

**Goal #1 The neighborhoods of Cincinnati are walkable; residents can walk to neighborhood services.**

<b>Group One</b>		<b>Sheet #</b>
	each neighborhood should have it a core	11
*	environmental design, bright and well lit CPTED issues (crime prevention through environmental design)	11
	clean sidewalks, more emphasis on other modes of transportation (walk, bike, walk)	11
	activity on streets	11
	24 hour livable street mixed use	11
*	not every neighborhood is walkable, emphasize bike and transit for neighborhoods that are not walkable	11
	horizontal mixed use/work from home	11
*	multiple centers or cores throughout city	11
<b>Group Two</b>		
	bring back the streetcar and incorporate TOD around it	12
*	connect NBDs by transit or streetcar (ToD)	12
	lighting on streets/pedestrian walkways and to homes (pedestrian lighting)	12
	under-ground utilities	12
	public art to look at	12
	out door cafes	12
*	wider sidewalks to accommodate outdoor uses	12
	sidewalk maintenance	12
	bridging ravines	12
	part of walkable neighborhood is a bikable neighborhood	12
	bring back "hill-a-vators"	12
*	police on foot patrol	12
<b>Group Three</b>		
	Plant trees on the streets	13
	have neighborhood service in you neighborhood to walk to	13
	have a neighborhood business district that is viable in every neighborhood	13
	increase housing density and type of housing	13
	develop mix-use in each neighborhood	13
	better sidewalk quality well maintained, wide enough	13
	not "streetscape" sidewalks, practical sidewalks that can be maintained easily	13
	increase more sidewalks in neighborhoods that are lacking them	13
	create networks of walkable sidewalks enforcement of pedestrian rights	13
	implement traffic calming	13
	curb ramps	13
	small/reduced curb radius	13
	improved neighborhood safety	13
*	improved sidewalk infrastructure, i.e. network of walkable well maintained wide sidewalk	13
*	have a vibrant variety of services 90% of what you typically would need	13
*	quality of life and safety	13
<b>Group Four</b>		
*	limit retail development to a walkable/neighborhood scale	14

*	establish destinations per neighborhood to design the walkability around them	14
	more public transit	14
*	changing from parking minimums to parking maximums for new development/redevelopment	14
	look at new zoning use/theories for new development I.I. Form based code	14
	figure out who is being served in a market and cater development towards them (accessible to all income)	14
* indicates that the comment was designated a priority by the group		

**Goal #2 The streets of Cincinnati are designed to support all types of transportation - accessible to all.**

<b>Group One</b>		<b>Sheet #</b>
	shopping downtown	21
	mall downtown	21
	Newport on our side	21
	paintball	21
	exciting activities	21
	action	21
	large scale	21
	bring in light rail	21
	transportation	21
	fluid movement	21
	parking	21
	one loop	21
<b>Group Two</b>		
*	clarify appropriate vehicle uses for different classes of streets	22
*	smaller buses to accommodate demand and street size	22
	teach people via public information campaigns to share the roadway - e.g. cars yield to bikes, bikes yield to pedestrians, etc.	22
	redesign the overhead traffic signals so they are easily seen (can't see if I)	22
	FedEx and ups need to stop blocking traffic (for example of delivery vehicle )	22
*	improve and maintain sidewalk	22
*	build bike lanes	22
	residential streets should have "collector zone" which feed into arterial collector zone	22
<b>Group Three</b>		
*	prioritizing bike and pedestrian transportation; widen sidewalks/bike paths	23
*	study cities that function well with integrated transportation	23
	emphasis on self-propelled and busses	23
*	assess street by street capacity and character in alignment with parking	23
	bike share and car share	23
	handicapped accessible	23
*	create demand for non-car transportation incentives need to maintain	23
	separate arteries w/ different scales of transportation	23
	as street are redone, include bike lanes	23
	busses have capacity for more bikes pedestrian only lanes	23
<b>Group Four</b>		
	we don't need cars on every street; we don't need busses on every street. Some areas you could close off to cars. Many cities do this.	24
	needs to be alternative transportation to get to these areas (closed to cars) i.e. Santa Monica, boulder, new Orleans	24
	how do I get from my house to public transit then to destination - that first and last mile. Don't dump me off a streetcar and not have a way to get where I am going	24

	segway lanes, bike rental	24
	streetcar could give ability to go further than I might in a car because don't have parking to contend with	24
	bicycling in Cincinnati is terrifying	24
	get rid of one way streets in Cincinnati - smart streets. People who don't know downtown are afraid they will get lost.	24
*	explore all alternative modes of mobility	24
*	look at interconnectedness of neighborhoods	24
*	educate community to increase buy-in and awareness	24
<b>Group Five</b>		
	safety considerations - esp. when pedestrians and vehicular transportation came street	25
	separation of heavy vehicles from pedestrian and people moving vehicles	25
*	develop overlapping or mixed networks of streets for different uses with segregation to ensure safety	25
	affordable mass transit	25
	accessibility to people of differing abilities	25
*	utilize existing infrastructure (e.g. old subway tunnels, incline paths)	25
	integrate different modes of transit	25
*	prioritize and evaluate on going basis route development based on current gaps and needs (e.g. cross-town, suburban)	25
*	prioritize the sequence of developing different types of transit (e.g. light rail, streetcar)	25
	implement quickly	25
	evaluate location of current bus stops and spacing out more for efficiencies	25
* indicates that the comment was designated a priority by the group		

