City of Cincinnati

801 Plum Street
Cincinnati, Ohio 45202

CALENDAR

Cincinnati City Council

Wednesday, May 20, 2026 **2:00 PM** **Council Chambers, Room 300**

ROLL CALL

PRAYER AND PLEDGE OF ALLEGIANCE

FILING OF THE JOURNAL

MAYOR AFTAB

Human Services Advisory Committee

1. 202601568 **REAPPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby reappoint Courtney Morabito to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/White).

Recommendation CONFIRM

Sponsors: Mayor

2. 202601569 **REAPPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby reappoint Dari Daniels to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/AA).

Recommendation CONFIRM

Sponsors: Mayor

3. 202601570 **REAPPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby reappoint Carla Ann Belcher to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/AA).

Recommendation CONFIRM

Sponsors: Mayor

4. 202601571 **REAPPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby reappoint Dr. Randi Burlew to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/AA).

Recommendation CONFIRM

Sponsors: Mayor

5. 202601572 **APPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby appoint Elisha Scott to the Human Services Advisory Committee for the remainder of the term

ending September 13th 2026. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/AA).

Recommendation CONFIRM

Sponsors: Mayor

Convention Facilities Authority

6. 202601573 **REAPPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby reappoint Keizayla Fambro to the Convention Facilities Authority for a term of four years. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/AA).

Recommendation CONFIM

Sponsors: Mayor

7. 202601574 **REAPPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby reappoint Nidhi Bambino Bedi to the Convention Facilities Authority for a term of four years. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/Indian American).

Recommendation CONFIRM

Sponsors: Mayor

Citizen Complaint Authority

8. 202601575 **APPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby appoint Gilbert Stowers to the Citizen Complaint Authority for a term of two years. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Male/AA).

Recommendation CONFIRM

Sponsors: Mayor

Port of Greater Cincinnati Development Authority

9. 202601576 **APPOINTMENT**, submitted by Mayor Aftab Pureval, I hereby appoint Jill Meyer to the Port of Greater Cincinnati Development Authority for the remainder of a term ending January 6th, 2029. This appointment is submitted to City Council for its advice and consent pursuant to its Rules. (Female/White).

Recommendation CONFIRM

Sponsors: Mayor

MS. OWENS

10. 202601623 **RESOLUTION**, submitted by Councilmember Owens, from Emily Smart Woerner, City Solicitor, **RECOGNIZING** Mike and Helen Wong and the Wong family as 2026 Asian American, Native Hawaiian, and Pacific Islander Month honorees and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for celebrating fifty years in business in the Tri-State.

Recommendation PASS

Sponsors: Owens

MR. JOHNSON

MS. ALBI

11. 202601629 **RESOLUTION**, submitted by Councilmembers Johnson and Albi, from Emily Smart Woerner, City Solicitor, **RECOGNIZING** the Summit Country Day Varsity Boys and Girls Soccer Teams and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for winning the Ohio state championship.

Recommendation PASS

Sponsors: Johnson and Albi

MR. WALSH

12. 202601617 **ORDINANCE (EMERGENCY)**, submitted by Councilmember Walsh, from Emily Smart Woerner, City Solicitor, **DECLARING** that East 13th Street from Reading Road to Pendleton Street in the Pendleton neighborhood shall hereby receive the honorary, secondary name of “Marvin G. Butts Way” in honor of MarvinG. Butts, III and in recognition of his contributions to the Cincinnati community and the business community in Pendleton.

Recommendation HOUSING & GROWTH COMMITTEE

Sponsors: Walsh

MS. KEARNEY

13. 202601637 **MOTION**, submitted by Vice Mayor Kearney, **WE MOVE** that the Administration serve as a mediator and facilitator between the Bond Hill Community Council and LDG in the development of a Community Benefits Agreement (CBA), and report back to Council within 30 days regarding the status of those efforts. (BALANCE ON FILE IN THE CLERK’S OFFICE) (STATEMENT ATTACHED)

Recommendation HOUSING & GROWTH COMMITTEE

Sponsors: Kearney

MS. KEARNEY

MR. JAMES

MS. ALBI

MR. JOHNSON

14. 202601642 **MOTION**, submitted by Vice Mayor Kearney, Councilmembers James, Albi and Johnson, **WE MOVE** that the City Administration reserve the amount of $3,271,193 for bridge-loan program for the purpose of funding Continuum of Care for the Homeless (CoC) programs if federal funding for year 2026-2027

has not arrived by July 1, 2026. This amount is half of the total needed to allow eleven (11) local organizations to continue providing needed services to prevent homelessness and support these experiencing homelessness if the expected five-month delay occurs in receiving funding from the United States Department of Housing and Urban Development (HUD). (BALANCE ON FILE IN THE CLERK'S OFFICE) (STATEMENT ATTACHED)

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: Kearney, James, Albi and Johnson

CITY MANAGER

15. 202601531 **REPORT**, dated 5/20/2026 submitted by Sheryl M. M. Long, City Manager, on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for Perfect Taste Entertainment LLC, DBA, 6819 Vine St. (#07071998-1, New Ren, D-3A) [Objections:Yes]

Recommendation FILE

Sponsors: City Manager

16. 202601534 **REPORT**, dated 5/20/2026 submitted by Sheryl M. M. Long, City Manager, on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for Virk Market LLC, DBA Virk Market, 127 E. 4th St. (#10015082-1, New, C1 C2 D6) [Objections:Yes]

Recommendation FILE

Sponsors: City Manager

17. 202601545 **REPORT**, dated 5/20/2026 submitted by Sheryl M. M. Long, City Manager, on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for Sycamore Hospitality, LLC, DBA Bar Saeso, 1208 Sycamore 1st floor. (#10015166-1, TRFO, D5) [Objections: None]

Recommendation FILE

Sponsors: City Manager

18. 202601548 **REPORT**, dated 5/20/2026 submitted by Sheryl M. M. Long, City Manager, on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for Cincy Smoke Time, LLC., DBA Cincy Cmoke Time, 1109 Vine St. (#10015084-1, New, C1 C2) [Objections:Yes]

Recommendation FILE

Sponsors: City Manager

19. 202601578 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **APPROPRIATING** to public use certain real property interests required to construct, establish, reconstruct, improve, maintain, repair, and preserve a shared use path along Reading Road, Whittier Street, Fredonia Avenue, and through to Blair Court, commonly known as Wasson Way Phase 7.

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: City Manager

20. 202601586 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **ESTABLISHING** new capital improvement program project

account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant," to provide resources for pavement improvements on runway 07/25 at Lunken Airport; **AUTHORIZING** the City Manager to apply for, accept, and appropriate a grant of up to $750,000 from Ohio Department of Transportation to newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant;" and **AUTHORIZING** the Director of Finance to deposit the grant resources into newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant."

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: City Manager

21. 202601587 **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **AUTHORIZING** the City Manager to accept in-kind donations and contributions of miscellaneous supplies from the Cincinnati Parks Foundation, valued at approximately $54,458 as set forth in Attachment A, to benefit various City parks.

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: City Manager

22. 202601588 **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **AUTHORIZING** the City Manager to accept and appropriate a donation of $15,000 from the Cincinnati Fire Foundation to provide resources to purchase medical coolers; **AUTHORIZING** the City Manager to accept and appropriate a donation of $1,500 from the Cincinnati Fire Foundation to provide resources to purchase promotional materials in support of the Neighbors Looking Out for Neighbors campaign; and **AUTHORIZING** the Director of Finance to deposit the donations into Fund 472, "Fire Grants and Donations," revenue account no. 472x8571.

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: City Manager

23. 202601590 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **AUTHORIZING** the City Manager to accept and appropriate a grant of up to $238,283.88 from the Hamilton County ReSource Residential Recycling Incentive grant program to provide resources for recycling education and awareness, residential recycling, drop-off recycling, yard waste, food waste, composting, waste reduction, litter collection, and the labor, equipment and materials to support these efforts; and **AUTHORIZING** the Director of Finance to deposit the grant resources into General Fund revenue account no. 050x8782, Office of Environment and Sustainability project account no. 26HamCoRRI, "FY 2026 Hamilton County RRI Grant."

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: City Manager

24. 202601630 **REPORT**, dated 5/20/2026, submitted Sheryl M. M. Long, City Manager, regarding the Deputy Clerk of Council salary range market analysis. (Reference Document # 202600220)

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: City Manager

25. 202601638 **RESOLUTION** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **APPROVING** The Banks Urban Design Plan Update as the planning guide for The Banks in the Central Business District neighborhood.

Recommendation HOUSING & GROWTH COMMITTEE

Sponsors: City Manager

26. 202601640 **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **APPROVING** a major amendment to the concept plan and development program statement governing Planned Development District No. 43, "The Banks," to expand the boundary of the planned development and to establish development parameters to align with The Banks Urban Design Plan Update (2026) in the Central Business District neighborhood.

Recommendation HOUSING & GROWTH COMMITTEE

Sponsors: City Manager

27. 202601641 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/20/2026, **AUTHORIZING** the City Manager to design, install, and maintain artwork on various traffic control boxes located in the Clifton neighborhood, notwithstanding any conflicting Department of Transportation and Engineering rules and regulations or any provision of the Cincinnati Municipal Code that would prohibit the installation and maintenance of the artwork.

Recommendation BUDGET, FINANCE & GOVERNANCE COMMITTEE

Sponsors: City Manager

CLERK OF COUNCIL

28. 202601584 **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Scotty Johnson/Councilmember. (ETHICS)

Recommendation FILE

Sponsors: Clerk of Council

29. 202601639 **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Ryan Lee James/Councilmember. (CITY)

Recommendation FILE

Sponsors: Clerk of Council

30. 202601643 **STATEMENT**, submitted by the Clerk of Council formally filing a copy of the Financial Disclosure Statement for Ryan Lee James/Councilmember. (ETHICS)

Recommendation FILE

Sponsors: Clerk of Council

BUDGET, FINANCE & GOVERNANCE COMMITTEE

31. 202601559 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **AUTHORIZING** a payment of $136.40 to Rumpke from Cincinnati Parks Department General Fund non-personnel operating budget

account no. 050x202x1000x7276 as a moral obligation for trash collection services rendered in February 2025; **AUTHORIZING** a payment of $775 to Irvine Wood Recovery, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x3000x7373 as a moral obligation for providing playground turf to the Sinton facility in April 2025; **AUTHORIZING** a payment of $119.12 to the Cincinnati Color Company from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7335 as a moral obligation for paint supplies provided in May 2025; **AUTHORIZING** a payment of $1,562.02 to Professional Awards Service, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7364 as a moral obligation for Cincinnati Parks Department uniforms provided in September 2025; **AUTHORIZING** a payment of $119.99 to S&S Worldwide from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7381 as a moral obligation for providing a teen and adult balance ball chair in September 2024; **AUTHORIZING** a payment of $1,300.50 to HercRentals from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for light tower trailer and surveillance camera unit rentals for Burnet Woods in July 2025; **AUTHORIZING** a payment of $1,785 to Power Equipment Solutions from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for golf cart rentals provided in November 2025; **AUTHORIZING** a payment of $730 to Tree Care, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5100x7278 as a moral obligation for tree care services provided in August 2024; **AUTHORIZING** a payment of $1,366.50 to Forevergreen from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5200x7373 as a moral obligation for bridge planter maintenance on Fort Washington Way provided in June 2025; **AUTHORIZING** a payment of $6,564.95 to CINCYTICKET from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7289 as a moral obligation for online ticketing services provided for Krohn Conservatory between August and October 2025; **AUTHORIZING** a payment of $1,958 to General Factory Supply from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7362 as a moral obligation for horticulture supplies provided for Krohn Conservatory in February 2023; **AUTHORIZING** a payment of $4,535.16 to Eason Horticultural Resources, Inc. from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7373 as a moral obligation for horticulture supplies provided for Krohn Conservatory in May 2024; **AUTHORIZING** a payment of $3,800 to Tree Care, Inc. from Cincinnati Parks Department Urban Forestry Fund non-personnel operating budget account no. 428x202x5100x7278 as a moral obligation for tree care services provided in April 2024; **AUTHORIZING** a payment of $295 to Nelbud from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for sprinkler inspections and an air/water gauge provided in June 2025; **AUTHORIZING** a payment of $2,216.67 to Winstel Controls from Cincinnati Parks Department Parks Private Endowment and Donations Fund

non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for equipment maintenance supplies provided in June 2025; **AUTHORIZING** a payment of $607.06 to GBEX from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7335 as a moral obligation for plumbing supplies provided in May 2025; **AUTHORIZING** a payment of $18,062.65 to Wm. A. Natorp Co. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5200x7373 as a moral obligation for horticulture supplies provided in August 2025; **AUTHORIZING** a payment of $1,004.75 to Commonwealth Land Title Insurance Company from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for title insurance related to a land purchase in February 2026; **AUTHORIZING** a payment of $6,898.50 to Graf Coyne from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for outside legal counsel provided in December 2022; and **AUTHORIZING** a payment of $770 to First Student, Inc. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x4000x7219 as a moral obligation for busing services provided in April 2025 and March 2026.

