew

From: Allen V Kroth <avjkroth@gmail.com>
Sent: Tuesday, April 30, 2024 10:11 AM
To: Halt, Andrew
Cc: Allen V Kroth
Subject: [External Email] Re: Connected Communities Public Staff Conference #2 Confirmation

You don't often get email from avjkroth@gmail.com. Learn why this is important
External Email Communication

Why can't the city move slower and restrict the zoning code changes to street facing properties on Reading Road and Hamilton Avenueand see what kind of benefit that generates before making radical changes that infiltrate historic neighborhoods.

On Tue, Apr 30, 2024 at 8:50 AM andrew.halt - cincinnati-oh.gov <no-reply@zoom.us> wrote:



onnected Communities Public Staff Conference #2. You can find information about this meeting below.

ies Public Staff Conference #2

Apr 30, 2024 12:00 PM Eastern Time (US and Canada)

829 6913 4227

913024

o Yahoo Calendar

ion details, click here.

o: andrew.halt@cincinnati-oh.gov.

Halt, Andrew

From: Greg Joseph <gjdealer@aol.com>
Sent: Tuesday, April 30, 2024 2:26 PM
To: Halt, Andrew
Subject: Re: [External Email] Conf call

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

Andrew thank you but I am on phone call into it. I expressed my concern. Parking is already a mess. Observatory and Edwards is jammed 5 hours a day. Police D2 cannot handle all the crime in the area and stolen cars and breakins have been out of control. The process needs to slow down and owners need to comply with existing regs and zoning. Don't allow bypass. It will not suppress pricing unless overly dense and inexpensive housing is provided which should not be goal of program.
Sent from my iPhone

> On Apr 30, 2024, at 2:00 PM, Halt, Andrew <andrew.halt@cincinnati-oh.gov> wrote:
>
> Hello Greg, if you're still on the call please us the "raise hand" function that you can find in the reactions tab at the bottom of your screen.
>
> Andrew Halt, AICP, PE | Senior City Planner
> andrew.halt@cincinnati-oh.gov|513-352-4854 (p)
>
> -----Original Message-----
> From: Greg Joseph <gjdealer@aol.com>
> Sent: Tuesday, April 30, 2024 1:34 PM
> To: Halt, Andrew <andrew.halt@cincinnati-oh.gov>
> Subject: [External Email] Conf call
>
> [You don't often get email from gjdealer@aol.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]
>
> External Email Communication
>
>
> Andrew. How do you select individuals to participate in call. Greg Sent from my iPhone

Halt, Andrew

From: Jim Barrett <jimtbarrett@gmail.com>
Sent: Tuesday, April 30, 2024 11:56 AM
To: Halt, Andrew
Subject: [External Email] Question for Zoom Call

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

External Email Communication

What data exists that taking a relatively dense area, like streets around Hyde Park Square, Mt. Lookout Square, or Mt Adams and making them even more dense but without increased parking will help business districts?

Relatively speaking, if they knock down an $800,000 house around a district in Hyde Park and put up a three family that costs $300,000 for each I do not understand that this will help in affordability rather than just smaller homes that are the same cost per square foot?

What have you modeled to current property prices when the three homes around the single family I built all become three bedroom rentals?

Halt, Andrew

From: Mike Burke <mburke1122@yahoo.com>
Sent: Monday, April 29, 2024 3:57 PM
To: Halt, Andrew
Subject: [External Email] Connected Communities Question

You don't often get email from mburke1122@yahoo.com. Learn why this is important

External Email Communication

While I feel the Connected Communites plan has some good intentions I am concerned that this has yet to go past a really big brainstorming meeting. At a recent Mt. Lookout Community Council meeting a representative from Storm Water Management was asked if anyone involved with the planning had reached out to his office. His answer, unfortunately, was no. Mt. Lookout, and many other neighborhoods, have failing and overwhelmed sewer/storm water infrastructure. By allowing multi unit buildings on what is now single family lots you will simply be adding to this issue.

My question is: How are you planning on fixing the already failing and overwhelmed sewer/storm water infrastructure before you allow more development and make it worse?

Thanks

Mike Burke
513-265-1992

Halt, Andrew

From: Priscilla Elgersma <priscillaelgersma@gmail.com>
Sent: Tuesday, April 30, 2024 11:55 AM
To: Halt, Andrew
Subject: [External Email] Connected communities question

You don't often get email from priscillaelgersma@gmail.com. Learn why this is important

External Email Communication

Good morning Andrew,
I know this is last minute, but I'm hoping these questions make the cut off.

Affordable housing is being stressed in this plan, what social agencies are involved?
How are affordable rents written/guaranteed into this plan?
Why are you assuming people want to live in the business districts? Why wouldn't main bus routes be guiding this zoning change?

Thank you,
Priscilla Elgersma

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Wednesday, May 1, 2024 11:03 AM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities

Categories: AW

From: Chris Anderson <chrisanderson219@gmail.com>
Sent: Wednesday, May 1, 2024 8:50 AM
To: Harris, Reggie <reggie.harris@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities

> You don't often get email from chrisanderson219@gmail.com. Learn why this is important

External Email Communication

Dear Councilmember Harris,

I am writing to express my strong support for the zoning reform and housing density proposals being put forward under the Connected Communities initiative.

One of the most pressing issues in our city is the lack of affordable housing. Many hardworking individuals and families are struggling to find decent, affordable homes within our city limits. Connected Communities will not only help alleviate the burden on low and middle-income families but also foster a more inclusive and diverse community.

Changes to housing policy can be met with stiff resistance; there's already been pushback in neighborhood forums for these changes. However, increasing Cincinnati's housing supply and density is critical to growing a more equitable, sustainable, and vibrant city for current and future generations. Embracing these reforms is crucial to addressing the challenges we face as a city.

I encourage you to continue to support the Connected Communities plan and commend your leadership in spearheading these important reforms and urge you to push them forward. Thank you for serving our community and for your efforts to make Cincinnati a better place for all.

Sincerely,

Chris Anderson
Mount Auburn Resident

Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Wednesday, May 1, 2024 11:02 AM
To: Cincinnati City Planning
Subject: FW: [External Email] Support for Connected Communities legislation

Categories: AW

Apologies if you get duplicate copies.

From: Elissa Pogue <eapogue@gmail.com>
Sent: Wednesday, May 1, 2024 10:23 AM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>; Aftab, Mayor <mayor.aftab@cincinnati-oh.gov>
Subject: [External Email] Support for Connected Communities legislation

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External Email Communication

Good Morning,
I am thrilled to hear the Connected Communities legislation is released and in the final stages of public review and comment.

I appreciate all the hard work of Council members Harris and Carmerding, as well as the Mayor, to address the housing needs of Cincinnati residents and take this bold move to move the dial towards more equitable and sustainable housing growth.

I plan on voicing my support at the Planning Commission meeting on May 17th and will pass the word to friends and neighbors as well.

Many thanks for everyone's hard work on this!
And please know your efforts for the residents of the city are visible and very much appreciated.

Elissa Pogue,
former Pres Mt. Washington Community Council
513.290.5088

Urbancsik, Jesse

From: Todd Byers <ToddByers@towneproperties.com>
Sent: Wednesday, May 1, 2024 4:47 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

Categories: AW

You don't often get email from toddbyers@towneproperties.com. Learn why this is important

External Email Communication

To Whom It May Concern,

As President of the Mount Adams Business Guild, I would like to let you know that we are in agreement with the letter written by Steve Vogel dated April 22nd. I would like to thank you for your consideration of this email.

Sincerely,
Todd Byers

Todd Byers | Commercial Property Division

Home Office
p: 513-381-8696 | ***d***: 513-345-6998 | ***c***: 513-503-9975
Towne Properties| 1055 St. Paul Pl. | Cincinnati, OH 45202
Toddbyers@TowneProperties.com | TowneProperties.com
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Urbancsik, Jesse

From: Ricksecker, Gus
Sent: Thursday, May 2, 2024 3:28 PM
To: Cincinnati City Planning
Subject: FW: [External Email] Connected Communities

Categories: AW

From: Justin Ogilby <jogilby@gmail.com>
Sent: Thursday, May 2, 2024 2:59 PM
To: #COUNCIL <CityCouncil@cincinnati-oh.gov>
Subject: [External Email] Connected Communities

Some people who received this message don't often get email from jogilby@gmail.com. Learn why this is important

External Email Communication

Hi Councilmember,

I'm writing to express my enthusiastic support for Connected Communities and the relaxing of parking requirements and density restrictions.

I love Clifton's dense, walkable, (non-compliant with modern parking and density rules!) business district. Other neighborhoods should be allowed to build similar districts without jumping through hoops and zoning exceptions.

It's certainly not fair or right that neighborhoods without existing, grandfathered, business districts are subject to arbitrary parking regulations and density rules that make it very hard to create the walkable business districts that wealthier, established neighborhoods enjoy.

Thanks for serving our city,
Justin Ogilby
513-545-4377

The city of Cincinnati has an amazing variety of historical neighborhoods within and around it. But in the 1950's city leaders allowed the dismantling of public transportation for the mass of citizens to favor the status of individuals owning automobiles. The city also began to change and restrict housing that only favored single families, which of course had to support a garage and pavement for parking that automobile.

This was the beginning destruction of walkable neighborhoods, of paving over the natural environment and walkable business districts. It began the disintegration of Cincinnati's urban core of stable working class and middle-class neighborhoods, schools and churches. These beautiful, historic, generational neighborhoods began deteriorating.

Citizens with financial wherewithal made their exit to outer ring suburbs. With that exodus, those new communities began building separate school systems, churches and other gathering places, and of course, shopping malls. The residents of these suburbs traded in individual character, walkable community and history for sanitized uniformity built for automobiles. Further insult was wrought on these older neighborhoods by the dissection and demolition of housing in many of these neighborhoods to allow for the construction of highways for these suburban motorists to speed past these old neighborhoods, or worse, push through them on their way somewhere else.

I grew up in those sanitized suburbs. Back in the early 90's, my husband and I moved into my now longtime home neighborhood of Camp Washington. This neighborhood was built about a century before the prevalence of automobiles. Few of the homes in this community have a driveway, and most of us park on the street. The first home we moved into in here was on an L-shaped street that connected between two major traffic corridors. But that street was tight-knit. Within a week of moving into our house, which was a rental, we knew everyone on that street, and they knew us. They were neighbors who would lend a helping hand when it was needed, many of whom I still maintain friendships with.

The only place I had experienced that kind of camaraderie before had been about twenty years earlier when my husband and I moved in together into an old Victorian 4 unit rental in Mt. Adams. Obviously, this was before developers drove up the price to live there. Once again, it was a home where all of us living on that street had to park on the street. That inability to zip up a driveway and into a garage caused us and our neighbors to engage and get to know each other. We created friendships and social events as we got to know each other from that simple walk out of our cars and into our apartments. It promoted social engagement.

Connected Communities seems like a plan to bring back that essential character of community which allows people to be better neighbors. This plan strives to support and encourage thriving small businesses in walkable, neighborhood business districts. More importantly, these zoning changes in these communities will also allow varied forms of affordable housing and public transportation. These older neighborhood business districts now have the opportunity to restore their unique character. It is an effort by our city leaders to create safe, pleasant, walkable outdoor public spaces so necessary to an active, lively, and connected neighborhood.

It is only a start, but it is a necessary start. These zoning changes offer our citizens who love our neighborhoods the chance to restore vibrance and creative vitality into these now blighted, older communities. In making changes to these codes, we relax the restrictions that prevent our city's residents from better connecting with each other. We can diminish the isolation and separation from each other that our past determination to restructure our city to cater only to the automobile led us to.

Urbancsik, Jesse

From: Millie Schafer <mschafer1@zoomtown.com>
Sent: Thursday, May 2, 2024 3:56 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

Categories: AW

You don't often get email from mschafer1@zoomtown.com. Learn why this is important

External Email Communication

I've read various reports on this. First of all, too many communities had no representation. Other member of this group didn't even live in Cincinnati. Some of the recommendations were downright stupid. You start charging for trash pickup and I guarantee you the illegal dumping will increase dramatically. By the way, I am proud of the hard working trash pickup employees. They earn their $$ and do a good job!

Letting business people drive Cincinnati's future is a big negative. Residents who live in this city, many stayed life long, should be heard. Lastly, a major overhaul of city government is critical - there are too many "supervisors" making over $100,000/year without justification. Retirement funds in trouble? Not surprising. Also, you need to end "double-dipping" - city employees take retirement and then get hired back to work again.

Frankly, it would take pages to address all the issues with this Connected Communities report.

Millie P. Schafer, PhD

Urbancsik, Jesse

From: Audricia Brooks <ciabreese@gmail.com>
Sent: Friday, May 3, 2024 3:55 PM
To: Cincinnati City Planning
Subject: [External Email] Cincinnati Connected Communities

External Email Communication

As a legacy homeowner in North Avondale, My family has lived in North Avondale since 1971. I am opposed to the rezoning of North Avondale as it is currently proposed. There should be some guidelines for maintaining single family or duplex housing. As it stands there is no protection for legacy homes such as mine.

I support affordable housing. I support renovation of existing properties. I DO NOT support moving forward with the Connected Communities proposed ordinance. From the City of Cincinnati, I need an impact analysis and meaningful review that provides for public participation and approval of local impacted neighborhood councils with data that explains the need for these zoning changes.

City Council should not be able to make these changes without a vote from the Cincinnati citizens.

--
Live Long and Prosper, Audricia

Urbancsik, Jesse

From: Beth McLean <bethlmclean@gmail.com>
Sent: Friday, May 3, 2024 3:45 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

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External Email Communication

I am against the proposed legislation.
35 year property owner in College Hill.
Beth McLean

Leon A. Reid III, M.D.

3822 Barker Road

Cincinnati, OH 45229

Mayor.Aftab@cincinnati-oh.gov

ClerkOfCouncil@cincinnati-oh.gov

planning@cincinnati-oh.gov

RE: CONNECTED COMMUNITIES

Dear Mayor Pureval and Council Members,

As a resident deeply invested in the future and well-being of Cincinnati, specifically the North Avondale community, I must express my strong opposition to the Connected Communities ordinance currently under consideration as currently proposed. NANA (North Avondale Neighborhood Association) recently voted and published their opinion on the following statement "North Avondale opposes moving forward with the Connected Communities proposed ordinance. The City of Cincinnati must provide the data and impact analyses that will allow for meaningful review, public participation, and approval by the community council of the impacted neighborhoods."

My Concerns on the Plan Include:

1. The proposed change in zoning. Specifically, the elimination exclusive zoning single-family homes, and relaxed height restrictions and setbacks.
2. Reduction in parking requirements without a robust public transit system.
3. The proposal lacks safeguarding of neighborhood character resulting in the destruction of the unique, historic charm of our community.
4. An accelerated decision, a sham of a public engagement process. The proposed ordinance was already drafted and sent to the Mayor on April 17, 2023. In addition, the original plan was written by the Urban Land Institute on June 22, 2021, therefore, our comments and participation cannot be meaningful.
5. The plan does not consider community-driven development for North Avondale's historic, architectural, and cultural preservation.
6. Potential impact on the environment, greenspace, police, fire, sewer, storm water and water mains have not been considered in the plan.

Additionally, I believe the following points need to be addressed prior to any council vote on Connected Communities.

1. Unintended Consequences – A more recent Urban Land Institute study found that less restrictive zoning regulations increased housing supply, but not for renters and low-income people. Also, detrimental increases in housing density led to less affordability and increased incidents of crime. Though I agree that increased investment in subsidy programs and affordable housing development is necessary, these zoning changes will only exacerbate the problem by further concentrating poverty and promoting higher cost rentals/ increased homeownership costs in the Connected Communities areas by driving out the affordable housing opportunities.

- Fairness – Existing homeowners have purchased and invested in their homes under the current zoning regulations. Arbitrarily changing these zoning regulations after the fact to allow multi-family housing in historically single-family neighborhoods will decrease their property values and neighborhood dynamics that may have appealed to them when they chose to live in a particular neighborhood.

- Absentee Landlords – Unfortunately Cincinnati has a horrible history with out-of-town investors and landlords. These zoning changes will only exacerbate this issue and increase the potential for out-of-town investors dividing-up single-family homes as investment opportunities. Unless the zoning requires owner-occupancy for an extended period, this will occur (unlikely legal to do so).

North Avondale stands as an economically, ethnically, and socially diverse neighborhood that needs to be protected from a plan that does not consider these values. I hope that the city will respect my concerns and not move forward until my concerns are addressed.

Sincerely,



Leon A. Reid III, M.D.

c: NANA@northavondalecincinnati.com

Urbancsik, Jesse

From: Julie Rimer <jlrimer@gmail.com>
Sent: Friday, May 3, 2024 5:22 PM
To: Cincinnati City Planning
Subject: [External Email] Re: Public Staff Conference Follow-Up

You don't often get email from jlrimer@gmail.com. Learn why this is important
External Email Communication

Dear City Planners,

As I said in the virtual meeting of April 30, the fact that city planning neither recorded the meeting nor created a transcript of it tells me everything I need to know. Easily 90 percent of respondents were against the plan because SO MANY QUESTIONS have not been answered and none were answered in this meeting. The mayor and council couldn't care less what people had to say. The meeting was merely held to check off another "engaged the community" box with no real engagement.

None of the very valid and concerning questions were answered in the meeting and they will not be answered and I'm sure that is because the City doesn't have the answers. These sweeping zoning changes will be passed no matter how many people protest on May 17 because our city administration will do what it will do, half-assed as it is, without planning well at all. None of these questions were answered that were repeatedly asked: 1) How will our sewer system handle the increased density when it can't handle the current usage? 2) Why are the zoning changes being made when the mass transit infrastructure doesn't even exist to support reduced car usage? 3) What will stop developers from swooping in on neighborhoods and tearing down homes to create high-rent multi-family housing, reducing Cincinnati's already low home ownership levels? 4) Why haven't the mayor or any council members attended the city's community council meetings to explain this plan and answer questions? 5) How much worse will traffic get in the areas that are already so densely populated, like Mt. Lookout Square, where it takes a long time to even drive through there now? 6) Where will all the cars park in areas that are already so dense, such as the area where I live?

I could waste more of my time recapping the other questions that were asked and not answered, but I already wasted five hours with other residents to communicate our concerns to a mayor and council that doesn't want to hear them.

What makes you think people won't leave the city limits and move to neighborhoods outside the city where taxes are lower, schools are better, there is less crime, you can buy more house/property for your money, etc.?

It is unconscionable that a vote will take place within two weeks when resident after resident has asked you to slow down and explain the plan and answer questions. This is deliberate obfuscation from the most irresponsible mayor and city council that have reigned in my 39 years of living in Cincinnati.

Sincerely,

Julie Rimer
Mt. Washington

On Fri, May 3, 2024 at 5:00 PM Cincinnati City Planning <planning@cincinnati-oh.gov> wrote:

> Good afternoon,
>
> First, we want to thank you all for attending one of the public staff conferences about the Connected Communities legislation. We greatly appreciate your time and feedback.
>
> The presentation and notes from both staff conferences are posted on the Connected Communities website here: Engage | Connected Communities (arcgis.com). The Community Engagement Report can also be found at that link.
>
> To read through the proposed ordinance, go to the Legislation tab of the website here, or click this link: Legislation | Connected Communities (arcgis.com). The new Policy Roadmap document can be accessed there as well.
>
> Additionally, our team has created a searchable, interactive map where you can explore the proposed zoning changes on a parcel-by-parcel basis, which can be found at this link: Map | Connected Communities (arcgis.com)
>
> As a reminder, the City Planning Commission will consider the Connected Communities legislation on Friday, May 17, 2024 at 9:00 a.m. at City Hall (or virtually via Zoom). You can sign up to speak either in person or online at this link: Connected Communities: City Planning Commission Meeting Sign-Up (office.com). The meeting will also be livestreamed at www.cincinnati-oh.gov/citicable.

Thank you again for your engagement with this process. If you would like to submit written comments, please send them to planning@cincinnati-oh.gov. To be included in the staff report packet, comments must be submitted by 5:00 p.m. on Thursday, May 9, 2024. Any comments received after that time will be sent to the Planning Commissioners prior to the meeting.

Have a great weekend!

City of Cincinnati | Department of City Planning and Engagement
Two Centennial Plaza | 805 Central Avenue, Suite 720 | Cincinnati, OH 45202
Facebook | Twitter | Website | Plan Cincinnati



Urbancsik, Jesse

From: Lucas Dillingham <lucasdillingham@gmail.com>
Sent: Friday, May 3, 2024 3:27 PM
To: Cincinnati City Planning
Subject: [External Email] Re: Connected Communities: Notice of City Planning Commission Meeting

Categories: AW

You don't often get email from lucasdillingham@gmail.com. Learn why this is important

External Email Communication

WooHoo!!

Good luck and I hope we are able to recommend this legislation. Great move!

On Fri, May 3, 2024 at 3:18 PM Cincinnati City Planning <planning@cincinnati-oh.gov> wrote:

> Please be advised that the City Planning Commission will meet on **Friday, May 17, 2024 at 9:00 a.m.** to consider the Connected Communities legislation.
>
> The formal notice is attached for your use.
>
> Thanks,
>
> City of Cincinnati | Department of City Planning and Engagement
> Two Centennial Plaza | 805 Central Avenue, Suite 720 | Cincinnati, OH 45202
> 513-352-4890 (p) | 513-352-4853 (f) | Facebook | Twitter | Website | Plan Cincinnati
>
> city of CINCINNATI
> CITY PLANNING & ENGAGEMENT

--
Regards,

Lucas Dillingham
513 484 7251
"I have no respect for a man who can spell a word in only one way."

Urbancsik, Jesse

From: Melmind <melmind@aol.com>
Sent: Friday, May 3, 2024 11:42 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Community

External Email Communication

Totally DISconnected
Absolutely NO
Unless it involves the Mayor’s neighborhood Mel NIZNY, MD Sent from my iPhone

Urbancsik, Jesse

From: Scott Hand <scott@trilobitedesign.com>
Sent: Friday, May 3, 2024 2:36 PM
To: Aftab, Mayor; #COUNCIL; Cincinnati City Planning
Subject: [External Email] In support of Connected Communities

You don't often get email from scott@trilobitedesign.com. Learn why this is important

External Email Communication

Hello Mayor Pureval, City Council Members, and Cincinnati City Planning,

I'm writing to voice full support for the Connected Communities proposal. As a professional Architect, community development corporation board president (Mt Airy CURE), business owner, and routinely focusing in and around building planning and construction, I am as close to an expert in the city zoning code as a private citizen can be. My special design emphasis is on sustainable housing design and construction.
I applaud the hard work that has gone into the proposal and fully support all of the pieces that combine together to make the current proposal. I fully believe this needs to be a first step towards further zoning reforms that cover the entire city. I hope that the next phase of these reforms can include blanket simplification across the city to make the code both easier to understand and easier to continue building denser and more sustainable neighborhoods.

Thank you,

Scott Hand, AIA
Trilobite Design
708-539-5511 mobile
scott@trilobitedesign.com

E. Thomas Arnold

1248 Herschel Avenue

Cincinnati, Ohio 45208

To: Andrew Halt, Senor Planner May 3, 2024

Subject: Zoning change considerations for Cincinnati

I am 79 years old, born and raised in Mt. Lookout, went to Kilgour School, Walnut Hills High School and UC. I retired in 2016 after 52 years working for three Cincinnati based companies. I was a retail banker for U S Bank for 16 years and an investment advisor and financial planner for the remaining 34 years.

My family and I are most concerned with the concept of "Connected Communities" to include radical zoning change to include no off street parking or set back requirements. We have seen quite a few new apartment buildings and complexes come online recently. Apartment dwellers are short term residents and generally, are not contributing citizens. I can only assume the investor of such real estate is seeking return on investment (ROI) to the max. Many affordable housing units were demolished to make way for these projects. There is no possibility you can call these multi family structures affordable housing at $1500-$3500 a month rents. And I do not see any new construction to be affordable at today's inflated material and labor costs. Those rates will never come down.

The city budget is grossly out of balance with revenues vs expenses due to many unnecessary projects that cost a lot to create, but more importantly, require high cost maintenance. Connected Communities

should read “How to fund budget deficits and destroy the ambience” that made Cincinnati what it is over the past 225 years.

If you and everyone in your planning department are home owners (which I doubt) consider what your neighbor hood would become with multi family buildings occupying any vacant lot. Then imagine what your neighborhood street would look like with a very large increase in cars parked on the street. Many of our streets are too narrow for further parking density and many housing families have multiple cars with one or more on the street as is.

I am afraid your proposed model is workable only with a total disregard for current residents, their next generation and destruction of our architectural pleasantries. I believe you must listened carefully to the many participants in your meetings that object. This same message must go to the City Council in their consideration of change.

Regards,

Tom Arnold

eta1@fuse.net

513-708-3850

Urbancsik, Jesse

From: Dawn Flanigan <dawnwritesemails@gmail.com>
Sent: Saturday, May 4, 2024 6:25 PM
To: Cincinnati City Planning
Subject: [External Email] Official position against Connected Communities until gaps in the plan are filled

You don't often get email from dawnwritesemails@gmail.com. Learn why this is important

External Email Communication

Dear City Planning Committee,

I am writing to express my concerns about the proposed Connected Communities legislation. Before moving forward with this initiative, I believe it is crucial to address several gaps and ensure that it truly benefits our community.

Firstly, I request a comprehensive impact report on the legislation. This report should detail its expected influence on our local neighborhoods, including environmental, social, and economic impacts. Understanding these factors is vital for assessing the legislation's overall efficacy and sustainability.

Additionally, I would appreciate specific data regarding the number of abandoned buildings currently within our city, contrasted with the number of individuals and families actively seeking housing. This information is essential to evaluate whether existing structures could be repurposed to meet housing demands, rather than prioritizing new developments which may not align with community needs.

Concerning home ownership, I seek detailed information about the programs available, particularly those aimed at African American community members. The presentations suggest there are targeted initiatives, and I would like to understand their scope, accessibility, and success metrics to ensure they are meeting the needs of prospective homeowners within this demographic.

Moreover, as a local developer committed to the enrichment of our city, I am keenly interested in how this legislation plans to support local developers, especially those from the Black community. Financial incentives, grants, and equitable opportunities are necessary to compete effectively with larger and out-of-town developers. Details on these support mechanisms would be highly appreciated.

In conclusion, I strongly urge the Committee to consider these points and integrate them into a more robust and inclusive approach. The current form of the Connected Communities legislation seems to overlook critical aspects that are fundamental to its success and acceptance. Please focus on creating actual solutions that cater to the diverse needs of our city's residents rather than mere rebuttals to these pressing concerns.

Thank you for considering this feedback. I look forward to your detailed response and to a revised approach that genuinely reflects the interests and aspirations of all community members.

Sincerely,

Dawn Johnson
Black Local Developer
Dawnwritesemails@gmail.com
510-282-0282

Take care, and keep spreading love and light wherever you go.

💔 Have an absolutely beautiful day! Peace and Blessings.

Urbancsik, Jesse

From: Dan McGrath <mcgrathdr@gmail.com>
Sent: Sunday, May 5, 2024 9:06 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities comment

You don't often get email from mcgrathdr@gmail.com. Learn why this is important

External Email Communication

Commissioners,
Thank you for the opportunity to give feedback. I grew up in Greater Cincinnati, moved out of state for college and work, and about 20 years later wanted to return with my young family. We wanted to live in Cincy proper, where we could walk to restaurants, parks, culture, amenities, transit... and we were shocked to find ourselves priced out of multiple neighborhoods that previously had the reputations of being affordable.

As a result of my experience and those of others in the same boat, I strongly support Connected Communities and the zoning updates it includes. Areas that are rich with community destinations and have more transit access should also be places where more people can live! With greater supply in specific corridors that creates purposeful, planned density, more people can live in neighborhoods that are convenient and affordable. These zoning updates do not force neighborhoods to change their character or undo what makes them unique - they simply give the city a tool that will allow for growth that makes sense.

All over the country, people are being priced out of cities. This is Cincinnati's best chance to be proactive and take a different path.

Dan McGrath
5707 Ridge Avenue
Cincinnati, OH 45213

Urbancsik, Jesse

From: Lauren Farquhar <lauren.farquhar@gmail.com>
Sent: Sunday, May 5, 2024 10:38 AM
To: Cincinnati City Planning
Subject: [External Email] Strong support for Connected Communities

External Email Communication

Hello,
I'm writing in support of Connected Communities.

I'm a mother and homeowner in Pleasant Ridge. It's important to me to live in a walkable and diverse community. Pleasant Ridge offers both, although the dramatic increase in housing costs is threatening our diversity.

Our community has 'good bones' when it comes to walkability and transit, but the auto-centric planning and zoning trends in the last 50 years have diminished those qualities too.

Transit oriented development is exactly what is needed here. I think the change in policy will make steps toward more affordable housing, density, and vibrant communities.

--
Lauren Farquhar
Pleasant Ridge

Urbancsik, Jesse

From: Murphy Mongeon <murphymongeon@yahoo.com>
Sent: Sunday, May 5, 2024 8:19 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Mt Lookout

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

External Email Communication

Hi

These plans have gone too far for development. I'm not supportive. There is little benefit to those living on the neighborhoods - less parking and loose zoning rules. These rules were made for developers not the community. We have worked hard to develop a community and being told how to change is hard to hear.

Thanks,
Neighbor in Mt Lookout.

Urbancsik, Jesse

From: Andy Fredlock <AFredlock@galerieusa.com>
Sent: Monday, May 6, 2024 2:46 PM
To: Aftab, Mayor; Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Owens, Meeka; Walsh, Seth
Cc: Cincinnati City Planning; ClerkOfCouncilEmail
Subject: [External Email] Objection to Connected Communities Zoning Ordinance

Some people who received this message don't often get email from afredlock@galerieusa.com. Learn why this is important

External Email Communication

As a long-time resident of the city of Cincinnati, I object to the proposed Connected Communities zoning
ordinance.

My objection is based on the lack of real engagement and honest discussion with residents and communities about this large and impactful legislation.

I believe the short timeline for approval of this ordinance which was only publicly released on April 11, 2024, prevents residents and communities from engaging with the city and addressing and resolving their concerns about the ordinance.

I am concerned about how the proposed ordinance will affect residents, communities, and the city overall.

I am concerned that is a general one-for-all change that affects many different communities differently. I believe the discussion should be continued to include a thoughtful dialog with each community individually.

I therefore request that you do not vote to approve the Connected Communities ordinance as written at this time.

Andrew Fredlock

afredlock@galerieusa.com
www.galeriecandy.com

Urbancsik, Jesse

From: Emily Stowe <emilystowe29@gmail.com>
Sent: Monday, May 6, 2024 10:52 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Feedback

You don't often get email from emilystowe29@gmail.com. Learn why this is important

External Email Communication

Hi there,

I am a Mt. Lookout resident and have been following the conversations around Connected Communities. I have a few concerns, specifically for the Hyde Park, Columbia Tusculum, Mt. Lookout area impacted by this. My foremost concern is infrastructure and flooding. Our sewer system in the area is already stressed beyond belief and I don't see how building bigger larger multi-family homes on small lots won't make this problem worse.

Prior to moving to Mt Lookout last July, I lived in Hyde Park for several years. Every summer, 2-3 times a summer, my basement flooded with sewage during what MSD and City officials would call a '100 year storm'. I fought with MSD for 5 years to get them to take accountability. They came out to my house over and over and repeatedly said it was not an MSD issue despite every other house on my street already having a pump installed by the City. I had a plumber come out every time, and they repeatedly told me it was an MSD issue. I lost thousands of dollars in homegoods and babycare items due to the flooding occurring over and over. Twice I had to do cleanups myself while pregnant because MSD would not approve a cleanup crew to come to my house. After filing SBU claims over and over my claim was finally accepted and a pump was scheduled to be installed but at that point I had lost so much money, and was so tired of cleaning other people's toilet paper out of my basement I had listed the house for sale and moved to a suburb outside of the City to avoid having a problem like this ever again. I completed the SBU process and got a pump installed a few weeks after the new owners moved in.

A year later an opportunity came up to purchase a house in the City again and we jumped on it. We love our neighborhood and the City of Cincinnati and are happy to be back. On April 2nd this year, we had my 8th '100 year storm' as MSD likes to call it and countless streets around our house flooded and multiple people in our Flood Support Facebook group posted about backups. Thankfully our home remained dry this time, but I can't help but worry every time we have a heavy rain in the area after dealing with so many backups.

I think its clear to everyone that these heavy rains are the new normal and something that our combined sewer system can't handle. I am very concerned that the addition of 4 family homes will have further negative impact on this problem in the area.

In addition to the sewer system, parking on our street is at a premium every single day and I don't think its right that these builders wouldn't have to meet parking minimums. I also hate the idea of large companies and out of town landlords building and managing these homes in communities they aren't invested in.

I understand the need for more housing but I don't think the removal of rules and regulations or cramming housing into an area where the infrastructure is already stressed and failing is not the right way to do it.

Thank you for your consideration.
Emily Stowe
3223 Lookout Drive

Urbancsik, Jesse

From: Lauren Rader <lashac2@gmail.com>
Sent: Monday, May 6, 2024 8:20 PM
To: Cincinnati City Planning
Subject: [External Email] Connected communities feedback - mt lookout

You don't often get email from lashac2@gmail.com. Learn why this is important

External Email Communication

Dear Connected Communities Planning Commission,

I'd like to thank you for the time and efforts you've put into the connected communities proposal. However, I'm extremely concerned about the prospect of Mount Lookout becoming more densely populated than it already is. Mount lookout is already having tremendous sewage and flooding issues. Until the city fixes those issues, I'll be very vocal about my concern and objection to your proposal. As someone who recently had city sewage backup in my home, I know that there are major issues with the old city sewage system and its inability to accommodate the city's population as it currently stands.

Thanks for your understanding!
Lauren Rader

Urbancsik, Jesse

From: Meg Keim <mkeiminteriors@gmail.com>
Sent: Monday, May 6, 2024 10:15 AM
To: Cincinnati City Planning
Cc: nana@northavondalecincinnati.com
Subject: [External Email] Comments Regarding "Connected Communities"

Categories: AW

You don't often get email from mkeiminteriors@gmail.com. Learn why this is important

External Email Communication

Attn: Dept. of City Planning and Engagement,

My husband and I live on Beechwood Ave. in North Avondale and we strongly object to Connected Communities proposed zoning changes which would allow unrestricted parameters for “Middle Housing” in our single-family neighborhood. Connected Communities has indiscriminately targeted a wide swath of land on either side of Reading Road with no consideration to the extremely disparate neighborhoods within this zone. Our Beechwood/Rosehill section of North Avondale is filled with historic century homes which are unlike much of the surrounding areas in various stages of decline. In its current form, the city would be incentivizing tear-downs or modifications of single-family homes, removing setback requirements, removing off street parking requirements, and ignoring federal HUD policies which limit the density of neighborhoods that already have high concentrations of publicly funded income restricted housing. This type of development would destroy the architectural character and integrity of our neighborhood, degrade our property values and cause current residents to leave. We pay hefty taxes, including a recent significant increase, for the privilege of living in a higher-priced neighborhood within the city limits. We expect City Council to protect our investment and preserve our homes with respect to the revenue generated by our property taxes which support our neighboring communities. While admirable for some areas of Cincinnati, this proposed zoning change is completely inappropriate for the historic neighborhoods of North Avondale.

Additionally, our North Avondale Neighborhood Association has been meeting regularly and communicating with City Officials with no degree of assurance that our voices are being heard.

Meg Keim

Meg Keim Interiors, Inc.
600 Vine St., Ste. #2210
Cincinnati, OH 45202
(513)646-5524

mkeiminteriors@gmail.com

Urbancsik, Jesse

From: P.J. Ginty <gintyp1@mymail.nku.edu>
Sent: Monday, May 6, 2024 8:42 PM
To: Cincinnati City Planning
Subject: [External Email] Email in Support of Connected Communities

You don't often get email from gintyp1@mymail.nku.edu. Learn why this is important

External Email Communication

Dear City of Cincinnati Planning Commission,

I am writing this email to express my support for Connected Communities. This years long process has been led by an extremely dedicated staff who are looking out for the best interests of the City of Cincinnati. The proposed policies are incredibly important to help Cincinnati grow. Without the Connected Communities zoning reform, Cincinnati will lag behind other cities around the country. The plan is well thought out and has been vetted at every turn by the public.

Please vote in favor of Connected Communities.

Thank you,
P.J. Ginty, AICP
2169 Crane Avenue
Cincinnati, OH 45207

Urbancsik, Jesse

From: Pam Gruesser <pjgruesser@live.com>
Sent: Monday, May 6, 2024 9:34 PM
To: Cincinnati City Planning
Subject: [External Email] Fwd: Connected Communities

You don't often get email from pjgruesser@live.com. Learn why this is important
External Email Communication

I am resending this email I sent earlier so it can be included in your report.
Pam Gruesser
Sent from my iPhone

Begin forwarded message:

From: Pam Gruesser <pjgruesser@live.com>
Date: April 8, 2024 at 5:43:51 PM EDT
To: Planning@mtlookout.org, jan-michele.kearney@cincinnati-oh.gov, victoria.parks@cincinnati-oh.gov, anna.albi@cincinnati-oh.gov, jeff.cramerding@cincinnati-oh.gov, reggie.harris@cincinnati-oh.gov, mark.jeffreys@cincinnati-oh.gov, scotty.johnson@cincinnati-oh.gov, seth.walsh@cincinnati-oh.gov, meeka.owens@cincinnati-oh.gov, mayor.aftab@cincinnati-oh.gov
Cc: Planning@mtlookout.org
Subject: Connected Communities

It is with much frustration that I write this email regarding the Connected Communities initiative. You state that you have been getting feedback for the last 18 months. However, I have heard/seen nothing about this until I learned of these proposed changes through a neighbor on the Mt. Lookout Community Council. My family has lived in the Mt. Lookout area for almost 40 years, and we have raised our four children here. During that time, we have seen many changes and not all are for the better, as homes in our surrounding neighborhoods are being torn down and replaced with multiple homes or units on one lot.

In viewing your website, it states that changes related to land-use will help Cincinnati grow into a more accessible, people-focused, diverse, healthy, and connected community for all and that new crafted legislation related to land use and modifications to our zoning code will foster greater development, density where most appropriate, pedestrian and human-centered design, increased affordable housing, and strengthened neighborhood business districts.

Cincinnati is a city of neighborhoods, all distinct and diverse. Why would you propose a blanket proposal for all neighborhood areas in Cincinnati? The character and history of our neighborhood needs to be maintained. **We do not need these changes in Mt. Lookout!!!** Mt. Lookout already has dense housing and diverse housing options. We have a good ratio of single family, condos and multi-unit housing, along with subsidized housing.

- CC aims to create "vibrant" neighborhoods. Mt. Lookout is already an incredibly vibrant neighborhood community.
- Mt. Lookout already has stormwater and sewer problems, and this proposal will certainly exacerbate this issue. Just last week with the rain, Mt. Lookout Square was flooded with planters in the middle of the street.
- People who made past property choices should not have those choices invalidated. We homeowners purchased our homes with the expectation that the neighborhoods would not experience radical zoning changes.
- Cincinnati Metro barely serves Mt. Lookout, so residents and visitors need cars to commute to work and live their lives. We have a lack of parking as it is, and cars currently must find parking further out from Mt. Lookout Square into the residential streets. If Connected Communities is implemented this will be a greater problem for residents and threaten the businesses in our neighborhood, which require parking for their customers.
- Pedestrian safety is a major concern. Increased congestion and traffic as a result of increased density and reduced parking options would most certainly be a threat to pedestrian safety, especially in school areas.
- The current zoning laws and variance procedures are sufficient. This would remove per-site variance procedures. There is already a process by which variances can be granted to supersede current zoning for a specific need. It necessitates a case to be made about each scenario. Connected Communities would remove that.

