

November 16, 2023

To: Daniel Fortinberry & Dan Bower, Department of Community & Economic Development

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

Subject: Community Engagement Meeting Summary – North Over-The-Rhine Parking Plan

On Monday, October 30th, 2023, the Department of City Planning & Engagement hosted a community engagement meeting regarding the proposed North Over-The-Rhine parking plan. The areas impacted by the plan include areas generally bounded by Liberty Avenue to the south, E. Clifton Avenue to the east, E. McMicken Avenue to the north, and Central Parkway to the west.

Mailed notices were sent to 336 property owners within the impacted area and the respective Community Council. The Department of City Planning and Engagement (DCPE) Community Engagement Specialist posted a physical notice in the form of a yard sign outside of Findlay Market and flyers were posted throughout parts of the impacted areas to notify tenants who may not have received the notice from their building property owners. Yard signs and flyers included a link to the Planning website where additional information about the proposed project could be found: <https://www.cincinnati-oh.gov/planning/community-engagement-meetings1/upcoming-community-engagement-meetings/>. Several social media posts were posted on the Department of City Planning and Engagements Facebook and Twitter accounts.

The meeting was conducted virtually on Zoom at 4:00 p.m. Staff from the Department of City Planning & Engagement and the Department of Community & Economic Development (DCED) were present. The facilitation of the meeting was carried out by Community Engagement Specialists in DCPE.

A total of seventy-five community members attended the meeting. All attendees had the opportunity to express their thoughts as well as to get their questions answered. Community members discussed their concerns about parking in the area. For detailed questions and concerns raised during the meeting, please refer to Attachment 1, labeled as Additional Information. Additionally, you can find the PowerPoint presentation used during the meeting and the items submitted by community members in Attachment 2.

Attachments:

- Attachment 1: Additional Information
- Attachment 2: PowerPoint Presentation and submitted materials from the Community Engagement Meeting

North Over-The-Rhine Proposed Parkin Plan

This document outlines information that was shared during the community engagement meeting on Monday, October 30th, 2023, as well as questions that were received through written comment. This document is intended as a summary and not as meeting minutes.

Background Info:

In response to increased demand for parking following critical population growth in the area, the City Council requested the City Administration review the North OTR area for a residential parking program. Residential parking programs, such as the one currently in use in OTR, allow us to control demand for parking in an area and ensure various stakeholders' parking needs are met, especially prioritizing residents and local businesses. We want to do our best to secure access to parking, first and foremost, for those who live in and frequent the area.

Project Info:

The Administration first conducted a curb inventory of existing space usage. Drawing on expert study, best practices, and feasibility identification from various departments, staff drafted a residential parking map for stakeholder feedback. Immediately following, they engaged with stakeholders, seeking, and receiving robust feedback on the draft map.

The engagement with these stakeholders included but was not limited to the following meetings:

- Findlay Market on August 1st, 2023
- OTR Chamber on August 16th, 2023
- OTR Community Council on August 14th and 28th, 2023



Meeting requests and day of attendance:

A total of 118 people requested the meeting link for the October 30th Community Engagement Meeting. 14 people who registered were employees from Findlay market, 25 people identified as local businesses owners, 1 local non-profit organization, and 4 people identified as residents of North OTR. Demographic data was captured for 35 registrants using an online QR code. A total of 75 people attended the meeting.

4. Please select an option below that best describes your preferred identity

[More Details](#)

[Insights](#)

Woman	10
Man	24
Non-binary	0
Prefer not to say	1



5. Are you of Hispanic, Latino or other Spanish ancestry?

[More Details](#)

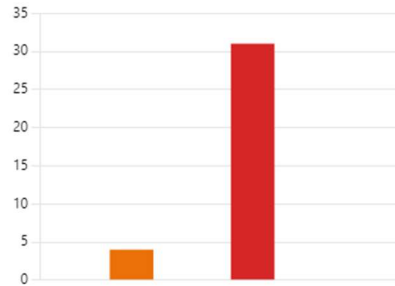
Yes	1
No	34



6. Which of the following best describe your race/ethnicity

[More Details](#)

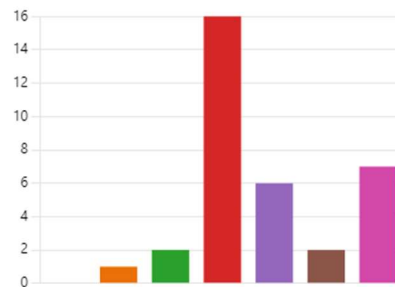
Asian	0
Black/African American	4
American Indian/Alaska ...	0
White/Caucasian	31
Native Hawaiian/Pacific I...	0
Hispanic/Latinx	0



7. Please select the age range below that best describes your current age.

[More Details](#)

Under 18	0
18-24	1
25-34	2
35-44	16
45-54	6
55-64	2
65 and over	7



Written and Oral Questions:

1. *"How much more revenue will this generate for OTR?"*

Revenue estimates have not been created as part of this plan.

