

July 24, 2018

FOR YOUR INFORMATION

To: Mayor and Members of City Council
From: Patrick A. Duhaney, Acting City Manager PAD
Subject: Over-the-Rhine Residential Parking Permit Recommendations

One of Cincinnati's greatest successes during the past decade is the transformation of its Over-the-Rhine (OTR) neighborhood, located adjacent to the Central Business District.

Since 2003, the City of Cincinnati made a concerted effort to revitalize Over-the-Rhine. A combination of public and private investment has brought residents, businesses, and amenities to the neighborhood. The vibrant mixed-use, mixed-income area has received national acclaim for its turnaround.

The success, however, has created new conflicts. With more people choosing to live, visit or work in OTR, parking spaces are at a premium.

The following report offers recommendations to mitigate these conflicts as much as reasonably practical. The document was drafted in response to an official City Council motion from Councilmember Mann. The review is also in response to additional and substantial economic growth in OTR.

BACKGROUND

In a motion passed by City Council on Feb. 10, 2016 (201600136), the Administration was directed to establish a Task Force to provide policy recommendations on parking challenges in OTR caused by limited space, unique buildings deserving preservation, continuing development, and building and zoning code minimum parking rules.

In response to the motion, an OTR Parking Challenges Task Force was created in November 2016. Its purpose was to review, research and address all concerns outlined in the motion by using internal resources and outside parking consultant services. The Task Force was assembled with members from the City Manager's Office, the Department of Community and Economic Development (DCED) Parking Division, the Department of Building and Inspections, the Department of Transportation and Engineering, and the Department of City Planning.

The multi-departmental approach ensured all policy recommendations to City Council are comprehensive. Further, this approach ensured the departments tasked with administering and overseeing implementation are fully aware of how policy recommendations will affect different parts of municipal government operations.

As part of its work, the Task Force used information and data from Walker Parking Consultants and various community stakeholders.

Although several challenges were identified during the process, it was determined there are two major issues that can have the biggest impact on improving overall parking efficiency, reducing congestion and

addressing the mixed-use environment in OTR: 1) The creation and implementation of a flexible Residential Parking Permit Program (RPPP) and 2) updating the parking minimum requirements for new development, restoration and rehabilitation of existing and historical buildings.

RECOMMENDATIONS

The Administration recommends the following changes as the basis for a comprehensive parking plan for Over-the-Rhine. The recommendations are made with input from Walker Parking Consultants, the OTR Parking Challenges Task Force, OTR community groups and organizations, development organizations and the public.

The City recommends the following changes, updates or further review related to the following:

- Residential Parking Permit Program (RPPP)
- Parking Minimums
- Reviews/ongoing collaboration with stakeholders

The City of Cincinnati is exploring methods for alleviating conflicts related to available on-street parking for the residents of Over-the-Rhine. Often residents are forced to park at meters or find other parking options that are sometimes financially burdensome. This has worsened in recent years with the redevelopment of key corridors in the neighborhood. There are now more parkers, both transient and workers, competing for the limited amount of spaces that OTR can offer.

One option to help with the growing problem is the implementation of a paid Residential Parking Permit Program for the neighborhood. Similar programs already exist in Pendleton, the Clifton Gaslight District and Columbia Tusculum. One major difference is that the proposed Over-the-Rhine RPPP will consist of three types of on-street parking: 1) Metered only spaces, 2) Residential parking only spaces and 3) Flex spaces that allow either user group the ability to park.

As with the existing RPPPs, the plan will be managed by the Department of Transportation and Engineering; the infrastructure required to implement it is minimal and already in place. The initial cost to the City for implementing the program is estimated at approximately \$180,000 (signage and administrative costs), which would be amortized over a period of five years. Ongoing costs (enforcement and administrative costs) are estimated at \$73,500 annually, which will be paid by permit fees.

To ensure a parking solution that balances the often-competing needs of OTR residents, businesses and visitors, the Task Force recommends the RPPP be adopted in conjunction with an Urban Parking Overlay District in the area of Over-the-Rhine south of Liberty Street. The Task Force recommends that the cost of the residential parking permits and the number of permits issued each year be administrative actions decided by the City Manager. Several other implementation details will be sorted out upon Council approval.

After careful consideration of data presented by the Task Force, should City Council approve the RPPP, I am proposing the initial number of permits issued be capped at 500. Of that amount, 250 would be allocated to residents qualifying for a reduced cost parking permit. The reduced cost permit can be purchased for \$25 per year and the regular permit can be purchased for \$150 per year. Any change in these numbers may impact the parking revenue projections approved as part of the most recent City budget.

Lastly, the City is committed to reviewing the program on a regular and scheduled basis to ensure that the plan is meeting the needs of all the OTR stakeholders, residents and visitors.

A decision by City Council on the recommendations is required.

Attachment

cc: Philip M. Denning, Director, Community & Economic Development