Pam Gruesser
824 Wakefield Drive
Cincinnati, OH 45226

Urbancsik, Jesse

From: Alek Lucke <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 5:54 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Sustainability for All Neighborhoods

External Email Communication

Dear Cincinnati Planning,

I strongly support the reforms proposed to open the city up to more development, density and equity. These were thoughtfully crafted, and by the estimation of many professional represent a best in class proposal to deal with structural and long standing issues with our housing and development process. Stand strong against reactions from neighbors and do what needs to be done for the future.

Alek

Sincerely,
Alek Lucke

328 Boal Street
Cincinnati, OH 45202
United States

Urbancsik, Jesse

From: Annette Wick <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 8:48 AM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

Categories: AW

You don't often get email from civicinput@newmode.org. Learn why this is important

External Email Communication

Dear Cincinnati Planning,

I am in total support of connected communities. To be a citizen of a city is part of being connected to one another. This is an important milestone in the city's work to ensure we don't leave anyone behind.

Sincerely,
Annette Wick

1419 Race St
Cincinnati, OH 45202
United States

Urbancsik, Jesse

From: Benedict Leonardi <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 9:12 AM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

Categories: AW

External Email Communication

Dear Cincinnati Planning,

Please support Connected Communities! It is good policy from any number of different perspectives: good for the environment and social justice, good for allowing property owners the opportunity to do more productive work with their property and lessens administrative and bureaucratic bloat, good for the transit infrastructure that received an influx of funding, etc...

Sincerely,
Benedict Leonardi

100 E Central Pkwy
Cincinnati, OH 45202
United States

Urbancsik, Jesse

From: Brittany Mack <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 1:58 PM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

External Email Communication

Dear Cincinnati Planning,

Rent is increasing and we are running into a duopoly between 3CDC and Uptown properties with the way things are going. We need more diverse housing and to create walkable and accessible communities if we are to combat the inflation and be a progressive city.

Sincerely,
Brittany Mack

5315 Moeller Avenue
Norwood, OH 45212
United States

Urbancsik, Jesse

From: Brendan Wood <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 9:50 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Sustainability for All Neighborhoods

Categories: AW

External Email Communication

Dear Cincinnati Planning,

While I live in Norwood, I work and spend most of my time and money in the city of Cincinnati. This city is at an important inflection point where we have an opportunity to loosen zoning restrictions which could increase housing options and affordability, encourage sustainable growth, and increase Cincinnati's attractiveness by improving the quantity and quality of our people-oriented places throughout the city. Increasing housing within the catchment area of improved public transit will give more people a better chance to live car-free or car-light, which will be better for their finances, neighborhood cohesion, and safety on our streets.
Thank you for all the hard work that has been put into the Connected Communities initiative so far! Please continue to push it forward!

Sincerely,
Brendan Wood

2231 Cleneay Ave #1
Cincinnati, OH 45212
United States

Urbancsik, Jesse

From: Betsy Worrall <BWorrall@thehausergroup.com>
Sent: Tuesday, May 7, 2024 3:57 PM
To: Cincinnati City Planning
Subject: [External Email] FW: CONNECTED COMMUNITIES

Importance: High

You don't often get email from bworrall@thehausergroup.com. Learn why this is important

External Email Communication

Below is what I sent to the mayor. Please add you your file.

BETSY BEACH WORRALL
Sr. Consultant | Individual Risk
O: 513.984.7002 C:513.708.0899

From: Betsy Worrall
Sent: Thursday, April 18, 2024 3:55 PM
To: mayor.aftab@cincinnati-oh.gov
Subject: CONNECTED COMMUNITIES

I am a concerned citizen who lives in Mt. Lookout. I wanted to voice my opinion to state that I am against the current proposal legislation for connected communities for the following reasons:

Pedestrian safety is a major concern. Increased congestion and traffic as a result of increased density and reduced parking options could be a threat to pedestrian safety.

This could exacerbate Mt. Lookout's stormwater and sewer problems and overburden our already CROWDED SCHEOOLS AND Emergency Services. Just look at the Rivers that ran through Mt. Lookout Square, down Delta, etc. that developed during a brief 10min. DOWNPOUR.

CC aims to create "vibrant" neighborhoods. Mt. Lookout is already incredibly vibrant. Why fix something that is not broken.

The "carte blanche" nature of CC does not take into account the important nuances of each of Cincinnati's neighborhoods. One size does NOT fit all!

"We don't need this in Mt. Lookout, as we already have dense housing and diverse housing options. We have a good ratio of single family and multi-unit housing."

I love the fact that Cincinnati is known as the City of hills! Have you seen Mt. Lookout; walkability is limited.

Mt. Lookout is already dense and has many diverse options for single and multifamily homes at ALL PRICE POINTS.

We already have a lack of parking therefore, MORE cars will negatively impact our current and future retailors. If we can't attract retailors we have nowhere to shop which is walkable.

Cities like Minneapolis that have tried to do this have not been very successful.

The city is NOT effectively communicating these policies to residents. The city needs to seek true input from the residents.

Cincinnati has not had the population growth to require housing density increases.

People who made past property choices (re: zoning areas to live in) should not have those choices invalidated. Mt. Lookout homeowners purchased their homes with the expectation that their neighborhoods wouldn't experience radical zoning changes/major changes to their footprint

Metro service is very limited in Mt. Lookout; I live on Delta in front of a bus stop; have seen maybe 5 buses stop there in the past 3 years.

Violation of due process

Right once give can't be taken away…that stinks!!

Please re-consider your actions; cater your plans to uniqueness of the neighborhood you are targeting and GET THE RESIDENTS INVOLVED.

THANK YOU,

Betsy

BETSY BEACH WORRALL
Sr. Consultant | Individual Risk
O: 513.984.7002 C:513.708.0899

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Urbancsik, Jesse

From: Barb Ross <Barb@brossinc.com>
Sent: Tuesday, May 7, 2024 8:48 AM
To: Cincinnati City Planning
Cc: planning@mtlookout.org
Subject: [External Email] Connected Communities

Categories: AW

You don't often get email from barb@brossinc.com. Learn why this is important

External Email Communication

Dear Planning Commission,

We are writing to express concern regarding increasing population density without regard for increasing existing infrastructure for targeted areas in Mt Lookout. We live in a targeted area at 759 Delta Avenue and consistently experience flooding due in part to increased hardscape, decreased green scape and increased burden on our water and sewer systems. Enclosed are pictures from the most recent storm.

We support your efforts to increase affordable housing, to keep the elderly in their homes longer and maximize our tax base; however, these goals must be balanced with insufficiencies to our existing infrastructure. More funding must be sourced to increase support systems before additional population to this area already under duress.

Thank you for your consideration.
Sincerely,
Barb and Steve Ross
759 Delta Avenue

513.604.5087





MEMORANDUM

TO: The City of Cincinnati, Ohio ("Cincinnati") Planning Commission

FROM: Richard B. Tranter
Mount Lookout Resident

DATE: May 7, 2024

RE: Connected Communities:
Initial Comments to Draft Ordinance (published April 2024) Amending Cincinnati Zoning Code ("Amendment")

As a concerned citizen, having resided in Mount Lookout for approximately 40 years, I wish to provide comments to the draft Amendment which would introduce a multitude of substantial zoning text and map changes to the Cincinnati Zoning Code ("Code"). I have been quietly following the development of the goals and policies preceding this Amendment, having attended a meeting of the Mount Lookout Civic Club earlier this year and having visited the City's website on several occasions. However, now with the announced draft Amendment, I have taken a more active role. Recently, I participated as the 10th speaker on the Cincinnati Planning Department's Zoom call held last Tuesday, April 30th. During that call, I expressed several concerns which I reiterate by this memo. Initially, I wish to note that my comments are both procedural and substantive in nature.

A. WHAT IS THE RUSH?

Although I recognize that the City will reference months of pre-planning prior to the announcement of the Amendment, which was published in mid-April of this year, the average citizen was likely unaware that the initiative, "Connected Communities", was primarily focused on zoning changes, as the title and much of the conversation holistically seemed to be focused on transportation patterns and affordable housing. Recently, I attended the Mount Lookout Civic Club ("MLCC") meeting in early April of this year due to a hand billing that alerted me to the fact that zoning changes, affecting our neighborhood, were going to be proposed. As a result I, like the other 45 – 50 people, in attendance at the MLCC meeting learned of the possible zoning changes and the likelihood that they would be rushed for approval by City Council, possibly as soon as June of this year.

Being a land use attorney for my entire career, I was a bit surprised by the absence at a MLCC meeting of a Planning Department representative, or better yet a City Council person, to present an outline of the proposed Amendment, particularly if this legislation is on a fast track. Normally, a re-zoning, even if just for a single parcel, involves a 4 - 6 month process involving several steps:

(i) Pre-application discussions and utilization of precise mapping of the affected area;

(ii) A meeting (or more) with the applicable community council;

(iii) Direct mail notice to affected property owners;

(iv) Planning Commission hearing(s) and deliberations; and

(v) City Council hearing(s) and deliberations.

Here, it appears that the Amendment will affect every neighborhood in Cincinnati. As a result, I would hope that the City would send a representative, ideally a City Council person, to at least one meeting with every community council (e.g., dividing the approximate 50 community councils by 9 City Council

members, so that each council person would need to attend 5 to 6 community council meetings). Doing so would be the appropriate forum to allow citizen participation in what is one the most significant land use outcomes ever proposed by the City. Surely, City Council wishes to have a genuine consensus as to any outcome, whether approving or modifying the Amendment which is approximately 79 pages in length (excluding the attachments). Accordingly, my initial request is that City Council accepts the invitation to meet with any community council offering a forum night for detailed discussion of the Amendment and its implications before acting on this legislation.

B. NOT EVERY NEIGHBORHOOD IS THE SAME.

The City recognizes approximately 50 separate community councils which are fairly representative of the diverse land uses that make up Cincinnati. Although I have lived in Mount Lookout and worked downtown my entire adult life, I am not so presumptuous as to speak for any neighborhood in which I do not reside or work. However, I do feel confident in discussing some of the assumptions underlying the City's proposed zoning districts. I understand that most, if not all, of the single family districts will effectively become nugatory, being diluted by 2, 3 and 4 family housing patterns as permitted uses. I object to this forced housing pattern as a permitted use which is being mapped in an arbitrary manner and identify certain adverse impacts below.

(1) DIVERSE AND SUFFICIENT HOUSING PATTERNS AND ZONING DISTRICTS ALREADY EXIST.

By example, Mount Lookout is represented as Panel K-6 in the proposed re-mapping. The assumption is that an area within a quarter mile of the business district does not possess sufficient multi-family housing (i.e., more than 30% multi-family). However, that assumption is incorrect, based on a survey performed by the MLCC which indicates that multi-family represents approximately 45% of the housing units within that same area. Also, it assumes that the housing pattern is not diverse, as if comprised of only detached single family homes. Again, that assumption is also incorrect, as a casual walk along the sidewalks emanating from Mount Lookout Square would demonstrate a variety of housing types, including, but not limited to, single family attached housing, 2 family and 4 family residences, in addition to apartment buildings both aged and newly constructed. In fact, there are several multi-family zoning districts already within the subject area including RM-2.0 and RM-1.2, allowing multi-family housing. Accordingly, the proposed dilution of the existing single family districts will only oversaturate a neighborhood that is in balance.

(2) INCREMENTAL PROCESSES AND PUBLIC PARTICIPATION IS THE NAME OF THE GAME.

There are many existing land use techniques for achieving the land use goals aspired to by the Amendment. However, they are incremental and require public participation, in contrast to the Amendment's broad swath approach which would eliminate public participation. By example, the City allows requests for a number of variances, special exceptions, non-conforming uses, conditional uses and other approval processes that address the land use concerns voiced by Connected Communities. However, the key difference is that adoption of the Amendment would effectively eliminate public discourse on a specific project because the Amendment would disingenuously treat 2, 3 or 4 family projects as a single family permitted use. As one who has practiced in the land use area, I recognize the community voices that one must deal with in land use and have respected such processes, despite the challenges such public discourse entails.

(3) SINGLE FAMILY HOME OWNERSHIP SHOULD STILL BE THE GOAL.

I am a bit perplexed by the reversal of the land use pundits who are now advocating higher density multi-family housing at the expense of established, built-out and thriving neighborhoods which just so happen to have attractive single family homes within it. Density does not equal affordable housing. The

best example of that would be the recent townhomes built directly east of Millions Café. Those 10 townhomes sold for the period beginning in 2021 in the range of $791,188 to $886,264. While those townhomes increased density, they also added 10 driveway curb cuts onto Linwood Avenue, significantly exacerbating the traffic movement along Linwood Avenue, directly across from Cardinal Paccelli School.

(4) ROW, ROW, ROW YOUR BOAT DOWN DELTA.

Increased density increases impervious surface, and Mount Lookout, unfortunately endured another round of significant flooding on April 2nd of this year when one could have ridden a canoe down Delta Avenue due to the significant level of runoff from the adjacent driveways. If you were to visit the Fox 19 video link (https://twitter.com/FOX19/status/1775297542051270849), you will notice that the water runoff from the apartments was cascading down the driveway of the apartments in comparison to little runoff coming off the driveway of the single family home directly across from the apartment building. That video is demonstrative of the runoff impact difference between a detached single family home and a dense apartment complex. Mount Lookout's infrastructure (i.e., combined sewers) cannot handle more impervious surface.

(5) IF YOU BUILD IT, CARS WILL COME.

Finally, there is the assumption that increased housing does not require an accompanying parking ratio. That assumption is also incorrect. While I understand the debate as to whether or not 1 or 2 parking spaces per apartment unit are required, the complete absence of increased parking to match increased housing units is a recipe for disaster in Mount Lookout. Parking is already at a premium in Mount Lookout and the addition of housing units without accompanying parking spaces would result in parking distant from any residence or apartment. Even the most modest event in Mount Lookout results in distant parking sometimes 3, 4 or 5 streets away from the particular event, party or simple Sunday dinner with family members. The most recent evidence of this is the cancellation of fireworks at Ault Park due to unmanageable vehicular parking and traffic.

(6) BEST DAY OF MULTI-FAMILY (INCLUDING LOW INCOME OR SUBSIDIZED HOUSING).

Multi-family housing's best day is its first day of occupancy. Unlike single family home ownership, multi-family housing generally does not cycle, but declines as the years pass. Per a spoke person at a recent board meeting of the Hamilton County, Ohio Commissioners, it was noted that public housing trends downward in terms of increased maintenance, utility, mechanical and other infrastructure costs, resulting in an approximate 20 year life span. That is, absent another infusion of substantial capital (many times, millions of dollars) in the form of grants, tax credits or other public incentives, such housing falls into disrepair, requiring demolition.[1]

C. IF NOT BROKEN, WHAT ARE WE FIXING?

Mount Lookout is already a vibrant and diverse (certainly, as defined by its housing stock) community. At the MLCC April meeting, not one of the 45 or more residents spoke in favor of the Amendment and all of the residents were greatly concerned as to the value of their homes and the community that they cherish. Mount Lookout, like the other neighborhoods in Cincinnati, is not a gated community devoid of multi-family zoning districts or existing apartments. While the Cincinnati neighborhoods may vary with

[1] On April 9, 2024, per Luke Bloucher on behalf of the Cincinnati Development Fund, who testified in regards to public or subsidized housing not being able to cover its long term housing costs, thereby resulting in deteriorated housing every 20 years in need of another round of public capital infusion. With the exception of possibly California, he noted that there is no permanent "Affordable Housing" model. Apparently, the City of Cincinnati presently contributes $34 million towards such housing.

respect to median home pricing and apartment rentals, there is certainly no shortage of affordable (or work force) housing options in Cincinnati, and Mount Lookout already possesses a variety of housing options for the young professional, middle-income families and senior citizens.

Accordingly, the proposed changes of the Mount Lookout area (Panel K-6) should not include any textual change of its single family zoning definitions or mapped districts.

D. SUMMARY OF RECOMMENDATIONS.

- Do not bum rush the local neighborhoods by improperly expediting the approval process for this Amendment.
- Schedule rounds of community council meetings with at least one city council person present to allow for a meaningful community forum.
- Include or delete any particular neighborhood from the Amendment's effects based on the feedback received from the community council meetings.

RBT

Cc:

Councilpersons:

Jan-Michele Lemon Kearney jan-michele.kearney@cincinnati-oh.gov

Victoria Parks victoria.parks@cincinnati-oh.gov

Anna Albi anna.albi@cincinnati-oh.gov

Jeff Cramerding jeff.cramerding@cincinnati-oh.gov

Reggie Harris reggie.harris@cincinnati-oh.gov

Mark Jeffreys mark.jeffreys@cincinnati-oh.gov

Scotty Johnson scotty.johnson@cincinnati-oh.gov

Seth Walsh seth.walsh@cincinnati-oh.gov

Meeka Owens meeka.owens@cincinnati-oh.gov

Mayor Aftab Pureval mayor.aftab@cincinnati-oh.gov

MLCC's Planning & Zoning Committee planning@mtlookout.org

Urbancsik, Jesse

From: Dave Zimmerman <davejzimmerman1@gmail.com>
Sent: Tuesday, May 7, 2024 2:05 AM
To: Aftab, Mayor; #COUNCIL; Cincinnati City Planning
Subject: [External Email] Connected Communities

Some people who received this message don't often get email from davejzimmerman1@gmail.com. Learn why this is important
External Email Communication

To: Cincinnati Leaders

I commend the city for trying to control housing costs in Cincinnati, but not all elements of 'Connecting Communities' make sense to me. The paradigm that purchasers of these new housing units won't need garages or driveways for their transportation needs seems unworkable. Even if they use mass transit in some areas of Cincinnati, they still need to get to other areas in the city and trips outside the city via some other method of transportation, most likely a car. If someone played golf or some other sport, a bus would not get them to their destination. Plus, there's a limit to how much you can carry on a bus or bike if you need to go shopping for multiple items. A recent European guide, who travels by bike in Amsterdam and has been to the U.S., told us "Your country is huge. You need a car to get around".

Another element that doesn't make sense is that 'one size' fits all for each community. In Mt. Adams, for example, parking has already been forced to the streets since we have a number of houses built before there were cars, so they already don't have garages or driveways. More houses without garages would expand the parking problem. The Playhouse and Art Museum add to the street parking challenges even though they provide some off-street parking. Then there's the weekend pub crowd that takes up street parking. Other neighborhoods don't have all these types of activities.

Additionally, the thought that it's easy to walk to Reading Rd or Hamilton Ave if you live within a mile of it is not the same for Mt. Adams. It's mostly vertical. Many residents, especially less mobile ones, will not take that on.

Thirdly, a neighborhood business district doesn't necessarily provide all the goods and services that residents need. Ours in Mt. Adams is predominantly pubs and restaurants. Things like full-service groceries, apparel and hardware stores, etc. are not available in the community. We need to travel outside of the neighborhood to purchase these goods and services.

Lastly, would each of you be willing to move into one of these proposed future residences and give up your car(s)? If so, it would be a very narrow life.

From: David Zimmerman, 1228 Ida Street, Cincinnati, OH 45202

Urbancsik, Jesse

From: dahle@fuse.net
Sent: Tuesday, May 7, 2024 8:54 AM
To: Cincinnati City Planning
Subject: [External Email] Mt. Lookout Zoning Changes

Categories: AW

You don't often get email from dahle@fuse.net. Learn why this is important

External Email Communication

I oppose zoning changes in the area of Mt. Lookout Square/Linwood/Ellison/Nash due to current overcrowding. More dense housing without parking would be a disaster. More dense housing bringing more traffic would be a disaster. Mt. Lookout Square parking is limited. The Cardinal Pacelli School/Church bring tremendous numbers of cars. Ditto for the Mt. Lookout pool, and ditto for the so called "private" neighborhood at the end of Ellison (which was a prior zoning mistake, permitting such a development without its own access to main streets). Further, the proposal I saw included 1/2 a parking space for a ten unit building? That is simply ridiculous. Please re-think.

Elisabeth Dahl
3267 Nash

Urbancsik, Jesse

From: Ed Paff <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 9:54 AM
To: Cincinnati City Planning
Subject: [External Email] Support Connected Communities for a More Inclusive Cincinnati

Categories: AW

External Email Communication

Dear Cincinnati Planning,

I think overall density is good and will be beneficial to our city and neighborhoods.

Sincerely,
Ed Paff

1345 Cryer Ave.
Cincinnati, OH 45208
United States

Urbancsik, Jesse

From: Ellen Stedtefeld <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 10:44 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Building Accessible Future for Our City

Categories: AW

External Email Communication

Dear Cincinnati Planning,

I support connected communities to encourage density and reduce car dependency which creates more vibrant neighborhoods.

Sincerely,
Ellen Stedtefeld

1378 Burdette Avenue
Cincinnati, OH 45206
United States

Urbancsik, Jesse

From: Hamid Eghbalnia <heghbalnia@gmail.com>
Sent: Tuesday, May 7, 2024 11:08 AM
To: Cincinnati City Planning
Subject: [External Email] Opposition to Connected Neighborhood legislation

Categories: AW

You don't often get email from heghbalnia@gmail.com. Learn why this is important

External Email Communication

As noted in letters sent to Council members and the Mayor, we are in opposition to the current plan. This opposition is due to grave concerns articulated in the letters, the content of which, including signatures, as sent to Council members and the Mayor's office is duplicated below.

We are writing to you today to follow up on a letter sent to Mayor Aftab over four weeks ago regarding the proposed plans known as the “Connected Communities”. A copy of this letter is enclosed below. Regrettably, we have received no response and no acknowledgement from the mayor’s office or his staff.

Recently, two Zoom meetings have been held for the purposes of receiving feedback from the community. Contrary to our hopes and expectations, these meetings have raised more alarms. Not only the vast majority of residents who spoke at these meetings opposed the plan – a stark contrast to the picture painted by the staff presentation – but also a few speakers provided information that raised grave concerns. The following illustrates a few key points (paraphrased from the comments on the Zoom call):

1) Why did City planners not fully inform the opinion survey participants of the purpose of the survey? They seem to have been kept in the dark! Is this not deceptive? Does this not raise questions about the validity of the survey results?

2) Responses to comments that existing processes, as reflected in the City Charter, have been violated have either remain unanswered, or are dealt with dismissively. Are there existing documented processes that the city must follow when legislation deals with rezoning? We have found only one such document and the procedure seems to have not been followed.

3) One speaker noted that there are reasons to believe that the current plan will go to litigation. Voters are opposed to using City funds to defend a rushed plan against litigation; a plan not supported by voters. Since litigation is a possibility, public employees and officials should be on notice that all records in all forms must be safeguarded and preserved.

4) No consideration has been given to the uniqueness of each neighborhood. For example, here are just a handful of examples for Mt. Lookout neighborhood:

a. This is an already dense neighborhood with sewer and water infrastructure challenges; a system that was built to specifications of decades ago. Why is this not being addressed in the plan? What are the residents to do when their residence floods. We have seen a lot of flooding recently.

b. Traffic impact on businesses and residents in our already dense neighborhood will be immense. During rush hour, most of the streets around our neighborhood are packed! There is no room for widening the roads, which means that traffic will get worse, and streets become more unsafe for the kids in our neighborhood. There are parking shortages for residents as it is, and this plan will make the situation much worse.

c. Safety issues that arise from increased density (police, fires, …) are not being considered. What is the recruitment plan for more police and fire?

d. There is an inexplicable rush to pass flawed legislation. Why the rush?! With all the moving parts in this plan and all the missing parts, the push to pass flawed legislation does not make sense.

e. Many aspects of the plan assume improvements to public transportation for basic needs such as picking up groceries, getting your medicine from the pharmacy, picking up other basic needs. Public transportation improvements to support the plan will take years, even with a plan. Yet, there is no plan for expanded transportation and a rush to pass the legislation with no concrete plan for transportation. How does this make sense?

Paraphrasing a remark from one of the speakers on the call, what is going to happen when council members championing this plan are voted out in the next election. Who will champion the plan then? Who will be accountable for the mess left behind?

Considering these concerns, we have concluded that strong opposition to this plan is not only rational but also required before costly mistakes are made. We oppose this plan!

There is a presumption that all officials are acting with the best interest of the city of Cincinnati in mind, however there should be no question that on an issue of this magnitude the residents deserve nothing short of full transparency to dispel concerns. As a starting point, the voters of each community need to study the complete records relevant to the plan. The website is a good start, but it is woefully inadequate with regards to support for infrastructure, accountability, rationale, and metrics. Additionally, records furnished to the community must include full disclosures, and address any potential conflicts of interest in accordance with applicable laws and rules for state employees.

Respectfully yours,
Signed by Cynthia and Hamid Eghbalnia
1020 Omar Place
Cincinnati, OH 45208

CC: The office of Mayor Aftab

Dear Mayor Aftab,

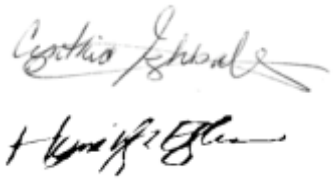
Cynthia and I have been residents of Mt. Lookout for the past 16 years. Very recently, we have become aware of proposed plans known as the “Connected Communities” (described on the website) by City Planning and Engagement. The proposal draft, as made available so far, is lacking in clarity, motivation, defined objectives, metrics for success, and numerous other critical elements that are necessary for enabling the community to participate in the democratic process. Moreover, it appears that scant attention has been paid to gathering input from our community - a vitally important step given the variety of logistics, topographies, densities, as well as other attributes that makes each Cincinnati neighborhood unique. For example, given the projected population growth of the community, the plan for quadrupling the density of 65% of Mt. Lookout, and similarly for most neighborhoods in the city, is in serious need for a rationale. As another example, the unique aspects of increasing density in an already dense neighborhood of Mt. Lookout with a distinct topography, inadequate parking, and strained infrastructure with impact that goes beyond the “blue-shaded” zones of increased density remains completely unaddressed.

Because this proposal is certain to impact our neighborhood in a significant way by altering the balance rights, it is vital for the community to have the opportunity to engage both substantively and procedurally with the process. My review of the available material suggests that a total of 4 meetings (Bond Hill, Price Hill, a virtual meeting, and one at the Duke Energy Center) have been held in February and March of 2024. In your posted remarks, it is suggested that you have been engaged and receiving feedback from the broader community for the past 18 months (approximately 1:45-2:30 of the linked video https://experience.arcgis.com/experience/341c80f53c764e0abd4199aeeb18b2de/page/Videos/). If there has been feedback for the past 18 months on an issue of such magnitude, for some reason our community has been left entirely in the dark. To grasp the extent of efforts undertaken for the past 18 months, and to enhance our understanding of the goals, motivations, preparations, success metrics, and other factors relevant to the Connected Community initiative, we are requesting the following information at this time:

1) Dates and locations of other city-sponsored meetings related to this initiative,
2) Efforts undertaken to make our community aware, including meeting as described in 1),
3) Meeting notes, discussion topics, and City officials present relevant to items 1) and 2)
4) Success metrics, evaluation, community impact studies (traffic and infrastructure), etc.

Considering the extremely brisk pace proposed for voting on the initiative, timely provision of this information is critical to our ability to have fair participation. We thank you in advance for providing this information and engaging with our community as soon as possible.

Respectfully yours,
Signed by Cynthia and Hamid Eghbalnia
1020 Omar Place
Cincinnati, OH 45208



Urbancsik, Jesse

From: Henry Fossett <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 10:04 AM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

Categories: AW

External Email Communication

Dear Cincinnati Planning,

Don’t listen to NIMBYs who are afraid of change. We need to become less car dependent as a city, connected communities would help create that by building housing on public transit lines.

Sincerely,
Henry Fossett

252 Stetson St, 105
Cincinnati, OH 45219
United States

Urbancsik, Jesse

From: Hunter Swope <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 8:54 AM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

Categories: AW

You don't often get email from civicinput@newmode.org. Learn why this is important

External Email Communication

Dear Cincinnati Planning,

Public transportation in Cincinnati and overall connectivity needs to improve. I love this place so much but we are too far behind other major cities.

Sincerely,
Hunter Swope

533 Berry Ave
Bellevue, KY 41073
United States

Urbancsik, Jesse

From: Jessica Baldridge <baldridge.jessica@gmail.com>
Sent: Tuesday, May 7, 2024 6:50 AM
To: Kearney, Jan-Michele; Aftab, Mayor; Albi, Anna; Parks, Victoria; Harris, Reggie; Cramerding, Jeff; Johnson, Scotty; Jeffreys, Mark; Walsh, Seth; Owens, Meeka
Cc: ClerkOfCouncilEmail; Cincinnati City Planning
Subject: [External Email] Objection to Connected Communities Zoning Ordinance

Some people who received this message don't often get email from baldridge.jessica@gmail.com. Learn why this is important

External Email Communication

Dear Mayor Aftab, Vice Mayor Kearney, President Pro Tempore Parks, Councilmember Albi, Councilmember Cramerding, Councilmember Harris, Councilmember Jeffreys, Councilmember Johnson, Councilmember Owens, and Councilmember Walsh,

As a Cincinnati resident and home owner, I must express my objection to the impending Connected Communities zoning ordinance.
My disapproval stems from the apparent disconnect and lack of sincere interaction between city representatives and citizens regarding this significant legislative proposition. I am disconcerted by the expedited timeline for passing this ordinance, with its introduction to the public occurring on April 11, 2024, which hinders the community's opportunity to effectively engage with municipal leaders to voice concerns and seek resolutions pertaining to the ordinance.
I have concerns regarding the potential repercussions that this proposed ordinance might have on the inhabitants, neighborhoods, and the fabric of the city as a whole.

Consequently, I urge you to refrain from approving the Connected Communities ordinance in its current form at this time, and allow a longer time period for community engagement to ensure that the ordinance is aligned across the communities.

--
Jessica Baldridge

Urbancsik, Jesse

From: radgator1@aol.com
Sent: Tuesday, May 7, 2024 3:57 PM
To: Cincinnati City Planning
Cc: John Radford
Subject: [External Email] Connected communities proposed legislation

Follow Up Flag: Follow up
Flag Status: Completed

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External Email Communication

Regarding the proposed legislation, I am strongly against increasing housing density in the manner that is currently under consideration. Living in Mt. Lookout for the last thirty years I and my wife feel that housing in Mt. Lookout is the right size. Some increased density would be fine, but not to the size and degree which currently being proposed.

John Radford

Sent from AOL on Android

Urbancsik, Jesse

From: Jeffrey Spiker <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 6:44 PM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

External Email Communication

Dear Cincinnati Planning,

I moved here from a smaller town in Indiana, that's where I grew up and Cincinnati is my forever home. I want my family to continue to grow with Cincinnati and I believe the connected community initiative will do that.

Sincerely,
Jeffrey Spiker

270 Forestwood Drive
Cincinnati, OH 45216
United States

Urbancsik, Jesse

From: Kevin Floore <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 1:40 PM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

Dear Cincinnati Planning,

We need to be at the forefront of developing infrastructure that works for everyone. Not just real estate developers, not just upwardly mobile individuals and families. Make it easier for all to move around and enjoy what the city has to offer.

Sincerely,
Kevin Floore

27 Earnscliff Court
Fort Thomas, KY 41075
United States

Urbancsik, Jesse

From: Lauren Farquhar <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 9:08 AM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

Categories: AW

External Email Communication

Dear Cincinnati Planning,

I'm a mother and homeowner in Pleasant Ridge. It's important to me to live in a walkable and diverse community. Pleasant Ridge offers both, although the dramatic increase in housing costs is threatening our diversity.

Our community has 'good bones' when it comes to walkability and transit, but the auto-centric planning and zoning trends in the last 50 years have diminished those qualities too.

Transit oriented development is exactly what is needed here. I think Connected Communities will make steps toward more affordable housing, density, and vibrant communities.

Thank you for your time.

Sincerely,
Lauren Farquhar

3020 Gloss Ave
Cincinnati, OH 45213
United States

Urbancsik, Jesse

From: Laura Groenke <llgroenke@gmail.com>
Sent: Tuesday, May 7, 2024 7:26 PM
To: Cincinnati City Planning
Subject: [External Email] Fwd: connected community objection

You don't often get email from llgroenke@gmail.com. Learn why this is important

External Email Communication

Sent from my iPhone

Begin forwarded message:

> **From:** Laura Groenke <llgroenke@gmail.com>
> **Date:** April 29, 2024 at 10:01:15 AM EDT
> **To:** mayor.aftab@cincinnati-oh.gov
> **Subject: connected community objection**
>
> This is my objection which I previously sent to Mayor Pureval and each member of the city council. Please consider that residents feel that they have a right to not have their choice on what kind of community they live in abruptly changed.
>
> I am opposed to the connected community initiative.
>
> 1. Replacing single family homes in my neighborhood with more units will NOT result in more affordable housing. example - the 2-3 homes across from Christ the King church were replaced with townhomes that cost MORE than my single family residence.
>
> 2. Mt lookout already has a significant amount of rental units mixed into our community. I would not like these to be more rental. We bought here for a reason and it isnt to live near rentals with more on street parking.

3. I believe that more on street parking will be DETRIMENTAL to the various businesses in the square. Not everyone wants or CAN walk 1/2 mile out to dinner.

> 4. No matter what kind of housing replaces a teardown, THE INFRASTUCURE (sewer/storm) will not handle it. The city continues to claim that there are mitigating policies out there but we all saw what happened 3 weeks ago. More sewage mixed into this problem is not acceptable.

5. The real goal here is to cover the city budget problems and I dont feel that you are being honest about this with the flowery language about housing shortage, diversity of living circumstance, affordability justice, blah,blah blah.

Laura Groenke
40 year Mt Lookout resident

Urbancsik, Jesse

From: Lauren Hayes <laurenhayesdesign@gmail.com>
Sent: Tuesday, May 7, 2024 10:51 AM
To: Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Walsh, Seth; Owens, Meeka; Aftab, Mayor; Cincinnati City Planning
Subject: [External Email] Feedback on Connected Communities

Categories: AW

Some people who received this message don't often get email from laurenhayesdesign@gmail.com. Learn why this is important
External Email Communication

Good Afternoon,

I'd like to share feedback on the Connected Communities legislation change being considered.

First and foremost, I strongly believe our current density limits exist for reasons thoughtfully considered, and I have no interest in increasing them. I beg you to hear Mt Lookout's plight on this. Second, I did not appreciate how difficult it has been to gather information about these plans. Luckily, the Mt. Lookout Community Council brought it to our neighborhood's attention in April but reportedly had very little details to share with us since plans had not been widely shared with them. This is a drastic change for our community, and I feel shut out of plans. I also feel the plans are moving way too fast and seem either secretive or half baked. I went to a neighborhood council meeting in April, and it was frustrating to hear how many questions residents asked that could not be answered.

I am disappointed residents are not being asked how we feel about the changes. It feels that, instead, some council members are seemingly on a PR trail to sell the idea to potential newcomers to the neighborhood. This makes me feel that attracting potential new residents is a higher priority than listening to and providing for those of us who already live here, many of whom have cultivated the very beauty and culture being used to market these plans for "increased density"—or as we see it, overcrowding.

The lack of parking requirements in the plan are beyond unrealistic. Anyone who knows the ins and outs of Mt. Lookout knows there is **no parking** for the businesses we have. It's a major hindrance to enjoying the wonderful businesses in the square, and overflow parking from the business district is already being pushed to residential streets surrounding the square by a reach of several blocks. I do not believe a density increase will help these businesses but will, instead, hurt them further, because their patrons will have even fewer places to park. It will also make it nearly impossible for residents to park in front of their own homes which currently exist within walking distance of the square. This is not "connecting our community." It's making it much harder to access.

A couple of years ago, the traffic flow in Mt. Lookout Square was reconfigured. While it may have improved some things, it definitely slowed down the traffic flow too. As a result, frustrated drivers (many of whom are cutting through to access eastside suburbs like Anderson) either speed through the square making it extremely **dangerous for pedestrians** (many of whom are young students at our neighborhood schools) OR they cut through side streets like Hardisty Ave., Tweed and Kroger to avoid the square—making

those once-peaceful streets now chaotic and congested. It's hard to imagine density in this area increasing *even further* without overhauling infrastructure, parking and traffic flow...but these things are not considered in the plan. **Overcrowding is not not 'vibrancy' and certainly is not 'people focused.'**

I feel it's unrealistic and naive to think newcomers to the neighborhood will solely use public transportation rather than a car, since we already know 80% of Cincinnatians have their own car. Our public transportation system is unreliable and doesn't support this lifestyle either. And a 'pedestrian lifestyle' is not feasible here either without basic necessities like a grocery store in the square. Without a doubt, 80%+ of the newcomers this program seeks to attract to the area will bring a car with them—and simply put, I truly believe this would devastate our neighborhood's residences and businesses.

I also do not appreciate the council's blanket seeking of a 'carte blanche' style leniency. It's not necessary given variances can already be applied for singularly. But this approach uniquely robs neighbors of their voice and potentially renders us powerless to protect our own property value and quality of life. Blanket leniency across all neighborhoods in the city is also out of touch with what residents love about their individual neighborhoods. It shows no appreciation for the uniqueness of each neighborhood and the effort it takes to preserve it. One size does NOT fit all in our city's neighborhoods. I can assure you a growth plan for a developing neighborhood should look very different than what it takes to make Mt. Lookout function in a healthy, livable manner. We need different very things.

Increased density brings with it countless other common sense pains we have already been feeling in the last few years, but clearly, these would become even worse. Things like: flooding of stormwater, overloaded sewers (and the basement catastrophes that come with it.) Kilgour is already beyond capacity. Pedestrians already do not feel safe in the square. Residents, drivers and business patrons alike are already visibly frustrated trying to navigate parking and roadways here. Obviously, pollution increases with density and the green space we love is dwindling more every day which creates a suffocating feeling that is hard to describe. I know things like parks, green space and wildlife don't make anyone rich, but they matter to your constituents of Mt. Lookout who are already paying a fair amount in real estate and property taxes to live in this desired neighborhood. **Simply put, our density limits exist for a reason.** If I wanted to live in an urban core, I would have moved downtown.

Lastly, while our city may be growing, it's not growing fast enough to warrant this major change, especially as buildings that could be refurbished or re-puposed as housing are sitting empty across the city. If I'm being candid here, this program feels like a way for council to potentially utilize overreach as a means to pack more citizens into specific neighborhoods it knows are desired but at capacity.

Obviously, I strongly oppose the Connected Communties initiative or at least as it applies to my neighborhood. I am saddened to hear that some council members I hoped would advocate for all residents (many of whom value things like preservation and breathing room) now seem to be seeking "growth" and revenue at our expense.

Thanks for your time and consideration.
Lauren Hayes
Mt. Lookout Resident

Urbancsik, Jesse

From: Luke Kobylski <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 1:51 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Sustainability for All Neighborhoods

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

Dear Cincinnati Planning,

We need a reform in city zoning laws to allow for an increase in diverse and dense housing across the city.

Sincerely,
Luke Kobylski

2247 Stratford Ave
Cincinnati, OH 45219
United States

Urbancsik, Jesse

From: Lilith Olteanu <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 10:26 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Building Accessible Future for Our City

Categories: AW

External Email Communication

Dear Cincinnati Planning,

Rezoning Cincinnati in line with transit will save lives! Cincinnati needs this.