Recommendation PASS EMERGENCY

Sponsors: City Manager

32. 202601555 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **AUTHORIZING** the payment of $614.25 to First Student, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x203x4000x7219 for chartered busing services provided to the City in October 2025, pursuant to the attached then and now certificate from the Director of Finance.

Recommendation PASS EMERGENCY

Sponsors: City Manager

33. 202601552 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **AUTHORIZING** the payment of $133,200.79 from General Fund Enterprise Software and Licenses Non-Departmental non-personnel operating budget account no. 050x952x0000x7418 to AskReply, Inc. dba B2Gnow for the annual subscription fee for the B2Gnow and LCPtracker compliance management tracking system for the period of July 1, 2025, through June 30, 2026, the end of the license term, pursuant to the attached then and now certificate from the Director of Finance.

Recommendation PASS EMERGENCY

Sponsors: City Manager

34. 202601553 **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **AUTHORIZING** the City Manager to apply for, accept, and appropriate a grant

of up to $300,000 from the United States Department of Justice, Bureau of Justice Assistance, FY 2025 Local Law Enforcement Crime Gun Intelligence Center Integration Initiative (ALN 16.738) to support expansion of the Cincinnati Police Department Crime Gun Intelligence Center; and **AUTHORIZING** the Director of Finance to deposit the grant funds into Law Enforcement Grant Fund 368x8553, project account no. 25CGIC.

Recommendation PASS

Sponsors: City Manager

35. 202601551 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **AUTHORIZING** the City Manager to apply for various grants of up to $6,000,000 per application from the Metro Transit Infrastructure Fund ("MTIF") program as awarded by the Southwest Ohio Regional Transit Authority ("SORTA"), the Municipal Road Fund ("MRF") program awarded by Hamilton County, the State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP") grants awarded by the Ohio Public Works Commission ("OPWC"), and the Surface Transportation Block Grants ("STBG"), Congestion Mitigation/Air Quality ("CMAQ") grants, Transportation Alternatives ("TA") grants, and STBG Repaving program grants awarded by the Ohio-Kentucky-Indiana Regional Council of Governments ("OKI") (ALN 20.205), to fund various City road, bridge, pedestrian, and bicycle construction projects identified in Attachment A.

Recommendation PASS EMERGENCY

Sponsors: City Manager

36. 202601549 **ORDINANCE (EMERGENCY)** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **AUTHORIZING** the City Manager to execute a Purchase, Funding, and Development Agreement with Whex Garage LLC, (a wholly-owned subsidiary of 3CDC), pursuant to which the City will: (i) purchase certain property located on the southwest corner of W. 5th Street and Elm Street in Cincinnati, (ii) then lease such property to Whex Garage LLC, and (iii) provide a grant in an amount not to exceed $4,000,000 to Whex Garage LLC to renovate the existing garage, commonly known as the Whex Garage, located on such property; **ESTABLISHING** new capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements; **AUTHORIZING** the transfer and return to source of $4,000,000 from capital improvement program project account no. 980x164x241620, "Convention Center District Urban Renewal TIF," to the unappropriated surplus of Urban Renewal - Tax Increment Bond Fund 852; **AUTHORIZING** the transfer and appropriation of $4,000,000 from the unappropriated surplus of Urban Renewal - Tax Increment Bond Fund 852 to the newly established capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements; and **DECLARING** that (i) the improvement of the Whex Garage to be an urban renewal project located in an urban renewal area, each as defined in Ohio Revised Code Chapter 725, and (ii) expenditures from the newly established capital improvement program project account no.

980x105x261021, “Convention Center District Whex Garage TIF,” to provide resources for improvements to the Whex Garage and related infrastructure improvements serve a public purpose because the project will foster additional redevelopment and reinvestment in the Convention Center District in support of the City-owned Convention Center. (Subject to the Temporary Prohibition List <https://www.cincinnati-oh.gov/law/ethics/city-business>). <https://www.cincinnati-oh.gov/law/ethics/city-business%3e).>

Recommendation PASS EMERGENCY

Sponsors: City Manager

37. 202601550 **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **AUTHORIZING** the City Manager to execute a plat entitled Waterline Easement Vacation Plat Quitclaim E127-Q for Easement E127-WSL 1729 to release and quitclaim a portion of a public utility easement held by the City of Cincinnati for the use and benefit of Greater Cincinnati Water Works for a water main and associated appurtenances located in an upon certain real property located in Section 13, Town 4, E.R. 1 M.P. and Section 18, Town 4, F.R. 2, in the Village of Silverton, Hamilton County, Ohio. (Subject to the Temporary Prohibition List <https://www.cincinnati-oh.gov/law/ethics/city-business>). <https://www.cincinnati-oh.gov/law/ethics/city-business%3e).>

Recommendation PASS

Sponsors: City Manager

38. 202601554 **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 5/13/2026, **ACCEPTING AND CONFIRMING** the grant of a public utility easement in favor of the City of Cincinnati for water mains and related fixtures, equipment, and appurtenances through certain real property in the Anderson Township, Hamilton County, Ohio as designated on the plat entitled Water Main Easement E-1158, The Views at Coldstream, as recorded in Plat Book 513, Page 9, Hamilton County, Ohio Recorder’s Office, and a grant of easement in favor of the City of Cincinnati for ingress and egress, to access the aforementioned water mains and related fixtures, over certain real property in Anderson Township, Hamilton County, Ohio as designated in the Grant of Easement as recorded at Official Record Volume 15397, Page 00001, Hamilton County, Ohio Recorder’s Office. (Subject to the Temporary Prohibition List <https://www.cincinnati-oh.gov/law/ethics/city-business>). <https://www.cincinnati-oh.gov/law/ethics/city-business%3e).>

Recommendation PASS

Sponsors: City Manager

39. 202601566 **MOTION**, submitted by Councilmember Jeffreys, **WE MOVE** that City Council approve the allocation of $50,000 from the Carryover FY’25 Special Events Fund to support the OwnCincy Workshop series that promotes homeownership through 12 workshops, a wealth marketplace (financial institutions), vendors, a youth financial education series, and home repair how-to segments at Xavier University’s Cintas Center on Saturday, June 27th,

2026, 8 a.m.- 4 p.m. (BALANCE ON FILE IN THE CLERK'S OFFICE)

Recommendation ADOPT

Sponsors: Jeffreys

40. 202601565 **MOTION**, submitted by Councilmembers Nolan, Cramerding, Walsh, Owens and Albi, **WE MOVE** that the City Administration assess the efficacy of the City's current housing and economic development tools, programs, and funding sources utilized to incentivize and invest in housing development and economic development generally across the City of Cincinnati. (BALANCE ON FILE IN THE CLERK'S OFFICE)

Recommendation ADOPT

Sponsors: Nolan, Cramerding, Walsh, Owens and Albi

SUPPLEMENTAL ITEMS

PUBLIC SAFETY & QUALITY OF LIFE COMMITTEE

41. 202601547 **MOTION**, submitted by Councilmembers James, Albi, Jeffreys and Vice Mayor Kearney, **WE MOVE** that the Clerk of Council and city administration review safety procedures for City Hall and submit a report via presentation within 15 days regarding potential improvements to current policy to ensure a safe workplace for all city employees. (STATEMENT ATTACHED)

Recommendation ADOPT

Sponsors: James, Albi, Kearney and Jeffreys

42. 202601441 **REPORT**, dated 4/22/2026, submitted Sheryl M. M. Long, City Manager, regarding traffic enforcement. (Reference Document # 202600192)

Recommendation APPROVE & FILE

Sponsors: City Manager

ANNOUNCEMENTS

Adjournment

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

REAPPOINTMENT

I hereby reappoint Courtney Morabito to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

REAPPOINTMENT

I hereby reappoint Dari Daniels to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

REAPPOINTMENT

I hereby reappoint Carla Ann Belcher to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

REAPPOINTMENT

I hereby reappoint Dr. Randi Burlew to the Human Services Advisory Committee for a term of three years. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

APPOINTMENT

I hereby appoint Elisha Scott to the Human Services Advisory Committee for the remainder of the term ending September 13th 2026. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

REAPPOINTMENT

I hereby reappoint Keizayla Fambro to the Convention Facilities Authority for a term of four years. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

REAPPOINTMENT

I hereby reappoint Nidhi Bambino Bedi to the Convention Facilities Authority for a term of four years. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

APPOINTMENT

I hereby appoint Gilbert Stowers to the Citizen Complaint Authority for a term of two years. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.



Mayor Aftab Pureval

AFTAB PUREVAL
City of Cincinnati, Office of the Mayor

May 2026

APPOINTMENT

I hereby appoint Jill Meyer to the Port of Greater Cincinnati Development Authority for the remainder of a term ending January 6th, 2029. This appointment is submitted to City Council for its advice & consent pursuant to its Rules.

Mayor Aftab Pureval

801 Plum Street • Suite 150 • Cincinnati, Ohio 45202 • Phone: (513) 352-3250

city of CINCINNATI

Interdepartmental Correspondence Sheet

202401623

Date: May 20, 2026

To: Councilmember Meeka Owens

From: Emily Smart Woerner, City Solicitor EESW

Subject: **Resolution – Recognizing Mike and Helen Wong of Oriental Wok**

Transmitted herewith is a resolution captioned as follows:

> **RECOGNIZING** Mike and Helen Wong and the Wong family as 2026 Asian American, Native Hawaiian, and Pacific Islander Month honorees and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for celebrating fifty years in business in the Tri-State.

EESW/KKF(dbr)
Attachment
4921-4743-3641

KKF

EESW

RESOLUTION NO. _____ - 2026

RECOGNIZING Mike and Helen Wong and the Wong family as 2026 Asian American, Native Hawaiian, and Pacific Islander Month honorees and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for celebrating fifty years in business in the Tri-State.

WHEREAS, Mike Wong emigrated from Hong Kong to Cincinnati in 1972 in search of the American Dream, while his wife, Helen, stayed in Hong Kong to care for their two daughters, Susanna and Angela, and to continue her career as a pianist and piano teacher; and

WHEREAS, while working in Cincinnati restaurants, Mike worked as a cook, bartender, and waited tables as he met locals, learned Chinese-American cooking, and practiced speaking English; and

WHEREAS, within two years, Mike earned his green card and moved Helen and their two daughters to Cincinnati; and

WHEREAS, Mike and Helen decided to make Cincinnati their new home and fulfilled their entrepreneurial dream by opening Northern Kentucky's first Chinese restaurant, Oriental Wok, in 1977 and introducing Chinese cuisine and hospitality to their new community; and

WHEREAS, the Wong family expanded Oriental Wok to Hyde Park in 2009 to bring their signature food and hospitality to Cincinnati; and

WHEREAS, Mike and Helen are celebrating fifty years in Greater Cincinnati, along with the entire Wong family including their daughters, their sons-in-law, Travis and Guy, and their grandchildren, who are all committed to the art of guest hospitality and fine Chinese cuisine; now therefore,

BE IT RESOLVED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the Mayor and this Council hereby recognize Mike and Helen Wong and the Wong family as 2026 Asian American, Native Hawaiian, and Pacific Islander Month honorees for being proud and strong community business leaders employing thousands of workers, including local residents and immigrants, for fifty years in the Tri-State.

Section 2. That this resolution be spread upon the minutes of Council and that a copy be provided to Mike and Helen Wong through the office of Councilmember Meeka Owens.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

Submitted by Councilmember Meeka Owens

city of CINCINNATI

Interdepartmental Correspondence Sheet

20260162

Date: May 20, 2026

To: President Pro Tem Scotty Johnson and Councilmember Anna Albi

From: Emily Smart Woerner, City Solicitor EESW

Subject: **Resolution - Recognizing Summit Country Day Soccer Teams**

Transmitted herewith is a resolution captioned as follows:

> **RECOGNIZING** the Summit Country Day Varsity Boys and Girls Soccer Teams and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for winning the Ohio state championship.

EESW/MSS(dbr)
Attachment
4936-3835-5882

MSS

RESOLUTION NO. _____ - 2026

EESW

RECOGNIZING the Summit Country Day Varsity Boys and Girls Soccer Teams and **EXPRESSING** the appreciation of the Mayor and the Council of the City of Cincinnati for winning the Ohio state championship.

WHEREAS, the Summit Country Day Boys Soccer 2025 season ended with a Division V State Championship, which is the program's ninth state championship and second consecutive championship; and

WHEREAS, this year, the Boys Soccer Team outscored their opponents 39-2; and

WHEREAS, the Summit Country Day Girls Soccer 2025 season ended with a Division IV State Championship, which is the program's sixth state championship and third consecutive championship, earning them 6-0 in the state finals; and

WHEREAS, the Girls Soccer Team finished 22-0-2 and is on a 42-game unbeaten streak; and

WHEREAS, the Boys Soccer Team won fourteen consecutive tournament games with one player named All-American; and

WHEREAS, the Girls Soccer Team won 22 consecutive tournament games with two players named All-American; now, therefore,

BE IT RESOLVED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the Mayor and this Council hereby recognize the Summit Country Day Boys and Girls Soccer Teams for winning the Ohio state championship.

