

Vibrant Downtown and NBD
Lighting – pedestrian scale
Right-of-way (R.O.W.) at pedestrian level – consider balance, amenities
Aesthetics code (ensure look is attractive) – enforcement
Traffic free or reduced free zone – limited times
“Third Place – hanging out/feeling comfortable for extended periods of time, unplanned interactions (private business) example: coffee, bars
Destinations/focal points
Pedestrian sheds - Walking distance is reasonable between points of interest
Successful places when you change modes of transit between points
Consideration with parking also (hub)
Transit flexibility, shared bikes and cars
Bike facilities
Impact of Metro fees, less money for short trips (example: Central Business District (CBD) to Over-the-Rhine (OTR))
Impact of valet parking
Hub currently downtown – need better connections across town
Electronic pay for public parking
Inadequate off-street parking
State level need (non-profit owning parking, prohibitive tax on parking) need property tax relief
Size matters – look at length of Neighborhood Business Districts (NBD) to make them pedestrian integrated
Local serving retail (example: grocery)
Downtown/NBD – pet amenities/dog park
Access to vacant city property – to buy
One-way streets – eliminating
Sidewalk café seating (if space)

Walkable Community
Lighting for pedestrians “human level” (not focused on automobiles)
Traffic patterns, street direction
Requirement to shovel sidewalks; repair sidewalks – enforcement

Walkable Community (continued)
Control of other elements in R.O.W. (news racks, signs, merchandise displays, private decorations, outdoor eating and drinking areas, awnings)
Signage at crosswalks, signalization, education, bump-outs
People occupy the sidewalks (creating life on the street)
Vacant lots attract trash (enforcement)
More partnership between city and community to communicate issues that may impact walkability (zoning, Form-Based Codes)
Aesthetics code (maintenance)
Traffic-free or reduced speed zones
Parks or mini-parks near NBDs
Encourage "hang out" space
Safety
Ensure there are things in walking distance from each other
Open transit data
Transit points in hub and interconnected
Street trees/public water
Transit rates discourage quick trips
Re-sizing NBD to historic size

Public Space
Public art (i.e. Shepard Fairey example)
Lighting at pedestrian scale
Sidewalk shoveling required – repair
Elements of R.O.W.
Newspaper racks, sandwich boards, signs, planters (control) clutters and leaves little room for pedestrians
Vacant lots – community gardens and pocket parks
Aesthetics code
Honeysuckle removal
Pocket parks at NBD
Third place
Modal transfers (Zip, Bike)- connections, interconnections

Public Space (continued)
Bike facility improvement
Park + Ride
Street trees (sense of scale) – water issues, public water bibs
Valet issues in prime
Accessibility
Fountain Square Model (program events)
Encourage active uses – way finding with distances
Pet parks and pocket parks
Outdoor eating
Boom-town (1880-1910) stylized culture development to encourage cultural character rather than industrial character
No cookie-cutter neighborhoods because of individual neighborhood characteristics

Information on Related Planning Efforts
Need information on Form-Based Codes and where that process stands in current city planning
There were many comments/ideas/suggestions that relate to operations and fiscal policies. How will they fit in?
Form-Based Code presentation
Streetcar/transportation plans for future
Copies of 1925, 1948, and 1980 plan (hard copies, not online version)
Transportation nodes
How other cities enforced development codes and master plans
Anything on city planning from 1870s-1920s

Other thoughts
Need more diversity – age and race
Need street design standards for NBDs – pedestrian based
These are great ideas if the entireties of the problems are addressed. If not we do not need additional busy work

Neighborhood Character
Traffic pattern (example: Walnut Hills two-way streets needed again)
Take care of vacant lots – trash litter – overall impact
Form-Based Codes (FBC) – character determined by voice of people that live there
Enforcing existing character or using standards of excellence to create character
Density needed for transit – interplay of transit impact on density (streetcar) organic growth
Look at appropriate uses (multi-family impact on keeping/attracting residents)
Section 8 Housing/tenants impact (disproportionate in city)
Limiting impact of sewer tax credits – impact on reuse
Maintaining character with new developments
Impact of historic cultural identity – could do now (define intended character)

Compatible Development
Street furniture in R.O.W.
Form-Based Codes
Park-N-Ride
Parking considerations (for uses)
Regulating the size of NBDs
Architectural compatibility
Sewer tax credits
Tax credits for re-use, not new building

Complete Streets
Traffic pattern (one-way versus two-way)
Repair sidewalks on regular basis
Street furniture, news racks, sandwich boards, displays, etc.
Pros and cons – should exist within regulation
Form-Based Codes
Reduced automobile traffic in NBDs – close street
Rental bicycles, shared cars (zip, flex)
Real-time transit information (open transit data)
More bike lanes
Bike racks, corral on streets, in NBD

Complete Streets (continued)
Adequate parking near transit
Public water bibs, rain barrels, rain-water retention for trees
Distance-based fees for transit
Use of public parking for valet parking
On-street handicap parking
Easier cross-town transit
Electronic-pay parking meters
Inadequate off-street parking to support NBDs (or easy transit option)
Distance signage – signage to encourage activity
Accommodation for pets
Public arts

Sustainable Development
Consideration of traffic patterns
Vacant lots
Aesthetics code
Pocket parks
Modal transfers – connections/interconnection (Zipcar, Paris, Bike)
Bike facility improvement
Pocket Park
Park and ride
Rain and sewer conservation and reuse
Access to transit hubs
Dense development around transit hubs
Sewer tax credit issues
Consideration of existing form with tax incentives
Beyond built-form
Attracting people to city – dealing with City Hall culture of arrogance
Stronger interaction between City Hall and Community Councils

Specific Data (continued)
Potential budget for items that will improve the urbanity of our city
We can dream – but is there any point if we cannot build it, service it, maintain it.
More communities need to be involved – need representation from diverse population
Growth patterns, urban to suburban
Information on Form-Based Codes
Population trends as they relate to building types that should be encouraged
Image library of Cincinnati neighborhoods
List of our best liked places in town
If there is not a directed focus upon safety and quality of life issues, this could and probably will be wasted effort and resources
City needs to stop apologizing for manufactured problems this city is supposedly guilty of and start defending it as the great city it always has been
Last three Cincinnati master plans, master plans from standards of excellent cities: Portland, Vancouver, Denver
Demographics forecast for future 10 years, who is buying/moving into city now

Learning about Best Practices and Hearing from Key Area Experts
Key area experts in traffic calming, street usage
Actual city studies about traffic flow and road use
List of urban design principles. I know they are out there (ex. St. Paul, MN)
City code expert, public transit