Sincerely,
Lilith Olteanu

4456 Erie Avenue
Cincinnati, OH 45227
United States

Urbancsik, Jesse

From: Logan Stryker <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 5:16 PM
To: Cincinnati City Planning
Subject: [External Email] Support Connected Communities for a More Inclusive Cincinnati

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

Dear Cincinnati Planning,

Let’s create a more connected Cincinnati! More walkability, more sensible zoning, more land value (😳), greater sustainability, less sprawl!

Time to drag Cincinnati, kicking and screaming, into the present.

Sincerely,
Logan Stryker

142 Warner Street
Cincinnati, OH 45219
United States

Urbancsik, Jesse

From: Mike Burke <mburke1122@yahoo.com>
Sent: Tuesday, May 7, 2024 5:58 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

[You don't often get email from mburke1122@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

To whom it may concern,

I am writing to express my concerns with the Connected Communities plan.

While doing away with parking restrictions may benefit some neighborhoods, but it certainly doesn't benefit all.

Tearing down single family homes and building larger multi units on the same lot may benefit some neighborhoods, but it certainly doesn't benefit all.

Making giant, sweeping changes for the entire city may benefit some neighborhoods, but it certainly doesn't benefit all.

I live and own a business in Mt. Lookout. Parking has always been an issue and I don't see that changing for the better under the Connected Communites plan. Expecting this to help, yet not doing anything to update the city's horrible mass transit, is crazy. Update mass transit and bike lanes before doing away with parking restrictions.

Mt. Lookout, like many other neighborhoods, is surrounded by hills. Our shared sewer and storm water lines are failing and over capacity already. When you tear down one single family house and add a multi family unit you are taking away permeable soil and adding more gutters, toilets, showers, washing machines, dishwashers, etc, etc to the same failing and over capacity infrastructure. My business and commercial property have already had to deal with sizable clean up and remodeling two times in the last 3 years due to sewer back up and overland run off.

The Connected Community plan seems to be a pretty to think so idea. It is a grandeous plan that hasn't gotten past the brainstorm round.

Invest in our city's failing infrastructure before communities are washed away.

Sincerely,

MRB

Urbancsik, Jesse

From: Doyle, Mackenzie G. <Mackenzie.Doyle@srcharitycinti.org>
Sent: Tuesday, May 7, 2024 10:28 AM
To: Cincinnati City Planning
Subject: [External Email] Additional Comment on Connected Communities

Categories: AW



m mackenzie.doyle@srcharitycinti.org. Learn why this is important

External Email Communication

Hope you are finding ways to prioritize listening to voices from communities often overlooked, especially as those who are just trying to survive day to day might not be able to attend a Zoom or in person comment session that aligns with their schedule. On my comment session, there was a lot of privileged voices speaking up, but no one from communities that are often more marginalized in our city.

Mackenzie

Mackenzie Doyle
Justice Promoter
513-347-1410
mackenzie.doyle@srcharitycinti.org
5900 Delhi Road
Mount St. Joseph, OH 45051

Urbancsik, Jesse

From: Mitchel Hansen <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 10:46 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Sustainability for All Neighborhoods

Categories: AW

External Email Communication

Dear Cincinnati Planning,

I wholeheartedly support the Connected Communities plan, which offers a comprehensive approach to revitalize our neighborhoods and create a more equitable and sustainable future. By aligning zoning regulations with METRO's major routes, we can foster vibrant, pedestrian-friendly communities that offer a variety of housing options and reduce our reliance on cars.

I urge you to support the Connected Communities plan and take decisive action to ensure its swift implementation. Our city's future depends on it.

Sincerely,
Mitchel Hansen

3808 Enclave Ave APT. 1
Sharonville, OH 45241
United States

Urbancsik, Jesse

From: Marion Hauser <mkhauser720@gmail.com>
Sent: Tuesday, May 7, 2024 6:51 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities, a horrible idea

You don't often get email from mkhauser720@gmail.com. Learn why this is important

External Email Communication

To whom it may concern,
I am very opposed to this “one size fits all” plan. What Washington DC think tank did you get this from? Obviously they have just flown over Cincinnati, never been here. This idiotic plan will increase pollution, litter, crime, traffic congestion…. The list of negatives is too long to enumerate. My grandchildren are 5th generation Mt Lookout residents and I want the same lovely neighborhood and square for them & generations to come. I look forward to the May 17th meeting.

Marion Hauser

Urbancsik, Jesse

From: Megan Kappes <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 1:30 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Sustainability for All Neighborhoods

External Email Communication

Dear Cincinnati Planning,

These would be amazing, meaningful changes for our city. Let's focus on the community and access to it. That includes allowing people to be able to afford to live in Cincinnati, and to be able to walk to both their staple needs and to community and entertainment options. These are the things the citizens want.

Sincerely,
Megan Kappes

1607 Joseph Court
Cincinnati, OH 45231
United States

Urbancsik, Jesse

From: Milan Kulics <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 9:00 AM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

External Email Communication

Dear Cincinnati Planning,

Dear Members of the City Council,

Cincinnati has such potential to develop into a major destination in the Midwest for families and job-seekers looking for a place to call home. Even current residents are anticipating the pivot Cincinnati can make to being a more connected, walkable, and fun city to live in. This has the best chance of happening if the Connected Communities proposal is adopted. It would mean safer streets for pedestrians and drivers, more accessible housing in areas connected by transit, and more livable neighborhoods. In my current neighborhood of Madisonville, despite a recent boom in construction, we still struggle to provide affordable housing and access to reliable public transit, not to mention a very dangerous Madison Road that prevents more pedestrians from using its sidewalks. The City Council has residents' best interests at heart, which should align with improvements that Connected Communities recommends. Please help bring Cincinnati into the present with this proposal, and I'm sure as our city continues to grow, so will its opportunities.

Thank you!

Sincerely,
Milan Kulics

5912 Madison Rd, Apt. 412
Cincinnati, OH 45227
United States

Urbancsik, Jesse

From: Michael Mooney <kitcat7@icloud.com>
Sent: Tuesday, May 7, 2024 6:26 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities zoning change proposal

[You don't often get email from kitcat7@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

I am writing as a resident of North Avondale, whose property there is directly impacted by the proposed zoning changes in the connected communities initiative.

The entire north Avondale community would be impacted by the zoning change since it is split in half by Reading Road. That means that all of this compact single family residential neighborhood would be changed forever due to the allowance of two, three, and four family four-story buildings within its boundaries.

Built at the turn of the last century, North Avondale is a distinct and historic area filled with unique single family homes, often built by notable architects, including Samuel Hannaford. It is as much a part of the character of Cincinnati as Music Hall, the Cincinnati Zoo, Carew Tower or the Roebling Suspension bridge.

The North Avondale neighborhood constitutes just four blocks along the proposed 13 mile Reading Road corridor that is subject to the Connected Communities zoning proposal. I think it would be reasonable to carve out an exception to the zoning change proposal for that four blocks.

As discussed, the distinct North Avondale character would be adversely affected if the community were forced to absorb random modern, four story, 4 family buildings. If the Connected Communities proposal has merit, then it will be successful even if the 4 block section of Reading Road that comprises North Avondale is excluded.

While I agree that adding new housing is essential to Cincinnati's continued growth, I do not believe that one zoning size fits all along the Reading Road corridor or that destroying North Avondale is essential to that growth.

Michael J Mooney
978 Avondale Avenue
Cincinnati, OH, 45229
513-646-8120

Sent from my iPhone

Urbancsik, Jesse

From: Patrice Allen <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 9:51 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Building Accessible Future for Our City

Categories: AW

External Email Communication

Dear Cincinnati Planning,

Please support the Connected Communities initiative.
Cincinnati is a vibrant town because it has been forward thinking despite resistance to change. Keep it going.
Housing is a critical issue to a stable community. Period.

Sincerely,
Patrice Allen

903 Adams Crossing, Unit 404
Cincinnati, OH 45202
United States

Urbancsik, Jesse

From: Peter A Wimberg <pwimberg@aol.com>
Sent: Tuesday, May 7, 2024 3:23 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Community

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from pwimberg@aol.com. Learn why this is important

External Email Communication

For the record, I am strongly against this proposed change to our zoning regulations. I don't see it solving the affordable housing issue. I don't see people deciding to rely on public transportation. I don't see how it makes any of our fine neighborhoods better. I actually see the opposite. We will ruin the character of our neighborhoods with over-development of multi-unit housing owned by out of the area investors. I tend to think that there are other ways to increase the population of the city without cramming in more multi-unit structures into our finest neighborhoods. Seems like we should be looking at ways to bring the areas that have been neglected back to more viable neighborhoods. We have plenty of houses that would provide more affordable living than any new construction can provide. The lack of a truly cohesive and visionary plan for the City of Cincinnati is quite astounding.

Peter A. Wimberg

Wimberg Landscaping www.wimberglandscaping.com
Wimberg Bike Coaching www.wimbergbikecoaching.com
513.271.2332 513.271.2360 (f) 513.207.4269 (c)

Urbancsik, Jesse

From: Ryan Herman <civicinput@newmode.org>
Sent: Tuesday, May 7, 2024 2:06 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Building Accessible Future for Our City

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

Dear Cincinnati Planning,

City council can no longer shift its responsibility to cultivate sustainable communities to private entities. It must take up the mantle of reforming zoning and the tax incentives. There is no reason a new build in neighborhoods such as Mount Adams should receive abatements for single family buildings

Sincerely,
Ryan Herman

1117 Belvedere St
Cincinnati, OH 45202
United States

Urbancsik, Jesse

From: Renee LaFaive <rslafaive@hotmail.com>
Sent: Tuesday, May 7, 2024 10:45 AM
To: Cincinnati City Planning
Cc: planning@mtlookout.org; Renee LaFaive; Husband
Subject: [External Email] Fw: Connected Communities Policy Proposal

Categories: AW

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External Email Communication

Dear City Planning Department,

We would like to share with you our feedback regarding the Connected Communities land use and zoning legislation. Please include the information below in your official report to the Planning Commission for their consideration ahead of the May 17 meeting.

Many thanks,

Renee LaFaive &
John Langenderfer

From: Renee LaFaive <rslafaive@hotmail.com>
Sent: Wednesday, April 3, 2024 1:11 PM
To: jan-michele.kearney@cincinnati-oh.gov <jan-michele.kearney@cincinnati-oh.gov>; victoria.parks@cincinnati-oh.gov <victoria.parks@cincinnati-oh.gov>; anna.albi@cincinnati-oh.gov <anna.albi@cincinnati-oh.gov>; jeff.cramerding@cincinnati-oh.gov <jeff.cramerding@cincinnati-oh.gov>; reggie.harris@cincinnati-oh.gov <reggie.harris@cincinnati-oh.gov>; mark.jeffreys@cincinnati-oh.gov <mark.jeffreys@cincinnati-oh.gov>; scotty.johnson@cincinnati-oh.gov <scotty.johnson@cincinnati-oh.gov>; seth.walsh@cincinnati-oh.gov <seth.walsh@cincinnati-oh.gov>; meeka.owens@cincinnati-oh.gov <meeka.owens@cincinnati-oh.gov>; mayor.aftab@cincinnati-oh.gov <mayor.aftab@cincinnati-oh.gov>
Cc: anniehauser1@gmail.com <anniehauser1@gmail.com>; Brian Spitler <briankspitler@gmail.com>; Husband <jlangenderfer14@icloud.com>; Renee LaFaive <rslafaive@hotmail.com>
Subject: Connected Communities Policy Proposal

Dear Mayor and Council Members:

We are writing to you to provide our feedback regarding the new city-wide Connected Communities land use and zoning policy proposal. While we are very supportive of Cincinnati's goal to grow into an accessible, people-focused, diverse, healthy, and connected community, we do not agree with the proposed Connected Communities legislation changes.

The legislation changes are too generic and far reaching to account for the differences (infrastructure, topography, residential) between our 52 diverse communities. A zoning or land use variance that is appropriate for one neighborhood may not be suitable for another and the extremely broad textual changes in this proposed legislation do not allow for appropriate checks and balances that should be a right to all Cincinnati residents. A change from single-family zoning to multi-family zoning across large swaths of land throughout the city without appropriate parking

requirements, setback rules and ownership and density regulations, could result in long-term negative consequences for our city and does not demonstrate responsible management of the city's land resources. More robust, longitudinal studies are required.

At the very least, the breadth of this proposal has not received adequate public awareness. Prior to a city council vote, a proposal of this magnitude should require longer public notification timelines and utilize many more outlets for these communications to ensure that the largest number of Cincinnatians can be reached to voice their opinions on such an impactful issue. Please ensure that a robust public awareness effort is made prior to voting so that members of our 52 neighborhoods have the opportunity to evaluate the proposed changes and speak their positions if needed. Better yet, bring this proposal to the ballot box and allow residents themselves to vote directly on all city-wide changes.

Thank you,

Renee LaFaive
John Langenderfer
Mt. Lookout

Urbancsik, Jesse

From: Steve Kenat <skenat@shp.com>
Sent: Tuesday, May 7, 2024 9:21 AM
To: Cincinnati City Planning
Cc: #COUNCIL; steve kenat
Subject: [External Email] Connected Communities

Categories: JU

You don't often get email from skenat@shp.com. Learn why this is important

External Email Communication

Dear Planning Commission Members;

I am writing to you in support of the work and positive impact of the Connected Communities initiative and the collaborative work of the Departments of City Planning & Engagement, Economic Development.

I am an architect and urban designer, and my work has been focused on the urban neighborhoods of Cincinnati for almost 30 years. I've been fortunate to work on many significant multi-family mixed-use developments of both market-rate and mixed-income housing to attract and better serve residents. I've also engaged causes to support growth and design excellence in the city & region serving on the City's Brent Spence Bridge Advisory Committee, the Over-the-Rhine Chamber of Commerce, the OTR Preservation Guidelines adopted in 2023, ULI Cincinnati and AIA Cincinnati. I have been a downtown resident since 2018, after previously living in North Avondale for 20 years.

The work of the Connected Communities proposal is critical to positioning Cincinnati as an accessible, affordable and vibrant city. City staff have done a remarkable job of outreach communication and facilitated conversations. I have been directly involved in these efforts since its inception and the Housing Summit of 2022, and have been grateful for the intentionality and accessibility of staff and experts to solicit feedback to get this right for the city's future. In several of the workshops I attended, including scenario-planning via the "Simcinnati" tools created by city staff, many participants recommended even more height and density should be allowed than is currently proposed in the legislation.

Cincinnati continues to fall behind other cities, which is unacceptable. We are slow in the creation of housing units and have actually lost housing units in the last decade in many neighborhoods. Delays associated with variances or even by-right construction permits slows the ability of housing developers in the market to deliver. Current required off-street parking adds unnecessary costs to projects, creating parking lots and structures that increase ambient temperature and stormwater run-off. These are all significant causes of housing affordability challenges in our city - worsening the impact of inflation and labor & material shortages in the industry. Cincinnati's recently being named as "one of the hottest markets in the country" for rent increases should frighten those who desire a successful city, because citizens risk being priced out of our market and making Cincinnati a less attractive place to relocate. Further, it risks the quality of newly constructed buildings that suffer in material quality and creativity, especially those designed as affordable housing solutions, rather than delivering buildings that will be loved and maintained for the future.

For Cincinnati to remain competitive among peer cities, our city must grow in population and opportunity. We need to support density and mobility among citizens, offering choices that create multiple rungs in the housing ladder to serve families and individuals at all socio-economic levels and all points in their lives. More mixed zoning that can bring residents back to neighborhoods that previously focused almost exclusively on industrial development like Queensgate and Camp Washington is a must - especially when it better connects residents to jobs. Relaxed zoning in single-family districts to allow choice for additional housing types to create more 'middle housing' (duplexes to quads, and ADU's) does not jeopardize single-family housing, nor will it compromise the character of existing streets or neighborhoods. Allowing additional height along commercial & mass-transit corridors will make those districts more successful by creating more living opportunities and amenities for area residents. By making these proposed changes along corridors like Reading Road and Hamilton Avenue, existing traffic quantity is leveraged with the buying power of those moving through neighborhood business districts. Vibrant business districts slow traffic (a bit), by giving people a reason to stop. They make streets safer for patrons, pedestrians and bicyclists and grow the economy with entrepreneurship, businesses, and employment opportunities.

I applaud your service on the Planning Commission, and appreciate the investment of your time to review the work of the last 2 years. I hope that you will support the efforts of our Staff, Mayor, and Councilmember Harris among others to make Cincinnati a more connected, affordable and desirable city. "Connected Communities" is a great start!

Please consider me a resource and a passionate supporter of our city.

Sincerely,

--
Steve Kenat, AIA LEED AP
Principal, Director of Community Development



c: 513.675.4796

312 Plum Street, Suite 700 | Cincinnati, OH 45202

shp.com

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Urbancsik, Jesse

From: Thad Bloch <ttbloch@yahoo.com>
Sent: Tuesday, May 7, 2024 12:29 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Policy

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from ttbloch@yahoo.com. Learn why this is important

External Email Communication

The Connected communities policy roadmap is an absolute negative policy for our Mt. Lookout community. This Connected Communities policy roadmap will provide the roadmap to destroy the charming character of our beloved Mt. Lookout. Please do not move forward with these zoning changes.

Thank-you!

Resident of Mt. Lookout for 19 years.

Thad Bloch
3317 Royal Pl
Cincinnati, Ohio 45208
Phone 513-280-0381

Sent from Yahoo Mail for iPhone

Urbancsik, Jesse

From: tw farmer <toddwfarmer@gmail.com>
Sent: Tuesday, May 7, 2024 10:21 AM
To: Aftab, Mayor; Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Owens, Meeka; Walsh, Seth
Cc: Cincinnati City Planning; ClerkOfCouncilEmail
Subject: [External Email] Objection to Connected Communities Zoning Ordinance

Categories: AW

Some people who received this message don't often get email from toddwfarmer@gmail.com. Learn why this is important
External Email Communication

Mayor Aftab, Vice Mayor Kearney, President Pro Tempore Parks, Councilmember Albi, Councilmember Cramerding, Councilmember Harris, Councilmember Jeffreys,
Councilmember Johnson, Councilmember Owens, and Councilmember Walsh,

My name is Todd Farmer. I have lived in the city for 35 years and my wife and I have owned our home for 20. We currently live in Paddock Hills. It is a small neighborhood so we may not have the voices that other areas might carry. We have charming, older homes, many on cul-de-sac streets. It is quiet and friendly, welcoming and diverse. Families know each other, kids play in the yards, and folks say hello while walking their dogs.

As a city resident of many years and supporter of urban living we have dedicated a majority of our lives to investing in vibrant communities. We stayed in the 1990's when many of our college friends left for better job opportunities. We stayed after the riots of the early 2000's when the city center continued to decline and population waned. We've stayed to support the revitalization of the urban core as well.

But as a resident of the city, I object to the proposed Connected Communities zoning ordinance.

My objection is based on the lack of real engagement and honest discussion with residents and communities about this large and impactful legislation.

I believe the short timeline for approval of this ordinance, which was only publicly released on April 11, 2024, prevents residents and communities from engaging with the city and addressing and resolving their concerns about the ordinance.

I am concerned about how the proposed ordinance will affect residents, communities, and the city overall.

Increasing housing options is very important but so is maintaining the integrity of our
older neighborhoods, especially single family neighborhoods.

Also, I feel very strongly we must guard against absentee landlords and companies that buy up housing stock only to drive up prices and force city residents into rental units with high rents that provide them with little or no chance of building equity.

I therefore request that you do not vote to approve the Connected Communities ordinance as written at this time.

I appreciate your time in reading this,

Todd Farmer
Paddock Hills

Urbancsik, Jesse

From: Veronica Tollefson <veronicatollefson@yahoo.com>
Sent: Tuesday, May 7, 2024 9:29 PM
To: Cincinnati City Planning
Cc: veronicatollefson@yahoo.com
Subject: [External Email] Mt. Lookout: Connected Communities - Zoning Changes are Unacceptable

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

Dear Planning Commission,

I sent the below information to city council last week in regards to the proposed zoning changes for Mt. Lookout.

I have viewed the proposed increased density for "connected communities" zoning legislation and feel strongly that this is not the right solution and location for increased density.
Mt. Lookout Square has recently faced incredible flooding, due in part to the increased consruction and concrete on Linwood Ave with nowhere for the water to flow than directly downhill into the square. More construction and concrete will only exacerbate this issue and make a bad situation even worse. It is so short-sighted to engage in this kind of construction with no environmental consideration and requirements. Every time new condos/construction go in, trees and greenspace are removed, there is more concrete and as result, air quality and flooding are becoming worse every year. Not only that, most of this area is on a hillside, which poses its own issues down the road - as the city is seeking funding to shore up hillsides and yet continues to approve new development on hillsides.

My home is already affected because of the construction of a new home next door to ours, which removed large trees and disturbed the earth. Now we are going to have to spend thousands of dollars to address some foundation issues as the earth has shifted. You are proposing to do this to all the homes in the radius you have identified, should the proposal move forward and new development begin. There are repercussions to this.

The lack of parking and increased traffic is also a serious concern. There is already limited parking for anyone trying to visit the businesses in the area. Surrounding streets are already full with cars, as existing homes and apartments have limited parking. This is another short-sighted proposal not to require parking for new contruction, at least 1 space per unit.

Finally, the complete change in zoning flies in the face of residents, including myself, who have been asking for changes to the tax abatement program so that developers don't come in and knock down single family homes and change the character of the neighborhood where we reside. My home is my single biggest investment and purchase and I have loved living in Mt. Lookout because it has green space and single family homes in my quiet residential street. I have invested in living in the city and sending my children to public school. Now, you are proposing to wipe that away in one quick swoop and change zoning that has been in place for 100+ years. It is not acceptable that after all these years of living in the city and in our homes, city planners can completely change the zoning and drastically change the neighborhood. I purchased my home in part because of the neighnorhood. It is not acceptable that you can suddenly remove any existing safe guards and change our neighborhood after the years of investment we have put into our homes and city living. Outside developers have no interest in my neighborhood, they only care to make money on their project and move on.

Please do NOT move forward with this proposed increased density for Mt. Lookout., Current and future residents will pay a price for this shortsighted concept.

Thank you,

Veronica Tollefson
1267 Grace Ave, 45208
513-238-3120

Urbancsik, Jesse

From: Algirdas Aukstuolis <civicinput@newmode.org>
Sent: Wednesday, May 8, 2024 9:23 AM
To: Cincinnati City Planning
Subject: [External Email] Adopt Connected Communities to Boost Housing Options in Cinti

Categories: JU

External Email Communication

Dear Cincinnati Planning,

I am writing to encourage the approval of the Connected Communities plan. It would be an important step in increasing livability in my neighborhood, Pleasant Ridge. For example, there is an old theatre on Montgomery Road that has been abandoned for years, together with other abandoned structures right in the heart of our business district. As a volunteer for our local development corporation, I see the challenges in getting those spaces developed due to parking requirements, and other zoning issues. My understanding is that Montgomery Road is a planned Bus Rapid Transit corridor, so making it easier to develop the empty storefronts along Montgomery Road without parking requirements would be a big step in making our community's downtown more vibrant. Additionally, making the area more friendly to pedestrians and active transit would make it much better to live in that area without the burden of owning a car. Please consider supporting the Connected Communities plan to help our neighborhood and others see a brighter future. Thank you!

Sincerely,
Algirdas Aukstuolis

3150 Auten Avenue
Cincinnati, OH 45213
United States

Urbancsik, Jesse

From: Allen V Kroth <avjkroth@gmail.com>
Sent: Wednesday, May 8, 2024 10:00 AM
To: ClerkOfCouncilEmail; Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Walsh, Seth; Owens, Meeka
Cc: Cincinnati City Planning; avjkroth@gmail.com
Subject: [External Email] Opposition to Connected Communities Ordinance

Categories: JU

Some people who received this message don't often get email from avjkroth@gmail.com. Learn why this is important

External Email Communication

Mayor Aftab, Vice Mayor Kearney, President Pro Tempore Parks, Councilmember Albi, Councilmember Cramerding, Councilmember Harris, Councilmember Jeffreys, Councilmember Johnson, Councilmember Owens, and Councilmember Walsh,

As a resident of the city of Cincinnati, I object to the proposed Connected Communities zoning ordinance.
My objection is based on the lack of real engagement and honest discussion with residents and communities about this large and impactful legislation. This does not have to be rushed nor does it have to be so drastic.
I believe the short timeline for approval of this ordinance which was only publicly released on April 11, 2024, prevents residents and communities from engaging with the city and addressing and resolving their concerns about the ordinance.
I am concerned about how the proposed ordinance will affect residents, communities, and the city overall.
I therefore request that you do not vote to approve the Connected Communities ordinance as written at this time.

April 5, 2024

Mayor Aftab Pureval
Mayor.aftab@cincinnati-oh.gov
801 Plum St
Cincinnati, OH 45202

Dear Mayor Pureval,

My name is Allen Miller. I live at 807 Wakefield Dr. in Mt Lookout. I have lived at this address for over 30 years. I appreciate the opportunity to comment upon the proposed City Initiative of Connected Communities (CC).

In short, I am opposed to the CC land use and zoning changes. There are a number of reasons for my opposition.

1. Vibrancy. One of the goals of CC is to make Neighborhood Business Districts (NBD) more vibrant. Any reasonable person need only walk through the Mt Lookout NBD to see that it is already vibrant. No change in land use or zoning is needed.
2. Parking. CC plans to reduce or eliminate parking for renovations and new construction in the target areas. Parking is currently a problem in the Mt Lookout NBD. The current parking requirements have not created "oversupply" here.
3. Congestion. Miles of traffic lanes along Linwood Ave and Delta Ave have been eliminated. Over 79% * of your constituents own cars and use them to commute to work and for daily life. Please do not allow parking requirements to be reduced.
4. Landslide and Flooding. Mt Lookout is a hilly area. Already there is risk of landslides with certain new development. More impervious surfaces will create more storm water run-off contributing to flooding which was experienced on Tuesday, April 2. Do not reduce setback requirements.

Please protect the single family nature of the Mt Lookout Community and do not pass the proposed land use and zoning changes contemplated in Connected Communities.

Sincerely,

Allen Miller
807 Wakefield Dr
Email: almill@fuse.net

- **Department of City Planning and Engagement, Citywide data, July 2022

Urbancsik, Jesse

From: Alexander Riopel <civicinput@newmode.org>
Sent: Wednesday, May 8, 2024 1:38 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities: Sustainability for All Neighborhoods

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

Dear Cincinnati Planning,

Although I am not a resident of Cincinnati specifically, I am a supporter of Connected Communities, and it is relevant to the entire Cincinnati metro area. Many cities across the country have been upzoning and removing barriers to development in the last few years, and Cincinnati is right to join its peer cities in doing so. Building reasonably dense, walkable, and mixed use neighbourhoods with diverse housing stock is the key to allowing growth in your city and attracting new talent and residents into the city. Cincinnati has a chance to grow the city, especially along good mass transit service. Many young people want to live in smaller, affordable housing units and not have to drive everywhere, and will be far more interested in a dense walkable city than car dependent urban sprawl. Both anecdotally in my experience, as well as from actual surveys, young people desire these things, and most importantly, desire affordable housing. This is also extremely important for the city, as dense development has far more monetary value, and thus property tax revenue and activity, compared to the empty parking lots and abandoned stores that dot the city and provide little to no tax revenue. Dense development is also a far better use of infrastructure, as it makes for more efficient use of roads, sidewalks, electrical lines, and water lines. I understand that there are concerns from homeowners who already own housing in the city, but I do not think that their worst case fears will come true. Connected Communities will not force any homeowner to sell their home or turn it into apartments, and it will not force developers to build apartments. It only removes barriers that currently make it so that developers are ONLY allowed to build single family homes. Additionally, removing parking minimums doesn't mean that housing will be built with no parking, as banks usually only finance projects that have sufficient parking. This simply removes regulatory red tape and lets developers and residents have more control over their property. This upzoning is paired with active improvements in bus transit and bicycle and pedestrian infrastructure that will already make living car-lite or even car-free easier. Thank you for reading my letter. I urge all city council members to vote YES for Connected Communities.

Sincerely,
Alexander Riopel

5656 Valley Forge Lane
Independence, KY 41051
United States

Urbancsik, Jesse

From: carol kroth <ckkroth@gmail.com>
Sent: Wednesday, May 8, 2024 10:08 AM
To: ClerkOfCouncilEmail; Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Walsh, Seth; Owens, Meeka; Cincinnati City Planning
Cc: carol kroth
Subject: [External Email] Fwd: Opposition to Connected Communities Ordinance

Categories: JU

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External Email Communication

Mayor Aftab, Vice Mayor Kearney, President Pro Tempore Parks, Councilmember Albi, Councilmember Cramerding, Councilmember Harris, Councilmember Jeffreys, Councilmember Johnson, Councilmember Owens, and Councilmember Walsh,

As a resident of the city of Cincinnati, I object to the proposed Connected Communities zoning ordinance.
My objection is based on the lack of real engagement and honest discussion with residents and communities about this large and impactful legislation.
I believe the short timeline for approval of this ordinance which was only publicly released on April 11, 2024, prevents residents and communities from engaging with the city and addressing and resolving their concerns about the ordinance.
I am concerned about how the proposed ordinance will affect residents, communities, and the city overall.
I therefore request that you do not vote to approve the Connected Communities ordinance as written at this time.

Urbancsik, Jesse

From: J.A. Raabe <jaraabe@aol.com>
Sent: Wednesday, May 8, 2024 8:50 PM
To: Cincinnati City Planning; Keough-Jurs, Katherine
Subject: [External Email] Feedback on "Connected Communities" Re-Zoning Plan

External Email Communication

To: Cincinnati City Council and members of the Cincinnati City Planning Commission

Re: Connected Communities Plan upcoming votes

We have lived in the City of Cincinnati since 1981 and 1977, respectively. We have been homeowners since 1987. We sent our son to Cincinnati Public Schools. We participate in our community. And we vote.

With regard to the soon-to-be-voted on Connected Communities Re-Zoning Plan: We have done our due diligence—reading and studying the plan after it was published April 11, participating on both Zoom calls (4/25, 4/30) and at community meetings in Mt. Lookout and Madisonville, and researching the impact of similar legislation in other cities. Due to our concerns and those of the hundreds of people on the Zoom calls and at the in-person meetings, we are opposed to the current plan as written and ask you to pause any vote until corrections and further studies can be done.

Among our concerns:

The City's lack of transparency: In all of the meetings and communications and surveys leading up to the April 11th publishing of the plan, to a person, those aware of the "Connected Communities" project saw it solely as proposed transit reform. As of the April 11th publication of the *actual* plan, however, we now understand that what the City is *actually* saying is: "We are Re-Zoning Across the City." Yes, *now* you have our attention.

The City's lack of due diligence in following the Spirit and Letter of the Law: Re-zoning the entire city? That is blockbuster news—but there are tens of thousands of impacted tax-paying Cincinnati residents who have NO idea about the re-zoning in the making. Why? Because, as we were told when we called Planning, the only official notice the City has given is to publish this news as a "notice" buried in some section of the *Cincinnati Enquirer.*

Compare this to: When the family behind us wanted a variance, the City was **required** to send us a 5.5" x 8.5" green postcard in the mail alerting us to a hearing. Yet, you now propose to re-zone across the entire city with no such mailed notification. **No effort has been made to ensure that 100% of those impacted are in the know.**

There is a Spirit and Letter to the law: By "Letter of the law," by your own design, we are told, because of the number of people affected, you don't *have* to notify everyone, that the newspaper notification is all that is required of you. But in the Spirit of the Law, how do you not require of yourselves the same as you require for one house, on one street, in one neighborhood?

What is the City's process here? The City's published **"Procedure to Initiate a Change of Zoning"** requires multiple steps that, added up per your PDF, **could take as much as 24 weeks.** And this is for a minor zoning change, not the entire city. Yet, with Connected Communities, you published your plan April 11 and only held Zooms on the specific plan—now that, for the first time, citizens became aware that the plan would re-zone across the entire city—on April 25 and April 30. Now, barely a month later from April 11, on May 17, Planning will vote to move forward or not? And Council will vote on

June 5, depending on Planning's decision? **That's not giving Cincinnati residents even 8 full weeks to digest and address this massive (nearly 150 pages), life-changing plan.**

Is this even legal? The City is not even following its own published process. What are we to depend on as citizens if we can't depend on what you, the leaders of the City of Cincinnati, have put in writing and posted on your website?

There are so many issues that need to be addressed, among them:

- Treating every neighborhood as "same," when we each have our own unique issues, including, some neighborhoods already maxed out by developers.
- Lack of acknowledgement that the current infrastructure cannot support the kind of new development proposed when it does not support what we already have in place.
- Police and Fire Departments are understaffed.
- Public Schools are already full and there are teacher shortages.
- Parking is already strained—customers are already walking a good distance just to do business in our neighborhood squares.
- This plan requires zero off-street parking for any new structure, which is radical and unworkable. That this plan would allow side-by-side townhouses/row houses, each with its own front-facing driveway, exasperates the problem, because these structures will take away street parking where there already is not enough.
- Will developers build the lower-cost housing this plan proposes? Or will the plan just provide them with a wonderful new work-around our zoning, allowing them to tear down more homes, further changing our architectural heritage and streetscapes? Where are the studies on this? They do not exist.

There have been NO studies on the adverse effects and unintended consequences of pushing through with this legislation. When this happened in other cities, residents brought suit and won or successfully paused—Los Angeles and Fort Collins, Colorado, come to mind. There are others.

Our ask: Pause. Slow down. Less than two months is not time enough for serious and thorough deliberation. Do the right thing by acting in the best interest of the City and with respect for your tax-paying residents. This is an issue of great magnitude. **Next steps?**

1. Vote to Pause, to allow further outreach and study.
2. Send out, by mail, notification of the proposed zoning changes and of future hearings. Every impacted resident deserves to be notified directly of the City's proposal to re-zone their neighborhood. Please show us that respect.
3. We need to elevate this discussion. Schedule more Zoom calls—this time with Council members and Planning Commission members running the meetings, responding to residents, listening to and answering our questions and concerns. And, this time, as we requested on the 4/25 Zoom, please record the meetings. (Note: Even though we asked on 4/25, the 4/30 meeting was also not recorded and the Zoom transcription capability was turned off.)
4. Execute the missing studies on adverse effects and unintended consequences, so that the plan deals with reality and not aspirations.
5. Provide the data so many have requested. Where, who, how many, how? Show us the numbers.

Studies, due diligence, full transparency with those impacted is the only way such massive change can be a success. Let Cincinnati be the city that gets this right.

With regards,

Tony Raabe and Jen Ryder
3257 Lambert Place
Cincinnati, Ohio 45208

Urbancsik, Jesse

From: John Hebbeler <john.hebbeler@gmail.com>
Sent: Wednesday, May 8, 2024 11:34 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities | Please add the final report

Categories: JU

External Email Communication

Dear Planning Commission,
Please add the following feedback to the Planning Commission report.

I'm a resident of Mt. Lookout and have been for 20 years. Over the past 20 years the sewer system has become more of a problem than ever. As more new development has come to our street in the past 10 plus years, the sewer backups have become worse. When it rains our homes get crushed with sewer backups, which means RAW SEWAGE infested with BACTERIA comes up our drains into our basements and floods our homes. This is a MAJOR HEALTH and SAFETY CONCERN and a MAJOR INFRASTRUCTURE PROBLEM. Adding more development with more tenants will only make matters worse for those of us that already deal with MT. LOOKOUT's UNSUSTAINABLE INFRASTRUCTURE. "Connected Communities" CANNOT be SUSTAINABLE if our existing INFRASTRUCTURE is UNSUSTAINABLE with MAJOR SEWER PROBLEMS that cause major HEALTH and SAFETY concerns for current residents. We also have MAJOR PARKING PROBLEMS on our street and neighboring streets. With low income housing currently on our street, the AIRBNB on the street, and the close proximity to the square, parking becomes extremely PROBLEMATIC throughout the day and especially after 5:30PM. The proposed legislation for "Connected Communities" will only add to these existing problems that we as current residents deal with on a daily basis. The negative impact of this existing BROKEN INFRASTRUCTURE will be far worse since the current INFRASTRUCTURE cannot handle this proposed rezoning and expansion. There IS NO SIMPLE FIX to these problems and it will be the loyal residents of MT. LOOKOUT, who continue to STRUGGLE and ENCOUNTER SETBACKS due to the **irresponsibility of the ones, who pass this legislation.**

Thanks for your time,
John

Urbancsik, Jesse

From: Kim Sears <kkwoeste@fuse.net>
Sent: Wednesday, May 8, 2024 11:38 AM
To: Cincinnati City Planning
Subject: [External Email] Planning commission

Categories: JU

[You don't often get email from kkwoeste@fuse.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Hello, I am strongly against the new connected communities parking, zoning and density plan submitted by councilman Harris. I live near corner lots where houses on the main street could be torn down and multi family housing could be built. This would greatly decrease the value of my home and decrease the quality of our lives. Right now there are older homes with deep lots behind us. So our small backyard is peaceful because our neighbors deep backyards na k up to our backyard. I do not want to look out our back window and see new construction multi family units. This would make our family move out of the city. Our area is already overpopulated with crazy traffic. These changes would make our neighborhood undesirable. New builds cost around one million dollars. How does that help to populate an area? Parking is already horrible. I live in the Mt. Lookout area with my street off of Linwood. The schools here are overcrowded. We do not have the infrastructure to support more housing. The road diet has already made traffic idle in front of my house all day long making pollution worse and you want to add more people?? Why do you think we have regulations now to decrease overbuilding? Why can't we learn from the past and not make the same mistakes again? You will push out the people that support this city!
Thank you for your consideration, Kim Sears Sent from my iPhone

Urbancsik, Jesse

From: Nick Wright <wright.nick0798@gmail.com>
Sent: Wednesday, May 8, 2024 9:11 PM
To: Cincinnati City Planning
Subject: [External Email] Support for Connected Communities

External Email Communication

Hi,
I am currently a resident of East Walnut Hills and I just wanted to take the time to let you know how excited I am, and how much I support the changes that this initiative will make.
Everything below is I'm sure nothing new to you, but it's my thoughts on the matter.
To me, it's straightforward enough that since 2010, Cincinnati has gained over 12,000 residents but lost over 2,300 units of housing. You pointed out well enough that housing prices have risen dramatically and that's largely due to lack of supply.
I was able to attend your education event at the Price Hill Rec center, I loved it. It was thorough and accessible. It was great to have city officials there to answer questions and I felt that planning, SORTA, and city council was committed to these changes and worked hard to gather our feedback and engage with us on the proposed changes.

As I'm sure you know, there will be noise from people about the fabric of our neighborhoods, about traffic, parking, and not trusting developers. I think what hits closest to me is that the apartment that I currently live in is not legal by current zoning. There are 4-5 other triplexes on my block that don't have enough set back, don't have enough parking, or are too tall by standard zoning.To me, this initiative would make it legal to build half the homes on the block, if they were empty lots.

Again, I cannot voice my support for this initiative enough, I'm beyond excited to see my city put forth the immense effort and the years of work to push this initiative into the community

Thanks
Nick Wright

Urbancsik, Jesse

From: stevenmassie@fuse.net
Sent: Wednesday, May 8, 2024 4:21 PM
To: Cincinnati City Planning
Subject: [External Email] FW: Connected Communities

You don't often get email from stevenmassie@fuse.net. Learn why this is important

External Email Communication

Copy of letters sent to city council and mayor.