Section 2. That this resolution be spread upon the minutes of Council and that a copy be provided to the Summit Country Day Boys and Girls Soccer Teams through the offices of Councilmember Anna Albi and President Pro Tem Scotty Johnson.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

Submitted by President Pro Tem Scotty Johnson and Councilmember Anna Albi

EMERGENCY

City of Cincinnati

JRS EESW

An Ordinance No. _____ - 2026

DECLARING that East 13th Street from Reading Road to Pendleton Street in the Pendleton neighborhood shall hereby receive the honorary, secondary name of "Marvin G. Butts Way" in honor of Marvin G. Butts, III and in recognition of his contributions to the Cincinnati community and the business community in Pendleton.

WHEREAS, Marvin G. Butts, III is a longtime Cincinnati resident and deeply involved in the Cincinnati community and the Pendleton neighbourhood; and

WHEREAS, Mr. Butts is the President of Air Marvin's Limousine Service, Mr. Bubbles Detailing, Tall & Skinny management, MGB Records, and The Butts Family Foundation, celebrating thirty years in business and all of which are located at 512 East 13th Street; and

WHEREAS, in 2006, Mr. Butts founded The Butts Family Foundation, which focuses on cancer awareness and strengthening families. The Butts Family Foundation is dedicated to educating families about warning signs of cancer and preventative action. The foundation is a tribute to his mother who lost her battle with cancer when Mr. Butts was sixteen years old. Later Mr. Butts would lose six sisters, four brothers, and his best friend to their battles with cancer as well; and

WHEREAS, in 2013, Mr. Butts became an advocate for Hospice of Cincinnati; and

WHEREAS, in 2016, Mr. Butts was asked to join Real Mean Wear Pink/Making Strides Against Breast Cancer by the American Cancer Society; and

WHEREAS, in 2023, The Butts Family Foundation formed Bridge the Gap and collaborated with the City to support graduating high school seniors. This effort raised more than $65,000 to ensure 489 Cincinnati Public School Students would graduate with no student fees, allowing them to access their diplomas and transcripts; and

WHEREAS, Mr. Butts is a member of the executive board of Lighthouse Youth Services, Board of Cincinnati College Preparatory Academy, Hamilton County Sheriff's Community Advisory Board, and Mr. Butts was also a former member of the Casino Neighborhoods Working Group and the Bridging Broadway and Pendleton Community Council; and

WHEREAS, Mr. Butts for the past 29 years has held an annual fundraiser that feeds thousands of local families on the Thanksgiving holiday and provides children in our community with toys for the Christmas holiday; and

WHEREAS, Mr. Butts is a youth mentor for at-risk youth recommended to him by Hamilton County Judges; and

WHEREAS, Mr. Butts offers free protection and escort services to court for victims of domestic violence; and

WHEREAS, Mr. Butts hosts "Pendleton Night at the Movies" in which he sponsors a movie night at his business in which the neighborhood families are invited to a cookout where family friendly movies are shown; and

WHEREAS, because of his dedication and philanthropic efforts, Marvin G. Butts, III has received many awards and accolades including an Applause Magazine Imagemaker Award Honoree, a WIZF Unsung Hero Honoree, a Lighthouse Youth Services Beacon of Light Humanitarian Award Honoree, a Governor of the State of Ohio Jefferson Award Honoree, a 9 News Hometown Hero Honoree, a Cincinnati Enquirer Hometown Hero Honoree, A WCPO Hometown Hero Honoree, and a Fox 19 Success Story Honoree, and additionally, Mr. Butts was honored by the Downtown Council, Inc. and the Greater Cincinnati Chamber of Commerce for public service and his work with teens and young adults; and

WHEREAS, Marvin G. Butts, III has made a lasting impact to the Cincinnati community and to the City of Cincinnati's citizens, and his contributions and philanthropic efforts and his impact on the Cincinnati community will long be remembered; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That East 13th Street from Reading Road to Pendleton Street in the Pendleton neighborhood shall hereby receive the honorary, secondary name of "Marvin G. Butts Way" in honor of Marvin G. Butts, III and in recognition of his contributions and dedication to the City of Cincinnati and the Pendleton neighborhood.

Section 2. That the appropriate City officials are hereby authorized to do all things necessary and proper to implement the provisions of Section 1 herein, including the generation and installation of appropriate secondary street signage, which shall designate East 13th Street from Reading Road to Pendleton Street in the Pendleton neighborhood as "Marvin G. Butts Way" in accordance with the Department of Transportation and Engineering's procedures relating to street designation and related signage.

Section 3. That a copy of this ordinance be sent to Marvin G. Butts, III via the office of Councilmember Seth Walsh.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to allow the Department of Transportation and Engineering to move forward with the administrative requirements related to the honorary naming of streets to provide for the ceremony and dedication of the honorary street name at the earliest possible time.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

city of CINCINNATI

Interdepartmental Correspondence Sheet

20260617

Date: May 20, 2026

To: Councilmember Seth Walsh

From: Emily Smart Woerner, City Solicitor EESW

Subject: **Emergency Ordinance - Honorary Street Renaming – Marvin G. Butts Way**

Transmitted herewith is an emergency ordinance captioned as follows:

> **DECLARING** that East 13th Street from Reading Road to Pendleton Street in the Pendleton neighborhood shall hereby receive the honorary, secondary name of "Marvin G. Butts Way" in honor of Marvin G. Butts, III and in recognition of his contributions to the Cincinnati community and the business community in Pendleton.

EESW/JRS(dbr)
Attachment
4904-5454-3272

City of Cincinnati

801 Plum Street, Suite 356
Cincinnati, Ohio 45202

Phone (513) 352-5205
Email Jan-Michele.Kearney@cincinnati-oh.gov
Web www.cincinnati-oh.gov

20260163 7

Jan-Michele Lemon Kearney
Vice Mayor

May 15, 2026

MOTION

WE MOVE that the Administration serve as a mediator and facilitator between the Bond Hill Community Council and LDG in the development of a Community Benefits Agreement (CBA), and report back to Council within 30 days regarding the status of those efforts.

WE FURTHER MOVE that the Administration report back on the potential establishment of a Community Benefits Agreement Advisory Committee, modeled after the approach used in Columbus, Ohio. Such committee would review proposed projects and make recommendations regarding when Community Benefits Agreements should be utilized.

STATEMENT

We are requesting that the Administration help facilitate negotiations in a manner consistent with the role it played in the West End during the FC Cincinnati Community Benefits process.

Because City Council has authorized LDG to proceed with development in Bond Hill, this motion seeks to help ensure that the community receives meaningful benefits from the proposed $37–$45 million project.

Jan-Michele Lemon Kearney

Vice Mayor Jan-Michele Lemon Kearney

City of Cincinnati

801 Plum Street, Suite 356
Cincinnati, Ohio 45202

Phone (513) 352-5205
Email Jan-Michele.Kearney@cincinnati-oh.gov
Web www.cincinnati-oh.gov

20240164 2

Jan-Michele Lemon Kearney
Vice Mayor
April 28, 2026

MOTION

WE MOVE that the City Administration reserve the amount of $3,271,193 for a bridge-loan program for the purpose of funding Continuum of Care for the Homeless (CoC) programs if federal funding for year 2026-2027 has not arrived by July 1, 2026. This amount is half of the total needed to allow eleven (11) local organizations to continue providing needed services to prevent homelessness and support those experiencing homelessness if the expected five-month delay occurs in receiving funding from the United States Department of Housing and Urban Development (HUD). The proposed bridge loan will be repaid immediately upon receipt of the federal funds. HUD recently announced the awards for all CoCs with funds expiring this quarter, and included on its list for full renewal for the local organizations that the bridge loan would support.
See Attachment A.

WE FURTHER MOVE that the source of these funds be the remaining funds from the FY 23 Impact Award (Previously allocated to Strategies to End Homelessness) and that the remaining amount needed to reach $3,271,193 be allocated from source(s) recommended by the Administration.

WE FURTHER MOVE that the ordinance names Strategies to End Homelessness (STEH) as the entity with which the City will contract for any disbursal of these funds to organizations operating CoC programs experiencing delay in the receipt of federal CoC funds.

WE FURTHER MOVE that the City Administration prepare the contract necessary to enter into an agreement with Strategies to End Homelessness (STEH), on behalf of organizations that operate CoC programs, to request from the City disbursement(s) of said reserve funds for eligible CoC expenses.

WE FURTHER MOVE that any disbursement of said reserve funds shall be in the form of no-interest bridge loans, to be paid back from STEH to the City, immediately following STEH's receipt of the necessary federal CoC funds.

Jan-Michele Lemon Kearney

Ryan Turner

Anna Albi

Scott Johnson

STATEMENT

Each year Continuum of Care for the Homeless (CoC) funds are received locally from the United States Department of Housing and Urban Development (HUD) for the operation of permanent supportive housing, rapid re-housing, street outreach and other services to provide households with the opportunity to exit homelessness and remain housed. Current funding for the Cincinnati/Hamilton County Continuum of Care for the Homeless (OH-500) expires June 30, 2026. While the next annual allotment of funds is needed starting July 1, 2026, it is expected this funding will arrive significantly late.

In the past, when CoC funds arrived a month or two late, organizations used their own reserves, if available, to keep programs afloat, and/or secured short-term loans and paid them back with interest once in receipt of CoC funds. Increasingly, financiers are not willing to loan such funds and the delay in receiving funds is expected to go on longer than in the past.

The 11 organizations operating these 48 programs were surveyed to determine the amount each program will cost to run each month starting July 1, 2026, and for how long the organizations could keep the programs going without CoC funds. Months of solvency, without funds, range from zero to six months.

Starting in July 1, 2026, each month CoC funds do not arrive causes a growing number of programs to be unable to pay their portion of the rent to the landlords providing housing to people who previously experienced homelessness. Landlords will begin filing evictions, hearings will be held and households will lose their homes. Furthermore, with such a funding gap, an increasing number of organizations will have to lay off staff who provide support to help families remain housed or to obtain housing and exit homelessness.

If funding is delayed by five months, 1,463 people will be at risk of losing their housing and returning to homelessness. An additional 673 people could lose services needed to exit homelessness.

Collectively these 11 organizations can float approximately half the cost to keep these 48 life-sustaining programs going for five months without federal funding. The City and Hamilton County have each been recommended to put in reserve enough to collectively split the other approximate half ($6,542,385) of the cost of five months of operations which organizations cannot cover.

Five months of reserve would prevent:

- Loss of housing and return to homelessness for approximately 1,463 people.
- Layoff of social workers and case managers who provide needed services to empower these approximately 927 households to remain housed and will be needed to assist approximately 673 other households in overcoming significant obstacles to exit homelessness.
- Loss of street outreach services specifically for youth ages 24 and younger.
- End of rent payments to landlords for approximately 927 homes in our community.

The following provide reassuring evidence that HUD will provide the promised funds, albeit not by July 1, 2026 (making a short-term bridge loan necessary):

- The inclusion of the Greater Cincinnati Homeless Coalition and other local programs on HUD's list for full renewal of the funds. *See* Attachment A.
- The Consolidated Appropriations Act of 2026 (H.R. 7148), signed into law on February 3, 2026, that requires that if HUD did not issue award notices to local CoCs by April 1, 2026, HUD must automatically

renew all CoC projects expiring in the second quarter of 2026 for a 12-month period at the previous cycle's funding levels. HUD did not send such notices by April 1 and is required to do the automatic renewal.

- On March 31, 2026, the U.S. District Court for the District of Rhode Island, as a part of its ruling in *National Alliance to End Homelessness v. Turner, et al.*, ordered that HUD must make available for award the funding previously appropriated for CoC operations.
- On March 31, 2026, as the first step in compliance with this part of the court's ruling, HUD announced renewal funding for local CoCs whose funding expired in quarter one of 2026, including a list of all of those CoCs and the specific dollar amount each would be receiving.

city of CINCINNATI

Interdepartmental Correspondence Sheet

Date: May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager 202601531

Subject: **Liquor License – NEW/REN**

FINAL RECOMMENDATION REPORT

OBJECTIONS: The Cincinnati Police Department

This is a report on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for the following:

APPLICATION: 07071998-1
PERMIT TYPE: NEW/REN
CLASS: D-3A
NAME: PERFECT TASTE ENTERTAINMENT LLC
DBA: NONE LISTED
6819 VINE ST
CINCINNATI OH 45216

As of today's date, the Buildings & Inspections Department has declined to comment on this investigation.

On April 17, 2026, the Carthage Civic League was notified and does not object.