2. *"What is the library of plans and feasibility studies?"*

Prior parking studies of OTR can be found here: <https://cincyezpark.com/home-3/reports/>. This includes the recommendations for OTR-South and a parking study inclusive of the Findlay Market Area

3. *"What kind of enforcement will take place? There is an ongoing problem of lack of enforcement in the area around McMicken, Walnut, and East Clifton including parking on sidewalks, parking in non-legal spaces, abandoned cars, double parking in the road, parking in bus stops, etc. How will the new plan be enforced? I've seen residential parking fail in Clifton with no enforcement."*

Parking enforcement occurs through a mix of routes and response to citizen complaints.

4. *"Will street sweeping no parking restrictions be enforced? Currently not enforced at all, if they do that will be an additional demand on parking."*

Street sweeping and all parking zones will continue to be enforced as part of the scheduled enforcement routes and via complaint.

5. *"Will there be restrictions on getting new curb cuts, loading zones, etc approved for projects? If so this will make redevelopment even harder. How does this impact new businesses with curb cuts and fighting for space?"*

These changes have not been restricted in OTR-South so restricting them is not part of the plan for OTR-North. Changes to the Right of Way will continue to be reviewed by the City Administration when requests are made with consideration for the impacts to other uses of the Right of Way.

6. *"Has the SORTA/METRO BRT plan been analyzed to understand the impact on curb spaces? Are there any proposed bike lanes, Vision Zero, or Complete Street projects that will impact curb spaces? It is critical to include these projects in any plan."*

Conversations with Metro are ongoing. As Metro's plans are solidified additional changes to curb spaces are likely.

7. *"In looking at the map, does the parking zone on McMicken between Vine and Dunlap cover both sides of the street? We live on the north side of West McMicken, and residential parking is difficult, particularly during FC games and generally on weekends. It appears that only the south side is covered by residential parking."*

This was mislabeled in the original map and has been corrected in the revision. The parking area would cover both sides of the street.

8. *"Can parking passes or permits be offered to businesses owners?"*

There are no current programs available offering on-street parking for businesses. We are working with our mobile payment vendors to determine what merchant service capabilities can be offered via the mobile payment apps.

9. *"Will loading zones be established to safely load and unload?"*

The current loading zone locations will be reviewed, moved appropriately to fit into the new curb uses (paid public parking, residential, etc.).

Other Comments:

Some community members expressed support for the project for the following reasons:

- Liked the idea of flexed parking spaces.
- Expressed that the use of parking permits has made the streets safer for residents and children.

There were concerns noted about the following:

- The current proposed plan would significantly impact on small business owners who felt like their customers wouldn't be able to find parking and would result in a loss of business.
- Small business owners expressed concerns for their employees who would be impacted by the proposed plan by having to pay parking fees that they cannot financially sustain on their current income. They also expressed concerns for their staff who work late in the evenings and may have to park further away from their job, which could cause a safety issue.
- Businesses expressed a concern about flexed parking hours as they do not align with companies that have non-traditional business hours.
- Some residents expressed that they would like to wait for the development of a new garage before making a final decision.
- Some residents from the Mohawk community felt as though their street should not be included in the proposed plan as they are primarily a commercial street.
- \$30 residential parking permits is considered free parking and should consider increasing the amount to generate more revenue.

Consistent Feedback Themes from Engagement:

- Several respondents requested that finalization of a plan be delayed until after the opening and initial operation of the County Garage and related changes to the on-street parking environment can be understood.
- Several respondents asked that worker parking and the impacts to businesses at Findlay Market be prioritized as part of a parking plan.
- Several respondents asked that the map be modified to remove the Mohawk area from the Plan
- Several respondents asked that the map be modified to make pleasant street, green street, McMicken street and central parkway flex parking areas, Elm Street should be paid parking.
- Several respondents asked that flex parking hours be in line with the hours of operation of Findlay Market.
- Several respondents who currently utilize the dedicated residential areas within the district would like those areas to remain residential while others wanted these areas converted to flex.

Next Steps:

The City Administration is reviewing all feedback received, inclusive of feedback on the map and to the process overall. Once the Administration has finalized its review of feedback, it will reach out with revisions to the map and next steps to the process. It is expected that the Administration will complete its review and reach out with the next steps in mid-December to early January.