I am writing in opposition to the Connected Communities plan as currently proposed.

I hope a council goal for the city is stable communities. Yet, the presentation's cartoon like 'spokesperson' for more middle housing states "it's been nice for me to just rent one side of a duplex while I figure out where I want to settle down long term in Cincinnati." Is the city acknowledging that long term, people want single family homes in single family zones?

The number of new nearby housing units the city expects will not by itself support neighborhood business districts. The NBD's will continue to need drawing customers from outside their neighborhoods. Most of those customers are going to travel by car and want to park within a short distance. Most tenants of new middle housing units will own cars. If no parking is provided with those units, residents will be forced to park on the street, likely taking spaces business customers would otherwise use. Most business districts have destination type tenants. If customers can't park they will likely go elsewhere. This plan could weaken business districts rather than support them. The disagreements between the Madisonville Community Council and the Ackerman Group over its Madamore Apartments development at Whetsel and Madison highlight this issue. I also question if eliminating all parking requirements could lead to the perverse reaction of responsible property/business owners demolishing properties for off street parking to compensate for the loss of street parking.

Some of the arguments stated for eliminating parking requirements are inaccurate or biased. For example, the website states when a business moves into an existing retail space, it must provide the required minimum parking spots leading to either demolishing adjacent buildings or not moving in. I have been in Mt. Lookout for 20 years and seen frequent tenant turnover in the NBD but not a single building demolished. Variances are being granted, code is loosely enforced or the statement is false. This is similar to many other city NBD's. Granted, the missing teeth (gaps in the streetscape with parking lots or vacant ground) scenario discussed is unsatisfactory for aesthetic reasons. The website claims parking requirements push buildings apart and decrease walkability. That does not appear to be happening in many NBD's and if/when it happens is likely due to the NBD not being viable for reasons other than parking requirements. If the option is to park 3 blocks away from the district, I don't see where walkability has been enhanced. The website cites the greater number of daily car trips in SF neighborhoods vs. primarily multi-family property neighborhoods. I submit the primary reason for the greater number results from SF housing having more occupants per 'unit,' like kids with school and extracurricular activities, than apartments.

Many streets in Mt. Lookout and other neighborhoods are so narrow, parking is limited to one side of the street. Many of those streets are outside the primary NBD area but within the ¼ mile range of the designated design corridors. Parking is already tight and, on some, made even tighter by visitors to the NBD. New development on those streets, without on site parking will exacerbate the parking problem and possibly create safety issues for cars and pedestrians.

The city's website cited a survey that claimed a significant percentage of respondents would be satisfied with middle housing. Did the survey ask if that would be the case if there were no off street parking?

As a cyclist, I would submit that greater density (and resulting traffic) generally makes cycling less desirable (i. e., more dangerous).

I lived downtown on Garfield Place for seven years. Outside business hours and special events, there is generally more pedestrian activity in neighborhoods like Mt. Lookout and Hyde Park than there was during the period I lived downtown. After 7 years there, I wanted less density, traffic and noise. I found it in a neighborhood like Mt. Lookout rather than moving outside the city. I believe the architects of the currently proposed plan were either dismissive or ignorant of the diversity of the city's neighborhoods. Homogenizing them will make the city a far less attractive place to live.

More housing, especially affordable, is needed. The city could quickly generate additional activity if it simply advanced proposals already submitted to the city. For example, the city has rejected proposals to develop hundreds of multi-family units along Central Parkway at the WCET site. One was from an internationally recognized developer, Gerald Hines*, and another from a very experienced local developer, The Model Group. Apparently the city believes speculation for an arena of questionable financial viability is more important than a significant addition to the city housing stock that is aesthetically more in keeping with the surrounding neighborhood. Further, does city policy work against development of affordable housing? Per Robinson Sotheby's Realtors the February median sale price for a home in the Cincinnati market was $275,000. Compare this with the December 11, 2022 Enquirer report that Cincinnati Metropolitan Housing Authority spent $440,000 to build one new apartment and $265,500 to rehab one apartment. A private developer proposes to convert the former Pogue's storage building into affordable housing for $300,000 per unit. Why does it cost public bodies so much to create affordable units? The city continues to subsidize the loss of moderate priced housing in neighborhoods like Mt. Lookout and Oakley (although to council's credit, it did reduce the amount of subsidy recently). Two examples I found on the auditor's web site among many: home sold to developer for $205,000, resold for $738,223; property sold to developer for $265,000, resold for $931,620. The city could do more to promote affordable housing than drastically alter the character of our residential neighborhoods.

The website claims the increased density will be good for the environment. I disagree. Buildings which occupy an entire lot create the same runoff issues as parking lots. The greater impact will be on the currently less developed areas of our neighborhoods. These neighborhoods are characterized by green landscaping and generous tree canopies. Mt. Lookout and Hyde Park have already witnessed the loss of substantial tree canopy with the demolition/replacement of mostly single family homes. The larger footprint of middle housing will further reduce the land area dedicated to natural use.

I hear from contractors and even former city officials that difficulty getting through the building permit process is a more immediate roadblock to development. At one time, there was supposed to be a 'one stop' program for processing building permits. Perhaps the city should start by reforming this 'low hanging fruit.'

Thanks for your attention to these issues.

Steven Massie
738 Mannington Ave.
Cincinnati, OH 45226

*If you are into history, you may find it interesting to look at the proposal the Gerald Hines organization made in the 1980's (I believe) for the site where The Foundry is now located and compare the two. The city reportedly rejected that proposal because it 'could do better' and wanted to explore other options.

Attention:
Honorable Planning Commissioners
Honorable City Council Members
Honorable Planning Department Director
Honorable City Manager
Honorable Mayor

Subject: Connected Communities legislation dated 17 April 2024

Date: 8 May 2024

I am opposed to the passing of this Connected Communities legislation in its current form.

I offer these personal observations and comments as a resident of 1330 Edwards Road in the proposed Hyde Park Connected Communities Single Family zoning district. The 1300 block of Edwards is the first block south of Observatory and abuts the Hyde Park Square CN-P neighborhood business district. Nothing in these remarks should be considered as positions or statements of the Hyde Park Neighborhood Council (HPNC), its Zoning Committee or Chairman of the HPNC Zoning Committee

- **I see no evidence that the proposed legislation will provide any additional affordable (below market rate) or entry level private ownership in Hyde Park. Historical evidence implies that entry level units in Hyde Park will be reduced by this legislation.** The lowest cost (entry level) single family homes in Hyde Park are the ones being torn down and are replaced by new single family construction. The single family tear down purchase price is usually around $400,000, the single family new construction selling price is usually around or over $1,000,000. A recent example is the tear down at 2733 Observatory located on a corner lot in a RMX district. The tear down purchase price was $450,000. The developer is building three condominium units each priced to sell at over $1,000,000. This legislation opens the door to more single family teardowns, replaced with much higher priced multi-family condominiums or apartments throughout the proposed Connected Communities zoning districts (Example: 2733 Observatory, now under construction). This legislation is a gift to developers at the expense of persons trying to buy an entry level single family house in Hyde Park.

- **I see no evidence (Planning study, measurement, etc.) that street parking near neighborhood business districts can accommodate new multifamily resident's vehicles if the required off-street parking for new 2, 3 and 4 family units is waived.** The unintended consequences have not been considered or examined by the Planning Department. In the 1300 block of Edwards, street parking is permitted only on the east side. A 13 unit apartment at 1350 Edwards has insufficient off-street parking for its residents so many park on Edwards Road. Multiple families in the block have three vehicles, and currently park one or two on the street. A dentist on Observatory does not allow employees to park on the business premises so they park on Edwards Road during the day. Hyde Park School (elementary) is at Edwards and Observatory and many parents use Edwards Road parking to drop off and pick up students at 7:30am and afternoon dismissal. I have personally observed similar street parking issues on Morten, Westside, Eastside and 1300 block of Michigan. Some of the Morton, Eastside and Westside residences have no off-street parking. In short, waiving the off-street parking requirement is a gift to developers at the expense of current residents, homeowners, and businesses who currently use most or all of the existing street parking.

- **While the Design Standards are a good idea, I see nothing in the text that requires the multi-family developer to build a structure that architecturally fits into the Hyde Park residential neighborhood.** For example, most single family residences have gable roofs with approximately 1:1 pitch (45 degrees). Many have dormers to enhance the use of the third floor. There is nothing in the design standards that encourages or requires this. Contrarily I believe the text encourages a new multi-family to have a flat roof at the maximum height of 35 feet. Below is an example of an existing three-family structure that has neighborhood compatible architecture and sufficient off-street parking.



Figure 1 - Compatible three family at 1319 Edwards (50 ft frontage) with 3 rear garages



Figure 2 - Incompatible single family form 2872 Erie, could be re-configured as 3 family, 1 unit per floor.

Figure 2 and 3 are two examples of existing multi-family structures that have neighborhood compatible architecture. I see nothing in the design standards preventing the examples in Figures 2 and 3.



Figure 3 - Incompatible multi-family box at 1292 Michigan

- **I recommend the Planning Commission send this legislation back to the Planning Department until the above issues can be studied and corrected. I am opposed to the passing of this Connected Communities legislation in its current form.**

Sincerely,

Gary Wollenweber

1330 Edwards Road, Hyde Park, 45208

(513) 608-3342

wollenweber@fuse.net

Connected Communities Petition

Virtual Public Staff Conference #2:
Tuesday, April 30, 2024 at 12:00pm over Zoom
Register for this meeting here: https://tinyurl.com/CC-PSC-02

City Planning Commission Meeting:
Friday, May 17, 2024, starting at 9:00 am, both over Zoom and in City Hall
** Email position to planning@cincinnati-oh.gov by May 10 to be included in packet**

If attending over Zoom, you must register at least 48 hours in advance of this meeting here:
https://tinyurl.com/CC-CPC-May17

Equitable Growth and Housing:
Tuesday, June 4, 2024 begins at 1:00 pm in City Hall

In-person testimony is powerful. If you can't make it, register to speak the week prior via Zoom here.

City Council Public Comment:
Wednesday, June 5, 2024 begins at 1:30p in City Hall

In-person testimony is powerful. If you can't make it, register to speak the week prior via Zoom here.

Email addresses for Clerk of Council & Council Members:
ClerkofCouncil@cincinnati-oh.gov
Jan-michele.kearney@cincinnati-oh.gov
Victoria.parks@cincinnati-oh.gov
Anna.albi@cincinnati-oh.gov
Jeff.cramerding@cincinnati-oh.gov
Reggie.harris@cincinnati-oh.gov
Mark.jeffreys@cincinnati-oh.gov
Scotty.johnson@cincinnati-oh.gov
Seth.walsh@cincinnati-oh.gov
Meeka.owens@cincinnati-oh.gov

Director of Planning & Engagement
Katherine.Keough-Jurs@cincinnati-oh.gov
jesse.urbancsik@cincinnati-oh.gov
planning@cincinnati-oh.gov
citymanager@cincinnati-oh.gov

Submit another response

Urbancsik, Jesse

From: Aaron Leonard <civicinput@newmode.org>
Sent: Wednesday, May 8, 2024 5:10 PM
To: Cincinnati City Planning
Subject: [External Email] Support Connected Communities for a More Inclusive Cincinnati

External Email Communication

Dear Cincinnati Planning,

As a Cincinnati resident, I am thrilled about the opportunity to welcome more neighbors to our wonderful city!

I believe the best way for us to do this is to adopt a set of values similar to the connected communities plan. The most important thing we can do as a city is invest in affordable and equitable housing. This will require us to be more diligent in increasing density (especially middle density) in our cities neighborhoods. I support council's efforts to ban surface parking lots in the city, eliminate mandatory parking minimums, and develop vacant lots. I also support mixed use development around our city to help build vibrant communities.

I also want to emphasize the importance of equity in our development process, which prioritizes the needs of all residents, especially our marginalized residents. This will require us to welcome more voices to the table and engage with residents in the communities where development is taking place. I would also like to see diversity in development companies themselves. I specifically want to shout out the wonderful work being done by organizations like CHCURC and NEST. I would love to see more community-engaged development like these organizations model.

Thank you for your time and consideration about the Connected Communities plan.

Sincerely,
Aaron Leonard

5949 Kenneth Avenue
Cincinnati, OH 45224
United States

Urbancsik, Jesse

From: Ashley Davis <ashleyreneedavis22@gmail.com>
Sent: Thursday, May 9, 2024 9:36 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Input

Categories: JU

External Email Communication

This plan proposes massive changes to our city. Why not choose two or three pilot neighborhoods, based on residents needs and desires, to implement the program and see the outcomes? Economic development happens so rapidly these days, I believe it is important to take a step back to see what is uniquely needed in each neighborhood community before undertaking such drastic, blanket changes city-wide. Furthermore, while community input was garnered, most people I've talked to are completely unfamiliar with Connected Communities. And the people that are familiar are largely against it. I think both more awareness and input are needed before adopting the proposed legislation.

The biggest problem I see with Connected Communities is the very likely possibility of single family homes being demolished to make way for these proposed middle housing structures. It will make more sense (economically) to tear down single family houses in need of repair and to build these multi-family structures. However, many would agree, this is not in the best interests of the city. Tearing down such homes would alter the unique character of our city. To mitigate the possibility of single family homes being torn down to make way for multi-unit middle housing structures, I would propose limit zoning changes to currently vacant land (any changes to zoning would not apply to lots that have existing structures in 2024).

Thanks,
Ashley Davis

Thoughts on Cincinnati's "Connected Communities" plan.

It seems that even bright, promising people lose their way once they are elected to a position of governance for our city. Schemes to attract home buyers to blighted neighborhoods, such as the tax abatement program instead encourage developers to tear down existing homes and build new upper market priced homes in communities that are already doing well.

Now we have this new idea to create additional "housing" through replacing single family homes with rental properties and the plan allows this in areas that do not need such development. Indeed, multi-family units next to a single-family owned home leads to a reduction in property values for the home owner.

Maintaining or increasing population through rental properties is a bad bet for our city which already has the lowest home ownership % of any major city in Ohio. This plan also ignores the elephant in the room which is that we have some of the highest home property taxes in the nation. Cincinnati in particular has a history of driving home-owners from the city due to high taxes, poor services and a struggling school system, yet this plan does nothing to address these problems.

I believe the city should focus on programs that would increase individual home-ownership.

Last year, 15% of home purchases in Cincinnati were made by corporate buyers who then turn the homes into rental properties. These properties are often lower value properties which are allowed to further deteriorate. What is the city doing to address this issue? Why not force these companies to turn their single-family units into multi-unit housing.

Rather than connecting communities, this new city plan will have a negative impact on the areas where it is implemented. Multi family units in residential neighborhoods, with streets lined with parked cars is not a desirable outcome.

We have lived in Cincinnati for 38 years and I struggle to think of any major program that has been devoted to the benefit of existing individual home owners. A truly visionary plan would strive to build a vibrant and engaged

population of home-owners. Some of the benefits of home ownership are listed below. This information comes from public domain.

Situational problems:

Population density and domestic migration trends are also major influencers of homeownership rates by state. Major influencers of noticeably lower homeownership rates in densely populated cities are high demand that often outpaces supply, higher land and development costs, and higher rent expenses, all of which contribute to higher home prices and lower homeownership rates.

Private equity and other Wall Street-backed outside investors are a growing problem in local housing markets and contribute to pushing home ownership further out of reach for many working families. In 2021, 16% of homes in Cleveland, Ohio were purchased by investors, with one zip code reaching 70%. In Cincinnati, they bought 15% of homes and nearly 50% of homes in some communities, and a single company bought 29 homes on a single street. Large investors use technology and all-cash offers to outcompete individual buyers. And because investors often target the same types of affordable starter homes as first-time homebuyers, they push families out of the housing market

Home ownership benefits to a community

Civic and social engagement

- Homeowners are more likely to vote in local elections than renters in comparable neighborhoods, and this likelihood increases with the degree of neighborhood disadvantage in low-income urban areas.
- Regardless of the length of time they have owned a home, homeowners are 1.3 times more likely to become involved in a neighborhood group and to join a civic association than renters. The increased participation in neighborhood groups holds true in low-income neighborhoods as well.

Education

- Children of low-income homeowners are 11% more likely to graduate from high school and are 4.5% more likely to complete post-secondary education than children of low-income renters.

Let us challenge our city government to come up with a visionary plan that truly make Cincinnati a better place to live rather than this poorly thought ought effort that even if successful will result in 20,000 or more rental units.

Sincerely,

Carlin Stamm

749 Kroger Valley Drive

Cincinnati, OH 45226

513-205-6876

chstamm@cinci.rr.com

May 8, 2024

Clerk of Council
City of Cincinnati
801 Plum Street
Room 308
Cincinnati, OH 45202

ATTN: Melissa Autry

RE: Response in Opposition to
Cincinnati's Proposed "Connected Communities" Zoning Amendments
North Avondale Rose Hill Neighborhood

To Members of Cincinnati City Council and Mayor;

I am writing to express my sincere concern and extreme opposition to the proposed and overreaching "Connected Communities" zoning amendments for the North Avondale Rose Hill Neighborhood.

I would like to begin by establishing my qualifications to speak authoritatively on this subject with the facts of both my personal and professional experience and credentials;

- My wife and I are residents of a c. 1921 Century Home located at 4107 Beechwood Avenue in the single-family zoned Rose Hill Historic Neighborhood of North Avondale. The home has a market value of almost 4 times the average single home value in this Cincinnati market.

- I am a Licensed Architect, licensed in all 50 US States, District of Columbia, Puerto Rico, US Virgin Islands, and most of Canada with almost 40 years of professional practice experience.

- I am the Chairman, CEO and Owner of a national architecture firm, headquartered in Cincinnati and with 5 US office locations.

- Both my firm and myself, personally, have extensive professional experience in multi-family housing design and related zoning issues in Cincinnati and across the US in condo and market rate as well as moderate income housing. We have designed everything from low-income HUD properties to market rate rentals to high end residential condominiums in Cincinnati as well as across the US. We have designed and built in excess of 20,000 housing units locally and nationally. (Local projects include The Banks Development, Adams Landing, Newport Kentucky HUD Hope 6 Project, YMCA Moderate Income Seniors Housing, to name just a few).

- I spent almost a decade serving on the Planning Commission for the Village of Mariemont, an internationally recognized Urban Planned Community designed in the 1920's by John Nolen, and a community with tight zoning and resulting high property values, desirability, and walkability.

- Lastly, and frankly ironically, my Architectural Master's Degree graduate thesis from almost 4 decades ago focused on the life-cycle decline of high-end neighborhoods, with a specific focus on Cincinnati's Dayton Street Neighborhood, once known as "Millionaire's Row" and original homes to many of Cincinnati's most notable.

There are several points of factual opposition that I would like to share:

Opposition Point One: Zoning Code Restrictions & Quality

In my professional experience, there is a direct correlation between property values and the quality of zoning laws. The stricter the zoning, the higher the property value and desirability of the neighborhood. One can only compare issues of quality zoning and opportunities such as form-based codes with that of the property value. As an example, one can locally compare communities such as the previously mentioned Village of Mariemont, or on a national level, communities such as Seaside, Florida – both offering tight zoning law and resulting higher property values. Communities with minimal or unrestricted zoning show quite the opposite result. I know from my own experience serving on a planning commission, once precedent is established through loose zoning in an established cohesive community, there are few if any options for reversal.

Opposition Point Two: Housing Unit Density

Interpreting the proposed draft "Connected Communities" regulations as it pertains to housing density, it appears that there could be options for unlimited housing unit density. The Rose Hill neighborhood is an existing single-family home, historic neighborhood with large half acre lots and homes that are generally 5,000 sf and greater. The proposed amendments, as interpreted, could provide avenues for unlimited housing units on these same lots and would have a detrimental impact on both the visual and physical character and function of this neighborhood.

Opposition Point Three: Off Street Parking

Interpreting the proposed draft "Connected Communities" regulations, there would be no requirements for off-street parking. The average US Household owns 1.88 cars. The Rose Hill neighborhood has an average property street frontage of 100 feet, with available parking on only one side of the street. This would afford only a maximum of 4 parked cars per street lot frontage, and half of that given that there is parking available only on one side of the street, without widening the street right of way. This would only reasonably support two housing units per lot without creating an undue burden on the ability to park in the Rose Hill Neighborhood.

This will also impact the value of the Rose Hill Community and Neighborhood appearance as in this attractive historic neighborhood.

Research with the American Planning Association (APA) suggests that parking demands in residential areas surge overnight, especially in areas that are not immediately served by convenient and efficient public mass transit. The APA also points out that contrary to some opinion, there is an increasing demand in the US for the reliance on the automobile.

Opposition Point Four: Building Setbacks

Interpreting the proposed draft "Connected Communities" regulations will allow the existing setback requirements to all but be eliminated. This will affect the average alignment of homes on the street and have a negative impact of the beautiful view corridor afforded in this historic neighborhood of signature architecture and gas lamp streets. This will ultimately impact home values and homeowner's investment, as the neighborhood will become less desirable.

Opposition Point Five: Neighborhood Single-Family Property Values

I would like to invite the authors of this proposed zoning amendment to offer just one example of a neighborhood in Cincinnati, or any other city, where the zoning in an established higher income neighborhood with established property values between 4 and 6 times the average market home value has been increased, or even remain stable, through zoning amendments that allow multi-family rental units to be built in such neighborhoods.

I cannot think of any examples and this proposed zoning will do nothing but cause the existing home values to decline.

Opposition Point Six: Cincinnati Economic Growth & Sustainability

I would like to invite the authors of this proposed zoning amendment to show how these kinds of changes will contribute to the economic growth and sustainability of tax revenue that supports the city operations and services. By intentionally or unintentionally imposing such changes that may result in lower income households and reduced short- and long-term care of properties, I find it difficult to understand the economic model where this is helpful to the city tax revenue generation and the City's ability to fund services for its citizens.

Opposition Point Seven: Property Maintenance & Investment

In my career as a multi-family housing architect, I have personally toured hundreds of housing units, both occupied and unoccupied, of all types from subsidized public housing, to student housing, to market rate rental and condominiums in Cincinnati as well as many other cities. With very few exceptions in any of these examples, and at the risk of sounding offensive to some, my personal observations conclude that there is a clear differentiation and correlation between the care and maintenance of units that are owner occupied and those that are not.

One need not look any further than the home immediately adjacent to our home. This home at 4019 Beechwood Avenue, I understand it to be the only home in the Rose Hill neighborhood that is a single-family rental home. An objective observer will immediately note the abandoned cars in the driveway, the unkept lawn, peeling house paint, visible garbage and debris on the front porch, animal feces on the rear deck, discarded window air conditioning units on the ground, abandoned swimming pool in the back yard, and evasive plants that are taking over the neighboring properties.

Opposition Point Eight: Beechwood Hypothetical Development Example

Based upon an initial review of the proposed "Connected Communities" zoning changes for our neighborhood, which are not entirely clear, and using our home and property as a hypothetical example for purposes of this letter, and assuming that there are some reasonable setbacks and no off-street parking requirements, a developer could essentially purchase our property at market rates, have it raised and within the reasonable setback requirements outlined in the draft recommendations build a three (3) story, 45,000 square foot, multi-family building with more than thirty (30) 1,500 sf units. The land cost per unit would be less than $30,000 and a project such as this could generate more than $1.2 million in market rate rental revenue per year. Don't think that this would not be an attractive business opportunity for local or out of town developers.

This is not only out of character for the historic neighborhood, but would create more problems than benefits with parking issues, increased sewage output, reduction of permeable surface areas resulting in increased run off and potential flooding, increased trash removal and non-homeowner related maintenance issues.

In both my personal and professional experience and opinion, this “Connected Communities” initiative can be a good opportunity and perhaps beneficial in some Cincinnati neighborhoods, but for the historic Rose Hill Neighborhood it is inappropriate, ill-conceived, damaging to the community and will only serve to have an intact and historic single-family neighborhood and put it into economic decline. This will work against the City’s opportunity to attract and retain higher income residents and will be at the expense of city and county tax revenues. This is a poorly developed idea in my professional opinion and experience and will result in unintended consequences, causing the Rose Hill neighborhood to fall into economic and physical decline.

There is an interesting intersection in this matter between the “ideology” of these zoning amendments and the “reality” of the unintended results that I don’t believe are thoroughly considered and understood by the authors of this proposed City zoning legislation.

As a resident, business owner, employer and both personal and corporate tax payer in the City of Cincinnati, I am invested in the success of our city. We have the benefit to have chosen to invest, live and work in the City. I trust that the elected officials of this city share those same beliefs and values. That said, I struggle to find how the imposition of these amendments in a well-established historic neighborhood will help improve the value and lifestyle of the homes and residences in the North Avondale Rose Hill neighborhood. I encourage the City to take a closer, surgical look at the areas that are proposed for these amendments and apply them where they will add benefit to the community and exclude them from where they will create a detrimental effect on an already well-established neighborhood such as the North Avondale Rose Hill neighborhood.

History repeats itself if not well managed. Affluent residential homeowners will walk, because they can, and history proves that they will.

If you want to see the future of the North Avondale Rose Hill neighborhood when legislation such as this is imposed, I invite you to take a walk down Dayton Street, Cincinnati’s former “Millionaire’s Row”.

Sincerely,

David S. Arends, AIA OAA
Chairman & CEO

Cc: Jan-Michelle Lemon Kearney
Victoria Parks
Anna Albi
Jeff Cramerding
Reggie Harris
Mark Jeffreys
Scotty Johnson
Seth Walsh
Meeka Owens
Aftab Pureval

Urbancsik, Jesse

From: dottieciok@fuse.net
Sent: Thursday, May 9, 2024 8:11 AM
To: Cincinnati City Planning
Subject: [External Email] against changing the zoning laws

You don't often get email from dottieciok@fuse.net. Learn why this is important

External Email Communication

I am against changing the zoning laws for the city of Cincinnati.

Cincinnati is a city of neighborhoods (52) each with its own individual history, charm, topography, challenges, diversity and pride. How could you possibly think **a one-size-fits-all zoning change across the board** would be a good idea?

This isn't good for Cincinnati.
Cincinnati is its citizens
who it appears have conspicuously been left out of this.

Why the secrecy, what's the rush? Who specifically is spearheading this initiative?
There is no real plan, there is no real budget.
When did you alert each community and invite them to participate?
And if you did… when and how did you do it and who attended?
And if you did not? Why not?

Communities are the people. People who participate at every level, and care for and about their neighbors and neighborhoods yesterday, today and tomorrow. Who lookout for one another.

Your lack of stewardship and planning is attracting Hit-and Run out-of-town developers and property owners. Surely, you recognize the pattern with the recent tax abatements.

There are so many pieces to this change, as there frequently are, when amending and changing bills and laws.

Hmmm… could this be….. **not unintended consequences**
but **intended consequences you haven't shared.**

This initiative must be delayed ….. If for no other reason to demonstrate to the citizens of Cincinnati, this Mayor and council are transparent, willing, honest, and open, and have all the citizens of Cincinnati's best interest in heart and mind regarding their neighborhoods today and for tomorrow.

Sincerely,

Dorothy Ciok

2949 Van Dyke Drive
Cincinnati, OH, 45208

-

Urbancsik, Jesse

From: Graham Garrison <graham.garrison@gmail.com>
Sent: Thursday, May 9, 2024 10:54 AM
To: Cincinnati City Planning
Subject: [External Email] Mt. Lookout proposed rezoning

Categories: JU

You don't often get email from graham.garrison@gmail.com. Learn why this is important

External Email Communication

Hello Cincinnati City Planning representatives:

I am writing to you on the topic of the City Council's proposed rezoning which would increase housing density & eliminate parking requirements in Mt. Lookout.

My family and I have lived in Mt. Lookout the last 8 years in a 95 year old home on Omar Place between Glengyle & Lambert Avenues, one block up from the Mt. Lookout square. We love the area, the walkability, our neighbors, the beautiful old houses, & the entire community. Our kids walk to Kilgour Elementary each day for school and we frequent the Mt. Lookout square businesses quite often.

The proposed rezoning is a terrible idea. Parking in Mt. Lookout is already a problem and increasing housing density & eliminating parking requirements will only exacerbate the problem. For example, our driveway is unusable for parking so we must park on the street. In order to park in front of our home we must dodge a utility pole, fire hydrant, sewer lid, and utility pole guy wire. Visitors to the area routinely park on our street then walk to Mt. Lookout square. As you know, the streets in Mt. Lookout are very narrow, nearly impassable in spots with cars parked on both sides of the streets. Increased housing density with fewer parking spots will make it nearly impossible for residents and visitors to safely navigate our streets or find places to park.

Let's instead focus on and invest in what makes our community great: the classic style houses, community, friendly neighbors, and walkability. I respectfully ask that the rezoning request be denied.

Have a great day.

Regards,
Graham Garrison
1012 Omar Pl
Cincinnati, OH 45208
678-231-9512

Sent from my iPhone

Urbancsik, Jesse

From: Julie Carpenter <julianna.carpenter@gmail.com>
Sent: Wednesday, May 8, 2024 9:40 PM
To: Cincinnati City Planning
Subject: [External Email] Connected COmmunities

You don't often get email from julianna.carpenter@gmail.com. Learn why this is important

External Email Communication

To whom it may concern at the City of Cincinnati:

For 60+ years city and community planning has centered on the needs of cars, an unsustainable, destructive, and dehumanizing focus. Connected Communities is a valiant start toward refocusing on the residents of our city. A public transit approach to increasing density is to be applauded for its positive impact on the environment, affordability of housing, and sparking revitalization of neighborhood business districts. To build a sustainable and thriving future, Cincinnati needs more residents and fewer cars.

I live and work in Over-the-Rhine in large part because of the density and accessibility of this neighborhood. I moved to Cincinnati from Washington, DC. First to Clifton Gaslight - which was about as close to a DC feel as I could find here. I've now lived in Cincinnati longer than anywhere else. While it'll never have the amazing Metro of DC, it can have similar thriving and charming neighborhoods through transit oriented development. Connected Communities helps move us in that direction.

I fully support the effort and urge its swift passage and implementation.
Julianna Carpenter

Urbancsik, Jesse

From: Kelly Ambrosius <kambro11@gmail.com>
Sent: Thursday, May 9, 2024 6:44 AM
To: Cincinnati City Planning; Kelly Ambrosius
Subject: [External Email] Connected Communities feedback

External Email Communication

Hello,

I am a resident homeowner in CUF. Some concerns I have about the Connected Communities proposal are:
1). CUF has 60% rental properties. As soon as a house is on the market, a landlord snaps it up to convert into student housing. Many of these properties are not kept up. (Student housing has not been addressed in the proposals). Instead of single family conversions, I would like to see single family owner occupied housing. We need more permanent residents in CUF. This issue has been discussed & agreed upon at the CUFNA Board of Trustee meetings.
2). Healthy Neighborhoods. Density creates noise & litter pollution and sanitation issues with trash in the streets covering sewer grates. I'm tired of walking my dogs over broken glass & removing chicken bones from their mouths. These litter and noise issues exist in many dense communities now and have not been addressed by the City. Perhaps they should before unsanitary conditions come to more neighborhoods.
3). Removing Parking leads to illegal parking. When single family houses now accommodate multiple residents who have cars, there is not enough street parking. EVERY DAY in CUF when I walk, I see illegal parking—vehicles blocking fire hydrants and driveways. Vehicles parked under No Parking signs at intersections so other vehicles have to turn into traffic in order to get around the illegally parked cars. Vehicles are parked on sidewalks forcing pedestrians into the street. None of these conditions are safe. Even though the hope is that people will take public transportation, the reality is that most people drive—not bike or walk or take the bus. Removing Parking will not force people into taking public transportation. It will just lead to more illegal parking. With these Parking issues, the City does not have enough parking officers to address the current illegal parking violators.
Connected Communities is not something that one size fits all. Each community has its own needs and issues. Connected Community zoning changes should reflect that.
The 30,000 people who want to live in Cincinnati and can't because of a lack of housing are not all renters. I'm guessing that most want to purchase single family homes which Connected Communities doesn't address.
Please listen to the feedback you receive to make informed decisions. Because these decisions will change drastically how Cincinnati looks in the future. Instead of a safe place to raise families, it will become a developer's dream.

Thank you for your time,
Kelly Ambrosius
Resident of CUF
kambro11@gmail.com

Urbancsik, Jesse

From: K WILGER <kwilger1@gmail.com>
Sent: Thursday, May 9, 2024 11:04 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Zoning

Categories: JU

You don't often get email from kwilger1@gmail.com. Learn why this is important

External Email Communication

Dear Cincinnati City Planning Department,

I would like to express my serious concerns regarding the proposed zoning legislation, Connected Communities. As an owner of several apartment buildings in Mt. Lookout and Hyde Park, I should be in favor of this type of development, but because I live in this area, I have first-hand knowledge of the physical damage this type of development is doing to our neighborhood, as well as the destruction to the livelihoods of the merchants, small business owners and home owners in these neighborhoods.

Mt. Lookout and Hyde Park are old communities with sewer systems that are over 100 years old. The sewer system in Mt. Lookout and Hyde Park is severely stressed by the additional water waste, specifically caused by tearing down a single family home and building a multi-family unit in its place.

On Tuesday, April 2, 2024, a thunderstorm rolled through Cincinnati, and while it was actually a brief storm, the flooding was significant. Notably Edwards Road, Linwood Ave, Delta Ave, Eastern Ave, and River Road experienced severe flood damage for the **3rd time in 7 years**. See pictures below.

Unfortunately, the neighborhoods of Mt. Lookout and Hyde Park will not benefit from your plan explained in the Cincinnati Enquirer by Council member Reggie Harris as, "building multifamily housing, which would expand housing choice, lower rents and spur Cincinnati's growth." The neighborhoods of Mt. Lookout and Hyde Park are not areas that will have low rents or expand housing choices. The only housing choices that will be expanded in these neighborhoods will be for wealthy condo owners and those who are renting luxury apartments. On Hyde Park square, a gas station was removed from the corner of Michigan and Erie Ave, and replaced with a multi-unit condo building where units sell in the millions. The Hyde Park Baptist Church on the opposite corner of Michigan Ave and Erie Ave. was razed and the development company is boasting that the nearly-completed building replacing the church consists of 12, 2 bedroom apartments and first level retail. These apartment units are leasing for $5,000 per month; this is not affordable housing for most. Those two buildings alone will be causing a significant amount of stress to our sewer systems, and are just 2 of many examples of over-development in Hyde Park. Please note the flooding in Photo 3 from 04/02/24. The businesses along Edwards Road on Hyde Park Square had 5 feet of water inside their basements where they store their merchandise and food, as well as several feet of water on the first level. Neko Sushi had to lay off all their employees aside from the sushi maker because they couldn't afford to pay their employees AND repair their structure. Other small business owners sustained such significant damages that they were closed for over 2 weeks while repairing their structures, and replenishing merchandise and supplies.

Please note the housing along the top of photo 2, below, which lie across from the Delta Avenue flooding. These are new, vertical developments that were shoe-horned into lots where a small, one-family home existed. They are also million dollar plus new houses that recently included the starter homes of Joe Burrow and J'Marr Chase, thusly, NOT affordable housing.

All Hamilton County property taxes have been raised 50% this year and nothing viable is being done to combat the flooding issues. The Metropolitan Sewer District of Greater Cincinnati is installing back up devices along flooding areas in old neighborhoods. While these block the flood waters for the low-lying properties, the result is that the water is moved upwards to the next property, and the cycle of installation will have to be repeated. This is a band aid. Every time someone has a "free" backup prevention device installed, the taxpayers of Hamilton County are the ones paying. When the taxpayers of Hamilton County's taxes are raised, as an apartment owner, I can attest that rents also raise for apartments and businesses renting retail/restaurant space. Mt. Lookout Square and Hyde Park Square will not be able to keep tenants with the water and tax issues they are currently facing which will, of course, be heightened with more development. The Connected Communities plan is proposing to make this problem worse in these older, established neighborhoods.

As a Hyde Park/Mt. Lookout resident, I am actually not worried about my property value going down due to development in the area. The residents of Hyde Park and Mt. Lookout could actually use the effects of the Connected Communities rezoning as a basis for appealing the inflated values of our homes in these currently desirable neighborhoods, and lower our Hamilton County property taxes, in turn, lowering the amount of money in your budget.

Please consider excluding the areas in older neighborhoods whose sewer systems literally cannot take the stress of this continued boom of development, specifically Mt. Lookout, Hyde Park, Columbia Tusculum, East End and River Road, in the Connected Communities rezoning.

With stressful concern,

Karen Wilger
Taxpayer, resident, constituent

cc: Cincinnati City Council

Photo 1. Cincinnati Enquirer 04/03/24

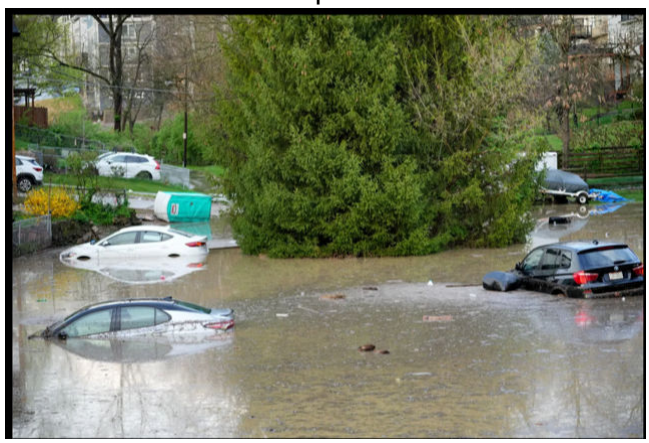


Photo 2. Cincinnati Enquirer 04/03/24



Photo 3 (Local resident) 04/02/24



Urbancsik, Jesse

From: Lisa <lisa.comello@gmail.com>
Sent: Thursday, May 9, 2024 10:14 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Concerns

Categories: JU

[You don't often get email from lisa.comello@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Good Morning,
We wanted to voice our concerns as a current Mt. Lookout, former Hyde Park, and always Cincinnati family. Both sides of John's family have been in Cincinnati for over a century! We want to continue to see this city and these communities thrive in unity, be safe, and be beautiful.
We are concerned with the new proposals from the Connected Communities. We have been first-hand witnesses of the mismanagement or lack of management and balance in City Council, GCWW, and MSD, among others.
The blanket agendas, tax abatements, property tax hikes, misuse of funds, and one-stop shop proposals have no place in our communities, nor does your disconnect from these hard-working families and communities.

1). We are concerned with out-of-town/country property owners/managers for rentals; this is an extremely dangerous avenue to allow with properties not being maintained, becoming dangerous short term rental options, and no ability to provide consequences to the property owner or renters, which is a current issue. The city already cannot handle the volume of existing properties not being maintained.

2). The lack of infrastructure is alarming; to allow more development when our existing infrastructure is over capacity and collapsing in front of our eyes is none other than greed and mismanagement and abuse of power and funds. The GCWW, MSD, Public Works all have brand new vehicle fleets, and yet homes, businesses, and our streets are filled with sewage every time there's a significant rain…not 100 year events, just normal rains. We have firsthand examples and would be glad to share any of our personal experiences. The past storms, occurring on April 2, 2024, is just one of example of how people were terribly affected by the lack of solution to the existing insufficient capacity of our infrastructure.

3.) The already basic need for parking will only become more unattainable with more housing/renters/owners, pushing parking further up the safer and quieter neighborhood streets. People have families and sports/activities demands that require a car or cars to get their children to their activities. You cannot rely on public transportation.