Police Department Recommendation
☐ Objection ☐ No Objection

Dahkota E. Parish, Assistant City Prosecutor
Law Department - Recommendation
☐ Objection ☐ No Objection

MUST BE RECEIVED BY OHIO DIVISION OF LIQUOR CONTROL BY: June 12, 2026.

city of CINCINNATI

Interdepartmental Correspondence Sheet

Date: May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202601534

Subject: **Liquor License – NEW**

FINAL RECOMMENDATION REPORT

OBJECTIONS: The Cincinnati Police Department

This is a report on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for the following:

APPLICATION: 10015082-1
PERMIT TYPE: NEW
CLASS: C1 C2 D6
NAME: VIRK MARKET LLC
DBA: VIRK MARKET
127 E 4TH ST
CINCINNATI OH 45230

As of today's date, the Buildings & Inspections Department has declined to comment on this investigation.

On April 14, 2026, the Downtown Residents Council was notified and does not object.

Police Department Recommendation
☐ Objection ☐ No Objection

Dahkota E. Parish, Assistant City Prosecutor
Law Department - Recommendation
☐ Objection ☐ No Objection

MUST BE RECEIVED BY OHIO DIVISION OF LIQUOR CONTROL BY: no date provided.

city of CINCINNATI

Interdepartmental Correspondence Sheet

Date: May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202601545

Subject: **Liquor License – TRFO**

FINAL RECOMMENDATION REPORT

OBJECTIONS: None

This is a report on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for the following:

APPLICATION: 10015166-1
PERMIT TYPE: TRFO
CLASS: D5
NAME: SYCAMORE HOSPITALITY, LLC
DBA: BAR SAESO
1208 SYCAMORE
1ST FLOOR
CINCINNATI OH 45202

As of today's date, the Buildings & Inspections Department has declined to comment on this investigation.

On April 17, 2026, the Pendleton Neighborhood Council was notified and does not object.

Police Department Recommendation
☐ Objection ☐ No Objection

Dahkota E. Parish, Assistant City Prosecutor
Law Department - Recommendation
☐ Objection ☐ No Objection

MUST BE RECEIVED BY OHIO DIVISION OF LIQUOR CONTROL BY: June 5, 2026.

city of CINCINNATI

Interdepartmental Correspondence Sheet

Date: May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202601548

Subject: **Liquor License – NEW**

FINAL RECOMMENDATION REPORT

OBJECTIONS: Cincinnati Police Department

This is a report on a communication from the State of Ohio, Division of Liquor Control, advising of a permit application for the following:

APPLICATION: 10015084-1
PERMIT TYPE: NEW
CLASS: C1 C2
NAME: CINCY SMOKE TIME, LLC
DBA: CINCY CMOKE TIME
1109 VINE ST
CINCINNATI OH 45202

As of today's date, the Buildings & Inspections Department has declined to comment on this investigation.

On April 17, 2026, the OTR Chamber of Commerce was notified and does object.

Police Department Recommendation
☐ Objection ☐ No Objection

Dahkota E. Parish, Assistant City Prosecutor
Law Department - Recommendation
☐ Objection ☐ No Objection

MUST BE RECEIVED BY OHIO DIVISION OF LIQUOR CONTROL BY: June 12, 2026.

city of CINCINNATI
Interdepartment Correspondence Sheet

Date: May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202601578

Subject: Emergency Ordinance – Appropriating Real Property – Wasson Way Phase 7

Attached is an emergency ordinance captioned as follows:

> **APPROPRIATING** to public use certain real property interests required to construct, establish, reconstruct, improve, maintain, repair, and preserve a shared use path along Reading Road, Whittier Street, Fredonia Avenue, and through to Blair Court, commonly known as Wasson Way Phase 7.

The property appropriations allow for the construction of the Wasson Way Trail Phase 7 PID 114602, as has been reviewed and approved by ODOT, a Shared Use Path between MLK and Blair Court. Project has been funded by Council via Ordinance No 87-2022, and utilizes capital improvement program project accounts, well as funds donated by Tri-State Trails via Ordinance 84-2026.

The reason for the emergency is the immediate need to pursue appropriation so that the City may commence the next phase of the Wasson Way Trail, Phase 7, between MLK and Blair Court, in accordance with the schedules set forth in the latest project schedule and in accordance with the funding agreement between the City and the State of Ohio.

The Administration recommends passage of the attached emergency ordinance.

cc: Greg Long, Interim Director, Transportation and Engineering

E M E R G E N C Y

DMZ

- 2026

APPROPRIATING to public use certain real property interests required to construct, establish, reconstruct, improve, maintain, repair, and preserve a shared use path along Reading Road, Whittier Street, Fredonia Avenue, and through to Blair Court, commonly known as Wasson Way Phase 7.

WHEREAS, on June 18, 2025, City Council of the City of Cincinnati passed Resolution No. 52-2025, captioned as follows:

> **DECLARING** the intent to appropriate for public use certain real property interests required to construct, establish, reconstruct, improve, maintain, repair, and preserve a shared use path along Reading Road, Whittier Street, Fredonia Avenue, and through to Blair Court, commonly known as Wasson Way Phase 7.

WHEREAS, notice of the passage of said Resolution No. 52-2025 has been served according to law; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That it is hereby deemed necessary and hereby declared to be the intent of this Council to appropriate to public use certain property interests including: fee simple ("WD"); highway easement ("SH"); maintenance easement ("MT"); and temporary easement ("T") interests, in, on, under, over, and across the real property as more particularly described in Attachment A and depicted on Attachment B, both of which are attached hereto and incorporated herein by reference, (collectively, the "Property") to construct, establish, reconstruct, improve, maintain, repair, and preserve a shared use path open to the public without charge for certain transportation uses along Reading Road, Whittier Street, Fredonia Avenue, and through to Blair Court, commonly known as Wasson Way Phase 7 (ODOT project Wasson Way Phase 7; PID 114602) (the "Project"), with the owners of record, notwithstanding heirs and assigns, of the Property being as follows:

Project Parcel	**Owner**	**Hamilton Co. Auditor Parcel No.**
1 WD	Hamilton County Land Reutilization Corporation	105-0001-0037, 0038, 0039, 0223, 0224, 0225
1 T	Hamilton County Land Reutilization Corporation	105-0001-0037, 0038, 0039, 0223, 0224, 0225
2 WD	Hamilton County Land Reutilization Corporation	105-0001-0221
2 T	Hamilton County Land Reutilization Corporation	105-0001-0221
3 WD	MLK Investors, Inc.	105-0001-0035, 0036
3 T	MLK Investors, Inc.	105-0001-0035, 0036
4 WD	Nanny's Multi-Level Learning Center, Inc.	105-0001-0032, 0033, 0034
4 T	Nanny's Multi-Level Learning Center, Inc.	105-0001-0032, 0033, 0034
5 WD	Autozone, Inc	105-0001-0004, 0006, 0007, 0008, 0009, 0010, 0031
5 T	Autozone, Inc	105-0001-0004, 0006, 0007, 0008, 0009, 0010, 0031
6 WD	Hamilton County Land Reutilization Corporation	105-0001-0001, 0003, 0191
6 T	Hamilton County Land Reutilization Corporation	105-0001-0001, 0003, 0191
8 WD	Hamilton County Land Reutilization Corporation	105-0001-0005
8 T	Hamilton County Land Reutilization Corporation	105-0001-0005
9 WD	Hamilton County Land Reutilization Corporation	105-0001-0011, 0208

Project Parcel	**Owner**	**Hamilton Co. Auditor Parcel No.**
9 T	Hamilton County Land Reutilization Corporation	105-0001-0011, 0208
10 WD	Allegheney West Conference Corporation of Seventh-Day Adventists	105-0001-0012
10 T	Allegheney West Conference Corporation of Seventh-Day Adventists	105-0001-0012
11 WD	Hamilton County Land Reutilization Corporation	105-0001-0013, 0014, 0193, 0194
11 T	Hamilton County Land Reutilization Corporation	105-0001-0013, 0014, 0193, 0194
29 SH	The Holthaus Partnership	105-0003-0109
29 T	The Holthaus Partnership	105-0003-0109
30 SH	The Holthaus Partnership	060-0003-0139
30 T	The Holthaus Partnership	060-0003-0139
30 MT	The Holthaus Partnership	060-0003-0139
31 SH	1410 Carolina Ave, LLC	060-0003-0047
31 T	1410 Carolina Ave, LLC	060-0003-0047
34 SH	Darrick Ramsey	060-0003-0051
34 T	Darrick Ramsey	060-0003-0051
36 T	EBT Investments, LLC	060-0003-0053
41 T	Hamilton County Land Reutilization Corporation	060-0003-0036
42 T	Beehive Realty Investment and Development LLC	060-0003-0040

Project Parcel	**Owner**	**Hamilton Co. Auditor Parcel No.**
101 WD	Hamilton County Land Reutilization Corporation	105-0001-0112-9
101 T	Hamilton County Land Reutilization Corporation	105-0001-0112-9
102 WD	Hamilton County Land Reutilization Corporation	105-0001-0192
102 T	Hamilton County Land Reutilization Corporation	105-0001-0192
103 WD	Hamilton County Land Reutilization Corporation	105-0001-0113 and 0114
103 T	Hamilton County Land Reutilization Corporation	105-0001-0113 and 0114
104 WD	Hamilton County Land Reutilization Corporation	105-0001-0197
104 T	Hamilton County Land Reutilization Corporation	105-0001-0197
106 WD	Hamilton County Land Reutilization Corporation	105-0001-0115, 0269, 0270, 0271, 0272
106 T	Hamilton County Land Reutilization Corporation	105-0001-0115, 0269, 0270, 0271, 0272
107 WD	Hamilton County Land Reutilization Corporation	105-0002-0062
107 T	Hamilton County Land Reutilization Corporation	105-0002-0062
112 WD	Varland Metal Service, Inc.	060-0004-0002
112 T	Varland Metal Service, Inc.	060-0004-0002
119 WD	Dellway Storage, LP	060-0003-0056 105-0003-0025

Project Parcel	**Owner**	**Hamilton Co. Auditor Parcel No.**
119 SH	Dellway Storage, LP	060-0003-0056 105-0003-0025
119 T	Dellway Storage, LP	060-0003-0056 105-0003-0025

Section 2. That the City Solicitor is hereby authorized to commence proceedings in a proper court by filing a complaint for appropriation of the foregoing parcels at such time as the City has met the requirements of R.C. Section 163.04.

Section 3. That at any time prior or subsequent to the filing of a complaint or complaints for appropriation, the City Manager is hereby authorized, with the approval of the City Solicitor, to acquire by purchase the real property interests described in Section 1 hereof, and in connection with such acquisition, or for the preparation of court proceedings, to enter into special contracts for necessary services, expert or otherwise, as the same may be required.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to file complaints for appropriation and to acquire the real property interests necessary to commence the Project without delay.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

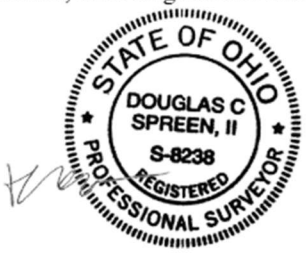
ATTACHMENT A

CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

1-WD-1
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 4 through 9 of the Bowman Terrace Subdivision as recorded in Plat Book 25, Page 76 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Union Street, 40' R/W; thence with the east line of said Reading Road, South 14°49'45" West, 30.54 feet to a set 5/8" iron pin at the Point of Beginning; thence with the north line of said Lot 9, South 85°59'15" East, 12.49 feet to a set 5/8" iron pin; thence with the new right of way line of said Reading Road the following four courses; South 11°21'20" West, 39.62 feet to a set 5/8" iron pin; thence South 09°03'35" West, 48.90 feet to a set 5/8" iron pin; thence South 07°10'49" West, 48.94 feet to a set 5/8" iron pin; thence South 05°01'16" West, 42.72 feet to a set 5/8" iron pin in the north line of Bowman Terrace, R/W varies; thence with the north line of said Bowman Terrace, North 85°59'15" West, 18.31 feet to a set 5/8" iron pin at the intersection of the north line of said Bowman Terrace and the east line of said Reading Road; thence with the east line of Reading Road the following two courses, North 04°37'45" East, 86.88 feet to a set 5/8" iron pin; thence North 14°49'45" East, 94.38 feet to the Point of Beginning. Containing 3,136 square feet of land more or less (0.0720 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

1-T-1
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 4 through 9 of the Bowman Terrace Subdivision as recorded in Plat Book 25, Page 76 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Union Street, 40' R/W; thence with the said south line of Union Street, South 85°59'15" East, 11.57 feet to a point; thence continuing with the south line of said Union Street, South 85°59'15" East, 5.08 feet to a point; thence South 13°53'37" West, 22.04 feet to a point; thence South 11°21'20" West, 8.36 feet to the Point of Beginning; thence South 11°21'20" West, 40.17 feet to a point; thence South 09°03'35" West, 48.72 feet to a point; thence South 07°10'49" West, 48.76 feet to a point; thence South 05°01'16" West, 42.53 feet to a point in the north line of Bowman Terrace, R/W varies; thence with the north line of said Bowman Terrace, North 85°59'15" West, 5.00 feet to a point; thence North 05°01'16" East, 42.72 feet to a point; thence North 07°10'49" East, 48.94 feet to a point; thence North 09°03'35" East, 48.90 feet to a point; thence North 11°21'20" East, 39.62 feet to a point; thence South 85°59'15" East, 5.04 feet to the Point of Beginning. Containing 901 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