**Goal #3 New construction and redevelopment are compatible with existing development.**



<b>Group One</b>		<b>Sheet #</b>
*	city and community councils collaborate to decide what projects should be accepted implementation/giv	31
*	adopt form-based codes	31
*	develop a process of identifying existing structures and environmental impact	31
	design a process for both pre- and post- design for acceptance	31
	give incentives to business/developers for developing compatible designs	31
	make and effort to identify/designate historic landmarks and buildings	31
<b>Group Two</b>		
*	encouraging redevelopment as opposed to new construction	32
	encourage complimentary construction as opposed to heaving to be exactly the same	32
	older neighborhoods and development needs to fit in -> new Orleans - new development doesn't fit	32
	rehabbing older developments	32
	deciding what could/should be saved and what should be replaced	32
*	form based codes	32
	getting rid of buildings with environmental hazards	32
*	complimentary architecture	32
<b>Group Three</b>		
	[discussion on form based codes]	33
	education of code options	33
	ensure voting of all citizens with goal of each	33
<b>Group Four</b>		
	context sensitive - depends on the existing quality and which elements are compatible! Use form, mater	34
	architecture and form are important but a mix of uses are important	34
	compatible uses for the neighborhood are important local us chain culture	34
	form base is important but still need to regulate use at a level or type	34
	new design should leverage existing assets	34
	mix of residential local business and destination use	34
	design needs to be compatible e with the transportation system in place or planned	34
	new construction needs to support the unique character of neighborhoods	34
*	codification of clear and unique form based standards	34
*	identify a clear and specific character for each neighborhood	34
*	all local neighborhoods to adopt specialize use regulations	34
* indicates that the comment was designated a priority by the group		

**Goal #4 Street developments incorporate sustainable and environmentally friendly design.**



<b>Group One</b>		<b>Sheet #</b>
	increased use of incentives for LEED new development and refurbishment of existing buildings	41
	more creation of pocket parks through neighborhood programs	41
	more neighborhood matching funds for façade and such improvements in NBDs	41
	publicizing green programs (state, local and federal)	41
<b>Group Two</b>		
	use of the street and enable transit systems we want	42
	rain gardens	42
	pervious surfaces	42
*	incentives for sustainable development - density - energy efficiency - LEED standards	42
	mixed use developments	42
*	streetscaping which has low water and low labor use	42
	streetscaping which provides shading	42
	widen sidewalks at expense of vehicular lanes	42
*	traffic calming strategies	42
	reduce opportunities for pedestrians to be killed	42
* indicates that the comment was designated a priority by the group		

**Goal #5 Cincinnati is a city with inviting an engaging public spaces.**

<b>Group One</b>		<b>Sheet #</b>
	More fortress-like casinos!!! Oh wait, big mistake	51
*	emulate fountain square in other neighborhoods	51
	provide assistance to our neighborhoods in creating a great open space. Rallying space	51
*	pedestrian only zones for certain time periods	51
	Eggleston canal walk and central parkway	51
	more programming to draw the public	51
*	capping FWW to combine CBD and the Banks - maintain the space as public but not too organized/structured. Dog run	51
<b>Group Two</b>		
	pocket parks - safety - surrounded by independent businesses and entertainment	52
	easy access - 2 way streets	52
	community events	52
	community services (library, etc.	52
	basic service business	52
	include engaging spaces for youth and seniors	52
	green spaces	52
	ask community what they think is a public space	52
*	ask each community what they need in their community - survey (i.e. youth, seniors)	52
*	provide green space - pocket parks, medians, etc	52
*	focus on independent business that are unique	52
<b>Group Three</b>		
	crime prevention through environmental design collaborative - lots of community engagement	53
	connect CPTED info to community councils and volunteer groups and beautification projects	53
	more secure tenure for available city-owned open spaces	53
	require a certain amount of green space with in city as a whole and with in each neighborhood - could use pollution/climate plans as model for incentives and credits	53
	limit car traffic in targeted area as determined by communities	53
*	CPTED tied to existing community efforts	53
*	secure tenure for available city-owned open spaces for agriculture and community use	53
*	certain amount of required green space	53
<b>Group Four</b>		
*	study other cities (learn best practices from other cities) Portland - such as art, green space, fountains	54
	ratio of cement to green	54
*	form based code principles and standards	54
	appealing to various age groups	54
	moratorium on street - widening	54
	parks with places to sit	54
	neighborhood have a gathering place town square	54

	street vendors and special designed (and inviting) area	54
*	incentives for developers to create open public spaces	54
	play area for all ages and abilities	54
	outdoor dining	54
* indicates that the comment was designated a priority by the group		

**Goal #6 Cincinnati's NBDs and Downtown are energetic and vibrant with pedestrian activity.**

<b>Group One</b>		<b>Sheet #</b>
*	more shopping downtown	61
*	energy incentivized activities	61
*	fluid transportation and human movement statistics	61
<b>Group Two</b>		
	it must reflect the needs of the neighborhoods directly	62
*	events take place in the community on a regular basis. Let the uniqueness break through	62
*	variety of businesses revolve around the public space. Non-competing businesses	62
*	encourage people to be outside. Bistros with outside seating	62
* indicates that the comment was designated a priority by the group		

**Goal #7 Each neighborhood of Cincinnati has its own unique character.**



<b>Group One</b>		<b>Sheet #</b>
*	study how they are different, and accentuate their strengths	71
*	create city wide map/guide/website	71
*	city /neighborhood partnership create their identity	71
*	community education provided by city	71
	Cincinnati urban commission - community leader (council)	71
	city staff	71
	community councils reflected of city - in organizations	71
<b>Group Two</b>		
*	character from residents - people decide	72
	influence of natural ecology / geography	72
	bring in businesses for the neighborhood	72
*	defining or understanding what created the neighborhood as a baseline to what to preserve	72
	improve/take what is there and improve it	72
*	keeping economic classes/ethnicities	72
*	every neighborhood should have a variety of housing types/sizes - you can stay in the neighborhood	72
* indicates that the comment was designated a priority by the group		