We implore you to impartially and factually consider these issues as you have taken an oath and have an obligation to do so.
Please stop with the sweeping, personal, and financial agendas and changes and do what is right and best for ALL hard-working families, individual communities, and this beautiful city. DO NOT run this city into the ground where it becomes an unsafe, poorly and detrimentally structured, and uninhabitable city in which to live and grow in unity. Past wrongs and decisions can be righted, but this is not the right or best way. Please PAUSE and do more research, investigate, and speak to your communities with due diligence.
Thank you for your hard work and God bless, John and Lisa Comello

Urbancsik, Jesse

From: lisa schmitz <lbschmitz61@gmail.com>
Sent: Thursday, May 9, 2024 9:54 AM
To: Cincinnati City Planning
Cc: Planning and Zoning
Subject: [External Email] Connected Communities - City-Wide Proposed Legislation

Follow Up Flag: Follow up
Flag Status: Completed

Categories: JU

[You don't often get email from lbschmitz61@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

To whom it may concern,

I am writing to express my concern about the Connected Communities Proposal the city has initiated to “change the way Cincinnati is designed.”

The following are my observations regarding why it’s a poorly thought out idea.

First, there would be a lack of PARKING. This would equal an increase of parked cars on residential streets, creating lower visibility and danger to pedestrians.

Second, Lack of TRANSPARENCY. It has been difficult to find adequate information on the website which would allow an ordinary citizen to understand this proposal. Please illustrate the pros and cons of this plan and how, exactly, you have come to the conclusion that it is a good idea to implement this legislation.

Third, this does not address issues regarding the unique TOPOGRAPHY of Mt. Lookout.

Fourth, the proposal seems to be a ONE SIZE FITS ALL. Mt. Lookout is a community unlike any other in our city and we are driven by hardworking, community-minded folks. I don’t know of another neighborhood that has aged as gracefully as Mt. Lookout (or even comes close for that matter).

Fifth, this proposal doesn’t take into consideration that the residents of Mt. Lookout have concerns, questions and a strong response to this proposal. Why haven’t the Mayor and Council members taken the time to get to know our community. How can they decide what is best for all? Sounds too authoritarian.

Sixth, The idea that our neighborhood needs MORE DENSITY is wrong. Depending on the time of day and day of the week, the traffic thru Mt. Lookout Square can be at an impasse. We are so thick with traffic and people who don’t follow traffic signals, it is a wonder that more accidents aren’t happening.

Seventh, FUNDING, I am against using taxpayer dollars to fund this. Essential services such as Schools, Fire and Public Health shouldn’t suffer in order to make this idea work. I would rather see more funding for our schools and parks. Let’s help the CHILDREN of Cincinnati be the best they can be.

Thank you for your time,

Mary E. B. Schmitz

Urbancsik, Jesse

From: Peggy Landry <peggyflandry@gmail.com>
Sent: Thursday, May 9, 2024 9:42 AM
To: Cincinnati City Planning
Cc: Planning and Zoning
Subject: [External Email] Proposed zoning legislation in Mt Lookout

Categories: JU

You don't often get email from peggyflandry@gmail.com. Learn why this is important

External Email Communication

Hi my name is Peggy Landry. I'm a homeowner in Mt Lookout on Delta Ave just a minutes walk to Mt lookout square. I am reaching out to raise my concerns about the new proposed zoning legislation in Mt Lookout. Right now on a daily basis there is just enough parking for everyone on my section of delta ave. On weekends parking can get a little dicey as more people come down to the square, but for the most part I can usually find parking in front of or a close walk away from my house. If this new proposal goes through and multi family units are created without requiring parking, this would be a disaster for my street. I have a driveway me or my partner can use as a last resort but it's extremely narrow, and people drive too fast down our street making it dangerous to back out of. The majority of my neighbors either have no driveway or a narrow, dangerous one like mine so we rely on street parking. If this proposal goes through there will be **nowhere** for us to park. This will destroy our community, make many of us consider moving elsewhere, and will decrease the value of our house. The city should require parking spots to be created for these proposed multi family homes, this is the **least** the city can do. Id like to stay here and raise a family in the next coming years but if this proposal goes through myself and many others will be driven away. Mt Lookout is my home and very dear to my heart, it's supposed to be a nice quiet suburb for families and all generations with easy access to downtown. If I wanted a high density populated area with inadequate parking I would just live downtown. Please carefully consider my words as well as the words of other concerned citizens in Mt Lookout.

Peggy Landry
798 Delta Ave
Cincinnati OH 45226
203-640-9639

Urbancsik, Jesse

From: Ron Vonderhaar <rvondy@yahoo.com>
Sent: Thursday, May 9, 2024 10:37 AM
To: Jeffreys, Mark; Johnson, Scotty; Walsh, Seth; Owens, Meeka; Kearney, Jan-Michele; Parks, Victoria; ann.albi@cincinnati-oh.gov; Cramerding, Jeff; Harris, Reggie; planning@mtlookout.org; Aftab, Mayor; Cincinnati City Planning
Subject: [External Email] Opposition to Proposed Zoning Legislation

Categories: JU

You don't often get email from rvondy@yahoo.com. Learn why this is important

External Email Communication

Dear Council Members and Mayor Pureval

My name is Ron Vonderhaar and I'm a resident of Mt. Lookout. My family and I purchased our home on Principio Ave in May of 2021. We were drawn to the neighborhood by the beautiful single family homes and sense community. I believe the proposed zoning changes will have a detrimental effect on our community. Increasing multi-family dwellings in an already congested area will have a negative effect on our neighborhood and our quality of life. My family made a significant investment to acquire our home and I believe these changes will negatively impact property and resale values.

I urge City Council to consider alternative solutions that prioritize the well-being and interest of our community. It is crucial to preserve the character and integrity of our neighborhoods while promoting sustainable growth and development. I respectively request that the City Council reconsider the proposed zoning changes and instead explore options that align with the best interest of our community.

Thank you for your attention to this matter.

Sincerely,

Ron Vonderhaar

Urbancsik, Jesse

From: Anthony Isaacs <isaacs.anthony@gmail.com>
Sent: Thursday, May 9, 2024 3:56 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities feedback

External Email Communication

Dear Planning Commission,

Zoning regulations limit property owners ability to build certain types of housing. In the case of single-family zoning, they are limited to the most resource-intensive and costly form of housing on a per square foot basis. Shouldn't we allow property owners and renters to choose different housing options that work for them, rather than mandate costly single-family housing? I think so.

Single-family homes can cost municipalities more in services and infrastructure than multi-family built on the same lot, because they need roughly the same amount of public infrastructure with fewer tax payers to cover those costs. The city can more easily afford to maintain our infrastructure if it has more tax base for roughly the same infrastructure costs. The cost of infrastructure and services does not scale linearly, but tax base does. So more tax payers on the same amount of land improves city finances.

I lived in Chicago for a few years, and very few people in my neighborhood had off-street parking. It was annoying to search for parking, but it was a trade-off that I chose, rather than paying for a more expensive place to live, or renting parking space. It's important to let people make those choices, so that people aren't forced into paying the cost of private parking if they can't afford it and don't need it.

There's a common misunderstanding about sewer capacity. The sewer problems are not caused by the number of people using the bathroom. The system fails because of stormwater runoff. The larger developments are actually net positive for the sewer system, because they are usually required to have a retention system to mitigate stormwater runoff. These policy changes don't alter setbacks, so the amount of allowable impermeable surface is no different than what a property could have today.

The proposed policy changes will allow for gradual change in our communities, based on housing demand. The vast majority of affected properties would be limited to 4 units, with building-form requirements to prevent them from looking like big ugly boxes. They will fit into the neighborhood as well or better than the buildings that are already here.

The Connected Communities process has been going on for a long time with ample opportunity to review materials and ask questions. The draft legislation is a direct reflection of the policy changes suggested in presentations given months ago following many community engagement sessions. I'm not sure that there's any length of time that would satisfy everyone. I encourage you to approve this legislation without delay.

Thank you,
Anthony Isaacs

Urbancsik, Jesse

From: abwhitaker@fuse.net
Sent: Thursday, May 9, 2024 9:25 PM
To: Cincinnati City Planning
Subject: [External Email] Connected communitues

Follow Up Flag: Follow up
Flag Status: Completed

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External Email Communication

Dear Sir or Madam,

I am greatly opposed to the connected communities plan. I live in the Mt. Lookout and Hyde Park area. There is already great density and diversity in these areas. The hillsides cannot take more building especially multi unit dwelling spaces. It is unrealistic that people will get rid of their cars. We need adequate parking. My street alone have two family homes, apartments. condos, single family homes and subsidized housing.
Thank you,

A Whitaker
Alpine Terrace

Urbancsik, Jesse

From: annie williams <anniegodis@outlook.com>
Sent: Thursday, May 9, 2024 12:54 PM
To: Cincinnati City Planning; ClerkOfCouncilEmail
Subject: [External Email] FW: Objection to Connected Communities Zoning Ordinance

Some people who received this message don't often get email from anniegodis@outlook.com. Learn why this is important

External Email Communication

Hello,

Mayor Aftab, Vice Mayor Kearney, President Pro Tempore Parks, Councilmember Albi, Councilmember Cramerding, Councilmember Harris, Councilmember Jeffreys, Councilmember Johnson, Councilmember Owens, and Councilmember Walsh, As a resident of the city of Cincinnati, I object to the proposed Connected Communities zoning ordinance. My objection is based on the lack of real engagement and honest discussion with residents and communities about this large and impactful legislation. I believe the short timeline for approval of this ordinance which was only publicly released on April 11, 2024, prevents residents and communities from engaging with the city and addressing and resolving their concerns about the ordinance. I am concerned about how the proposed ordinance will affect residents, communities, and the city overall. I therefore request that you do not vote to approve the Connected Communities ordinance as written at this time.

Thanking you in advance for your consideration,

Annie Williams

Urbancsik, Jesse

From: Chris Heckman <checkman@gmail.com>
Sent: Thursday, May 9, 2024 10:58 PM
To: Cincinnati City Planning
Subject: [External Email] Support for Connected Communities and a suggested addition
Attachments: IMG_5373.jpg; 1531_Pleasant_Apt_floorplan_common.jpg; Less_stairs_more_possibilities.jpg; Staircase_rule_usable_floorspace.jpg

External Email Communication

Cincinnati Planning department -

I fully support your legislation for Connected Communities. I am a resident of OTR, a father of two, business owner, middle-housing developer and climate advocate.

My wife and I renovated our house on Elm Street because of several things. It is a row house in a block with several housing types including attached single family, three family and apartment buildings. It is within walking distance to a produce market, shops, restaurants, schools, churches, friends and entertainment. And we can walk, bike or take public transit in addition to using our car. Our car was such a low priority that we ruled out a garage or driveway. Together with another family, we are building a five unit apartment building behind our home on Pleasant. Although it has parking mostly under the building, this middle-housing development allows more people to live in a block than single family homes. In this way, housing that encourages walking means it is a critical form of transit, too.

The core of the Connected Communities legislation tries to help as many Cincinnatians as possible live in this City productively, comfortably and sustainably without being reliant on cars. I'm not sure if my suggestion below can be added to the legislation.

I wish more middle housing were being built all over the City. In our own experience with this apartment project, a key building code requirement adversely impacted the design of the building. It is four stories, and has more than three units, so code required two staircases for egress. Consequently, 23% of our floorplan is devoted to common elements that do not directly contribute to paying off our mortgage: two staircases, a hallway connecting them and elevator. This rule is unique to North America and has negatively impacted both the cost to create middle housing and the floorplans that are possible. While safety has been the reason this rule was put in place for 100 years, it was also advanced precisely to make small scale apartments more expensive, to squeeze minority groups and to push white families to buy single family homes. There's an amazing video that explains the problems with this rule, and it starts with the point below.

100 years ago, multifamily housing was much more common. The two staircase rule may be indirectly fueling why so many are against the idea of greater density coming to more neighborhoods. Requiring two staircases encourages large companies to increase the unit count as high as possible in order to maximize a return. This often means combining lots, which homogenizes the look of a block, and concentrates (limits) wealth creation. The form of middle housing is much more appealing than massive, block-wide apartment buildings.

Can this rule be relaxed for middle housing buildings that are 100% electric with no combustion internally? It would reduce building costs, help builders pay back loans more quickly and improve the aesthetics of the buildings.

Thank you for your time.
--
Chris Heckman
513 305 6852

Urbancsik, Jesse

From: Chris Kendall <ckendal60@gmail.com>
Sent: Thursday, May 9, 2024 4:59 PM
To: Aftab, Mayor; #COUNCIL; Cincinnati City Planning
Subject: [External Email] Cincinnati Connected Communities

Some people who received this message don't often get email from ckendal60@gmail.com. Learn why this is important

External Email Communication

As a citizen of Cincinnati and registered voter, I would like to respectfully object to the process that was used to formulate the "Connected Communities" proposal. The lack of community association engagement and the speed at which these significant changes are being adopted is alarming. For example, I understand that the new construction of "middle housing," will not include a parking requirement. As a resident of Mt. Adams, where parking is already a significant issue, I find that very concerning. As a side note, I am an officer in the Mt. Adams Civic Association, but am speaking on behalf of myself individually.

All that said, I applaud the city's efforts to move toward a more accessible, people-focused, diverse, healthy and connected community. However, we need to do this in a more thoughtful manner. This proposal had not been properly vetted by the appropriate stakeholders, in my opinion. I also recognize what an issue affordable housing is, and completely support doing something about it. I do volunteer for the organization "Working in Neighborhoods," so am cognizant of the obstacles many face when trying to own a home. However, the "one size fits all" approach of Connected Communities is not the answer in its current form.

Thank you for your consideration.

Cordially,

Chris Kendall
1129 Belvedere St
Cincinnati, OH 45202
937.999.9704

Urbancsik, Jesse

From: Cathy McLeod <cinticath@aol.com>
Sent: Thursday, May 9, 2024 3:31 PM
To: Aftab, Mayor; Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Owens, Meeka; Walsh, Seth
Cc: ClerkOfCouncilEmail; Ismael Hassan; Mindy Nagel; khartman@fuse.net; David Borreson; Jacquelyn McCray; Treasurer; Cincinnati City Planning
Subject: [External Email] Request to delay progress of Connected Communities until we have more information at local level

You don't often get email from cinticath@aol.com. Learn why this is important

External Email Communication

Mr. Mayor, Council Members, Planning Commission, and Clerk of Council,

I am very intrigued and excited by the proposed Connected Communities initiative. I think I may be a strong supporter. However, I don't have sufficient information yet to make that decision.

I have been fortunate enough to attend two presentations on the topic. While the core content of the presentations by Council Member Harris is essentially the same, the real learning for me came in the question and answer sessions. Then, the neighborhood community concerns and focus were addressed.

I briefly reviewed the analysis of the 2022 and 2023 engagement sessions. The analysis seems extensive, but sample size was too small, in my opinion, to be representative of my community, College Hill.

Therefore, I request a delay in the schedule for the full council vote in order to engage more with community councils, business associations, and redevelopment organizations, especially those along the planned BRT corridor. I think more engagement will generate support and make an implementation more successful.

Thank you for the opportunity to express my opinion.

Cathy McLeod
cinticath@aol.com
513 478 5408

Urbancsik, Jesse

From: Curt Whitacre <curt.whitacre@me.com>
Sent: Thursday, May 9, 2024 9:32 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Feedback

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from curt.whitacre@me.com. Learn why this is important

External Email Communication

Dear City Planning Commission,

We write to you regarding the City of Cincinnati's "Connected Communities" zoning legislation, which will negatively impact our neighborhood of Mt. Lookout.

We believe we have a unique perspective on the City Planning Commission's parking, zoning and density legislation due to the fact that we own the home at 3415 Linwood Avenue (45226), which happens to be situated directly at the busy intersection of Linwood Avenue and Herschel Avenue.

In the three years that we have owned our home, the unchecked traffic on Linwood Avenue has caused multiple pedestrian fatalities and even more automobile accidents. In fact, the automobile traffic in our community is already so dense that it sometimes takes us 10 minutes *just to get out of our driveway*. The last thing we need on Linwood Avenue is more residences and more cars. Instead, what we actually need is far more drastic traffic calming measures.

We also have the unique perspective of owning a home located directly next to a series of apartment units—the apartments at 3413, 3407 and 3401 Linwood Avenue—and this experience makes us question the very concept of this "Connected" community legislation. The property owner of the buildings next to our home is not working to better our community, at least. Quite the opposite: the owner of the apartments next to our home does very little to care for his property. His apartment buildings are surrounded by vine covered trees (the trees are so engulfed by vines that they are sick and dying), and those extremely large trees have fallen into both Tweed Avenue and Linwood Avenue. In fact, the collapse onto Linwood Avenue just occurred on April 17, 2024.

In addition, tenants of the apartment buildings next to our home regularly use our private driveway for grocery deliveries, Uber drop-offs and pick-ups, or even as short-term parking for their idling cars. Cramming even more residences—and even more cars—into our already congested neighborhood is not cultivating "connections" or "communities." You will simply be sowing more chaos.

This legislation is ill conceived and will only bring further damage to a community that has already seen too much development.

Respectfully,

Curt and Rebekah Whitacre

Urbancsik, Jesse

From: Clare Whitaker <clarecwhitaker@gmail.com>
Sent: Friday, May 10, 2024 12:54 AM
To: Cincinnati City Planning
Subject: [External Email] Notes on Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

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External Email Communication

Hello -

I was born and raised in Cincinnati, growing up and currently residing in Mt. Lookout.
I spent a few years living in Washington D.C. and moved back to Cincinnati a few years ago and live in a two family north of Mt. Lookout Square.

I attended the Apr. 30 Connected Communities meeting and have participated in meetings with the Mt. Lookout Community Council.

I wanted to express my concern for the new Connected Community Development and request the plan to be reassessed and put on a longer timeline.

I am proud to be living in a multi-unit property in Mt. Lookout. There are a number of similar units around the square which afford a variety of living style options already in the community. I am grateful to live in a location which has intentionally been developed to weave these option throughout the single family homes, ensuring that the neighborhood keeps its charm and value.

My property, as do the majority of multi-units in the area, offer parking options.
Ensuring parking is crucial for the neighborhood. There is already a parking problem in the area and to increase the population / density and not provide parking options is a serious concern. While I understand there is a desire to increase the metro / public transit use, it is not realistic giving the working realities of many individuals throughout the area. If more of the residents worked downtown or in key transit paths that could present a viable solution; however more and more businesses in the area are located beyond city limits (thinking Blue Ash, West Chester and others) which mean that the residents who work need to have personal transportation to get to their place of work.

In addition to the parking problems, there is a risk of sewer and landslide issues. I am a member of the HIllside Trust which evaluates development on the land around Cincinnati (one of the highest areas in the country for landslides) to protect the land, residents and properties. Construction of buildings (esp. those that would be available for construction in and around the business commerce area of Mt. Lookout Square) would pose significant risks due to the hills around the area. We have already faced the challenges due recent construction projects including the expansion at Christ the King and other areas. Businesses, homes and other infrastructure are already in a vulnerable spot with heavy rains and disrupting the drainage and landscape further is a significant concern.

Most importantly, I have not been made aware of any intentional effort that Connected Communities has in actually increasing home ownership. While supporters seem to recognize that there are intense hurdles in home buying, especially in certain neighborhoods, reducing the amount of single family homes to make room for more multi-family units is only going to increase the competition as supply will be reduced.
It is important to foster a community where residents feel that they can own a home and work towards that. If we limit the options available to make room for more apartments or other rental options that is not encouraging a sense of independence + promise. In CIncinnati we are not facing a lack of apartment options. There have been several apartment units built (even minutes from Mt. Lookout square) that have vacancies. In addition, Mt. Lookout has a higher than normal precentage of multi-family living options already. Taking away single family homes to encourage a new set of rental property options when that need is already being met is a problem, especially when it's taking away the single family homes which are the properties that we do not have enough supply for.

I strongly believe that Connected Communities needs to be reevaluated. This should not be a one size fits all design for every neighbor. When this was implemented successfully across other cities in the US (which is not the typical outcome), a customized design community x community was incorporated. In order to do this thoughtfully and intentionally, the members of the city council and the young team of urban planners need to apply that thought across each neighborhood. That means individual visits, data sourcing and assessments of each individual neighborhood and community. This will take time, but will ensure a more effective and successful design approach. The current design is not suitable for several of the communities because it is applying a rinse and repeat template neighborhood x neighborhood. It is not evaluating the needs in those areas, the existing realities and other key parameters.

I work for a market research company and have lived in other major metro areas including Washington D.C. I understand both successful urban designs, as well as the time, effort, methodologies, research and analysis (especially in-person fieldwork) that needs to happen to make designs for something like this. I don't have the confidence this has been done to the extent necessary and I believe the proposed Connected Communities should be postponed until further research and assessments have been conducted. At that point, the Connected Communities should be refined based on neighborhood x neighborhood learnings to assess current housing type classifications, traffic patterns, commute realities, sewer bandwidth, land / foundation stability, among other factors.

Thank you,

--
Clare C. Whitaker
clarecwhitaker@gmail.com
513.368.6288

Date: May 9, 2024
To: City of Cincinnati Department of City Planning and Engagement
From: Couper Gardiner
Re: Proposed text amendments to the Cincinnati Zoning Code and Land Development Code in connection with Connected Communities, to be on the agenda of the City Planning Commission Meeting for Friday, May 17, 2024

Joining in the intense efforts toward healthy city life, particularly in these last few years, but also during the achievements of Plan Cincinnati, I'm concerned that the city is jumping ahead, when rooting our future in block-by-block meaningful change has further, essential work to do. So, I'm against the amendment to the zoning bylaw for Connected Communities as proposed.

The proposed amendment scores in connecting us with overarching equitable values and in the change process's movement over the last year in response to diverse, specific, practical, technical and heartfelt objections.

Here are several points that should be clarified:

§ 1403-03. - Specific Purposes of the Single-Family Subdistricts. Modified text in the introductory paragraph inserts "low density" to describe all SF districts and deletes "must" and substitutes "should" "maintain single-family residential character." All "low density"? How is "should" to be judged or enforced? Won't the developer just ignore "character"? An example excerpt from current ordinance: "(e) SF-2 Single-family. This district allows high-density, small lot, single-family developments. The minimum lot size is 2,000 square feet." The proposal adds "1,500 square feet for a rowhouse".

1403-04 Connected Communities – ...new overlay districts for Single Family (SF) districts...
(a) NBD "B" (2) Parking in NBD. vi. Surface parking: only allowed in back. But is structured parking allowed to front on street?
(d) Design (2) iii 2-4 Family architectural features at top of building. iii: Recommend 5' lower maximum height to the top of the cornice of flat roofs, or to the deck line of a mansard roof: 30' max.; eave: 24' max., more consistent with Title XVII Neighborhood standards.

Excerpts:

TITLE XIV ZONING CODE OF THE CITY OF CINCINNATI

§ 1401-03-H1. - Height, Building.

"Building height" is measured from the established grade in the front of the lot or from the average natural grade at the building line, if higher, to the top of the cornice of flat roofs, or to the deck line of a mansard roof, or to the mid-height of the highest gable or dormer in a pitched or hipped roof, or, if there are no gables or dormers, to the mid-height of a pitched or hipped roof.

Schedule 1403-07: Development Regulations - Single-family Districts Maximum Height (ft.) 35

Schedule 1405-07 Development Regulations - Residential Multi-family Districts Maximum Height (ft.) 35

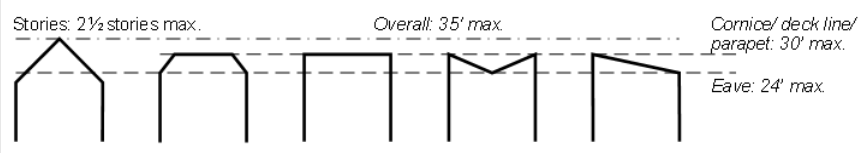
Sketch:



Note also:
TITLE XVII Land Development Code
1703-2.60 T4 Neighborhood Medium Footprint (T4N.MF)
Stories 2½ stories max.
To Eave/Parapet 24' max.
Overall 35' max.

Recommend 5' lower maximum height to the top of the cornice of flat roofs, or to the deck line of a mansard roof: 30' max.; eave: 24' max., more consistent with Title XVII Neighborhood standards.

Sketch:



For reference:

Cincinnati Connected Communities surveys input by CG, week of February 13, 2024:

The city's website has the summary slides of the proposed ordinance as well as stories about eight or nine topics within it, with helpful visualization tools, e.g., a slider to show before-and-after views, and each followed by questions about what we thought could be clarified from what was presented, how effective the change would be, e.g., increased housing supply, what we liked, and what could be improved. I copied a few of my answers:

Middle Housing:

-The policy seems clear on first reading, and the mapping is very helpful. The details within "specific areas" should be worked on with nearby stakeholders, particularly. What have the comparable cities learned since adopting Middle Housing policies? What have the several neighborhoods that have allowed Middle Housing for the last 8 years or so learned? The preference data on distance from transit line has a handful of options. What has planning found in how these would play out in Cincinnati's geography? For some reason, the Washington state example landed on 300 feet from the transit line.

-Middle housing is one tactic in housing production. Have other cities seen dramatic increases? What is the time frame for judging this effect?

-The slow absorption rate for new housing freeing up less expensive units suggests decades before significant impact on affordability.

-Middle housing across Cincinnati can counter decades of inequity, including job access, and enable people from different backgrounds to share healthier futures.

-Transition zones are also important, with sensitivity to stability and change in residents' lives, business, and owner and neighborhood investment. The planned public engagements should draw out improvements, even enthusiasm.

Parking:

What was the pre-pandemic one-commuter-per-vehicle count?

Parked vehicles are less of a problem than inefficiently used vehicles.

Slider instruction would be helpful for illustrations of other issues also.

Neighborhood examples are helpful with more information easy to get to.

Relaxed minimum parking required within ¼ mile of NBD may not work for some neighborhoods.

Affordable Housing:

The affordable construction cost per unit table's footnote 3 might translate loan-to-value into the words and numbers used in the table?

Connected Communities not proposing an IZ policy: What is the goal?

LIHTC is linked to relaxing regulations: What are options beyond depending on expanded state and federal funding?

Saying property value impact is nuanced reads as dodging the issues: Is there a simple way to headline the issues? Affordable housing of high quality and properly managed: could you say more about this?

As an option to the complex of subsidies and reduced development regulations, how might a return to public housing work, directly funded and with lessons from the past eighty years?

Did the data from other cities offer any way to gauge this?

The policy specifically defers action on inclusionary zoning and does not significantly reduce affordability barriers for low- and middle-income residents.

The policy is equitable geographically and offers some steps toward bridging humane right to shelter, real estate development business, and citizen cooperation in government action.

Link specific incentives and controls to specific circumstances of neighbors, including time and financial support in adjusting to proposed changes, with strict limits on variances, which seem available only to proponents with unequal power.

May 9, 2024

Dear City Planning and Elected Officials,

I am writing to you today out of deep concern for the zoning changes proposed by the City of Cincinnati Planning Staff in the Connected Communities initiative. My perspective is based on being a homeowner in the Linwood and Mt. Lookout communities since 1988 and as someone who commuted to Uptown for work over the course of more than 30 years. The most pressing of my concerns are:

- Inadequate infrastructure (streets/parking/sewers);
- Loss of quality of life (green space/quiet/community);
- Lack of incentives to build affordable housing;
- No incentives for preserving historic and cultural amenities;
- Lack of time for citizens to review the published draft ordinance and engage with city officials.

Older Cincinnati neighborhoods were developed at a time when mass transit (via street cars) was used by employees to get to their jobs and families only had one car. They were developed with a mix of housing types (single family/multifamily/apartments). They were developed with green spaces, shade trees, and parks. They were developed along major transportation routes. Many Cincinnati communities have a reasonable density of households, especially given the scale of infrastructure that supports them. What is Connected Communities trying to accomplish with these zoning changes?

Please pause and allow time for citizens to have their voices heard. Ideas for improving city life (including more affordable housing units) may not require zoning changes, just a thoughtful, Cincinnati-inspired approach. Portland, Oregon; Minneapolis, Minnesota; and Austin, Texas should not be held up as the answer for Cincinnati.

Sincerely,

Lora Johnson

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

We are writing to convey our support for the proposed Connected Communities policy. We applaud the Mayor, Councilmember Cramerding and Councilmember Harris for introducing these reforms.

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Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Ryan Anneken
Bridgetown

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Sincerely,

Elise Cleva
Arlington, Virginia

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Sincerely,

Scott
Newport, KY

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Sincerely,

Justin Herald
Austinburg

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Kactus Lewis
Delhi

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Taylor Paulus
Norwood

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Abby Stainfield
Colerain Township

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Sincerely,

Hamza Sultan
Mason

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Sincerely,

Alex Vinolus
Delhi Township where I live and Clifton where I work

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Sincerely,

Madeline
Ludlow

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Madeline Aeschbury
Over-the-Rhine

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Sincerely,

Susan Afanuh
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Sincerely,

Tom Allen
Downtown

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Sincerely,

Dakota Alverson
Mt. Adams

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Sincerely,

Laila Ammar
Northside

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Sincerely,

Andrea S. Anater
North Avondale

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Sincerely,

Chris Anderson
Mount Auburn

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Sincerely,

Eric Anderson
West End

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Sincerely,

Lauren
Corryville

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Sincerely,

Pamela Badian-Pessot
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Rick Baker
Pleasant Ridge

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Bob Bammann
East Price Hill

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Justin Banks
Prospect Hill

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Sincerely,

Anna Barchick-Suter
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Sincerely,

Matt Bayliss
Hyde Park

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Sincerely,

Sara Bedinghaus
Mt. Airy

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Emily Bensman
Mt. Auburn

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Sincerely,

Michael C. Binder
Northside

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

We are writing to convey our support for the proposed Connected Communities policy. We applaud the Mayor, Councilmember Cramerding and Councilmember Harris for introducing these reforms.

As residents from across the City, we agree that Cincinnati needs to build more housing, invest to support its unique neighborhood business districts, and make it easier for our communities to welcome new neighbors. For too long, Cincinnati's zoning code has been a tool that stands in the way of supporting neighborhood growth and equitable access to housing across Cincinnati's neighborhoods.

Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Elise Binder
Northside

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Susan Binder
Clifton

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Jim Binder
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Ethan Blair
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Ann Boland
Madisonville

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Sandy Bolek
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Matt Bourgeois
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Brad Bowers
Avondale

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Sincerely,

Storm Boyd
Bond Hill

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Sincerely,

Jena Bradley
East Walnut Hills

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Ryan Braun
Hyde Park

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Adam Brokaw
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Sincerely,

Justin Brookhart
Clifton

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Erin Brookhart
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Amber Brown
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Sincerely,

Andy Burns
Mt. Airy

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Sincerely,

Cayla Burton
Pendleton

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Kim Busdieker
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Frank Busofsky
Mt. Washington

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Sincerely,

Annalese Cahill
Mt. Lookout

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Sincerely,

Gavin
Over-the-Rhine

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Michael Cappel
College Hill

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Jaime Castle
Mt. Washington

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Sincerely,

Caroline
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Brad Chamblin
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Rosa Christophel
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Chet Closson
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Marcus Coleman
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Sincerely,

Kathleen Colley
Madisonville

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Sincerely,

Stephanie Collins
Westwood

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

We are writing to convey our support for the proposed Connected Communities policy. We applaud the Mayor, Councilmember Cramerding and Councilmember Harris for introducing these reforms.

As residents from across the City, we agree that Cincinnati needs to build more housing, invest to support its unique neighborhood business districts, and make it easier for our communities to welcome new neighbors. For too long, Cincinnati's zoning code has been a tool that stands in the way of supporting neighborhood growth and equitable access to housing across Cincinnati's neighborhoods.

Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Ryan Cook
Walnut Hills

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Taylor Corbett
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Alexander Costa
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Sincerely,

Lily Couch
Over-the-Rhine

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Ryan Crane
East Walnut Hills

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Brendon Cull
Clifton

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Sincerely,

Rachel C.
Northside

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Sincerely,

Brandon Dalessandro
Spring Grove Village

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Sincerely,

Emily Dalton
CUF

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Sincerely,

Griffin Daly
Northside

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Sincerely,

Aspen dameron
Corryville

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Sincerely,

Brian Anthony Davis
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Sincerely,

Ben Davis
Bond Hill

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Sincerely,

Mary Delaney
West Price Hill

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Sincerely,

Kerry Devery
Madisonville

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Sincerely,

Samantha Dewald
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Sincerely,

Barbara Didrichsen
Pleasant Ridge

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Sincerely,

Sara DiLandro
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Sincerely,

Bobbi Dillon
Mt. Lookout

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Sincerely,

Tony DiMenna
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Sally Duffy SC
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Alex Duncan
Clifton

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Sincerely,

Katie Dyson
Westwood

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Cameron Ehteshami
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Sincerely,

Rev. Robert English
Northside

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Sincerely,

Adam Evans
Downtown

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Frank Eversole
Westwood

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Luis Finke
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Sincerely,

Ashley Fishwick
Mount Auburn

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Sincerely,

Amy Fitzgibbons
East Hyde Park

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

We are writing to convey our support for the proposed Connected Communities policy. We applaud the Mayor, Councilmember Cramerding and Councilmember Harris for introducing these reforms.

As residents from across the City, we agree that Cincinnati needs to build more housing, invest to support its unique neighborhood business districts, and make it easier for our communities to welcome new neighbors. For too long, Cincinnati's zoning code has been a tool that stands in the way of supporting neighborhood growth and equitable access to housing across Cincinnati's neighborhoods.

Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Bailey Francis
Bond Hill

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Sincerely,

Michael Frankenhoff
Pleasant Ridge

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Jasmine
Avondale

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Sincerely,

NaQuia Futel
Westwood

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Charles Gabel
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Matthew Gahris
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Patrick Gallagher
Over-the-Rhine

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Karin Gandler
Mt. Auburn

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Sincerely,

Julie Garcia
Hyde Park

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Rafael Garcia
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Natalie G.
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Sincerely,

Elizabeth Gilbert
Over-the-Rhine

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Sincerely,

Megan G
CUF

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Sincerely,

Allison Godec
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Sincerely,

AJ Graden
Over-the-Rhine

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Sincerely,

Kate Greene
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Benjamin M. Greiner
Oakley

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Sincerely,

Macie Grisemer
East Walnut Hills

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Christopher Grossman
Clifton

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Colin R. Groth
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Andi Guastaferro
Northside

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Albert Gustafson, homeowner
Prospect Hill (Mt. Auburn)

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Charles
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Westwood

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As residents from across the City, we agree that Cincinnati needs to build more housing, invest to support its unique neighborhood business districts, and make it easier for our communities to welcome new neighbors. For too long, Cincinnati's zoning code has been a tool that stands in the way of supporting neighborhood growth and equitable access to housing across Cincinnati's neighborhoods.

Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Andrew Hemmelgarn
East Price HIll

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Sincerely,

Luke Herrmann
Over-the-Rhine

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Ben Hitchcock
Clifton

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John Hoebbel
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David Hoffman
Oakley

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Josh Hollingsworth
East Walnut Hills

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Alex H.
Over-The-Rhine

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Sincerely,

Gregg Hothem - HGC Construction
Downtown

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Anthony Isaacs
Hyde Park

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Julie Italiano
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Haley Jacobs
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Matt Jacob
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Sincerely,

Crystal Jewel
Avondale

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Wade Johnston
Mt. Washington

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Kayleanna Jones
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Joshua L. Junker
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Kreg Keesee
Columbia Tusculum

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Mt. Airy

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Leonard Kendall, AICP
Oakley

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Conrad Kent
Clifton

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Aaron Kingsley
Mt. Auburn

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Todd Kinskey, FAICP
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Erin Kline
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Devin Knott
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Glenetta Krause
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Corey Lach
Mt. Adams

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Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Katie Lambing
Pleasant Ridge

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Ryan Lammi
Mt. Auburn

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Patrick LaPrade
Walnut Hills

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Bri Ledsome
Over-the-Rhine

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Patricia Lee
North Avondale

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Harrison Lehn
Avondale

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Connor Leupp
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Kai Lewars
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Eric L.
Mt Adams

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Dylan Lurk
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Mil Mil Remodeling
East Price Hill

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Oakley

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Seth Maney
Prospect Hill

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Taft Marsh
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Mt. Washington

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Duncan McDonel
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Danny McKelvey
College Hill

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Grace McVey
Cincinnati

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Pete Metz
Clifton

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Elizabeth Metz
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Jill Meyer
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Geoff Milz
North Avondale

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As residents from across the City, we agree that Cincinnati needs to build more housing, invest to support its unique neighborhood business districts, and make it easier for our communities to welcome new neighbors. For too long, Cincinnati's zoning code has been a tool that stands in the way of supporting neighborhood growth and equitable access to housing across Cincinnati's neighborhoods.

Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Victor Minella
Westwood

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Ryan Minnich
Northside

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Felipe Morales-Torres
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Samuel Morgan-Jablonski
Mt. Washington

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Dominic Mottola
Over-the-Rhine

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Brian Muldoon
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Joshua Murphy
East Walnut Hills

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Andrew Naughton
Oakley

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Gretchen Niswonger
Kennedy Heights

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Diane O'Brian
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Sincerely,

Justin Ogilby
Clifton

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Camilo Otalora
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Kira P.
Mt. Adams

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Jay Power
Hyde Park

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William Prince
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Mitch Radakovich
Over-the-Rhine

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

We are writing to convey our support for the proposed Connected Communities policy. We applaud the Mayor, Councilmember Cramerding and Councilmember Harris for introducing these reforms.

As residents from across the City, we agree that Cincinnati needs to build more housing, invest to support its unique neighborhood business districts, and make it easier for our communities to welcome new neighbors. For too long, Cincinnati's zoning code has been a tool that stands in the way of supporting neighborhood growth and equitable access to housing across Cincinnati's neighborhoods.

Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Austin Railey III
Downtown

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Sincerely,

Jeff Raser, AIA
Mt. Lookout

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Brenden Regan
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John Reiser
College Hill

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Dennis Renck
Northside

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Brian Render
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Sincerely,

Colin Reusch
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Sincerely,

Colleen Reynolds
Oakley

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Sarah Reynolds
Price Hill

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Sincerely,

Jacob Richard
Downtown

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Sincerely,

Zach Richards
Clifton

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Sincerely,

Gus Ricksecker
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Sincerely,

John Riffle
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Nick Robertson
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Sincerely,

Giovanni Rocco
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Sincerely,

Brandon Rudd
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Sincerely,

Grace K.
East Walnut Hills

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Lisa Schaaf
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Rose S.
North Avondale

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Elizabeth Schmidt
Mt. Auburn

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Rick Schoeny
Madisonville

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Johnathan Schoepf
California

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Sincerely,

Brooke Schreier
Brighton

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Barry Schwartz
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Terry Sefchick
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Kevin Shaw
Downtown

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

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We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Addison Shedd
Northside

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Sincerely,

Sara M. Sheets
Madisonville

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Jacob Sheridan
Mt. Auburn

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Paige Silverman
Over-The-Rhine

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Jon Sinclair
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Robin Sinclair
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Mt. Washington

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Paul Slater
Pleasant Ridge

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Joey Slovin
Oakley

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Morgan Noel Smith
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Max Smolens
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CUF

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Gail Staubach Kelly
Mt. Airy

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Samantha Stewart-Campbell
Over-the-Rhine

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Sean S. Suder
Over-the-Rhine/Hyde Park

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Nigel Sullivan
East Walnut Hills

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Nick Swope
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Mt. Washington

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Brad Thomas
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Tyler Thompson
Sayler Park

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Kevin Tighe
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D. Tom
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Alison C. Trianfo
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Christopher Uihlein
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Laura Vogan
Northside

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

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Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Emily W.
East Walnut Hills

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Sincerely,

Evan Walker
Clifton

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Lauren Walker
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Sincerely,

Owen Waller
Clifton Heights

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Bridget Waller
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Sincerely,

Xinhao Wang
CUF

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Sincerely,

Nikki Warren
Downtown

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Sincerely,

Elaine
Oakley

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Matthew Way
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Sincerely,

Meagan Webb
Mt. Lookout

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Rob Weidle
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Sincerely,

Renee Weinberg
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Sincerely,

Peter Weisbrod
Over-the-Rhine

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Katie Westbrook
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John Wettengel
Coryville

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Breanna White
Evanston

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Sincerely,

Monica Windholtz
Downtown / Clifton

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Wolfgang Windholtz
Clifton

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Richard Woessner III
Pendleton

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Brandon Wolff
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Sincerely,

Brendan wood
Mt. Adams

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Sincerely,

Joey Wood
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Sincerely,

Michael Wright
Westwood

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Nicholas Wright
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Kevin Wright
Over-the-Rhine

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

We are writing to convey our support for the proposed Connected Communities policy. We applaud the Mayor, Councilmember Cramerding and Councilmember Harris for introducing these reforms.

As residents from across the City, we agree that Cincinnati needs to build more housing, invest to support its unique neighborhood business districts, and make it easier for our communities to welcome new neighbors. For too long, Cincinnati's zoning code has been a tool that stands in the way of supporting neighborhood growth and equitable access to housing across Cincinnati's neighborhoods.

Now is the time to modernize our zoning code to ensure that we can create the foundation for equitable growth. We value the neighborhoods we live in, and we recognize that Connected Communities will enhance what we love about Cincinnati – strong and vibrant neighborhood business districts, communities that are safe to walk and connect to, and neighbors that contribute to the culture of the community.

We urge you to vote YES on Connected Communities, taking a bold step to ensure Cincinnati's future is one that allows our communities to build more housing and welcome new neighbors. There's no time to wait!

Sincerely,

Y. Angel Wuellner
Northside

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

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Sincerely,

Ryan Yeazell
Downtown

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Sincerely,

Chelsea York
Prospect Hill

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Sincerely,

Riley York
Prospect Hill

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Sincerely,

Josh Zak
Walnut Hills

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Sincerely,

Jacob Zarobsky
Over-the-Rhine

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Sincerely,

Darion Ziegler
East Price Hill

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Sincerely,

Katrina Zielonka
East Walnut Hills

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Sincerely,

Victoria
Downtown

Dear Mayor Aftab, Members of Cincinnati City Council & Cincinnati Planning Commission –

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Sincerely,

Laura Zweig
Madisonville

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Sincerely,

Steven
North Avondale

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Lirie VS
Walnut Hills

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Sincerely,

Sean
Northside

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Sincerely,

Caylin
Pleasant Ridge

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Sincerely,

Tom S.
Paddock Hills

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Sincerely,

Cody
Pendelton

Urbancsik, Jesse

From: Donald Dudrow Jr <dudrow@me.com>
Sent: Thursday, May 9, 2024 4:51 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Zoning Changes - Opposed

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from dudrow@me.com. Learn why this is important

External Email Communication

As a member of the professional stakeholders committee formed by the City of Cincinnati, I must say that I oppose the current Connected Communities proposal. I've reviewed the recommendations/ plan and as an affordable housing professional and Cincinnati homeowner I cannot support the plan. I'm opposed to the Connected Communities zoning changes for the following reasons.

1. Unintended Consequences - The 4/24/2023 Urban Land Institute study found that less restrictive zoning regulations increased housing supply, but not for renters and low income peoples. Also, detrimental increases in housing density led to less affordability and increased incidents of crime. Though I agree that increased investment in subsidy programs and affordable housing development is necessary, these zoning changes will only exacerbate the problem by promoting higher cost rentals/ increased homeownership costs in the Connected Communities areas by driving out the affordable housing opportunities.
2. Fairness - Existing homeowners have purchased and invested in their homes under the current zoning regulations. Arbitrarily changing these zoning regulations after the fact to allow multi-family housing in historically single family neighborhoods will decrease their property values and neighborhood dynamics that may have appealed to them when they chose to live in a particular neighborhood.
3. Absentee Landlords - Unfortunately Cincinnati has a horrible history with out of town investors and landlords. These zoning changes will only exacerbate this issue and increase the potential for out of town investors dividing-up single family homes as investment opportunities. Unless the zoning requires owner-occupancy for an extended period of time, this will occur (unlikely legal to do so).

Better Options: The following alternatives to increasing the housing stock include the following. These alternatives can be implemented without changing any laws/ regulations.

1. Enforcement - there are many blighted and neglected properties throughout Cincinnati. Enforcement of municipal housing and maintenance codes will either cause the owner to improve their properties or sell. This is not being done in a comprehensive manner due to building inspector staff shortages/ funding. Also, mandatory annual housing code inspections of rental housing is needed. Increasing fines and consequences of non-compliance may be necessary.

2. Assessment/ Foreclosure - failure of a property owner to maintain their properties would be a "big-stick" in turning blighted properties into needed housing.
3. City/ Port/ 3CDC Purchase/ Stabilization/Resale - Foreclosure or purchase of abandoned lots or properties that fail enforcement actions and then offering them to new buyers with financing/ tax abatement/ and other incentives. I personally was involved in the very successful City led VBS (Vacant Building Stabilization) program. As one of the City's Consulting Architects we stabilized over 30 buildings in OTR that were foreclosed on by the City or abandoned. Stabilization included: roofing, closing doors/ windows, and structural repairs in order to prevent further deterioration or collapse of the buildings. These stabilized building were eventually sold by 3CDC for $1 to investors who promised to renovate/ occupy the buildings. The success you see in OTR is in great part due to this VBS program. Otherwise, the failure to stabilize these buildings would have led to their demolition and loss of much of the OTR fabric. This approach can be implemented city-wide to great effect.
4. Variances - though I'm not a huge fan of zoning variances, there are times and places where it is needed. The current zoning code allows for some "flexibility" while engaging neighborhood stakeholders in an organized and transparent process. Why change something that to a great extent has been successful in accommodating exceptions to current zoning?
5. Market Forces - A better solution is to keep the historically zoned single family neighborhoods intact and let the market determine the best location and type of affordable housing as permitted by current zoning. This allows stabilized communities and active neighborhood involvement (ex. NANA and others) to serve as an anchor for peripheral growth of multi-family housing. "Multi-family rentals everywhere" is the antithesis of good urban planning. Uniform housing types, in defined neighborhoods, is the goal of many successful urban plans and zoning ordinances - i.e. utopian planned communities.

Closing Thoughts - Building types, height and area requirements preserve the rich character of Cincinnati's neighborhoods. Hyde Park is a perfect example of what loose zoning codes/ lack of enforcement and undesirable variances will do to destroy a once beautiful and recognized neighborhood. When I moved to Hyde Park in 1986 it was a wonderful, quiet, safe and vibrant community. Now I avoid the area as much as possible due to the traffic, divided single family lots, high density and poorly designed new-builds surrounding the square by speculators. Oh, and none of it is "affordable" to most.

I urge the City of Cincinnati to leave the zoning as-is and instead of legislating destructive change; enforce current codes/ regulations, and find financial resources and incentives to motivate the free market to determine the best location and type of affordable housing within the constraints of the current zoning code.

Donald L. Dudrow, Jr., RA, NCARB, AIA, CEM
Architect
935 Lenox Place
Cincinnati, Ohio 45229
513.325.5678 cell

Urbancsik, Jesse

From: Debra Holloway <civicinput@newmode.org>
Sent: Thursday, May 9, 2024 2:40 PM
To: Cincinnati City Planning
Subject: [External Email] Support Connected Communities for a More Inclusive Cincinnati

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

Dear Cincinnati Planning,

We need to change things asap to help the elderly homeowners whose property taxes just jumped. My house payment raised 200 dollars which I cannot afford.

Sincerely,
Debra Holloway

2271 Townhill Road
Cincinnati, OH 45238
United States

Urbancsik, Jesse

From: Douglas Jose <dougbjose@gmail.com>
Sent: Thursday, May 9, 2024 2:17 PM
To: Cincinnati City Planning
Cc: Mt. Lookout Planning
Subject: [External Email] Connected Communities: A parking crisis seems inevitable!

You don't often get email from dougbjose@gmail.com. Learn why this is important

External Email Communication

There are many areas of concern regarding the Connected Communities initiative, which could become law in a matter of weeks. For me, the area of greatest concern is the huge impact this initiative could have on parking. Zero off-street parking is required for new developments of up to 10 units, and only ½ of an off-street parking spot is required for each additional unit!

The expectation seems to be that large numbers of housing units can be added near the business center in every neighborhood without causing enormous parking problems. The hope seems to be either that large numbers of people will be able to get by with fewer or no vehicles, and/or that there are plenty of unused parking spots near every business center. To me, neither of those assumptions seems valid.

I believe that in many neighborhoods very few people will find it possible to live without vehicles. My estimate is that at least 1.5 vehicles per unit will end up on the road. My guess is that at least 50 living units per year will likely be built in the next four years in many neighborhoods. If I'm right, that means 75 parking spots will go missing every year, for a total of **300 in many neighborhoods over the four year period!**

This estimate is backed-up by CET's newsletter of this week: https://www.cetconnect.org/brick-by-brick/.
Their analysis shows that Cincinnati's housing shortage is between 28,000 and 40,000 units! If we assume that 30,000 will be built, even if we assume that only ½ of a parking spot will be needed per unit, that means 15,000 parking places will be lost, which works out to **300 per neighborhood on average, all of them near the business district!**

This could be disastrous for businesses throughout Cincinnati, since there will be a huge shortage of parking spots near the business district. Many people would likely have to park a large distance from their home. **At that point, it would be impossible to undo the damage. Do we want a future in which it will be a huge hassle to try to find a parking spot near most Cincinnati business centers?**

Doug Jose
Mt. Lookout

Urbancsik, Jesse

From: Douglas Jose <dougbjose@gmail.com>
Sent: Thursday, May 9, 2024 2:40 PM
To: Cincinnati City Planning
Cc: Mt. Lookout Planning
Subject: [External Email] Connected Communities: Other concerns and questions

You don't often get email from dougbjose@gmail.com. Learn why this is important

External Email Communication

I have a few more concerns and questions about how the Connected Communities initiative could impact desirable neighborhoods like Mt. Lookout.

Concerning real estate taxes, there is every likelihood that our home values will go up substantially as developers outbid each other for single-family homes to tear down. In the short run, that could result in remaining homeowners paying thousands of dollars more in real estate taxes (I am already paying $9000 a year for my 1700 sq-ft home!).

If the new houses are built green enough to meet certain LEED standards, would that qualify them for a tax abatement? If so, the real-estate taxes paid on torn-down homes will disappear, and the remaining homeowners will be essentially subsidizing the new occupants for up to 15 years!

In the long run, the value of our homes could decrease substantially as these neighborhoods lose their distinct character by becoming much more generic neighborhoods.

Are there any estimates of how many teardowns there might be per neighborhood? Are there no limits on how many teardowns could be made? If many 4-units get built quickly, by the time it becomes obvious that there is a severe shortage of parking spaces, it could be too late, and we'd be stuck with a permanent shortage of on-street parking places!

Mt. Lookout Square suffered considerable flooding due to the recent severe thunderstorms. Greatly increasing housing footprints would certainly exacerbate the flooding issue due to the increased runoff of storm water.

Doug Jose

Mt.Lookout

Urbancsik, Jesse

From: Deborah Mays <debrmays519@gmail.com>
Sent: Thursday, May 9, 2024 1:00 PM
To: Cincinnati City Planning
Subject: [External Email] Re: May 17, 2024 Connected Communities Ordinance Hearing

External Email Communication

The Cincinnati Planning Commission
801 Plum Street
Cincinnati, OH 45202

Dear Planning Commissioners:

I am writing to you to express my opposition to our Mayor's Connected Communities proposal, since I will not be able to attend the hearing in person on Friday, May 17th at 9 am!!! The accuracy of this proposal has many flaws and is being pushed through the City's legislative process "too fast"!!!

I was born and raised in the City of Cincinnati almost 74 years ago ... And am currently a long-term resident of the Pendleton Historic District for nearly 17 years!!!

The City of Cincinnati has 52 neighborhoods with different lifestyles (depending on one's family heritage and cultural background)!!! I have personally experienced both the "best and worst" of living in Cincinnati???!!! 😕 For example, a few past memories include:
• Downtown's Fountain Square being located in the middle of Fifth Street (where Government is today ... and my preferred spot); several retail shops had beautiful walkable display windows (especially during the holidays); we had family-oriented restaurants that were affordable; the Greyhound Bus Terminal had pickups and dropoffs on Fifth Street; plus our train pickups and dropoffs were at Union Terminal in the West End!!!???

• My first home after my parents divorce was Millvale in South Cumminsville in the late 1950s and early 1960s!!! Millvale is still a public housing complex owned by the Cincinnati Metropolitan Housing Authority. Today's housing complex is nothing like the then mixed-income, blue-collar, working-class complex I experienced!!!??? 🤗

• My family life with my father took my older brother, younger sister and I to Avondale!!! Forest Avenue Movie Theater was our favorite weekend hangout (after we finished our "household chores" ... We could watch movies and cartoons all afternoon for "one price")!!!

Avondale was not "a food desert" ... We had Kroger on Forest Avenue near Reading Road; and an A&P Grocery Store on Burnet & Forest Avenues!!!

For after-hours entertainment, there were our neighborhood bars, who also served freshly cooked, homemade meals with your liquor!!! Liquor and drugs were always available to those who desired them

... but not early AM hours, 24/7???🥴 Nor were we worried about our teens carrying loaded guns and someone shooting through our front windows???!!! 😉

Sooo ... What happened to our Cincinnati neighborhoods post-1967-1968 -- THE RIOTS ... WHERE INNER RACIAL AND ECONOMIC ANGERS BOILED OVER???!!!

White-male dominated businesses and varied-types of institutions sieged opportunities to impose red-line restrictions while challenging federal/state/local governments trying to cope with changing civil rights laws!!!

We are still fighting some of those same 57 year old neighborhood challenges under varied disguises today!!!??? 😳 ... Mainly, 🤑🤑🤑!!!

The fast-track the Connected Communities process is currently taking is too fast to accommodate Cincinnati's 49 of 52 neighborhoods ... Efforts to accommodate this severe need have been undertaken by neighborhood "volunteer" advocates!!! You will be fully advised of their final outreach and organizing initiatives at the hearing!!!

My final request to you ... DO NOT APPROVE THE CONNECTED COMMUNITIES ORDINANCE (AND/OR PROCESS) TO MOVE FORWARD UNTIL THE CITY ADMINISTRATION ADDRESSES ALL OF TODAY'S COMMUNITY NEEDS FOR ALL 49 OF 52 NEIGHBORHOODS!!!

Thank you!!!

Deborah Mays 😍

Urbancsik, Jesse

From: Elizabeth <eabert16@gmail.com>
Sent: Thursday, May 9, 2024 3:26 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

You don't often get email from eabert16@gmail.com. Learn why this is important

External Email Communication

Hello,

My name is Elizabeth and I am an OTR resident, and I primarily get around by bike, bus, and walking. I chose OTR when moving to Cincinnati in 2020 for its connectedness in transportation. Since then, I've learned a lot about how our city can grow to be more connected, equitable, and sustainable in design that involves and supports public and active transportation. I believe that future is possible for us, and we must do what we can to move towards it. **I am writing to express my wholehearted support for Connected Communities.**

I care deeply about pedestrian and cyclist safety. Tragically, a good friend of mine was struck and killed by a vehicle in Cincinnati this year. We should not have to worry if our lives are worth the risk of taking that walk or bike ride to the store. We need to build people-first infrastructure that is at the foundation of resilient, sustainable neighborhoods. Low-density, car-centric housing is dangerous for anyone who wants to spend time outside in their community.

I worry about having a walkable future if I will have to live in a place where kids can't walk or bike to school because it's five miles and a highway trip away. It isn't possible to even walk or bike to the neighborhood coffee shop when we can no longer afford to live in a neighborhood that has a local coffee shop. People are being priced out of the few homes remaining in our dense, walkable centers of activity, and we need more housing options so people at all income levels can live close to where they work and play.

The reforms proposed by Connected Communities will promote more housing, especially around business districts and major bus corridors. This will allow Cincinnatians to live closer to the places we frequent the most, reducing the need to drive and making our communities safer for everyone. I ask you to please support a bold, sensible solution to a more equitable and sustainable future Cincinnati.

Thank you,
Elizabeth

Elizabeth Gilbert
Pronouns: she/her

Urbancsik, Jesse

From: dahle@fuse.net
Sent: Thursday, May 9, 2024 3:56 PM
To: Cincinnati City Planning
Cc: Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Walsh, Seth
Subject: [External Email] Fwd: Zoning Changes

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from dahle@fuse.net. Learn why this is important
External Email Communication

I did send an email to the planning@cincinnati-oh.gov the other day after being notified that emails sent prior to a certain date would not be included in the analysis. But forwarding this one as well.

Thank you and thank you for the communication. Most appreciated.
Elisabeth Dahl
3267 Nash Ave

From: "Planning" <planning@mtlookout.org>
To: dahle@fuse.net
Sent: Thursday, May 9, 2024 3:17:44 PM
Subject: Re: Zoning Changes

Hi Elisabeth,

Thank you for sending your feedback to us. Have you sent this to the City Planning department? **Today is the last day** to do so for it to be included in the report they are submitting for the Planning Commission meeting on May 17. Send it to them at **planning@cincinnati-oh.gov**

If you have time to also send it to the city council (emails below), that would be very important as well.

Thank you!

Aftab Pureval **513-352-3250** **mayor.aftab@cincinnati-oh.gov**

Jan-Michele Lemon Kearney	356	513-352-5205	jan-michele.kearney@cincinnati-oh.gov
Victoria Parks	350	513-352-5210	victoria.parks@cincinnati-oh.gov

Anna Albi	346A	513-352-5280	anna.albi@cincinnati-oh.gov
Jeff Cramerding	346B	513-352-3640	jeff.cramerding@cincinnati-oh.gov
Reggie Harris	354	513-352-5243	reggie.harris@cincinnati-oh.gov
Mark Jeffreys	351	513-352-3464	mark.jeffreys@cincinnati-oh.gov
Scotty Johnson	349	513-352-4610	scotty.johnson@cincinnati-oh.gov
Seth Walsh	348	513-352-5232	seth.walsh@cincinnati-oh.gov
Meeka Owens	352	513-352-3466	

From: dahle@fuse.net <dahle@fuse.net>
Sent: Wednesday, February 28, 2024 3:13 PM
To: Planning and Zoning <planning@mtlookout.org>
Subject: Zoning Changes

In response to your green flyer regarding zoning changes, my feedback is that the zero parking spaces element will be a real problem. In the area near Mt. Lookout Square, Cardinal Pacelli and Mt. Lookout Swim Club, the housing is already fairly dense. Traffic is high (particularly due to the "private" neighborhood at the end of Ellison and Cardinal Pacelli school), and street parking is already scarce. The City should take a closer look at what areas could absorb parking-free multi-unit buildings without creating unmanageable congestion. Further, what is the point of 1/2 of a parking space for 11 units? What is the point of 1/2 of a parking space, period?

Thank you,
Elisabeth Dahl

Urbancsik, Jesse

From: Ellen McGrath <emmcgrath7@gmail.com>
Sent: Thursday, May 9, 2024 4:32 PM
To: Aftab, Mayor; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Owens, Meeka; Walsh, Seth
Cc: Cincinnati City Planning; ClerkOfCouncilEmail
Subject: [External Email] Objection to Connected Communities Zoning Ordinance

Some people who received this message don't often get email from emmcgrath7@gmail.com. Learn why this is important

External Email Communication

Mayor Aftab, Vice Mayor Kearney, President Pro Tempore Parks, Councilmember Albi, Councilmember Cramerding, Councilmember Harris, Councilmember Jeffreys, Councilmember Johnson, Councilmember Owens, and Councilmember Walsh, As a resident of the city of Cincinnati, I object to the proposed Connected Communities zoning ordinance. I believe more time needs to be dedicated to discussions of providing the communities affected with services the people need: businesses that employ people in the neighborhood, affordable food access, medical services, safe neighborhoods where police and fire departments are able to protect dense communities, schools, daycare, and community programs to educate the residents in financial literacy and other educational services.

My objection is based on the lack of real engagement and honest discussion with residents and communities about this large and impactful legislation. I believe the short timeline for approval of this ordinance, publicly released on April 11, 2024, prevents residents and communities from engaging with the city and addressing and resolving their concerns about the ordinance. Presentations in April at the Duke Energy Center left little to no time for citizens' questions and discussions due to a delayed start. Earlier presentations at neighborhood centers asked residents to write questions or comments on post-it notes. Little or no time was provided to listen and respond to their concerns.

I am concerned about how the proposed ordinance will affect residents, communities, and the city overall. Along with other citizens, I am concerned the city will take steps forward which may lead to more steps backwards without giving enough time for community engagement. Considering the needs of individual neighborhoods and adapting to them is critical to its successful implementation. Let's work together on this one!

I therefore request that you do not vote to approve the Connected Communities ordinance as written at this time.

Sincerely,
Ellen McGrath
Westwood Resident

Urbancsik, Jesse

From: ELIZABETH STOEHR <dawstar9@aol.com>
Sent: Thursday, May 9, 2024 4:27 PM
To: Cincinnati City Planning
Cc: Planning and Zoning
Subject: [External Email] Connected Communities Legislation

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To: Cincinnati City Council and members of the Cincinnati Planning Commission

Re: Connected Communities Plan vote

My name is Elizabeth Stoehr, I was born and raised in Mt. Lookout and as an adult lived in northern Italy, New York City, Cambridge, Massachusetts and northern California. I chose to return to Mt. Lookout in 1997 to live and set up my business. I lived in a two-family house here for twenty years before becoming a Mt. Lookout homeowner in 2018. I am deeply invested in this community—it is what brought me back, along with the quality of life and accessibility to green spaces.

I oppose the Connected Communities Legislation. The process feels rushed, one-sided and with no thought of long-term consequences—on this neighborhood or city.

Mt. Lookout has a sense of history, community and pride. There is a high level of interest in our community about this legislation as evidenced by the turnout of 50 people, including me, at the 4/25/2024 staff public zoom meeting—many residents of Mt. Lookout and opposed to the Connected Communities Legislation.

As you know the Connected Communities' proposed legislation was released April 11, 2024; its website promised a document to help the public understand the 150-page legislation so the public could give feedback--it was released May 2, 2024, after the last public zoom meeting on April 30th, 2024. How is the timing of the vote was going to be adjusted so that we have time to give our feedback?

Thank you for your time and attention.

Elizabeth Stoehr
2948 Van Dyke Drive
Cincinnati, Ohio. 45208
Dawstar9@aol.com
513-533-0149

Submitted by John Matulaitis, 3575 Saint Charles Place, Cincinnati, Ohio 45208

Shortfalls of the Connected Communities Plan that need to be addressed before acceptance of the plan

- The reduced parking requirement permitted by this plan, allowing for increased distances to parking, disrespects and ignores the daily challenges of the elderly, physically impaired, and people with small children. I have been on crutches while recuperating, I have dropped off and picked up people who have trouble walking great distances (but who don't qualify for a handicapped parking tag), and I have had to attend to young children. In all of these situations, distance matters tremendously. Finding adequate parking in Cincinnati is already enough of a challenge. Reducing this requirement would make this city less accessible and less attractive for people in these and similar circumstances and push them to look to the suburbs with free and plentiful parking in most locations.

- Improvements to supporting infrastructure must come before initiating denser development in the Connected Communities Plan. This is particularly true for our roads and sewers:
  - Cincinnati roads are already congested. For examples, Hyde Park near the Square is choked with vehicular traffic on most weekdays from 2 to 5, with backups extending north to Madison Road and beyond.
  - Many Cincinnati roads remain with damaged and deep pot holes and fissures for a long time and repairs don't seem to survive that long. Examples can be seen throughout the city of sewer caps sinking into and below the roadway not many years after repairs have been made. Paxton Road in Hyde Park between Erie Avenue and Wasson Road has multiple cases of this occurring. More housing will have more traffic, which will put an additional burden on the roads. So in addition to the repairs to be done before development, which involves heavy equipment on our roads, the quality and durability of those repairs must be improved. Requiring minimum road life contract guarantees from contractors could be a start.
  - Many if not most of Cincinnati's sewers are combined systems rather than the currently required separate storm water and sewage systems. Consequently, they overflow during excess rainfall events and sewage can bypass treatment. During a Planning and Engagement Community online meeting that I attended, a gentleman remarked that with the increased instances of such high volume rainfalls, the increased sewage from the higher density construction would be comparably insignificant. Quite the contrary, there would be more sewage in the systems with a greater bypass amount that would not only create greater environmental damage, but could lead to increased fines for not meeting water quality rules. Again an example of how infrastructure improvement should lead development is to start at the waste treatment plants and work upstream on the sewage system replacing the existing combined system sewage lines with separate storm water and waste sewers. Higher density development opportunities should only be considered in parts of the city no longer served by combined sewer lines anywhere until the treatment plants.
  - No mention was made of how the railroad sale trust funds work into this plan. Those funds should only be used for infrastructure improvements and those look to be a key first step to a successful development of the city. A clear and transparent incorporation of these funds needs to be investigated and presented.

- Increased taxes in any form to fund these developments are a non-starter. In my decades of working in the Cincinnati area, numerous work colleagues and friends have never and would never consider moving to Cincinnati because of the payroll tax. Income taxes drive away potential residents and businesses, not just expensive housing.

- Connected Communities will not necessarily increase affordable housing. It might in some places. However, increased housing density has had the opposite effect in Hyde Park and surrounding areas. I write this as observed fact and not just opinion in over 39 years living in the area as developers and builders have altered the housing stock. Most recently Madisonville has been transformed with numerous apartment developments, none of which I believe fit the description of more affordable housing, especially compared to the housing that it has replaced. The recently completed Ila apartments along Wasson Road were presented by the builders several years ago at a neighborhood council meeting as being planned for an estimated starting rental of roughly $1,500 per month. The latest advertisements state nearly twice that amount – not really more affordable housing. The vehicle fumes from the first floor garage are now unobstructed from venting to the adjacent homes, which is another not mentioned drawback of denser development. The development going up on the Square across from the fire station has rents that will be above $4,000 per month – not more affordable housing. As homes are torn down in the area, without an exception that I'm aware of, more expensive homes (or several) are built in their place – again, not more affordable housing. Developers and builders, as effective business people, do their best to maximize their profits and that's been easy to do in this part of town over the decades that I've been here, and I suppose longer yet. The Connected Communities plan must realize and acknowledge that there are parts of the city where supply will never rise to the point where it will meet and exceed demand with the result of driving down prices.

- This leads to another ongoing crisis, and one that may be amplified by a poorly implemented and rushed Connected Communities plan. That is our current disastrous property tax situation. While this is not just a city issue, my last property tax bill had more than 61% of collected revenue going to Cincinnati Public Schools alone. So, it is a city issue. As home values increase, taxes go up. Over the years, we've received explanations that would suggest my statement is incorrect. That while the relative property tax payments may change, the voted levies would not increase the total tax collected. Well, this past January it sounded like the outcry over very large tax increases came from throughout the city, with numerous letters to the editor written expressing concern that the writer might be forced to move because of the increased tax burden. Our own property tax bill in January of 2024 was 13 times (that's 1,300%) greater than what it was from our first bill in January 1988. That's more than an average increase of over 30% per year! In comparison, the Consumer Price Index for All Urban Consumers (looked up today) only increased 2.7 times (more specifically 267%) during those years. To really increase truly affordable housing in Cincinnati, the Connected Communities plan must engage with County and State government to halt this calamitous rise in property taxes.
- Along those lines, Connected Communities must address the issue of tax abatements. Most of these have gone to Hyde Park and Mount Lookout where they are not needed and have led to ever inflated values. To make housing affordable and encourage the creation of affordable housing, abatements should only go where they are needed. For starters, they should only be potentially available for developments in areas with below average housing values. In areas with above average market values, the market will drive builders without any added incentives.
- The broad brush approach to zoning changes presented by the Connected Communities plan is concerning in that it does not take into account current residents' concerns. We deliberately purchased a home in a single family zoned area to escape congestion. I grew up in New York City and attended a university in Manhattan, so I experienced a fairly compressed version of density. On visits back to my old neighborhood, I've been dismayed at the increased overcrowding there compared to my childhood, which quite truly seems to be bursting at the seams. I'm quite sure that my neighbors have settled in this area with a similar perspective, balancing community with personal space. It is completely inappropriate for non-residents to alter the balance without true resident participation. Sorry, but your planning meetings, which have often occurred during weekday work hours, don't count. Instead, each street that would be impacted by your zoning change recommendations should be canvased and only if

more than 50% of the residents (that's a true 50%, not just the fraction of people who are spoken to and respond, nonresponders are a no) accept the proposed higher density, could it be enacted.

- Lastly, residents of Cincinnati have been misled by government proposals in the past. The football stadium property tax rebate, which hardly ever materialized is an example. The promise to find funding for the streetcar, which didn't happen as projected. The property tax creep (flood?) that's been happening over the years despite claims during elections that this won't really increase your taxes. The sale of the railroad with the promise of not raising taxes, but with this plan and its potential tax increase coming right on the heals of the railroad sale, and so on. So there's a credibility gap to start with, when viewing this rushed, push to approve a plan, that's only recently been formally release in early April.
- First thing is to stop and slow down, allowing for greater clarity and transparency of what is and is not in the plan and how it will be paid for.
- Second thing is for the mayor, city council members, and creators of the Connected Communities plan to have some skin in the game. You must lead by example. At a minimum that means that the streets that you reside in and your neighborhoods must be the first places that have the plan implemented (after infrastructure issues are addressed of course). If your residence area is not impacted, then you cannot vote and must recuse yourself from a vote on the plan. That's Phase 1. Once Phase 1 is complete, the impacted communities are queried on how did that go. If 50% or more (and again it's 50% of everyone living in the area, not just those who are asked and reply) are satisfied or better, then the plan can move forward. Hopefully, you won't have to breathe vehicle exhausts in your back yard or through your open windows that is now the new normal for the folks next door to the Ila apartments on Wasson Road.

Urbancsik, Jesse

From: Jane Perry <janeperry118@gmail.com>
Sent: Thursday, May 9, 2024 11:26 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities Concerns

Follow Up Flag: Follow up
Flag Status: Completed

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External Email Communication

City of Cincinnati

801 Plum St.

Cincinnati, OH 45202

City Planning Commission and Department of City Planning & Engagement:

I'm writing to you as a resident of Mt. Lookout and have included the concerns of our community below. On these concerns we are aligned as a community as are other communities within city limits that believe they have been blindsided by the process and lack of communication surrounding the Connected Communities initiative. In addition to these concerns, I am emphasizing my concerns around this overall process :

1) Blatant lack of transparency – neighborhoods within the city were not informed, educated in a timely manner as to the plans for this initiative, voted on by the city council and likely advocated by the planning commission by either. Pop up events and sticky notes and planning games are no substitute for due process.
2) City planning commission Zoom meetings – the initial one, held precariously close to this decision to be made by CCC, was not recorded. Of the ~30 city residents who spoke, two were in favor of CC. But that data was lost. Unless some of us recorded it. We did.
3) Cincinnati is striving to be revered as a hub or city of interest in the Midwest to attract business and investment. If the CCC and planning committee approves this, the city will deteriorate and continue to be in debt. Similar initiatives have failed in Minnesota, Charlotte and Portland to name a few. And if implemented, there will no doubt be a considerable exodus of current city home owners to suburbs and out of town. Most know of the impact this will have on property value, safety of neighborhoods and overall desirability of living here. We will leave.

The legislation ignores the unique needs and circumstances of each of Cincinnati's 52 neighborhoods. Our specific, existing challenges are long-held concerns that MLCC has been trying to address for many years. The MLCC has spent considerable time and effort educating our residents and business leaders on the Connected Communities proposal, and collecting their input to inform our position on the issue. MLCC hosted two public meetings dedicated to the topic. We received feedback via email and Facebook. All told, we heard from 145 Mt. Lookout residents and business leaders. The feedback has been clear and almost universally in opposition to the legislation as currently drafted (we received only 1 message of support). Accordingly, the MLCC board unanimously opposes the Connected Communities proposed legislation as currently drafted for the following reasons.

1. Existing Diverse Housing Options: Mt. Lookout currently offers diverse housing options with many middle housing units in the legislation's targeted zone.

○ MLCC requested, but was unable to secure, an analysis of our current single-family and middle housing inventory in the Connected Communities targeted area from DCED. As a result, MLCC board members walked the Mt. Lookout target area (¼ mile surrounding our NBD) and conducted our own audit of current housing stock. Approx. 47% of units are middle housing today, with 53% single family homes. ○ Within ¼ mile of our NBD there is already significant and varied RM zoning allowing multi-family housing.

2. Overburdened Sewer/Stormwater Infrastructure: Our neighborhood currently faces flooding, sewer backups, and related challenges stemming from overburdened and inadequate infrastructure. We believe the increase in density will only further overburden the system.

○ With each major storm in the area, our residents and businesses incur significant damage due to flooding. The most recent instance of this occurred on April 2, 2024. Multiple Mt. Lookout businesses and many residents were impacted, with some sustaining tens of thousands of dollars in damage. Several businesses were forced to close for an extended period.

○ Increasing Mt. Lookout's density footprint will significantly increase sewage output, while reducing the permeable surface area (trees, foliage, and natural ground cover) critical to proper stormwater drainage. ○ The legislation is in opposition to stated goals of the 2023 revised Green Cincinnati Plan. ○ While the EPA consent decree has been cited, MLCC has yet to receive any specific information or a commitment to address the long-standing issues, despite repeated attempts to engage with the City.

3. Parking: Our NBD and surrounding residential areas already face parking challenges.

○ Having a car, and adequate parking for it, is very important for our residents to be able to complete basic functions, such as commuting to work or getting groceries. Some of our residential streets cannot accommodate the current on-street parking needs. This legislation will exacerbate that problem.

○ Parking is a primary concern for business leaders. While increased pedestrian traffic is desirable in our NBD, a majority of people rely on parking to patronize Mt. Lookout. Business leaders routinely hear negative feedback about current inadequate parking. NBD patrons resort to parking in nearby residential streets. Relaxing parking Mt. Lookout Community Council, P.O. Box 8444, Cincinnati, OH 45208 requirements would be detrimental to existing businesses and would negatively impact Mt. Lookout's ability to attract and retain businesses.

4. Pedestrian & Traffic Safety: Increased density will result in greater congestion and traffic in our already busy streets, resulting in increased threat to pedestrian safety.

○ Pedestrian & traffic safety is a frequent topic at MLCC meetings. Three pedestrians have tragically died in recent years on roadways in/around our NBD. Our NBD currently deals with repeated property damage from accidents that thankfully have not increased that fatality number.

○ Inter-neighborhood commuters already cut through Mt. Lookout's narrow residential side streets, such as Paxton Ave and Herschel Ave, in order to avoid the current congestion in our NBD. This puts residential pedestrians and children at risk. Increasing density will clearly exacerbate these traffic issues.

5. Lack of Engagement with Critical Stakeholders: In our conversations with Stormwater Management Utility (SMU) and Cincinnati Public Schools (CPS), we were surprised by the lack of engagement they have had in the legislative process.

○ The absence of a clear strategy to address the effect of this increased density on our public services is concerning. As an example, Kilgour Elementary– Mt. Lookout's neighborhood public school– was built to accommodate roughly 450 students. Current enrollment is approx. 565 students. Increased density will likely further increase enrollment, and there has been no discussion of accommodations for CPS.

6. Neighborhood Character: The proposed legislation in its current form will undermine the characteristics that make Mt. Lookout desirable. Increasing density and altering the mix of housing options may diminish property values and negatively impact those who bought into our neighborhood.

7. Current Zoning Relief Process: Existing building approval processes (e.g., variances, special exceptions, and site-specific rezoning) allow middle housing, while still allowing the input of residents. Instead, this legislation would permit higher density housing by right, thereby muting the voice of the community. This runs contrary to the fundamental notion of due process. 8. Housing Affordability: We believe the legislation will not succeed in achieving the goal of affordable housing in Mt. Lookout. ○ A recent development converted one single-family home to a 19-unit residential building. The developer shared that units start at $2,500/month. We welcome the opportunity to collaborate in addressing the shared goals of our neighborhood and the City Administration. To date, we have not been approached by the office of any City administrator or legislator for such an engagement. Clarifying the goals and underlying need for this legislation, while defining clear measures of success, would provide a path for success that seems lacking in its current form. To that end, we invite you to meet with our board, residents, and business leaders prior to voting on the Connected Communities legislation. We are flexible to any date and time, and look forward to organizing this engagement as soon as possible.

Respectfully submitted,

Concerned Resident

Mt. Lookout

Urbancsik, Jesse

From: John Thompson <jthompson@lee-associates.com>
Sent: Thursday, May 9, 2024 3:00 PM
To: Cincinnati City Planning; Aftab, Mayor
Subject: [External Email] Connected Communities

You don't often get email from jthompson@lee-associates.com. Learn why this is important

External Email Communication

Hello Mayor

I do not agree with the planned changes for zoning in Mt Lookout.

Adding density to the commercial areas (in and near the Mt. L Square) may be warranted, but Ellison Avenue near me has plenty of 4 families and the entire Mt. Lookout neighborhood is well sprinkled with multi family.

We also do not yet live in a vehicle-less dream society, so some parking must be included if you are going to increase density.

Not sure whether this plan has been fully thought out.

Thanks
John

John Thompson
Senior Vice President
Lee & Associates | Cincinnati

D 513.588.1842
C 513.703.2500
O 513.272.6800
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Urbancsik, Jesse

From: Jaime Willis <jaimebwillispsyd@gmail.com>
Sent: Thursday, May 9, 2024 2:54 PM
To: Cincinnati City Planning
Subject: [External Email] Strong objections to Connected community's proposal regarding Mt Lookout.

You don't often get email from jaimebwillispsyd@gmail.com. Learn why this is important

External Email Communication

Greetings,

For over two decades I have been a homeowner in the light bue area and business owner in the dark blue area in heart of Mt Lookout Square. I can state without question that the paucity of parking is a huge problem for our businesses and our streets. My business relies on people coming from all over the city and my clients are often late for their appointments struggling to find parking. Neighboring businesses must to offer curbsise carry out to wherever their customers can find a spot to illegally wait, in order to entice customers to continue to patronize their businesses.

Developments along these streets have already negatively impacted the parking and flow of traffic and relaxing parking restrictions, and changing the zoning would worsen these problems exponentially.

As a resident, I am routinely faced with being unable to navigate our narrow streets. With too many cars and all parking occupied, the flow of traffic stops to allow for one lane of cars to pass while another lane is backing up through the square. Traffic is horrendous during rush hour.
And makes navigating our streets frustrating and difficult. Adding residences without parking would exacerbate these problems that already exist, making living, working and doing business in our community untenable.