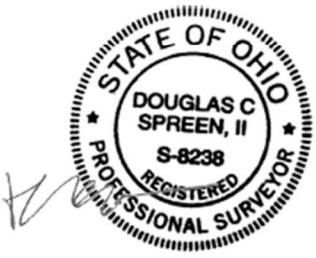


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

2-WD-1
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 10 of the Bowman Terrace Subdivision as recorded in Plat Book 25, Page 76 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14970, Pg. 1339 and being more particularly described as follows:

Beginning at a set 5/8" iron pin at the intersection of the east line of Reading Road, R/W varies and the south line of Union Street, 40' R/W; thence with the south line of said Union Street, South 85°59'15" East, 11.57 feet to a set 5/8" iron pin; thence with the new right of way line of said Reading Road the following two courses; South 13°53'37" West, 21.28 feet to a set 5/8" iron pin; thence South 11°21'20" West, 9.11 feet to a set 5/8" iron pin; thence with the south line of said Lot 10, North 85°59'15" West, 12.49 feet to set 5/8" iron pin in the east line of said Reading Road; thence with the east line of said Reading Road, North 14°49'45" East, 30.54 feet to the Point of Beginning. Containing 357 square feet of land more or less (0.0082 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

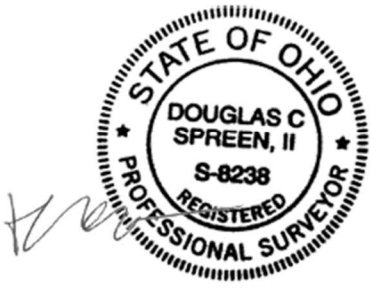


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

2-T-1
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 10 of the Bowman Terrace Subdivision as recorded in Plat Book 25, Page 76 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14970, Pg. 1339 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Union Street, 40' R/W; thence with the south line of said Union Street, South 85°59'15" East, 11.57 feet to the Point of Beginning; thence continuing with the south line of said Union Street, South 85°59'15" East, 5.08 feet to a point; thence South 13°53'37" West, 22.04 feet to a point; thence South 11°21'20" West, 8.36 feet to a point; thence North 85°59'15" West, 5.04 feet to a point; thence North 11°21'20" East, 9.11 feet to a point; thence North 13°53'37" East, 21.28 feet to the Point of Beginning. Containing 152 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

3-WD-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 1 and 2 of the J. Elsas Subdivision of Lot 3 of the Wade Estate as recorded in Plat Book 4, Page 47 and being part of a tract conveyed to MLK Investors I, LLC in O.R. 13034, Pg. 1562 and being more particularly described as follows:

Beginning at a set 5/8" iron pin at the intersection of the east line of Reading Road, R/W varies and the north line of Union Street, 40' R/W; thence with the said east line of Reading Road, North 14°49'45" East, 50.00 feet to a set 5/8" iron pin; thence with the north line of said Lot 2, South 85°58'54" East, 10.42 feet to a set 5/8" iron pin; thence with the new right of way line of said Reading Road the following two courses; South 14°59'11" West, 12.80 feet to a set 5/8" iron pin; thence South 14°00'57" West, 37.11 feet to a set 5/8" iron pin in the north line of said Union Street; thence with the north line of said Union Street, North 85°58'54" West, 10.92 feet to the Point of Beginning. Containing 520 square feet of land more or less (0.0119 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

3-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 1 and 2 of the J. Elsas Subdivision of Lot 3 of the Wade Estate as recorded in Plat Book 4, Page 47 and being part of a tract conveyed to MLK Investors I, LLC in O.R. 13034, Pg. 1562 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the north line of Union Street, 40' R/W; thence with the said east line of Reading Road, North 14°49'45" East, 50.00 feet to a point; thence with the north line of said Lot 2, South 85°58'54" East, 10.42 feet to the Point of Beginning; thence continuing with the north line of said Lot 2, South 85°58'54" East, 5.09 feet to a point; thence South 14°59'11" West, 13.73 feet to a point; thence South 14°00'57" West, 36.18 feet to a point in the north line of said Union Street; thence with the north line of said Union Street, North 85°58'54" West, 5.08 feet to a point; thence with the new right of way line of said Reading Road the following two courses; North 14°00'57" East, 37.11 feet to a point; thence North 14°59'11" East, 12.80 feet to the Point of Beginning. Containing 250 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

4-WD-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 3, 4 and 5 of the J. Elsas Subdivision of Lot 3 of the Wade Estate as recorded in Plat Book 4, Page 47 and being part of a tract conveyed to Nanny's Multi-Level Learning Center, Inc. in O.R. 6874, Pg. 17 and being more particularly described as follows:

Beginning at a set 5/8" iron pin at the intersection of the east line of Reading Road, R/W varies and the south line of said Lot 3; thence with the said east line of Reading Road, North 14'49'45" East, 65.00 feet to a set 5/8" iron pin; thence with the south line of a tract conveyed to Autozone Inc. in O.R. 5046, Pg. 650, South 85°58'54" East, 11.54 feet to a set 5/8" iron pin; thence with the new right of way line of said Reading Road the following two courses; South 16°48'45" West, 28.76 feet to a set Mag nail; thence South 14°59'11" West, 36.47 feet to a set 5/8" iron pin in the south line of said Lot 3; thence with the south line of said Lot 3, North 85°58'54" West, 10.42 feet to the Point of Beginning. Containing 684 square feet of land more or less (0.0157 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

4-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 3, 4 and 5 of the J. Elsas Subdivision of Lot 3 of the Wade Estate as recorded in Plat Book 4, Page 47 and being part of a tract conveyed to Nanny's Multi-Level Learning Center, Inc. in O.R. 6874, Pg. 17 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of said Lot 3; thence with the said east line of Reading Road, North 14°49'45" East, 65.00 feet to a point; thence with the south line of a tract conveyed to Autozone Inc. in O.R. 5046, Pg. 650, South 85°58'54" East, 11.54 feet to the Point of Beginning; thence with the south line of said Autozone Inc. tract, South 85°58'54" East, 5.13 feet to a point; thence South 16°48'45" West, 29.82 feet to a point; thence South 14°59'11" West, 35.42 feet to a point; thence with the south line of said Lot 3, North 85°58'54" West, 5.09 feet to a point; thence with the new right of way line of said Reading Road the following two courses; North 14°59'11" East, 36.47 feet to a point; thence North 16°48'45" East, 28.76 feet to the Point of Beginning. Containing 326 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

5-WD-1
Tract "A"
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 5, 6 and 7 of the J. Elsas Subdivision of Lot 3 of the Wade Estate as recorded in Plat Book 4, Page 47 and part of Lots 1 and 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Autozone Inc. in O.R. 5008, Pg. 993 and O.R. 5046, Pg. 650 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the north line of Union Street, 40' R/W; thence with the east line of said Reading Road, North 14°49'45" East, 115.00 feet to a set 5/8" iron pin at the Point of Beginning; thence continuing with the said east line of Reading Road the following two courses, North 14'49'45" East, 86.20 feet to a set cross notch; thence North 22°55'51" East, 139.57 feet to a set 5/8" iron pin; thence with the south line of a tract conveyed to Uptown Transportation Authority, LLC in O.R. 14376, Pg. 1858, South 78°59'56" East, 13.10 feet to a set Mag nail; thence with the new right of way line of said Reading Road the following six courses; South 24°34'28" West, 7.18 feet to a set cross notch; thence South 22°55'38" West, 49.23 feet to a set 5/8" iron pin; thence South 21°38'19" West, 49.05 feet to a set 5/8" iron pin; thence South 19°21'54" West, 49.08 feet to a set cross notch; thence South 18°08'32" West, 49.33 feet to a set 5/8" iron pin; thence South 16°48'45" West, 20.41 feet to a set 5/8" iron pin; thence with the north line of a tract conveyed to Nanny's Multi-Level Learning Center, Inc. in O.R. 6874, Pg. 17, North 85°58'54" West, 11.54 feet to the Point of Beginning. Containing 3,006 square feet of land more or less (0.0690 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and

restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

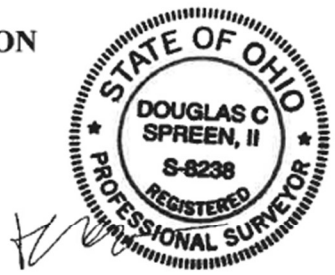
5-WD-1
Tract "B"
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and part of Lot 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Autozone Inc. in O.R. 5008, Pg. 993 and O.R. 5046, Pg. 650 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 137.45 feet to a set 5/8" iron pin at the Point of Beginning; thence continuing with the south line of said Whittier Street, South 73°47'04" East, 26.00 feet to a set 5/8" iron pin; thence South 11°39'03" West, 26.94 feet to a set 5/8" iron pin; thence with the new right of way line of said Whittier Street, North 79°14'37" West, 27.20 feet to a set Mag nail; thence North 14°08'52" East, 29.46 feet to the Point of Beginning. Containing 749 square feet of land more or less (0.0172 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING



5-T-1
(Area "A")
March 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 5, 6 and 7 of the J. Elsas Subdivision of Lot 3 of the Wade Estate as recorded in Plat Book 4, Page 47 and part of Lots 1 and 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Autozone Inc. in O.R. 5008, Pg. 993 and O.R. 5046, Pg. 650 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the north line of Union Street, 40' R/W; thence with the east line of said Reading Road, North 14°49'45" East, 115.00 feet to a point; thence South 85°58'54" East, 11.54 feet to the Point of Beginning; thence with the new right of way line of said Reading Road the following six courses; North 16°48'45" East, 20.41 feet to a point; thence North 18°08'32" East, 49.33 feet to a point; thence North 19°21'54" East, 49.08 feet to a point; thence North 21°38'19" East, 49.05 feet to a point; thence North 22°55'38" East, 49.23 feet to a point; thence North 24°34'28" East, 7.18 feet to a point; thence with the south line of a tract conveyed to Uptown Transportation Authority, LLC in O.R. 14376, Pg. 1858, South 78°59'56" East, 25.42 feet to a point; thence South 22°46'50" West, 73.34 feet to a point; thence North 67°25'21" West, 20.00 feet to a point; thence, South 21°37'56" West, 37.04 feet to a point; South 19°21'54" West, 14.80 feet to a point; thence South 71°07'39" East, 20.00 feet to a point; thence South 18°48'33" West, 61.84 feet to a point; thence North 85°58'54" West, 20.63 feet to a point; thence South 18°08'32" West, 16.22 feet to a point; thence South 16°48'45° West, 19.21 feet to a point; thence North 85°58"54" West, 5.13 feet to the Point of Beginning. Containing 3,855 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

5-T-1
(Area "B")
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of and part of Lot 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Autozone Inc. in O.R. 5008, Pg. 993 and O.R. 5046, Pg. 650 and being more particularly described as follows:

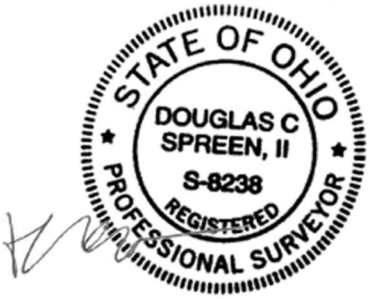
Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 137.45 feet to a point; thence South 14°08'52" West, 29.46 feet to the Point of Beginning; thence South 79°14'37" East, 27.20 feet to a point; thence South 11°39'03" West, 5.00 feet to a point; thence North 79°14'37" West, 27.42 feet to a point; thence North 14°08'52" East, 5.01 feet to the Point of Beginning. Containing 136 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

6-WD-1
Tract "A"
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the east line of said Reading Road the following two courses, South 23°49'26" West, 60.08 feet to a point; thence South 22°55'51" West, 24.92 feet to a set 5/8" iron pin at the Point of Beginning; thence with the south line of a tract conveyed to Martin Media in O.R. 5797, Pg. 1761, South 78°47'22" East, 13.80 feet to a set 5/8" iron pin; thence with the new right of way line of said Reading Road, South 24°34'28" West, 24.44 feet to a set Mag nail; thence North 78°59'56" West, 13.10 feet to a set 5/8" iron pin in the east line of said Reading Road; thence with the east line of said Reading Road, North 22°55'51" East, 24.33 feet to the Point of Beginning. Containing 320 square feet of land more or less (0.0073 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