While residents in the Dark blue areas may expect to have higher density rental properties, they still struggle with parking, making it very challenging to have guests or Finding a place to leave their car when they return home. The lighter blue areas have drawn owners willing to pay higher prices and extremely high taxes to live in the charming neighborhood characteristic of Mt Lookout with old and varied architecture and the beauty of well maintained landscaping and charming single family homes. Peppering random multifamily, developments among our charming neighborhoods would be an eyesore and would change the character of the neighborhood I have invested in and have chosen.

When the nearby church, school or swim club or have events, there is literally no parking available on any of the surrounding streets and I have frequently been unable to exit my driveway due to the narrow streets and parkes cars lining every available inch.

Lower cost housing would not be a reality in Mt Lookout anyway. Any unit constructed would inevitably charge prices characteristic of living in this highly sought after and beautiful community. It would not accomplish your stated goal. It would backfire on the residences and businesses, just as it has in other areas that have commensurate characteristics and have suffered the failures that are easily predictable and easily seen by those willing to do their homework, viewing other states and communities where

similar changes have been put into effect in similar areas. The limited research These changes are based on are outdated and do not reflect accurately. The characteristics and needs of Mt. lookout. We are already very pedestrian, friendly and are sorely lacking in parking.

While the changes suggested in this program may be very beneficial for other city center areas Which are struggling or in need of higher density and could support lower housing costs, even a cursory review of the needs and problems within Mt lookout would easily demonstrate that these proposed changes would obviously exacerbate already existing problems and would harm our businesses further.

Each neighborhood in question should have the opportunity to vote on whether they would like these changes adopted rather than a blanket change throughout all proposed areas that would negatively impact many of the city centers and surrounding neighborhoods.

I am only writing my objections now. Because I have just now learned of this effort to quickly push through significant changes without community members being engaged or informed in an effective way. It also seems that the changes on your maps are not consistent among areas, all of which create the appearance of underhanded or dishonest intentions, benefiting developers, without proper consideration of the impacts on the individual communities impacted.

Jaime Willis

907 Nancy Ln and
3200 Linwood Ave.

Urbancsik, Jesse

From: John Yung <jyung.oh@gmail.com>
Sent: Thursday, May 9, 2024 2:29 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

External Email Communication

Dear City Planning Commission,

I am writing today to express my opinion on the pending Connected Community legislation before you. I am an accredited urban planner with over 15 years of experience in the field, working on both the public and private side of the profession.

Over the past 8 years I have worked in many city neighborhoods and with several stakeholders on strategic plans, visions and strategies to help move communities forward. Connected Communities encompasses many of the reform recommendations from those plans.

Passing significant legislation and reform often brings out detractors. This is not unexpected. As such I offer my insights to the Commission on this:

Most people buy into neighborhoods for what they are when they move there. Few buy into it for what it can become. The opposition sentiment coming from community members is a fear response intended to preserve the status quo of a neighborhood.

In neighborhoods where disinvestment has occurred over decades, the opposition sentiment comes from the fear that any neighborhood change will result in displacement and gentrification. This is another fear response where an unclear future is more threatening than the status quo.

However; these instincts are counterproductive to neighborhood health. No neighborhood stays the same. They either evolve or decline. Cincinnati has seen its fair share of declining neighborhoods under the current zoning code.

Indeed, there are examples where building owners seek to rehabilitate existing two, three or four unit buildings and are met with cumbersome and stressful processes that introduce uncertainty in development and invite adjoining property owners to weigh in on impacts, real or perceived.

What Connected Communities does is it simply allows the areas of the cities where this level of density existed before. It allows the many three and four unit buildings, perfect for workforce housing, to be reactivated by right. It allows new buildings to be constructed that better integrate into the city's existing fabric. A neighborhood fabric built on the back of an expansive historic streetcar system a century ago.

While the proposal reduces and rearranges parking, it does not give up on automobiles as a transportation option. Instead, it removes barriers that often require more parking than what is needed for development projects. This is part of the transportation rebalancing act that will deliver safer streets for drivers, pedestrians, bicyclists and bus riders.

Demographic data shows that GenZ is continuing the trend where people delay or defer obtaining their drivers license. Building new and rehabilitating old buildings that do not require cars opens the city up to this emerging population, many of whom are just entering the workforce.

There is a macro competition across peer cities for this crucial demographic and better transportation options are a crucial component. Building more housing opportunities connected to transit helps make Cincinnati competitive with other cities like Columbus, Indianapolis, Nashville, and Kansas City. All of which are enacting their own zoning reforms to attract and grow their populations and economy.

For Cincinnati, inaction is not a choice the city can afford. The existing zoning regulations fail to allow the city to adapt to the challenges of attracting, retaining and growing people to the city. They fail to address the city's goals for environmental sustainability, they fail to meet the urgent need to deliver housing that is affordable to people of low and middle incomes. And they fail to encourage the practical reuse of the city's many historic buildings in and outside of established historic districts.

Connected Communities is a much needed reform that takes a scalpel to the existing zoning code, not a hammer. While the city can and should enact further reforms over the long-term, this proposal allows the city to take the most practical, incremental steps today to address these issues.

It allows Cincinnati to evolve.

I strongly urge you, members of the City's Planning Commission, to recommend adoption of the Connected Community reforms as presented by city staff to City Council.

Thank you,

- John Yung, AICP

Urbancsik, Jesse

From: Kerry Devery <kerry.devery@gmail.com>
Sent: Thursday, May 9, 2024 4:41 PM
To: Cincinnati City Planning
Subject: [External Email] Re: Connected Communities: Notice of City Planning Commission Meeting

Follow Up Flag: Follow up
Flag Status: Completed

External Email Communication

City Planning staff and Planning Commission,

I am writing in support of the Connected Communities proposal as proposed as I believe this reform package is necessary and long overdue.

I have lived in the Cincinnati area for over 10 years at this point and my social network has always been centered on the east side of the city. I have seen first hand how the lack of construction of new housing units have caused the cost of living to seemingly skyrocket in a rippling effect throughout the east side. I remember a time when Oakley was on the verge of becoming an in-demand neighborhood and was still being referred to as “near Hyde Park.” I have friends who had to move out of the city altogether during the pandemic, as their Pleasant Ridge home became too small for their growing family, and there were no homes in the city limits they could afford for a family of 5. They were very surprised how much their house had increased in value in the short time they owned it.

It seems clear to me that over time prices started to rise from areas such as Hyde Park square and Mt. Lookout Square. When inventory and vacancy shrank, the housing market moved to adjacent communities, such as Oakley and Pleasant Ridge.

When I was looking to gain more legal permanency by purchasing housing for myself, I could not find anything I could reasonably afford in Pleasant Ridge, where I was renting the second floor of a home, with the owner living below me. This was five years ago and I am still surprised how much prices have continued to climb. I thought I would not have been able to stay within the city myself, but was lucky to find something appropriate for me in Madisonville.

If something like Connected Communities had passed 10 to 20 years ago, the current affordability crisis would not be as severe as it is now. Since we cannot go back in time to implement this reform, the city needs to implement it as quickly as possible to help cool off the market as quickly as possible.

I ask that the city continue its work increasing capacity at the Law and B&I departments to crack down on negligent landlords while simultaneously protecting tenants. I ask that the city continue its work in investing in traffic calming and pedestrian safety. I ask that the city continue to increase capacity at the Parking Division for parking enforcement. I urge the mayor and city council to find solutions to increase funding for all of these initiatives. I also urge the mayor and city council to pressure the Department of Transportation and Engineering to further invest in our public transit system by implementing signal

priority in as many intersections as feasible.

Overall, I have been very impressed with the work the Department of Planning and Engagement have done on this initiative and hope they are able to capture the experience gained from this process in future initiatives.

Kerry Devery
Madisonville resident

On Fri, May 3, 2024 at 3:20 PM Cincinnati City Planning <planning@cincinnati-oh.gov> wrote:

> Please be advised that the City Planning Commission will meet on **Friday, May 17, 2024 at 9:00 a.m.** to consider the Connected Communities legislation.
>
> The formal notice is attached for your use.
>
> Thanks,
>
> City of Cincinnati | Department of City Planning and Engagement
> Two Centennial Plaza | 805 Central Avenue, Suite 720 | Cincinnati, OH 45202
> 513-352-4890 (p) | 513-352-4853 (f) | Facebook | Twitter | Website | Plan Cincinnati
>
> city of CINCINNATI
> CITY PLANNING & ENGAGEMENT

Urbancsik, Jesse

From: Kelly Hibbett <hibbettkelly@gmail.com>
Sent: Thursday, May 9, 2024 4:19 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

External Email Communication

Dear Planning Commission Members,

I applaud the fact that you are trying to figure out a way to increase the amount of affordable housing while ostensibly deconcentrating poverty in our city. However, in my opinion, the Connected Communities proposal will do just the opposite.

It would have been wonderful for citizens to have been able to work with the City in revising the plan. That way, the city government's big-picture view of the plan could have been enhanced by the knowledge residents have of the potential impact it would have on their own neighborhoods.

I know the City reports that they have been engaging with the public for two years. I attended many of those "engagement" sessions, but there was little room for community input as the sessions were more of presentations at which we could put stickers on charts or answer city-created questions on sticky notes. I also believe the short timeline for approval of this ordinance, which was only publicly released on April 11, 2024, prevents residents and communities from truly engaging with the City and addressing and resolving their concerns about the ordinance. It is my hope that you will press pause on this legislation to do just that.

If the City truly desires to deconcentrate poverty and eliminate economic and racial segregation in Cincinnati, as the mayor and the October 2023 HUD PRO grant application claim, this legislation is not the way to accomplish it. In fact, I believe it will only exacerbate our problems.

Over the past few years, the west side of Cincinnati has become a refuge for low-income folks who have been displaced from other parts of town. While it is certainly a good thing to have had enough housing stock to keep people off the streets when they lost their homes, they were easy prey for slumlords. And living in financially depressed parts of neighborhoods comes with costs that are unacceptable in terms of quality of life.

According to the 2020 census, the homeownership rate in Westwood was 35%, and I would venture to say it is much lower now. Those aforementioned out-of-town and predatory landlords have wreaked havoc on our side of town, and the City has been utterly ineffective in curtailing the devastation by insisting that they follow city code for their properties and holding them to account. As they buy up increasingly more property, neighborhoods are growing more unstable. Living conditions are becoming unbearable for many.

This instability is evidenced by the overload our fire department, Engine 35, is experiencing. Since 2020, calls for service have risen from 396 to 692 per year. The department gives regular reports at civic association meetings and have explained that the increase in calls is directly related to the influx of

impoverished and displaced people crammed into unsafe buildings and needing lots of extra help with medical conditions because of not having had equal access to healthcare throughout their lives. The fire department Is overwhelmed by this increase in need. People will suffer.

The concentration of poverty in my neighborhood and the west side in general is severely affecting the quality of life of all who reside here. It is no wonder the City aspires to deconcentrate poverty—they know that with it, comes all sorts of ill effects. Living in these kinds of circumstances destroys all hope for something better. Crime increases. Pride in the neighborhood decreases, as evidenced by the litter and dumping problem that is plaguing Westwood and Price Hill. Businesses are closing at an alarming rate on our side of town due to crime and the prevalence of drug addiction. East Westwood has become a food desert because of this. For instance, Kroger left and a plasma donation center took its place. This is the kind of business we are attracting, not the kind of businesses that will draw people who want to pursue home ownership and establish roots in a neighborhood.

Healthy neighborhoods require balance. Removing zoning restrictions and increasing density in ALL business districts across the city certainly seems like a good way of doing just that. However, although this new proposal looks different on the surface from the 2022 one, its discriminatory effects are likely to be the same.

The zoning map from the rejected 2022 plan revealed that segments of the city colored in brown were to receive the brunt of this legislation, increasing their density. Those areas already happened to be the densest, lowest income, highest crime areas of the city, areas where primarily economically disadvantaged brown and black people live. The areas marked in yellow were not going to be touched. Those areas happened to be the more affluent, single-family, predominantly white areas. City Council clearly saw this discrimination and soundly rejected the proposal.

The new Connected-Communities version map only appears to have corrected this oversight. In this incarnation of the plan, instead of easily identifiable low-income parts of neighborhoods being targeted, whole streets are. The current proposal expands the targeted areas to include Tier 2 corridors (the main westside corridors), streets that people citywide do not realize hit the same demographic as the first proposal did.

But what about the fact that ALL neighborhood business districts are included in the plan, even in those affluent, single-family zones? At the CC Summit at the convention center, the mayor asked and answered a rhetorical question: " Will low income folks be able to live in all neighborhoods? YES!" According to rental properties listed on May 4, 2024, single-family units in Price Hill were renting for an average of $800 a month, whereas those in Oakley averaged $1700 a month. New builds in those areas will continue to have vastly different price points. As a resident of Oakley privately said at the summit: "No poor person is going to be able to live in Oakley." That is why he, too, is against the proposal.

Please stop this legislation in its tracks and actually enable public discourse in order to find out how it will impact each neighborhood. Please vote no on the 17th to ensure that the legislation will achieve its stated purposes of deconcentrating poverty and increasing affordable middle housing without destroying the Westside and more deeply entrenching the economic and racial segregation in Cincinnati.

Thank you for your persistence in finishing this long email. (I'm a retired English teacher who loves her neighborhood. That should explain it.)

Sincerely,

Kelly

Kelly Hibbett
(513) 482-1624
3324 Queen City Ave.
Cincinnati, OH 45238



"I believe in Christianity as I believe that the Sun has risen not only because I see it but because by it I see everything else."
--C.S. Lewis

Urbancsik, Jesse

From: katie greenwell <cincygreenwells@hotmail.com>
Sent: Thursday, May 9, 2024 5:25 PM
To: Cincinnati City Planning
Subject: [External Email] Mt Lookout Connected Communities

External Email Communication

Hello,
I have been a resident of Mt Lookout for 12 years and have no intention of ever leaving the area.
I love and am an active participant in our community.

I have multiple concerns about the new zoning you are trying to bring to the area and would like my disagreement to be noted.

I do not agree with the density restrictions being removed.

I do not agree with the blanket statement that single family homes may be replaced with 2, 3 or 4 unit buildings that require no parking to be allocated.
The overcrowding of our area will not add to the appeal of living there. It will diminish the wonderful beauty and welcoming neighborhood feel that Mt Lookout offers.

I do not agree with the parking requirements suggested surrounding the development of larger buildings. It is ridiculous to require zero parking spots allocated for the first 10 units and even more absurd to only require ½ a parking spot for the following.

Mt Lookout is a walkable community and I absolutely love that fact. However, reducing limitations on space and not requiring adequate amount of parking will lead to further congestion in the business district. It is already difficult to find parking around the square if you go to be a patron at the businesses.
Requiring less parking for more housing will make the area a nightmare and contribute to less people supporting our small local businesses that make living in and frequenting Mt Lookout so wonderful.

Please make note of my opinions as this important to me and my family that is grateful for the Mt Lookout community.

Katie Greenwell
1220 Herschel Woods Lane
Cincinnati, OH 45208

Urbancsik, Jesse

From: Michael Bridgers <mbridgers77@gmail.com>
Sent: Thursday, May 9, 2024 4:37 PM
To: Cincinnati City Planning
Cc: president@mtlookout.org
Subject: [External Email] Objection to Connected Communities in Mt. Lookout

You don't often get email from mbridgers77@gmail.com. Learn why this is important

External Email Communication

Dear City of Cincinnati Planning Department,

I'm writing this email to state my strong objection to your plans for passing and implementing the Connected Communities legislation in Mt Lookout.

I have lived in Mt. Lookout for the last 12 years, and we already have limited parking available on the street or parking lots when trying to visit the shops and restaurants on Mt. Lookout square. Your Connected Communities legislation focus around the Mt. Lookout square and the nearby vicinity will make it nearly impossible to find available parking, and will also clog our already busy neighborhood streets with even more cars parked on the street. This legislation serves no purpose for the community of Mt. Lookout, and it will only cause harm to the local businesses and make our streets even less safe.

Having had three parked cars damaged on the street in front of my house over the last 3 years, the last thing we need is more crowded streets with even more street parking. It would also take away from the beauty of our neighborhood. I have worked very hard in life to afford to live in Mt. Lookout, and I'm very concerned about the negative effect of your connected community legislation on our neighborhood.

Sincerely,
Michael Bridgers
1146 Herschel Ave
513-608-0832

Statement of Proposition

Missing Middle Housing is *still* missing | 1
Undesign the Redline, please | 2
Homeownership Difficulties re Middle Housing | 3

May 9, 2024

Allowing Smaller PDs will promote PDs, especially in the City's Historic Districts

PDs in Historic Districts should be disallowed, in short, PDs should be prohibited outright.

In many of our nation's historic districts, especially those deemed national treasures by local citizens and municipal government leaders, PDs are prohibited.

Does the City value the Over-the-Rhine Historic District?
Does the City value its other historic districts?

Our nation and city's treasured Over-the-Rhine Historic District is not the oldest neighborhood in the city but it is The Mother Neighborhood.

PDs are antithetical to the principles, policies, and protections embodied in the following democratically-approved laws and regulations:

1) Cincinnati's local preservation ordinance, regulations, and individualized sets of design guidelines

2) National Preservation Act (1968) as amended, but also all other preservation regulations including those in concordance with other federal laws, i.e., federal laws and regulations controlling transportation projects plus environmental safeguards

3) Cincinnati's agreement with federal and state agencies, promising to abide by its Certified Local Government Agreement as set forth in federal regulations

These federal and local preservation laws and regulations protect our city's historic resources and assets.

PDs wipe out all underlying zoning thereby allowing the Owner-Developer Group, by right, to add in or delete zoning-controlled elements to suit their large-lot aggregation (now a small-lot aggregation) to the detriment of the city's historic resources and, in some ways even more importantly, the city's residents including homeowners. Where highly inappropriate, PDs are deemed to violate these important laws and regulations. PDs produce litigation, bad relations due to mistrust, and oppressive outcomes.

PDs are used to avoid small-scale buildings, known as Middle Housing or Upper Middle Housing.

PDs will be used, especially in the city's Historic Districts where buildings exist on parcels in some places no wider than 20 feet such as OTR, to build massive, too tall, and excessively dense housing – entirely out of character with the area's other housing – to satisfy investors, leaving residents and homeowners to absorb the negative environmental impacts for 40 years or more.

And the ironic part is that Over-the-Rhine's residential buildings are perfectly suitable for residents regardless of income.

One of the premier hallmarks of Middle Housing – at least the valued type that is missing in many neighborhoods - is that it conforms or fits in with existing, older housing in a neighborhood.

Middle Housing is usually no taller than 2 ½ stories per Mr Daniel Parolek who is widely acclaimed for coining the term Missing Middle. Upper Middle Housing is three stories.

(At one of the residential housing spectrum are Single Family Houses and at the other end are mid-rise and high-rise residential buildings. In the middle are duplexes, fourplexes, stacked threes, row houses, and Mansion Apartments with set-backed forecourts - called courtyards if there is a fence or hedge – the type of beautiful buildings constructed yesteryear in Avondale and Clifton.)

The envelope for Middle Housing is no larger and no taller than other housing on the block or street, and that is precisely why its allowance in many zones is – just perhaps – a good thing. PDs negate all of that.

With lot aggregation now reduced from 2 acres to 1.5 acres, in addition to the variances or exceptions for so-called *de minimus* allowances, we will see PDs soon with only ¾ acre, ½ acre, or even scattered sites using city properties, rights of ways, and alleys. PDs will be breaking out all over the city, courtesy of the Davis Decision but also because appeals must be taken to the Court of Common Pleas.

Who will be appealing? No one.

Please help by recommending removal of PDs from the Over-the-Rhine Historic District. PDs are also used to demolish historic buildings. The Mercer Commons PD destroyed two historic buildings, for example.

Home ownership is difficult to attain with Middle Housing; therefore, this legislation does not promote home ownership

Some of the problems, described by Mr Daniel Parolek:

1) Perceived cost inefficiencies for small-scaled buildings.

No reason to build small-scale. When zoning allows everything that is not small-scale buildings, no reason to build Missing Middle Housing.

2) Financial risks are real for small condominium projects.

Construction lenders may require 50% of units to be presold prior to construction draws.

3) Condos are difficult to buy.

The FHA is used by many first-time buyers due to relaxed credit and 3.5% of purchase price. The FHA requires a condo to have FHA approval, such as the following:

a) At least 50% of the condo units must be owner-occupied; b) no more than 30% of the units have existing FHA loans; and, no more than 15% of the units have association dues more than 30 days due.

Of the 150,000 condo projects in the US (as of 2019), only 6.5% were approved to participate in FHA's mortgage-insurance programs.

In October 2019, FHA changed some of its rules: A home buyer can obtain an FHA mortgage for a condo unit in an unapproved condo project if it is completed and meets the following criteria:

a) for a development with fewer than 10 units, no more than 2 can be insured by FHA; b) for a development that exceeds 10 units, a maximum of 10% can be insured by FHA; and, c) a minimum of 50% of project units must be owner occupied.

Daniel Parolek*, Missing Middle Housing, Thinking Big and Building Small To Respond to Today's Housing Crisis*, 2020, Pages 81-87

Bottom Line:

The Red Line, albeit faint, is still here.

Please devote some time to thinking about ways to Undesign The Red Line.

Note: Lexington Ky has embarked on a city-wide mission to demonstrate the existence of the Red Line and its many iterations; former deed restrictions; zoning; real estate agreements; development practices; and, the consequential lack of appropriations for good parks (plus many other diminutions of municipal Level of Services). Lex Ky leaders are doing this in an effort to re-zone the city to be integrated, and without shadowy barriers trailing the city's residents. So far, they are doing a good job. Lex Ky has many challenges, but this city is not leaving its residents wondering what the Red Line is, and how it negatively affected so many of its residents and the city itself.

Parking Matters

1) Please prohibit 'tuck under' houses or housing units.

Tuck-under is the term used by Mr Daniel Parolek. He now lives in Berkeley CA.

I call them Snout Houses. They are houses or housing units built with the first floor devoted to a garage plus a drive way and a curb cut. Snouts are designed so people live over the garage opening which is the face to people on the street (and neighbors). They are typically a suburban typology where the garage is placed next to the front door or built under part of the front façade, or under a rowhouse.

Snout Houses should never, or rarely, be allowed in our smaller, older neighborhoods. They should never be built in the Over-the-Rhine Historic District. A set of them were allowed to be built on Mulberry Street, divorcing those residents from their street and neighbors but also disrupting the streetscape. Another set of snout houses was approved for Dandridge Street (near the Pendleton Arts Center),

thereby disallowing all on-street parking on the north side of that narrow, urban street that is densely built with multi-family buildings.

Unless people live over a storefront, they should be living on the ground floor when housed in residential buildings. Furthermore, those curb cuts for new buildings (infill) take on-street parking spaces *permanently*, regardless whether a resident uses their garage for their vehicle, or only bicycles, or their potting shed.

Another reason snout houses are poor urban design: The impervious, hard-surface driveways and curb cuts interrupt the streetscape for trees, fencing, hedges, flower beds, and – yes – the row of parked vehicles.

Not even an owner's contractor who shows up to fix the plumbing, the roof, the windows and so on, can park their vehicle near the owner's house. Those owners' guests, visiting family members, and contractors, park on the street in front of other people's houses but the neighbors can never park in front of the Snout Houses.

Snout houses or tuck-under houses are a bad idea all around on our urban streets and historic streets but with one big exception: Steep hillsides where no one parks their vehicle on the street anyway. An example is at the top of Sycamore Hill, the west side of the big S curve. Those houses were built with tuck-under garages. Those are appropriate; all others are not.

Please consider an addition to the Parking component of the Zoning Code. Governing where tuck under houses can be permitted will help make our streets lovelier, more livable, and more equitable since on-street parking is now a scarce resource needed by residents of all incomes.

A 100-foot buffer for intensive uses next to residentially-zoned areas is 400 feet short

Please do not reduce the buffer.

We have families whose children cannot sleep due to sonic intrusions of all sorts. We have residents who work 1st, 2nd and 3rd shifts in our 24-hour centers such as our hospitals, hotels, the justice center, and the CBD's high rises. To work, they must have sleep.

All residents, regardless of age, schooling, or types of work experiences should have a stable quotient of peaceful enjoyment of their home without intrusive noise, horn honking, fighting, drug dealing, trash flings, and post-industrial Mardi Gras weekends created by outsiders visiting bars, clubs, etc.

If people wish to live on Main Street or Vine Street, there are plenty of rental opening and condos for sale, all the time.

Please re-think the 100 foot buffer. This is one way to bulldoze people out of a neighborhood, a block, a street.

Residents need for more time to review the lengthy Zoning Code Revisions

The new regulations are said to be 150 pages or so of single-line print.

The maps are nearly illegible due to so many undifferentiated colors and seemingly hundreds of new designations or overlays.

Without enough time to read, review, and gain clarity, residents are not able to understand the proposed legislation. But perhaps they were supposed to understand only the graphics and photos in the Connected Communities presentations.

How can residents promote good revisions to the proposed Zoning Code or understand how the presented policies match up with the proposed laws? They can't. Gaveling this legislation through while residents are still wondering how these codes (over 100+ pages) affect them singularly and collectively is not responsible governance.

Residents should have the opportunity to get help with understanding the changes, as proposed and not just the photos of Middle Housing. While I am confident that I can make mistakes and I do, I cannot be sure that others have not, especially in light of Owner-Developers proclaiming regulations are *de facto* barriers to building Middle Housing (small-scale buildings).

The so-called Missing Middle is about design, shape and form so as to fit in with residential neighborhoods.

Mr Parolek speaks of homes and units as small as 600 feet.
Compare with units of only 250 feet for Cincinnati's residents.

Opinion: We can design our way of Berkeley's housing crisis with 'missing middle' buildings

https://berkeleyca.gov/sites/default/files/documents/2019-04-23%20Missing%20Middle%20Initiative.pdf

Page 16/87 → One and a half page letter By Daniel Parolek, Dec 19, 2017

Communications and documents hewing to agreed intentions and outcomes are the cornerstone of integrity and good governance – democratic governance. But I am afraid the communications that underscored the presentations about Connected Communities are not realized in the Zoning Code legislation, as written. I hope that I am the one who is misunderstanding. If so, I will apologize for this.

While I have set out a few questions in this statement, I have others. I believe my fellow citizen-residents may have their own set of concerns and questions. Surely, we could be afforded more time to understand this massive document, maps and colors.

I and others would feel more confident of the entire undertaking if we were allowed more time to read and then gain clarity, and gain clarity from the people who have been working on the legislation.

Please consider providing us more time to do this. For your patience and kind consideration of these matters, thank you. Myra Greenberg, Over-the-Rhine Historic District.

Urbancsik, Jesse

From: Michael Hauser <greystone00@gmail.com>
Sent: Thursday, May 9, 2024 10:27 PM
To: Cincinnati City Planning
Subject: [External Email] Fwd: Connected Communities recommendation for deferral toward City Council
Attachments: Signed Opposition sheets for CC070.jpg; Signed Opposition sheets for CC066.jpg; Signed Opposition sheets for CC068.jpg; Signed Opposition sheets for CC069.jpg; Signed Opposition sheets for CC067.jpg; Signed Opposition sheets for CC072.jpg; Signed Opposition sheets for CC073.jpg; Signed Opposition sheets for CC071.jpg

External Email Communication

Hi, and thank you for the ZOOM calls.

As you obviously noted in the calls there is overwhelming opposition across the ENTIRE City....Price Hill, Westwood, West End, Mt. Lookout, College Hill, North Avondale, Clifton. WOW! I could not have imagined such a wide diversity of neighborhoods (each with unique perspectives) being so united in their opposition to this astronomical proposal! It's great to see Democracy in action----unless you ignore us.

1st call: 2 in favor, 25 opposed.

2nd call: 8 in favor, 22 opposed.

That's better feedback than "post-it" notes for feedback.

Among my many concerns, and the concerns of the 70 citizens of Cincinnati, who signed my opposition sheets (these were collected outside one polling site on Primary voting day---I only had the idea that morning---70 signatures!).

The City's lack of transparency: In all of the meetings and communications and surveys leading up to the April 11th publishing of the plan, to a person, those aware of the "Connected Communities" project saw it solely as proposed transit reform. As of the April 11th publication of the *actual* plan, however, we now understand that what the City is *actually* saying is: "We are Re-Zoning Across the City." Yes, *now* you have our attention.

The City's lack of due diligence in following the Spirit and Letter of the Law: Re-zoning the entire city? That is blockbuster news—but there are tens of thousands of impacted tax-paying Cincinnati residents who have NO idea about the re-zoning in the making. Why? Because, as we were told when we called Planning, the only official notice the City has given is to publish this news as a "notice" buried in some section of the *Cincinnati Enquirer.*

There are so many issues that need to be addressed, among them:

- Treating every neighborhood as "same," when we each have our own unique issues, including, some neighborhoods already maxed out by developers.

- Lack of acknowledgement that the current infrastructure cannot support the kind of new development proposed when it does not support what we already have in place.
- Police and Fire Departments are understaffed.
- Public Schools are already full and there are teacher shortages.
- Parking is already strained—customers are already walking a good distance just to do business in our neighborhood squares.
- This plan requires zero off-street parking for any new structure, which is radical and unworkable. That this plan would allow side-by-side townhouses/row houses, each with its own front-facing driveway, exasperates the problem, because these structures will take away street parking where there already is not enough.
- Will developers build the lower-cost housing this plan proposes? Or will the plan just provide them with a wonderful new work-around our zoning, allowing them to tear down more homes, further changing our architectural heritage and streetscapes? Where are the studies on this? They do not exist.

There have been NO studies on the adverse effects and unintended consequences of pushing through with this legislation. When this happened in other cities, residents brought suit and won or successfully paused—Los Angeles and Fort Collins, Colorado, come to mind. There are others.

Our ask: Pause. Slow down. Less than two months is not time enough for serious and thorough deliberation. Do the right thing by acting in the best interest of the City and with respect for your tax-paying residents. This is an issue of great magnitude. **Next steps?**

1. Vote to Pause, to allow further outreach and study.
2. Send out, by mail, notification of the proposed zoning changes and of future hearings. Every impacted resident deserves to be notified directly of the City's proposal to re-zone their neighborhood. Please show us that respect.
3. We need to elevate this discussion. Schedule more Zoom calls—this time with Council members and Planning Commission members running the meetings, responding to residents, listening to and answering our questions and concerns. And, this time, as we requested on the 4/25 Zoom, please record the meetings. (Note: Even though we asked on 4/25, the 4/30 meeting was also not recorded and the Zoom transcription capability was turned off.)
4. Execute the missing studies on adverse effects and unintended consequences, so that the plan deals with reality and not aspirations.
5. Provide the data so many have requested. Where, who, how many, how? Show us the numbers

Thank you for your efforts. Now let's show our government actually works for the residents, and do what's right. Ignore the political pressure and listen to "our" neighborhoods, who are united in the opposition to this overreach.

Respectfully yours,

Michael Hauser
--

Michael A. Hauser

/ C: 205-2666

--

I am strongly opposed to the zoning changes proposed for Mt. Lookout by the Connected Communities Initiative.

Full Name	Address	Signature
Joe S. Rizzo	379 S. Tweed Ave	Joe Rizzo

I am strongly opposed to the zoning changes proposed for Mt. Lookout by the Connected Communities Initiative.

Full Name	Address	Signature
Michael Hausen	2911 Alpine CIN 45208	Michael A. Hausen
FLAUGHER SR.	3315 LOOKOUT DR 45208	Paul D. Flaugher Sr.
Bayer	901 Wakefield	Tim Bayer Sr.
HARRY MOELLER	637 KROGER LN	Harry J. Moeller
A. KRISTINE BAYER	801 Wakefield Dr	A. Kristine Bayer
HOWARD P. PECQUET	3520 LINWOOD RD	Howard Pecquet
JEANNE J. PECQUET	3520 LINWOOD AVE	Jeanne R. Pecquet
Dorothy Cioik	2929 Van Dyke	Dorothy Cioik
E J Loring	1008 Richwood	E J Loring
E STOLL	1314 HAYWARD CT.	E Stoll
J. Koenig	1008 Richwood Ct.	Jacqueline Koenig
Carolyn Dowling	1111 Beverly Dr.	Carolyn Dowling

I am strongly opposed to the zoning changes proposed for Mt. Lookout by the Connected Communities Initiative.

Full Name	Address	Signature
Mary Lou Bree	1041 Richwood	Mary Lou Bree
STEPHEN FISCHER	1272 MAYWARD AVE	
Kris Taylor	3448 Hazelwood Ln	Kris Taylor
Jennifer A. Ryder	3257 Lambert Pl	Jennifer A. Ryder
Joseph A. Raabe	3257 Lambert Pl.	Joseph A. Raabe
Wendy Hunt	3488 Arnold Street 45208	Wendy Hunt
Maureen Tenkman	3302 Mowbray 45226	Maureen Tenkman
Angela Hebel	22 Rennel Dr 45226	Angela Hebel
ellie singleton	3655 russell ave 45208	Ellie Singleton
Joe Curtin	3321 MONMOUTH AVE 45208	Joe Curtin
PATRICK HERSCHEL	1127 HERSCHEL AVE	
Dayle Lucas	3668 Grandin Rd	Dayle K. Lucas
Steven D Lucas	" "	Steven D Lucas
Marion Hauser	2911 Alpine Terrace	Marion Hauser

I am strongly opposed to the zoning changes proposed for Mt. Lookout by the Connected Communities Initiative.

Full Name	Address	Signature
Doug Roths	3264 Linwood AVE	Doug Roths
Ellen Roths	3264 Linwood Ave	Ellen Roths
DAN PULTE	675 TOTEN WAY	
Roberta Lewis	1322 Hayward Ct	Roberta Lewis
MICHAEL PEEPLES	3124 LOOKOUT CIR	
SUZANNE ARNOLD	1248 HERSCHEL AVE.	Suzanne Arnold
Carlin Stamm	749 Kroger Valley DR	Carlin Stamm
Joseph Breslin	1134 Salisbury Dr.	
MARY Breslin	" "	Mary Breslin
Peter Wimberg	1186 Beresh Hill Dr.	
Harry J Kangis	30 observatory Hill	
Frank Cram	1000 RICHWOOD, 45208	
LOUIS CLAYBAR	21 OBSERVATORY HILL	L E Claybar
Richard Findlay	641 Krogerlan 45226	

I am strongly opposed to the zoning changes proposed for Mt. Lookout by the Connected Communities Initiative.

Full Name	Address	Signature
Jeanne Schott	3229 Glengyle Ave 45208	J. Schott
Nan Lin	3559 Kroger Ave 45226	
ROSA CAMA	3581 Kroger Ave 45226	R Cama
PAOLO CALLERGOS	3581 Kroger Ave 45226	Paolo Callergos
CRAIG & DANIELLE GAUDEN	3507 LAMBERT PL	
Stephanie Harty	1212 Herschel Woods Ln 45208	Stephanie Harty
TIM BIGGS	3234 LINWOOD AVE 45226	
Beth Biggs	3234 Linwood Ave 45226	Beth Biggs
Melinda Cooper	3216 Lookout Dr. 45208	Melinda K Cooper
Jay Cooper	3216 Lookout Dr 45208	
Betsy Worrall	766 Delta Ave 45226	Betsy Worrall
MATT HOWARD	3528 Principio 45208	
Nick Watts	3416 Delta Avenue	Nick Watts

I am strongly opposed to the changes proposed for Mt. Lookout by the "Connected Communities" initiative

Full Name	Address	Signature	Email address (optional)	Reason(s) for signing
Tod Worrall	766 Delta Ave 45226			☒ To preserve single family housing ☒ Against increasing density ☒ Need for parking ☒ Toll on infrastructure ☐ Other?
John Langendorfer	841 Tweed 45226			☒ To preserve single family housing ☒ Against increasing density ☒ Need for parking ☒ Toll on infrastructure ☐ Other?
Renee LaFave	841 Tweed 45226			☒ To preserve single family housing ☒ Against increasing density ☒ Need for parking ☒ Toll on infrastructure ☒ Other? Need more regulation
Mary Elizabeth Schmitz	832 Wakefield DR 45226			☒ To preserve single family housing ☒ Against increasing density ☒ Need for parking ☒ Toll on infrastructure ☒ Other? need rules/regs.
Richard Tranter	812 Wakefield Dr. 45226			☒ To preserve single family housing ☒ Against increasing density ☒ Need for parking ☐ Toll on infrastructure ☐ Other? Unnecessary/exist relief paths
Lori Rochford	3352 Linwood Ave 45226			☐ To preserve single family housing ☐ Against increasing density ☒ Need for parking ☒ Toll on infrastructure ☒ Other? One size doesn't fit all neighborhoods - Hillsides

I am strongly opposed to the changes proposed for Mt. Lookout by the "Connected Communities" initiative

Full Name	Address	Signature	Email address (optional)	Reason(s) for signing
Cynthia Eghbalnia Hamid Eghbalnia	1020 Omar pl.	Cynthia Eghbalnia Hamid Eghbalnia	ceghbalnia@gmail.com heghbalnia@gmail.com	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other? _____
Pam Gruesser Dennis Gruesser	824 Wakefield	PJ Gruesser D Gruesser	PJgruesser@live.com dgruesser42@gmail.com	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other? _____
Molly Freeman	3517 Springhead Dr	M Freeman	MOLLYBUNNFREEMAN@GMAIL	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other? _____
Amy Whitaker	2986 Alpine Ter	Amy Whitaker	abwhitaker@fuse.net	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other? _____
Rick Graff	3218 Linwood		rick_graff@yahoo.com	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other? _____
Clare Whitaker	1243 Isis Ave. Apt. 2	Clare Whitaker	clarecwhitaker@gmail.com	☐ To preserve single family housing ☒ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other? _____
Dottie Cook	2949 Van Dyke Dr Cinti. #45208	Dorothy Cook	dottiecook@fuse.net	↓ need parking

I am strongly opposed to the changes proposed for Mt. Lookout by the "Connected Communities" initiative

Full Name	Address	Signature	Email address (optional)	Reason(s) for signing
Douglas B. Jose	1021 Omar Pl.	DBJose	dougbjose@gmail.com	☒ To preserve single family housing ☐ Against increasing density ☒ Need for parking ☒ Toll on infrastructure ☐ Other? developers buying every house on market
Amie Delworth	8 Garden Pl HYDE PARK	amiedelworth	amiedelworth@aol.com	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other?
STEVEN MASSIE	738 MANNINGTON AVE	J. Steven Massie	stevenmassie@fuse.net	☐ To preserve single family housing ☒ Against increasing density ☒ Need for parking ☐ Toll on infrastructure ☐ Other?
ALLEN MILLER	807 WAKEFIELD DR		ALMILL@FUSE.NET ~~AMIE@FUSE.NET~~	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other?
Jane Perry	3151 Willis Ave		Janeperry118@gmail.com	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure Redondo CA. ☐ Other?
Laura Groenke	3912 Devonshire	Laura L Groenke	llgroenke@gmail	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other?
Alex Spohr	3313 Lambert Pl		aespohr8@gmail.com	☐ To preserve single family housing ☐ Against increasing density ☐ Need for parking ☐ Toll on infrastructure ☐ Other?
Shelby Spitz	3313 Lambert Pl		" "	

Dear City Planning Commission,

Thank you for the opportunity to comment regarding the Connected Communities' Zoning Ordinance. I strongly urge you to vote NO.

The City Planning and Engagement Department has not provided the necessary impact analysis of the proposal, nor the promised information from March 10, 2022 necessary to inform a strategic housing policy. (see highlighted section below).

As a life-long Cincinnati resident and involved citizen, I'm appalled at the time and energy the city has put into this effort (behind the scenes) without addressing the communities' concerns and suggestions from the 2022 proposal. At best, the community engagement has been disingenuous. A majority of residents don't even know about the proposed ordinance.

The City makes many unsubstantiated claims in the marketing material on Connected Communities website, and has chosen not to provide a comprehensive easy to understand packet as it did in 2022.

Most importantly, this ordinance would have a desperate impact on minority-segregated census tracts. Please look at the neighborhood Equity indicators on the city' website and overlay it on the Reading Road Hamilton Avenue Corridors.

Zoning does not cause segregation; the city's practice of over impacting certain neighborhoods with income-restricted housing causes segregation which goes against the City's own Impaction Ordinance and Federal Fair Housing Act.

Thank you,
Maura Wolf
NABA Treasurer

From City's Five-Year Estimates of Housing Unit Production Report to Council da**ted March 10, 2022:**

"Housing Affordability – Income Levels and Real Estate Market Analysis
In addition to production of new affordable housing units, two critical components to understanding housing affordability in our City is to understand the real estate market dynamics of existing housing stock as well as the income levels of our residents.

The primary sources for income and housing data are the United States Census, including the Decennial Census and the American Community Survey, and U.S. Department of Housing and Urban Development (HUD). HUD publishes City/Metro Adjusted Median Income data annually, based on the American Community Survey data, and DCED anticipates this data will be available for the Cincinnati Metro area in April 2022. Release of the full 2020 Decennial Census results have been delayed due to COVID-19, but this information presents a unique and valuable data source for understanding the current state of the City's housing market. Once available the Department of City Planning and Engagement will complete a by-neighborhood analysis to include Occupied Housing Units, Age of Units, Housing Values, Renter Occupied Units, Rent Levels, and Income levels. This additional income and housing data analysis will be provided as a follow-up to this report."

Urbancsik, Jesse

From: Sarah Koucky <kouckys@gmail.com>
Sent: Thursday, May 9, 2024 4:57 PM
To: Cincinnati City Planning; ClerkOfCouncilEmail; Aftab, Mayor
Subject: [External Email] Planning Meeting-May 17th
Attachments: Cincinnati Planning Commission Position.docx

External Email Communication

Please include these comments in the documentation for the Planning Meeting on May 17th concerning the Connected Communities Ordinance.

My name is Sarah Koucky and I have lived in North Avondale for most of my life. My family of ten moved to North Avondale in 1965. I attended North Avondale school, Walnut Hills and then graduated from the University of Cincinnati. Like me, many of our residents have lived in this neighborhood their entire lives. We chose this beautiful neighborhood because of the diversity and family orientated neighbors within the city limits. I love this city and deeply resent being called a nimby or a racist for wanting to preserve our neighborhood. That is not true and only diverts the conversation from the true facts concerning Connected Communities Ordinance or as I call it the Increased Density Zoning Ordinance.

Two years ago the residents of Cincinnati did not support the concept of removing the single family zoning and opposed eliminating zoning restrictions. We now know that after the first failure to pass the increased density, the City started down the path to ensure this would pass in the future by teaming with the ULI's (Urban Land Institute) local chapter of a national lobbying group, a group of developers, construction companies and bankers with an expressed intent of how to create opportunities for themselves. The ULI group recommended giving developers "by-right" development with little to no restrictions on development and bypass citizen participation. The ULI did not include the community councils or individual citizen input and has essentially proposed taking away our single citizen's right to oppose a zoning variance for our neighborhood land use and planned to give our rights to the developers.

We can all agree the City introduced Connected Communities to the citizens and neighborhood councils more than a year ago through a series of meetings where the participants played a housing game and made comments on sticky notes. At that time there was never any mention of a proposed increased density ordinance until it was introduced in February of this year, less than three months ago. We see evidence this zoning ordinance was already fully baked by Liz Keating in 2021. We also see the Cities assertion in the draft HUD application last year for funding of a pilot program for Connected Communities noting zoning and the development process being significant barriers. Then again, in 2021 the ULI recommended a series of zoning reforms addressing height, parking, density, and building placement. (City of Cincinnati, Draft HUD application, pg 10). In addition, the letter to the Mayor by the Planning Department presenting the Increased Zoning Ordinance dated April 17, 2023. All of these actions by the City make it clear that the essential elements of the Connected Communities Ordinance were fully baked in 2021 and the outreach conducted in 2023 was simply a well-funded marketing

effort to sell a plan that was already designed by the largest players in City financial, real estate, design and construction. This is unacceptable to the citizens and community councils of Cincinnati.

While we believe North Avondale is a prime example of a unique and diverse neighborhood, we will continue our work with the city through our neighborhood council and residents input to maintain our diversity which is currently at approximately 50% white/black residents on solving the perceived lack of housing. While the city continues to provide incomplete and incorrect housing data, we believe there is approximately 20% available housing ready for immediate improvement and a number of vacant lots immediately ready to be improved. The BRT corridors are already zoned correctly for multi-family housing and there are multiple vacant properties ready for development. We do not believe there is any need to change the entire zoning code by adding 78 more zoning types. This would totally overwhelm the City management that is already struggling with enforcement. North Avondale would potentially support including two families in the single family zone along with support for the recent ADU allowance to allow an increase in density without destroying the single family zones or taking away our community's rights to participate in our neighborhood land use. We also propose that the City spend our valuable resources to encourage rental and home ownership support through programs to support home ownership down payment assistance and the current Renting Partnership program. The neighborhoods want to work with the City to improve current housing stock, but struggle with the lack of current enforcement and support.

Further, we believe that by relaxing the zoning regulations there will be potential unintended consequences which is explained in the Urban Institute study in 2023 entitled "Land-Use Reforms and Housing Costs: Does Allowing for Increased Density Lead to Greater Affordability?" This study includes 1,136 cities between 2000 and 2019 and found a small .8% increase in the housing for those at 150% and above the AMI and no discernible benefit for those below this well-to-do income level. While marketed by the City as a panacea for an affordable housing shortfall, the available evidence shows no predictable benefit to anyone at AMI or below.

This Increased Density Ordinance subverts our community councils and provides unlimited opportunity for developers and out of town owners. NANA must continue to challenge the City and oppose any developers and out of state owners where they do not have the same neighborhood goals as our residents. This will be a long, continuous battle where we will need to continue to fight to protect North Avondale's unique architecture and character. We must provide for increased population and business district development while protecting our neighborhood and member's rights.

Sarah Koucky | Corresponding Secretary

E: Kouckys@gmail.com
P: +1 513-225-8338

Urbancsik, Jesse

From: Sheila Rosenthal <sheila.rosenthal@ephia.org>
Sent: Thursday, May 9, 2024 3:15 PM
To: Aftab, Mayor; Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Owens, Meeka; Walsh, Seth; Cincinnati City Planning
Cc: ClerkOfCouncilEmail
Subject: [External Email] Objection to Connected Communities Zoning Ordinance

You don't often get email from sheila.rosenthal@ephia.org. Learn why this is important

External Email Communication

Mayor Aftab, Vice Mayor Kearney, President Pro Tem Parks, City Councilmembers, Cincinnati Planning Commission, and Cincinnati Planning Department,

I object to the Connected Communities Zoning Ordinance as written. I ask that you vote against the ordinance in order to allow citizens and neighborhoods of Cincinnati the opportunity for true engagement with the city planning department to develop zoning that is appropriate and logical, and achieves the goals of the community.

While I fully appreciate how much time and energy planning department staff put into the Connected Communities zoning plan, I am disappointed in both the process and the end product. The in-person engagement process was fragmented, one sided, and top down, with no opportunity for real discussion or true input, and in some cases has been inherently dishonest. Many of our residents objected to the excessively narrow focuses and limiting "rules" and parameters of what was being presented, yet that feedback about the process made no difference and is not included anywhere. At no point were the overall impacts of these proposed policies, or the impacts of them on specific communities assessed or addressed as a whole. Community needs, concerns, and objections have been overridden and unaddressed in the course of developing these zoning policies.

In the four weeks since the ordinance was published on the city planning website on April 11, 2024, what was published has continued to mutate and change. The original transmittal, dated April 17. 2023, was first removed from the website on approximately April 19, 2024, and then replaced on May 2 with a new transmittal. That transmittal, dated April 17, 2024, is dated after the actual release of the ordinance. The maps included with the transmitted ordinance were changed on May 2. A policy roadmap was published on May 3. The interactive approximation map initially released with the ordinance and provided to the public was replaced with an interactive zoning map between May 6 and May 8. Final comments from the public must be submitted to the planning department by 5:00pm on May 9, 2024. Constantly shifting information being revised up to such late moments undermines confidence and engagement.

The timeline of community engagement for the published legislation regarding the zoning changes of Connected Communities has literally been a matter of only four weeks. The proposed zoning changes have not actually been appropriately presented to the communities ahead of the approval process. The stated intention to bring the legislation to City Council in early June for approval is an indication of full circumvention of the public. The short timeline and the rapid push for approval and adoption after the mid-April legislation publication date appears to be designed to ensure that the public does not have the

ability to assess or respond to such large, significant, and impactful zoning changes. For an administration that literally takes years to adopt simple and straightforward policies that impact resident safety to then rush legislation that will affect every single community in the city of Cincinnati seems a spurious disservice to the citizens of Cincinnati.

Much of my community of East Price Hill is being rezoned on the premise that it lies within a quarter mile of a business district. First of all, I object to the concept of zoning as a simple function of distance, particularly as a simple function of linear distance. I do not believe that premise is appropriate, that it supports community plans and goals, or that it takes into account the existing issues or framework of a community. Additionally, in many places the distance is more that a quarter mile, and in some cases it is nearly a mile walk or drive to the nearest business district. In one case there is no sidewalk to enable safe pedestrian access, despite the community's long and frequently denied request that the city restore the sidewalk that it removed, yet now it is considered "walkable." The elevational difference between some streets and the nearest business district means that NBD is not actually accessible, and that it is in fact actually located in a different community. It is not enough for a parcel to be within a quarter mile as mie as the crow flies, it must be within a quarter mile walking distance, and it must actually be walkable in order to achieve the published goals of "Connected Communities."

Cincinnati does not know or understand what makes a functionally healthy and balanced community. I completely disagree with the stated presumption that density makes communities better. If the underlying structure of a community is unhealthy, dysfunctional, and financially unsustainable, increasing density will logically only compound the problems. My greatest concerns about the proposed zoning changes are actually the negative impacts and unintended consequences of the legislation adding to and compounding the existing unresolved and unaddressed issues in my and other communities. The Westside communities of Cincinnati, including the East Price Hill community, are already experiencing the effects and inequity of displaced citizens, concentrated poverty, widespread real estate investors draining value from communities and neighboring properties in terms of poor rental property maintenance and operation, and inadequate city services and infrastructure. Existing city service failures and inadequacies include police and fire services, health, safety and quality of life issues related to building maintenance and rental property operation, road maintenance, and street safety for vehicles and pedestrians, the inadequacy of the stormwater and sewage management systems, and the lack of a functional plan, and the committed resolve and resources to remediate those existing issues. These problems are widespread in many communities in Cincinnati.

Parking is an issue in parts of my community. As a first ring community, East Price Hill has many properties that were built before cars were developed, and do not have parking. Development that has occurred in the community has created parking pressure. The reality is that proximity to the bus route has done nothing to alleviate those pressures. As the aging parent of an adult child with mobility issues, I have a heightened awareness and appreciation for the issues associated with the relaxed or non-existent parking requirements of the Connected Communities zoning legislation. I find them to be ableist and unaware.

There have been many misrepresentations and false narratives given about the Connected Communities zoning legislation. The premise that Cincinnati needs more taxpayers because we face a looming deficit is like a mother saying she needs to have more children because she can't feed the ones she has. The claim that developers will bear the costs of infrastructure improvements related to their projects in a city that offers taxpayer funded incentives and abatements to every development that asks for one is

laughable. The idea that housing affordability will happen organically if zoning is relaxed and administrative barriers are removed is a lazy administrative excuse for this developer's fever dream.

Logically, the Connected Communities zoning legislation will only make communities more of what they already are. If a community is white and wealthy, it will become whiter and wealthier. If a community is poor and brown, it will become poorer and browner. In communities where homeowners are already experiencing pricing pressures based on the return on investment of poorly maintained and managed rentals, and when the price of properties starts being driven by their investment and development potential, the value of properties increase and the tax burden on homeowners becomes unsustainable, driving homeowners out and increasing the percentage of rental properties in a community. Homeownership helps create stable communities through the commitment of long term residents. Decreased homeownership is symptomatic of a divested community. Property investors and developers will only ever develop properties where the return is significant. When returns start to be reduced, developers turn elsewhere, but at that point the damage has already been done. Prices and values are inflated, and homeownership has decreased. The result is that housing affordability is never achieved. Upzoning has only ever proven this to be correct, particularly when the underlying issues of a community are not addressed.

My credentials to provide this feedback are that I am a thirty year resident of Cincinnati. I am a homeowner in Cincinnati. I own rental property in Cincinnati. I own businesses in Cincinnati. I am an engaged community volunteer activist and advocate, and a fourteen year board member of the East Price Hill Improvement Association Community Council, including four years of service as President of that council, currently serving as a Trustee. I am a member of the East Price Hill Business Alliance. I hold a degree in mechanical engineering. I have raised three children, including a daughter with mobility issues, and four grandchildren, and watched all but one of those flee to the suburbs because of the many issues that exist in the city. I am also a person who has experienced poverty and overcome homelessness.

In closing, I have been extremely disappointed to see the term NIMBY used by Councilmember Harris in reference to opponents of the zoning legislation. The dismissiveness and implied racism in that term is unworthy and should have no place in the public discourse about this zoning ordinance. East Price Hill is the most racially, ethnically, and economically diverse community in the city of Cincinnati, which is something I and my neighbors are proud of and wish to nurture and protect. I invite any or all of you to come spend time in my community's backyards and have a real conversation about what is there and how to make our communities and the city of Cincinnati a better, more livable and sustainable city.

I ask that you vote no on the Connected Communities zoning ordinance.
-
Sheila Rosenthal
Trustee, EPHIA

Urbancsik, Jesse

From: Sharon <syoung13@fuse.net>
Sent: Thursday, May 9, 2024 8:17 PM
To: Cincinnati City Planning
Subject: [External Email] Connected communities MT Lookout feedback

[You don't often get email from syoung13@fuse.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Hi
My name is Sharon Young and I live at 1005 Crest Circle Mt Lookout. My address places my home inside the connected community area for Mt Lookout square. While I appreciate the need for more housing in the community at large I am very concerned about the changes proposed for Mt lookout for the following reasons

1) there is currently insufficient parking for the number of people who currently live here and the businesses in the square to successfully remain open. On any weekend you routinely see customers for the businesses in the square looking for parking inside the broader neighborhood and this will be exacerbated by an influx of more residents (increased density) without a requirement for parking. This has led to a revolving door of restaurants struggling to stay open without parking to maintain their customers (key exceptions are coffee shops and bars where locals will go to daily). Moreover this parking challenge already makes it difficult for friends and family to visit and find parking and would make it impossible in the future. There is no comprehensive public transportation plan that would change the current number of cars- let alone address the increased number of cars that would come with more residents.

2) there is an ongoing issue with rainwater management and flooding that will be exacerbated with increased density removing the few area to absorb water. The square and surrounding area routinely flood because the sewage lines in the square and on Linwood are completely under designed for the quantity of water they currently handle. A friend on Linwood has dealt with backups of the wastewater drainage line into his basement for years. The latest being at 12:20 Tuesday night/Wednesday morning of this week. The city has still not fixed the issue despite many years of complaints from numerous residents and businesses. You are rushing into making it much worse with no plan to address.

3) a number of housing developments nearby have successfully been built in areas where there is underutilized land with parking - skytop apartments, factory 52, the broader Oakley area around madtree brewing that have been developed under the existing rules.

This area is in high demand and development will happen wherever there is underutilized land - and therefore there is no need to change the existing zoning rules.

Sharon Young
Sent from my iPhone

Urbancsik, Jesse

From: Tonia Elrod <toniaelrod@yahoo.com>
Sent: Friday, May 10, 2024 10:04 AM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

External Email Communication

Thanks for leading the Connected Communities.

For perspective, I'm a Mt Lookout resident who works at P&G. My children attend CPS.

My family supports increased affordable housing and zoning reform that allows for increased multi-unit housing in all our neighborhoods including mine. This change will increase our population and attract more diverse citizens.

Please ensure the lines for the business districts align better with the transit corridors. This will help single family homeowners accept this plan.

Thanks for listening.

Tonia Elrod

Urbancsik, Jesse

From: Keough-Jurs, Katherine
Sent: Thursday, May 9, 2024 6:29 PM
To: Cincinnati City Planning; Hoffman, Stacey; Urbancsik, Jesse; Halt, Andrew; Couch, Gabrielle
Subject: Fwd: [External Email] connected communities

Sent from my iPhone

Begin forwarded message:

> **From:** Teresa Harten <teresaharten@msn.com>
> **Date:** May 9, 2024 at 5:08:42 PM EDT
> **To:** "Aftab, Mayor" <mayor.aftab@cincinnati-oh.gov>, ClerkOfCouncilEmail <clerkofcouncil@cincinnati-oh.gov>, "Keough-Jurs, Katherine" <Katherine.Keough-Jurs@cincinnati-oh.gov>
> **Subject: [External Email] connected communities**

Some people who received this message don't often get email from teresaharten@msn.com. Learn why this is important

External Email Communication

Mayor.Aftab@cincinnati-oh.gov
ClerkOfCouncil@cincinnati-oh.gov
katherine.keough-jurs@cincinnati-oh.gov
City Hall
801 Plum St
Cincinnati, Ohio 45202

RE: CONNECTED COMMUNITIES

Dear Mayor Aftab Pureval , Council Members and Katherine Keough-Jurs,

I'm deeply concerned about the proposals in the Connected Communities Ordinance that will detrimentally affect my neighborhood North Avondale. I've been involved in the master planning effort for our neighborhood over the last year and have been active in other ways in North Avondale for more than four decades as a home owner here. I also lived here in the 60s and 70s when my parents moved our family here to live in an integrated yet stable, neighborhood. Connected Communiites will destroy this neighborhood and its diversity and wealth of historical homes and variety of housing choices from single family to multifamily and assissted living homes. The City contends that affordable housing will be created but has no proof and data from other cities and areas that already have eliminated single family zoning. Reduced parking requirements and set backs have not proven successful either. The city has recently allowed ADUs and this should be determined to work before additional unproven steps are taken in the name of affordable housing. Everything I've been reading about how to go

about providing affordable housing insists on the need for very careful planned, strategic development, not wholesale changes to eliminate code. It appears that the city is in the hands of developers who want carte blanche to build cheap housing and make big profits.

My Concerns on the Plan Include:

1. The proposed change in zoning. Specifically, the elimination of single-family homes, and relaxed height restrictions and setbacks.
2. Reduction in parking requirements without a robust public transit system.
3. The Connected Communities proposal lacks safeguarding of neighborhood character resulting in the destruction of the unique charm of our community.
4. An accelerated decision, a sham of a public engagement process. The proposed ordinance was already drafted and sent to the Mayor on April, 17, 2023. In addition, the original plan was written by the Urban Land Institute on June 22, 2021 therefore, our comments and participation cannot be meaningful.
5. The plan does not consider community-driven development for North Avondale's historic, architectural and cultural preservation.
6. Potential impact on the environment, greenspace, police, fire, sewer, storm water and water mains have not been considered in the plan.

Additionally, I believe the following points need to be addressed prior to any council vote on Connected Communities.

1. Unintended Consequences – A more recent Urban Land Institute study found that less restrictive zoning regulations increased housing supply, but not for renters and low income peoples. Also, detrimental increases in housing density led to less affordability and increased incidents of crime. Though I agree that increased investment in subsidy programs and affordable housing development is necessary, these zoning changes will only exacerbate the problem by further concentrating poverty and promoting higher cost rentals/ increased homeownership costs in the Connected Communities areas by driving out the affordable housing opportunities
2. Fairness - Existing homeowners have purchased and invested in their homes under the current zoning regulations. Arbitrarily changing these zoning regulations after the fact to allow multi-family housing in historically single family neighborhoods will decrease their property values and neighborhood dynamics that may have appealed to them when they chose to live in a particular neighborhood.
3. Absentee Landlords - Unfortunately Cincinnati has a horrible history with out of town investors and landlords. These zoning changes will only exacerbate this issue and increase the potential for out of town investors dividing-up single family homes as investment opportunities. Unless the zoning requires owner-occupancy for an extended period of time, this will occur (unlikely legal to do so).

North Avondale stands as an economically, ethnically and socially diverse neighborhood that needs to be protected from a plan that does not consider these values. I hope that the city will respect my concerns and not move forward until my concerns are addressed.

Sincerely,

Teresa Harten
975 Lenox Pl
Longtime homeowner and resident, North Avondale
513 910 5593

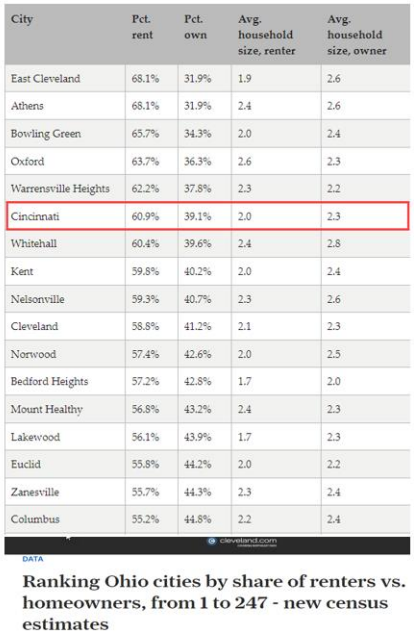
Subject: Addressing Concerns Regarding the "Connected Communities" Plan

Dear Members of the City Planning Commission,

I am writing to express my concerns regarding the proposed adoption of the "Connected Communities" plan. While I appreciate the effort to foster connectivity and development within our city, there are several crucial items that I believe must be addressed before moving forward with this plan.

1. **Promotion of Home Ownership**: Currently, our city has one of the lowest rates of home ownership in the state of Ohio and the United States. I firmly believe that promoting home ownership, whether through condos, duplexes, or family homes, etc. is crucial for fostering stable communities, improving family life, and instilling a sense of personal pride among residents. However, I am concerned that the existing "Connected Communities" plan may inadvertently decrease the already low rate of home ownership. Therefore, it is imperative that the plan includes provisions and incentives to encourage home ownership and address this issue.

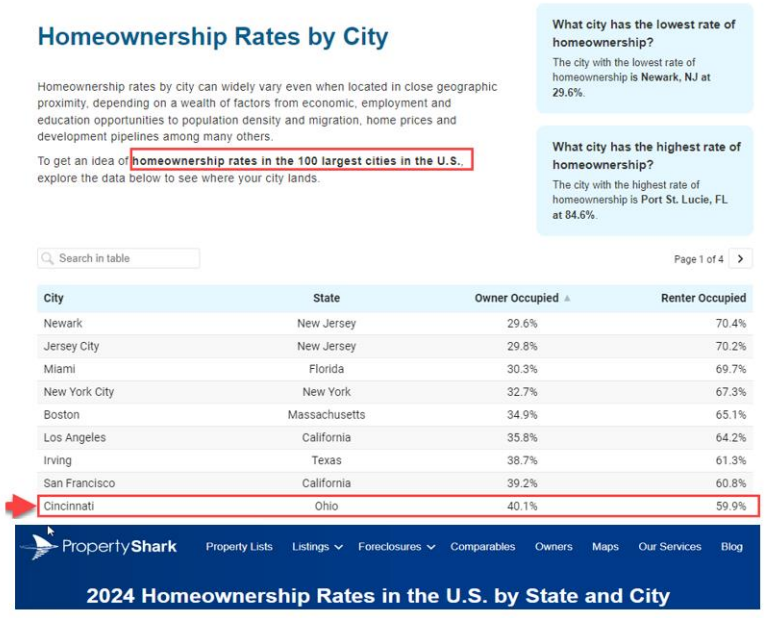
   *Doesn't ownership enhance a person's life and make for a better citizen**?***



City	Pct. rent	Pct. own	Avg. household size, renter	Avg. household size, owner
East Cleveland	68.1%	31.9%	1.9	2.6
Athens	68.1%	31.9%	2.4	2.6
Bowling Green	65.7%	34.3%	2.0	2.4
Oxford	63.7%	36.3%	2.6	2.3
Warrensville Heights	62.2%	37.8%	2.3	2.2
Cincinnati	60.9%	39.1%	2.0	2.3
Whitehall	60.4%	39.6%	2.4	2.8
Kent	59.8%	40.2%	2.0	2.4
Nelsonville	59.3%	40.7%	2.3	2.6
Cleveland	58.8%	41.2%	2.1	2.3
Norwood	57.4%	42.6%	2.0	2.5
Bedford Heights	57.2%	42.8%	1.7	2.0
Mount Healthy	56.8%	43.2%	2.4	2.3
Lakewood	56.1%	43.9%	1.7	2.3
Euclid	55.8%	44.2%	2.0	2.2
Zanesville	55.7%	44.3%	2.3	2.4
Columbus	55.2%	44.8%	2.2	2.4

DATA

Ranking Ohio cities by share of renters vs. homeowners, from 1 to 247 - new census estimates



Homeownership Rates by City

Homeownership rates by city can widely vary even when located in close geographic proximity, depending on a wealth of factors from economic, employment and education opportunities to population density and migration, home prices and development pipelines among many others.

To get an idea of homeownership rates in the 100 largest cities in the U.S., explore the data below to see where your city lands.

What city has the lowest rate of homeownership?
The city with the lowest rate of homeownership is **Newark, NJ at 29.6%**.

What city has the highest rate of homeownership?
The city with the highest rate of homeownership is **Port St. Lucie, FL at 84.6%**.

Search in table

Page 1 of 4

City	State	Owner Occupied	Renter Occupied
Newark	New Jersey	29.6%	70.4%
Jersey City	New Jersey	29.8%	70.2%
Miami	Florida	30.3%	69.7%
New York City	New York	32.7%	67.3%
Boston	Massachusetts	34.9%	65.1%
Los Angeles	California	35.8%	64.2%
Irving	Texas	38.7%	61.3%
San Francisco	California	39.2%	60.8%
Cincinnati	Ohio	40.1%	59.9%

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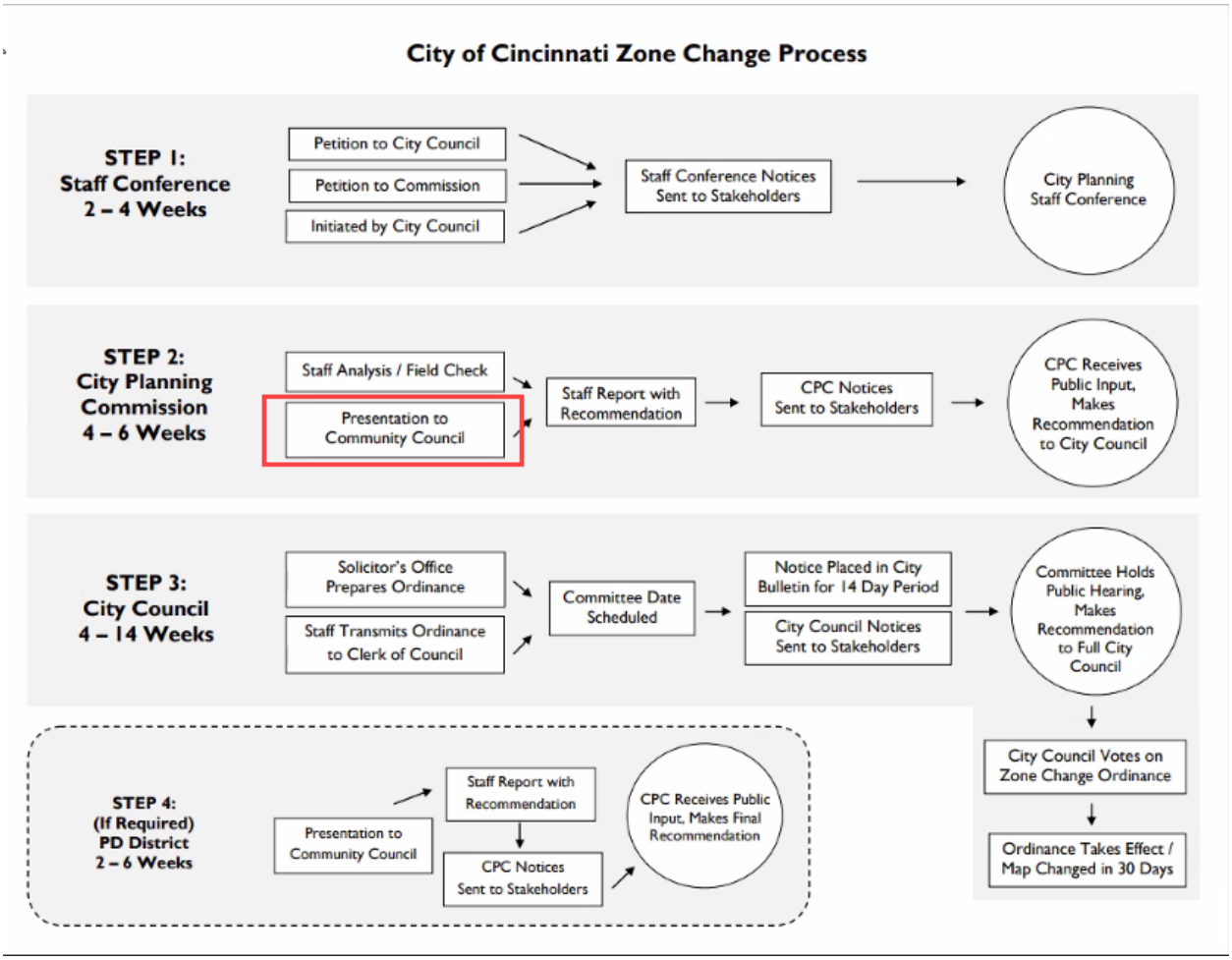
2024 Homeownership Rates in the U.S. by State and City

2. **Tailored Development Approach**: The current "one size fits all" approach in our city's development plan overlooks the unique challenges faced by different communities. In many communities, there are numerous empty lots, vacant buildings, and structures in disrepair, contributing to a diminished quality of life for residents. These neighborhoods struggle to attract the investments and city services needed for improvement. To address these disparities, I advocate for a more tailored development strategy. This approach would provide additional incentives for revitalizing underutilized areas, encouraging investment and fostering community growth. Without such incentives, proposed zoning changes could inadvertently worsen existing problems by increasing density in already struggling neighborhoods resulting in an even worse quality of life for all. While zoning is a crucial tool, it alone may not suffice to address all issues. We must accompany zoning legislation with complementary plans to prevent further deterioration and promote holistic community development.

   Isn't the ultimate goal of the planning commission to protect and improve the quality of life of its citizens?

3. **Community Council Participation**: My experience with city-led community engagement often feels like a one-sided affair, with predetermined plans presented rather than genuine opportunities for input. Who better understands the intricacies of a neighborhood than its local community council? It's concerning that, despite the city planning flow chart acknowledging the importance of community council involvement, step #2 of the process seems to have been overlooked, resulting in a lack of meaningful engagement. I strongly advocate for prioritizing community council participation to ensure that residents have a genuine voice in shaping the future of their neighborhoods. While some may perceive community councils as obstructive, I've found them to be comprised of dedicated individuals who invest considerable time and effort into preserving and improving their communities. Their grassroots perspective offers invaluable insights that the city may not fully grasp.

   Shouldn't they be involved in the process and at least be heard?



In conclusion, it is imperative that the City Planning Commission carefully considers these concerns before finalizing the "Connected Communities" plan. Through measures such as promoting home ownership, implementing a customized development strategy, and emphasizing community council involvement, we can better ensure that the plan is attuned to the varied needs and preferences of our city's residents. Given the magnitude of this proposed change and the potential for unintended adverse effects, we must proceed with the utmost caution. The repercussions of our decisions could be significant and irreversible, underscoring the necessity for thorough deliberation and thoughtful planning. **Please vote no or delay the vote until these items are addressed.**

Thank you for your attention to these important matters.

Sincerely,

Thomas Lienhart

Urbancsik, Jesse

From: VICTOR FABRO <vpfcinci@gmail.com>
Sent: Thursday, May 9, 2024 11:01 AM
To: Cincinnati City Planning; ClerkOfCouncilEmail; Kearney, Jan-Michele; Parks, Victoria; Albi, Anna; Cramerding, Jeff; Harris, Reggie; Jeffreys, Mark; Johnson, Scotty; Walsh, Seth; Owens, Meeka; Aftab, Mayor
Cc: Victor
Subject: [External Email] VOTE NO on Connected Communities

[Some people who received this message don't often get email from vpfcinci@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

External Email Communication

Dear Cincinnati City Council Members, Mayor and Cincinnati Planning Commission,

For so many reasons, Connected Communities legislation is bad for Cincinnati neighborhoods!!

For so many reasons, Connected Communities is NOT good for our community.

For so many reasons, Connected Communities will NOT make the neighborhoods safer or cleaner.

Parking is already a massive problem in my community when people park on front lawns, back yards, sidewalks and especially in marked Bus Stops and No Parking areas.

There is enough “affordable” housing that is not currently well maintained, managed AND overpriced. Much of which would have numerous code violations. There are plenty of vacant properties that could be built on with good “affordable” single family homes.

These are just a few reasons why Connected Communities is bad for the 52 neighborhoods.

Cincinnati City Council, I URGE YOU TO VOTE NO ON CONNECTED COMMUNITIES. This is wrong for our neighborhoods. The only group that will greatly benefit from this legislation is developers and builders. They don’t care about our neighborhoods,

VOTE NO ON CONNECTED COMMUNITIES!!

Please contact me if you have any questions. Thank you.

Sincerely,

Victor P. Fabro

Urbancsik, Jesse

From: Dennis G <dgruesser47@gmail.com>
Sent: Thursday, May 9, 2024 3:06 PM
To: Cincinnati City Planning
Subject: [External Email] Connected Communities

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from dgruesser47@gmail.com. Learn why this is important

External Email Communication

This e-mail is in response to the Connected Communities efforts currently underway from the City of Cincinnati. My family and I have owned and lived happily in the same home in Mt Lookout for the last 38 years.

My main complaint is to the idea that the same solution plan should be imposed on all 52 Cincinnati neighborhoods. This least-common-denominator approach will not address the particular problems of Mt Lookout, and most likely not those of the other affected areas.

Mt Lookout is a hillside area and its density reflects the particular difficulties of development here. The recent tax abatement plan created considerable development in the area. Unfortunately, this included a number of tear-downs of existing homes and replacement with larger townhome-style properties that do not maintain the character of the area. The tax abatement, as well as the tear-down costs were, of course, built into the sale price, which only served to increase property values (as well as property taxes) on all property . Unintended consequences may well have been to price out those who would help diversify the area as well as increasing the cost of living for existing homeowners.

Traffic is also a considerable problem in Mt Lookout and increasing the density in the transit corridors will only make it worse. Additional residential development of these corridors with single and multi-family structures - especially if there is no provision for parking - will exacerbate the problem further.

Increasing mass transit is not a solution; residents must still have cars to get to necessary services. And more mass transit vehicles added to the already heavy traffic flow, which include numerous vendor, delivery and garbage trucks and school buses, will create even greater congestion in those corridors. I am just outside the highlighted development areas on your proposed map, but the traffic has for many years been re-routing through our neighborhood to avoid the already heavy traffic on Linwood and Delta Avenues.

Zoning laws serve as a measure of protection against unrestricted and unwelcome development. We rely on them to protect the character of this neighborhood where we have lived happily for so many years. Do not override these protections for problems that appear to exist in other neighborhoods.
I oppose your plan for a number of reasons but, primarily, it does not appear that it will solve the problem that you say exists in Mt Lookout. It will only make things worse.

Dennis Gruesser

824 Wakefield Drive 45226

§ 1405-04. - Connected Communities.

Three Connected Communities designations are established to enhance the base zoning district. The underlying zoning district and map overlays apply where not inconsistent with the development regulations below.

(a) Neighborhood Business District '**B**'. This district designation is intended for areas located within established neighborhood business districts. The neighborhood business district 'B' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted, subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (a)(2)-(4).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Two-family, three-family, and four-family uses shall comply with the minimum lot area regulations for single-family uses.

(4) Parking:

(i) No off-street parking is required for residential uses in a new building containing ten or fewer dwelling units.

(ii) Residential uses in a new building with more than ten dwelling units require one-half space per additional dwelling unit over ten dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(b) Middle Housing '**MH**'. This district designation is intended for areas surrounding neighborhood business districts. The middle housing 'MH' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations of the underlying zoning district, except as otherwise provided in subsections (b)(2)-(4).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply for two-family, three-family, and four-family uses.

(3) Two-family, three-family, and four-family uses shall comply with the minimum lot area regulations for single-family uses.

(4) Parking:

(i) No off-street parking is required for residential uses in a new building containing ten or fewer dwelling units.

(ii) Residential uses in a new building with more than ten dwelling units require one-half space per additional dwelling unit over ten dwelling units.

(iii) No off-street parking is required in a new commercial or mixed-use building if the building has 5,000 square feet or less of commercial space.

(iv) The underlying zoning district parking requirements are reduced by one-half for commercial uses in a new commercial or mixed-use building if the building has more than 5,000 square feet of commercial space.

(v) Additions to existing buildings are considered new construction for purposes of this section.

(vi) Accessory surface parking facilities shall be located in the rear yard.

(c) Transportation Corridor '**T**'. This district designation is intended for areas located along major transportation corridors. The transit corridor 'T' designation is subject to the following development regulations:

(1) Two-family, three-family, and four-family uses are permitted subject to the development regulations in Section 1405-07, except as otherwise provided in subsections (c)(2)-(6).

(2) Minimum lot-area-per-dwelling-unit regulations do not apply.

(3) Two-family, three-family, and four-family uses shall comply with the minimum lot area regulations for single-family uses.

(4) Minimum off-street parking regulations do not apply.

(5) The height of new structures may exceed the maximum height of the underlying zoning district by an additional twelve feet.

(6) Accessory surface parking facilities shall be located in the rear yard.

(d) Design Standards. Two-family, three-family, and four-family dwellings located within a designated Connected Communities district shall comply with the design standards set forth below.

(1) *Entrance*. At least one dwelling unit entrance shall be located on each street frontage.

(2) *Building Form*. Building composition shall consist of a base, middle, and top component to reduce the apparent bulk of the building. The designs of new buildings shall avoid long unrelieved expanses of wall along the street frontage by maintaining a rhythm of windows and structural bays.

(i) Buildings shall have a distinct base at the ground level, using articulation and materials such as stone, masonry, or decorative concrete.

(ii) Buildings shall have a change in material and/or design that marks the transition from base component to middle component, and from middle component to top component.

(iii) The top of the building shall be treated with a distinct outline with elements such as a projecting parapet, cornice, or projection.

(3) If the Zoning Administrator determines a permit application does not conform to the requirements of Section 1405-04(d), the Zoning Board of Appeals has the duty to determine whether the application satisfies the standards set forth in this Chapter prior to the issuance of a building permit.