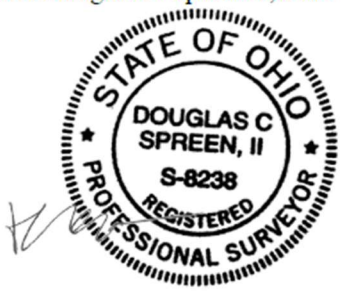


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

6-WD-1
Tract "B"
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Beginning at a set 5/8" iron pin at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 137.45 feet to a set 5/8" iron pin; thence South 14°08'52" West, 29.46 feet to a set Mag nail; thence with the new right of way line of said Whittier Street, North 79°14'37" West, 26.89 feet to a set 5/8" iron pin; thence North 73°44'17" West, 100.81 feet to a set 5/8" iron pin; thence with the new right of way line of said Reading Road, South 25°28'01" West, 22.89 feet to a set 5/8" iron pin; thence North 73°47'04" West, 14.54 feet to a set 5/8" iron pin; thence with the old right of way of said Reading Road, North 23°49'26" East, 55.00 feet to the Point of Beginning. Containing 4,782 square feet of land more or less (0.1098 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

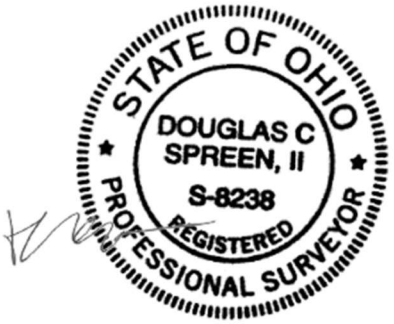


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

6-T-1
Area "A"
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the east line of said Reading Road the following two courses, South 23°49'26" West, 60.08 feet to a point; thence South 22°55'51" West, 24.92 feet to a point; thence with the south line of a tract conveyed to Martin Media in O.R. 5797, Pg. 1761, South 78°47'22" East, 13.80 feet to the Point of Beginning; thence continuing with the said Martin Media tract, South 78°47'22" East, 5.14 feet to a point; thence South 24°34'28" West, 24.42 feet to a point; thence North 78°59'56" West, 5.14 feet to a point in the east line of said Reading Road; thence with the east line of said Reading Road, North 24°34'28" East, 24.44 feet to the Point of Beginning. Containing 122 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

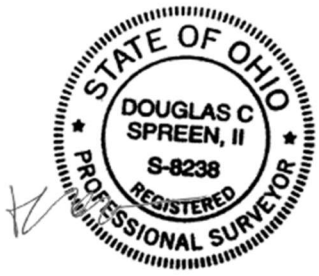


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

6-T-1
Area "B"
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 2 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 137.45 feet to a point; thence South 14°08'52" West, 29.46 feet to the Point of Beginning; thence South 14°08'52" West, 5.01 feet to a point; thence North 79°14'37" West, 26.83 feet to a point; thence North 73°44'17" West, 96.80 feet to a point; thence South 25°28'01" West, 17.83 feet to a point; thence North 73°47'04" West, 5.07 feet to a point; thence North 25°28'01" East, 22.89 feet to a point; thence South 73°44'17" East, 100.81 feet to a point; thence South 79°14'37" East, 26.89 feet to the Point of Beginning. Containing 730 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

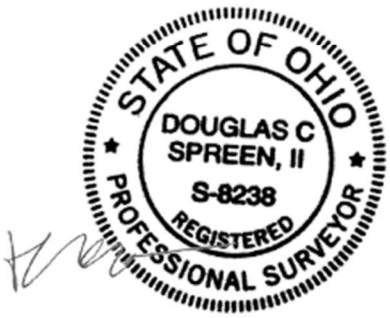


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

8-WD-1
June 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 2 and 3 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14970, Pg. 1339 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 163.45 feet to a set 5/8" iron pin at the Point of Beginning; thence continuing with the south line of said Whittier Street, South 73°47'04" East, 26.00 feet to a set 5/8" iron pin; thence South 05°00'03" West, 24.59 feet to a set 5/8" iron pin in the new right of way line of said Whittier Street; thence with the new right of way line of said Whittier Street, North 79°14'37" West, 28.77 feet to a set 5/8" iron pin; thence North 11°39'03" East, 26.94 feet to the Point of Beginning. Containing 701 square feet of land more or less (0.0161 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

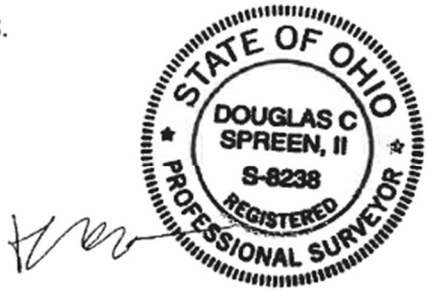


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

8-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 2 and 3 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Uptown Transportation Authority, LLC in O.R. 12845, Pg. 1931 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 163.45 feet to a point; thence South 11°39'03" West, 26.94 feet to the new right of way line of said Wittier Street and being the Point of Beginning; thence with the new right of way line of said Whittier Street, South 79°14'37" East, 28.77 feet to a point; thence South 05°00'03" West, 5.05 feet to a point; thence North 79°12'07" West, 29.35 feet to a point; thence North 11°39'03" East, 5.00 feet to the Point of Beginning. Containing 146 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

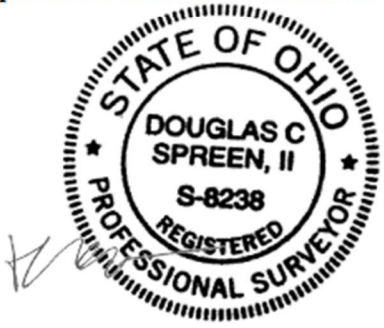


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

9-WD-1
June 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 2 and 3 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14970, Pg. 1339 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 189.45 feet to a set 5/8" iron pin at the Point of Beginning; thence continuing with the south line of said Whittier Street the following two courses; South 73°47'04" East, 67.12 feet to a set 5/8" iron pin; thence South 87°09'33" East, 32.88 feet to a set 5/8" iron pin; thence South 00°58'40" West, 24.08 feet to a set 5/8" iron pin in the new right of way line of said Whittier Street; thence with the new right of way line of said Whittier Street, on a curve to the right having a radius of 314.00 feet, a chord bearing North 81°12'36" West, 64.63 feet, 64.74 feet as measured along said curve to a set 5/8" iron pin; thence North 74°31'15" West, 8.58 feet to a set 5/8" iron pin; thence North 73°50'28" West, 27.99 feet to a set 5/8" iron pin; thence North 05°00'03" East, 24.59 feet to the Point of Beginning. Containing 2,376 square feet of land more or less (0.0545 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

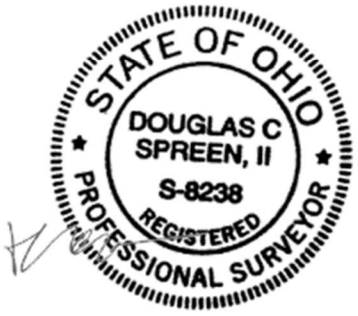


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

9-T-1
June 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 2 and 3 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14970, Pg. 1339 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 189.45 feet to a point; thence South 05°00'03" West, 24.59 feet to the Point of Beginning; thence South 73°50'28" East, 27.99 feet to a point; thence South 74°31'15" East, 8.58 feet to a point; thence on a curve to the left having a radius of 314.00 feet a chord bearing South 81°12'36" East, 64.63 feet, 64.74 feet as measured along said curve to a point; thence South 00°58'40" West, 5.00 feet; thence on a curve to the right having a radius of 319.00 feet a chord bearing North 80°26'32" West, 74.48 feet, 74.65 feet as measured along said curve to a point; thence North 73°44'17" West, 27.01 feet to a point; thence North 05°00'03" East, 5.05 feet to the Point of Beginning. Containing 507 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

10-WD-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 2 and 3 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Allegheny West Conference Corporation of Seventh-Day Adventists in O.R. 12887, Pg. 787 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 256.57 feet to a point; thence continuing with the south line of said Whittier Street, South 87°09'33" East, 32.88 feet to a set 5/8" iron pin at the Point of Beginning; thence continuing with the south line of said Whittier Street, South 87°09'33" East, 51.85 feet to a set 5/8" iron pin; thence South 00°58'36" West, 24.07 feet to a set 5/8" iron pin in the new right of way line of said Whittier Street; thence with the new right of way line of said Whittier Street, North 87°10'20" West, 51.55 feet to a point; thence on a curve to the right having a radius of 314.00 feet, a chord bearing North 87°08'39" West, 0.30 feet, 0.30 feet as measured along said curve to a set 5/8" iron pin; thence North 00°58'40" East, 24.08 feet to the Point of Beginning. Containing 1,248 square feet of land more or less (0.0287 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

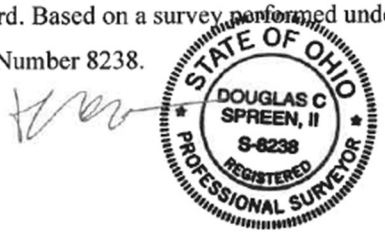


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

10-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 2 and 3 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Allegheny West Conference Corporation of Seventh-Day Adventists in O.R. 12887, Pg. 787 and being more particularly described as follows:

Commencing at the intersection of the east line of Reading Road, R/W varies and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 73°47'04" East, 256.57 feet to a point; thence continuing with the south line of said Whittier Street, South 87°09'33" East, 32.88 feet to a point; thence continuing with the south line of said Whittier Street, South 87°09'33" East, 51.85 feet to a point; thence South 00°58'36" West, 24.07 feet to a point in the new right of way line of said Whittier Street and the Point of Beginning; thence with the west line of a tract conveyed to Uptown Transportation Authority, LLC in O.R. 12953, Pg. 1548, South 00°58'36" West, 17.72 feet to a point; thence South 87°42'13" West, 2.47 feet to a point; thence North 89°05'46" West, 15.31 feet to a point; thence North 00°15'53" West, 13.00 feet to a point; thence North 88°59'35" West, 32.08 feet to a point; thence North 44°10'41" West, 2.17 feet to a point; thence on a curve to the right having a radius of 319.00 feet a chord bearing Norh 87°09'33" West, 0.14 feet, 0.14 feet as measured along said curve to a point; thence North 00°58'40" East, 5.00 feet to a point; thence on a curve to the left having a radius of 314.00 feet, a chord bearing South 87°08'39" East, 0.30 feet. 0.30 feet as measured along said curve to a point; thence South 87°10'20" East, 51.55 feet to the Point of Beginning. Containing 527 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

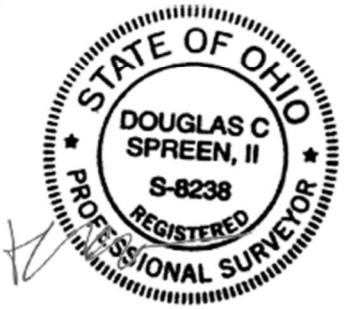


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

11-WD-1
June, 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 3 and 4 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Commencing at the intersection of the west line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, North 87°09'33" West, 150.00 feet to a set 5/8" iron pin at the Point of Beginning; thence with the west line of a tract conveyed to Uptown Transportation Authority, LLC in O.R. 12867, Pg. 1284; South 03°15'21" East, 24.16 feet to a set 5/8" iron pin; thence with the new right of way line of said Whittier Street, North 87°10'20" West, 141.78 feet to a set 5/8" iron pin; thence with the east line of a tract conveyed to Allegheny West Conference Corporation of Seventh-Day Adventists in O.R. 12887, Pg. 787; North 00°58'36" East, 24.07 feet to a set 5/8" iron pin in the south line of said Whittier Street; thence with the south line of said Whittier Street, South 87°09'33" East, 140.00 feet to the Point of Beginning. Containing 3,387 square feet of land more or less (0.0778 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

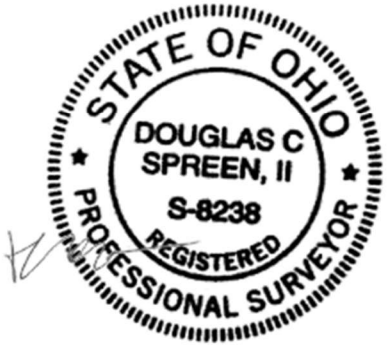


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

11-T-1
June 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 3 and 4 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Commencing at the intersection of the west line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, North 87°09'33" West, 150.00 feet to a point; thence South 03°15'21" East, 24.16 feet to the Point of Beginning; thence with the west line of a tract conveyed to Uptown Transportation Authority, LLC in O.R. 12867, Pg. 1284; South 03°15'21" East, 9.11 feet to a point; thence South 89°20'47" West, 142.44 feet to a point; thence with the east line of a tract conveyed to Allegheny West Conference Corporation of Seventh-Day Adventists in O.R. 12887, Pg. 787; North 00°58'36" East, 17.72 feet to the new right of way line of said Whittier Street; thence with the new right of way line of said Whittier Street, South 87°10'20" East, 141.78 feet to the Point of Beginning. Containing 1,904 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

29-SH-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to The Holthaus Partnership in O.R. 5367, Pg. 187 and being more particularly described as follows:

Commencing at the northeast corner of the intersection of Fredonia Avenue (50' R/W) and Melbourne Avenue (50' R/W); thence with the east line of Fredonia Avenue, North 03°54'39" West, 83.11 feet to a point; thence continuing with the east line of Fredonia Avenue, North 17°20'17" West, 25.21 feet to the Point of Beginning; thence continuing along the east line of Fredonia Avenue, North 12°53'51" West, 9.96 feet to a point; thence North 57°51'51" East, 2.35 feet to a point; thence South 13°07'54" East, 5.15 feet to a point; thence South 77°01'53" East, 8.59 feet to a point; thence South 66°38'09" West, 10.14 feet to the Point of Beginning. Containing 43 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

29-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to The Holthaus Partnership in O.R. 5367, Pg. 187 and being more particularly described as follows:

Commencing at the northeast corner of the intersection of Fredonia Avenue (50' R/W) and Melbourne Avenue (50' R/W); thence with the east line of Fredonia Avenue, North 03°54'39" West, 83.11 feet to a point; thence continuing with the east line of Fredonia Avenue, North 17°20'17" West, 25.21 feet to a point; thence North 12°53'51" West, 9.96 feet to the Point of Beginning; thence continuing along the east line of Fredonia Avenue, North 12°53'51" West, 22.33 feet to a point; thence North 79°42'31" East, 6.77 feet to a point; thence North 73°03'18" East, 145.82 feet to a point; thence South 23°21'51" East, 13.92 feet to a point; thence South 66°38'09" West, 147.23 feet to a point; thence North 77°01'53" West, 8.59 feet to a point; thence North 13°07'54" West, 5.15 feet to a point; thence South 57°51'51" West, 2.53 feet to the Point of Beginning. Containing 3,453 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

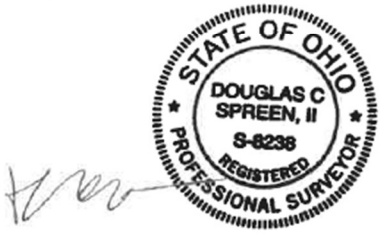


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

30-SH-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to The Holthaus Partnership in O.R. 12485, Pg. 990 and being more particularly described as follows:

Commencing at the northeast corner of the intersection of Fredonia Avenue (50' R/W) and Melbourne Avenue (50' R/W); thence with the east line of Fredonia Avenue, North 03°54'39" West, 83.11 feet to the Point of Beginning; thence continuing along the east line of Fredonia Avenue, North 17°20'17" West, 25.21 feet to a point; thence North 66°38'09" East, 10.14 feet to a point; thence South 44°56'44" East, 14.72 feet to a point; thence North 67°25'08" East, 23.46 feet to a point; thence North 67°27'37" East, 24.50 feet to a point; thence North 64°19'40" East, 24.94 feet to a point; thence North 65°19'43" East, 25.16 feet to a point; thence North 65°34'22" East, 223.75 feet to a point; thence North 61°33'23" East, 53.54 feet to a point; thence on a curve to the left having a radius of 139.00 feet, chord bearing North 53°15'06" East, 57.82 feet, 58.25 feet as measured along said curve; thence North 42°24'56" East, 6.98 feet to a point; thence South 24°35'51" East, 22.29 feet to a point; thence South 65°38'21" West, 263.39 feet to a point; thence South 06°01'21" West, 4.25 feet to a point; thence South 64°12'21" West, 65.64 feet to a point; thence South 64°46'21" West, 125.42 feet to the Point of Beginning. Containing 3,389 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

30-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to The Holthaus Partnership in O.R. 12485, Pg. 990 and being more particularly described as follows:

Commencing at the northeast corner of the intersection of Fredonia Avenue (50' R/W) and Melbourne Avenue (50' R/W); thence with the east line of Fredonia Avenue, North 03°54'39" West, 83.11 feet to a point; thence continuing along the east line of Fredonia Avenue, North 17°20'17" West, 25.21 feet to a point; thence North 66°38'09" East, 10.14 feet to the Point of Beginning; thence North 66°38'09" East, 147.23 feet to a point; thence North 23°21'51" West, 13.92 feet to a point; thence North 73°03'18" East, 3.88 feet to a point; thence South 24°10'17" East, 10.54 feet to a point; thence North 68°37'29" East, 29.96 feet to a point; thence North 66°03'57" East, 102.37 feet to a point; thence North 09°23'46" East, 17.28 feet to a point; thence North 65°38'21" East, 150.07 feet to a point; thence South 24°35'51" East, 7.71 feet to a point; thence South 42°24'56" West, 6.98 feet to a point; thence on a curve to the right having a radius of 139.00 feet, chord bearing South 53°15'06" West, 57.82 feet, 58.25 feet as measured along said curve; thence South 61°33'23" West, 53.54 feet to a point; thence South 65°34'22" West, 23.74 feet to a point; thence North 24°23'00" West, 6.00 feet to a point; thence South 65°34'22" West, 200.04 feet to a point; thence South 65°19'43" West, 25.23 feet to a point; thence South 64°19'40" West, 24.83 feet to a point; thence South 67°27'37" West, 24.33 feet to a point; thence South 67°25'08" West, 25.94 feet to a point; thence North 44°56'44" West, 8.23 feet to the Point of Beginning. Containing 5,495 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

30-MT-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to The Holthaus Partnership in O.R. 12485, Pg. 990 and being more particularly described as follows:

Commencing at the northeast corner of the intersection of Fredonia Avenue (50' R/W) and Melbourne Avenue (50' R/W); thence with the east line of Fredonia Avenue, North 03°54'39" West, 83.11 feet to a point; thence continuing along the east line of Fredonia Avenue, North 17°20'17" West, 25.21 feet to a point; thence North 66°38'09" East, 10.14 feet to a point; thence South 44°56'44" East, 8.23 feet to the Point of Beginning; thence North 67°25'08" East, 25.94 feet to a point; thence North 67°27'37" East, 24.33 feet to a point; thence North 64°19'40" East, 24.83 feet to a point; thence North 65°19'43" East, 25.23 feet to a point; thence North 65°34'22" East, 200.04 feet to a point; thence South 24°23'00" East, 6.00 feet to a point; thence South 65°34'22" West, 200.02 feet to a point; thence South 65°19'43" West, 25.16 feet to a point; thence South 64°19'40" West, 24.94 feet to a point; thence South 67°27'37" West, 24.50 feet to a point; thence South 67°25'08" West, 23.46 feet to a point; thence North 44°56'44" West, 6.49 feet to the Point of Beginning. Containing 1,795 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

31-SH-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 46 of Walnut Hills Syndicate Subdivision as recorded in Plat Book 6, Pages 148&149 and being part of a tract conveyed to Peniston Bennett in O.R. 14624, Pg. 1598 and being more particularly described as follows:

Beginning at the southeast corner of said Lot 46; thence along the south line of said Lot 46, South 65°29'26" West, 31.75 feet to a point; thence North 59°25'28" East, 20.56 feet to a point; thence North 54°06'44" East, 14.29 feet to a point; thence South 03°55'22" West, 5.68 feet to the Point of Beginning. Containing 66 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

31-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 46 of Walnut Hills Syndicate Subdivision as recorded in Plat Book 6, Pages 148&149 and being part of a tract conveyed to Peniston Bennett in O.R. 14624, Pg. 1598 and being more particularly described as follows:

Commencing at the southeast corner of said Lot 46; thence along the south line of said Lot 46, South 65°29'26" West, 31.75 feet to the Point of Beginning; thence North 59°25'28" East, 20.56 feet to a point; thence North 54°06'44" East, 14.29 feet to a point; thence North 03°55'22" East, 15.02 feet to a point; thence South 41°52'04" West, 45.41 feet to the Point of Beginning. Containing 223 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

34-SH-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 49 of Walnut Hills Syndicate Subdivision as recorded in Plat Book 6, Pages 148&149 and being part of a tract conveyed to Derrick N. Ramsey in O.R. 9949, Pg. 3471 and being more particularly described as follows:

Beginning at the southeast corner of said Lot 49; thence along the south line of said Lot 49, South 65°29'26" West, 45.49 feet to a point; thence North 03°55'22" East, 5.40 feet to a point; thence North 65°31'25" East, 45.47 feet to a point; thence South 03°55'22" West, 5.37 feet to the Point of Beginning. Containing 215 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

34-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 49 of Walnut Hills Syndicate Subdivision as recorded in Plat Book 6, Pages 148&149 and being part of a tract conveyed to Derrick N. Ramsey in O.R. 9949, Pg. 3471 and being more particularly described as follows:

Commencing at the southeast corner of said Lot 49; thence along the east line of said Lot 49, North 03°55'22" East, 5.37 to the Point of Beginning; thence South 65°31'25" West, 45.47 feet to a point; thence North 03°55'22" East, 18.77 feet to a point; thence North 76°54'42" East, 11.66 feet to a point; thence South 86°22'25" East, 3.15 feet to a point; thence South 83°40'56" East, 23.48 feet to a point; thence North 54°11'09" East, 2.90 feet to a point; thence South 03°55'22" West, 1.44 feet the Point of Beginning. Containing 424 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

36-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 51&52 of Walnut Hills Syndicate Subdivision as recorded in Plat Book 6, Pages 148&149 and being part of a tract conveyed to EBT Investments LLC in O.R. 14141, Pg. 2692 and being more particularly described as follows:

Beginning at the southeast corner of said Lot 52; thence along the south line of said Lot 52, South 65°29'26" West, 90.97 feet to a point; thence North 03°55'22" East, 13.01 feet to a point; thence North 69°58'39" East, 78.94 feet to a point; thence North 80°17'37" East, 8.08 feet to a point; thence South 03°55'22" West, 3.64 feet to the Point of Beginning. Containing 723 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

41-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 19,20&24 of Walnut Hills Syndicate Subdivision as recorded in Plat Book 6, Pages 148&149 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14490, Pg. 628 and O.R. 13942, Pg. 901 and being more particularly described as follows:

Commencing at the southwest corner of said Lot 24 and also being an angle point in the east line of Ridgeway Avenue (50' R/W); thence along the south line of said Lot 24, North 63°44'22" East, 0.97 feet to the Point of Beginning; thence North 03°40'35" East, 11.87 feet to a point; thence North 61°04'22" East, 93.11 feet to a point; thence North 59°28'22" East, 49.71 feet to a point; thence South 03°55'22" West, 12.13 feet to a point; thence South 59°28'22" West, 42.98 feet to a point; thence South 61°04'22" West, 99.65 feet to the Point of Beginning. Containing 1,427 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

42-T-1
June, 2023

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lots 21,22&23 of Walnut Hills Syndicate Subdivision as recorded in Plat Book 6, Pages 148&149 and being part of a tract conveyed to Beehive Realty Investment & Development LLC in O.R. 13022, Pg. 273 and being more particularly described as follows:

Beginning at the southwest corner of said Lot 21; thence North 03°55'22" East, 12.13 feet to a point; thence North 59°28'22" East, 49.74 feet to a point; thence North 57°46'27" East, 48.28 feet to a point; thence South 84°19'42" East, 7.66 feet to a point; thence North 51°47'23" East, 45.13 feet to a point; thence North 54°46'22" East, 28.01 feet to a point in the south line of Blair Court (60' R/W); thence along the south line of Blair Court, South 86°04'38" East, 15.84 feet to a point; thence South 54°46'22" West, 40.56 feet to a point; thence South 57°46'27" West, 99.62 feet to a point; thence South 59°28'22" West, 56.75 feet to the Point of Beginning. Containing 1,750 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

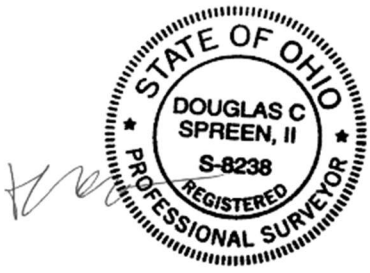


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

101-WD-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 4 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14970, Pg. 1339 and being more particularly described as follows:

Commencing at the intersection of the west line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, North 87°09'33" West, 87.77 feet to the Point of Beginning; thence South 03°15'21" East, 23.20 feet to a set 5/8" iron pin; thence with the new right of way of Whittier Street, North 87°10'16" West, 43.40 feet to a set 5/8" iron pin; thence with the new right of way of Whittier Street, South 89°57'31" West 18.76 feet to a set 5/8" iron pin; thence with the east line of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R.15366, Pg. 2013, North 3°15'21" West, 24.16 feet to a set 5/8" iron pin, thence South 87°09'33" East, 62.23 feet to the Point of Beginning. Containing 1,445 square feet of land more or less (0.0332 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

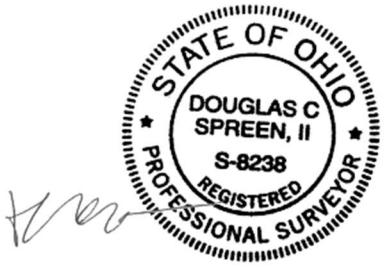


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

101-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 4 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 14970, Pg. 1339 and being more particularly described as follows:

Commencing at the intersection of the west line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, North 87°09'33" West, 87.77 feet to a point; thence South 03°15'21" East, 23.20 feet to the Point of Beginning; thence South 03°15'21" East, 10.06 feet to a point; thence North 87°10'16" West, 62.23 feet to a point; thence North 3°15'21" West, 9.11 feet to a point; thence North 89°57'31" East, 18.76 feet to a point; thence South 87°10'16" East, 43.40 feet to the Point of Beginning. Containing 613 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

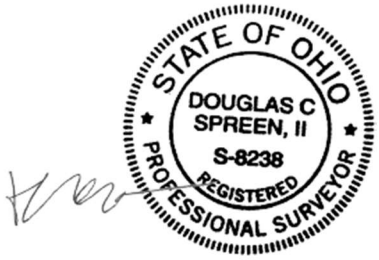


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

102-WD-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 4 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R.15366, Pg 2013 and being more particularly described as follows:

Beginning at a 5/8" iron pin set at the intersection of the west line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence South 03°15'21" East, 23.18 feet to a set 5/8" iron pin; thence with the new right of way of Whittier Street, North 87°10'16" West, 87.77 feet to a set 5/8" iron pin; thence with the east line of a tract of land conveyed Hamilton County Land Reutilization Corporation in O.R.14970, Pg. 1339, North 03°15'21" West, 23.20 feet to a point; thence with south line of Whittier Street, 50'R/W, South 87°09'33" East, 87.77 feet to the Point of Beginning. Containing 2,024 square feet of land more or less (0.0465 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

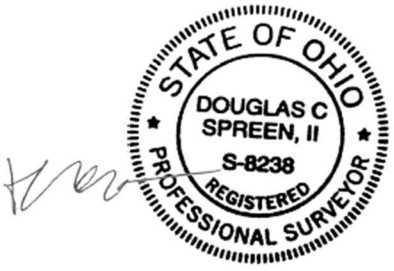


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

102-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 4 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R.15366, Pg 2013 and being more particularly described as follows:

Commencing at the intersection of the west line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with said west line of Van Buren Avenue, South 03°15'21" East, 23.18 feet the Point of Beginning; thence South 03°15'21" East, 10.06 feet to a point; thence North 87°10'16 West. 87.77 feet to a point; thence North 03°15'21" West, 10.06 feet to a point; thence South 87°10'16" East 87.77 feet to the Point of Beginning. Containing 878 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

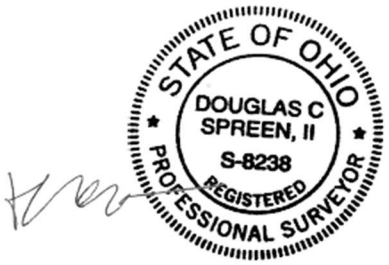


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

103-WD-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 14 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013 and being more particularly described as follows:

Beginning at a cross notch set at the intersection of the east line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 87°09'33" East, 84.65 feet to a set 5/8" iron pin; thence with the west line of the tracts conveyed to Hamilton County Land Reutilization Corporation in O.R. 13160, Pg. 1627; South 03°15'21" East, 23.08 feet to a set 5/8" iron pin; thence with the new right of way line of said Whittier Street, North 87°07'43" West, 84.65 feet to a set cross notch; thence with the east line of Van Buren Avenue; North 03°15'21" West, 23.03 feet to the Point of Beginning. Containing 1940 square feet of land more or less (0.0445 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

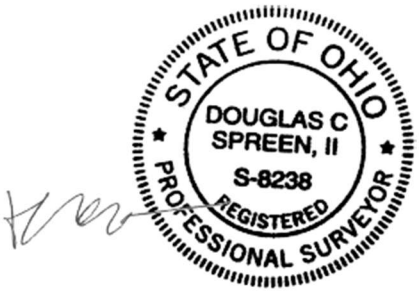


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

103-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 14 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013, and being more particularly described as follows:

Commencing at the intersection of the east line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the east line of Van Buren Avenue, South 03°15'21" East, 23.03 feet to the Point of Beginning;; thence with the new right of way line of said Whittier Street, South 87°07'43" East, 84.65 feet to a point; thence with the west line of the tracts conveyed to Hamilton County Land Reutilization Corporation in O.R. 13160, Pg. 1627; South 03°15'21" East, 25.14 feet to a point; thence North 87°07'43" West, 84.65 feet to a point; thence with the east line of Van Buren Avenue; North 03°15'21" West, 25.14 feet to the Point of Beginning. Containing 2116 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

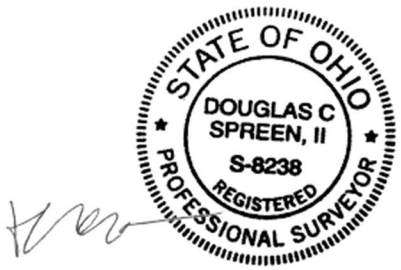


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

104-WD-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 14 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 13160, Pg. 1627, and being more particularly described as follows:

Commencing at the intersection of the east line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 87°09'33" East, 84.65 feet to a set 5/8" iron pin at the Point of Beginning; thence with the south line of said Whittier Street, South 87°09'33" East, 39.83 feet to a set 5/8" iron pin; thence with the west line of the tracts conveyed to the City of Cincinnati and Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013; South 03°15'33" East, 23.10 feet to a set 5/8" iron pin; thence with the new right of way line of said Whittier Street, North 87°07'43" West, 39.83 feet to a set 5/8" iron pin; thence with the east line of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013; North 03°15'21" West, 23.08 feet to the Point of Beginning. Containing 914 square feet of land more or less (0.0210 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

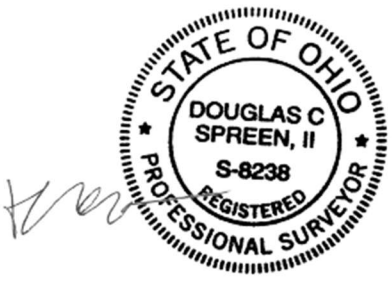


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

104-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 14 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 13160, Pg. 1627, and being more particularly described as follows:

Commencing at the intersection of the east line of Van Buren Avenue, 40' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of said Whittier Street, South 87°09'33" East, 84.65 feet to a point; thence South 03°15'21" East, 23.08 feet to the Point of Beginning; thence with the new right of way line of said Whittier Street, South 87°09'33" East, 39.83 feet to a point; thence with the west line of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013; South 03°15'33" East, 25.14 feet to a point; thence North 87°07'43" West, 39.84 feet to a point; thence with the east line of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013; North 03°15'21" West, 25.14 feet to the Point of Beginning. Containing 996 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

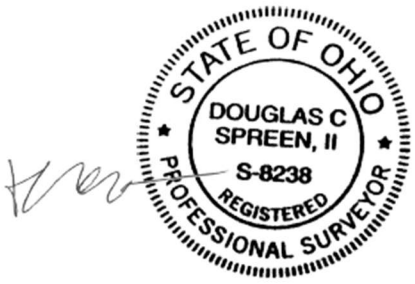


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

106-WD-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 15 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013, and being more particularly described as follows:

Commencing at the intersection of the west line of Wehrman Avenue, 50' R/W and the south line of Whittier Street, 50' R/W; thence with the west line of Wehrman Avenue, South 03°15'33" East, 12.07 feet to a set 5/8" iron pin at the Point of Beginning; thence with the west line of Wehrman Avenue, South 03°15'33" East, 11.17 feet to a set 5/8" iron pin; thence with the new right of way line of said Whittier Street, North 87°07'43" West, 250.01 feet to a set 5/8" iron pin; thence with the east line of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 13160, Pg. 1627, North 03°15'33" West, 11.03 feet to a set 5/8" iron pin; thence South 87°09'33" East, 250.00 feet to the Point of Beginning. Containing 2759 square feet of land more or less (0.0633 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

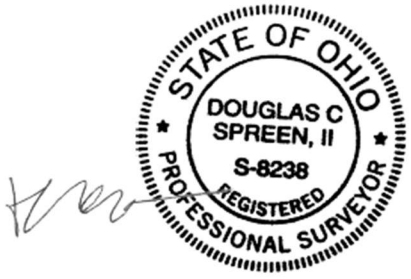


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

106-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 15 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013and being more particularly described as follows:

Commencing at the intersection of the west line of Wehrman Avenue, 50' R/W and the south line of Whittier Street, 50' R/W; thence with the west line of Wehrman Avenue, South 03°15'33" East, 23.24 feet to the Point of Beginning; thence with the west line of Wehrman Avenue, South 03°15'33" East, 24.55 feet to a point; thence South 89°06'04" West, 248.80 feet to a point; thence North 03°15'33" West, 41.00 feet to a point; thence with the new right of way line of said Whittier Street, South 87°07'43" East, 250.01 feet to the Point of Beginning. Containing 8147 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

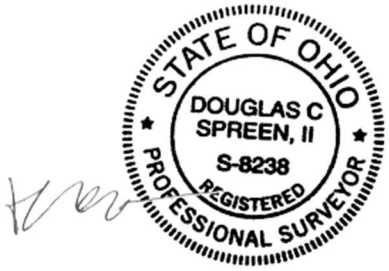


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

107-WD-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 17 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013, and being more particularly described as follows:

Beginning at 5/8" iron pin set at the intersection of the east line of Wehrman Avenue, 50' R/W and the south line of Whittier Street, 50' R/W; thence with the south line of Whittier Street, South 87°04'26" East, 168.01 feet to an existing highway monument; thence with the west line of the City of Cincinnati, South 06°08'34" West, 14.27 feet to a set 5/8" iron pin; thence with the new right of way line of said Whittier Street, North 89°02'36" West, 165.15 feet to a set 5/8" iron pin; thence with the east line of Wehrman Avenue, North 03°14'26" West, 20.04 feet to the Point of Beginning. Containing 2847 square feet of land more or less (0.0654 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

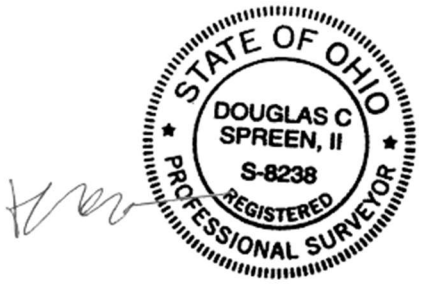


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

107-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of Lot 17 of the C. Donaldson's Subdivision of a part of Beech Grove as recorded in Plat Book 2, Page 47 and being part of a tract conveyed to Hamilton County Land Reutilization Corporation in O.R. 15366, Pg. 2013, and being more particularly described as follows:

Commencing at 5/8" iron pin set at the intersection of the east line of Wehrman Avenue, 50' R/W and the south line of Whittier Street, 50' R/W; thence with the east line of Wehrman Avenue South 03°14'26" East, 20.04 feet to a 5/8" iron pin set at the Point of Beginning; thence with the new right of way line of said Whittier Street, South 89°02'36" East, 165.15 feet to a set 5/8" iron pin; thence with the west line of the City of Cincinnati, South 06°08'34" West, 5.37 feet to a set 5/8" iron pin; thence with the north line of a tract conveyed to the State of Ohio in O.R. 12662, Pg. 899, South 86°45'34" West, 163.84 feet to a set 5/8" iron pin; thence with the east line of Wehrman Avenue, North 03°14'26" West, 17.39 feet to the Point of Beginning. Containing 1866 square feet of land more or less (0.0428 acres). Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



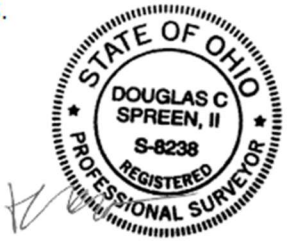
CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

112-WD-1
February 2026

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to Varland Metal Services, Inc. in D.B. 3172, Pg. 560, and O.R. 5302, Pg. 566 and being more particularly described as follows:

Commencing at the intersection of the west line of Fredonia Avenue, R/W varies and the south line of Ridgeway Avenue, 50' R/W; thence with the west line of Fredonia Avenue, South 05°54'40" West, 175.00 feet to a point; thence continuing along the west line of Fredonia Avenue, South 14°44'05" East, 151.38 feet to a set Mag Nail; thence South 03°56'19" East, 393.51 feet to a set cross notch; thence along a curve to the right having a radius of 80.00 feet, a distance of 56.14 feet, chord of said curve bears South 16°10'03" West, 55.00 feet to a 5/8" iron pin set at the Point of Beginning; thence continuing along the west line of Fredonia Avenue, along a curve to the right having a radius of 80.00 feet, a distance of 26.86 feet, chord of said curve bears South 45°53'27" West, 26.73 feet to a set 5/8" iron pin; thence with the north line of Whittier St., R/W varies, the following four courses: South 55°30'42" West, 230.12 feet to a set 5/8" iron pin; thence South 70°46'52" West, 38.69 feet to a set 5/8" iron pin; thence South 84°12'10" West, 60.00 feet to a set 5/8" iron pin; thence North 87°09'33" West, 47.08 feet to a point being 0.16 feet north and 2.23 feet east of an existing iron pin; thence along the east line of a tract conveyed to Duke Energy Ohio, Inc. in O.R. 11516 Pg. 1531, North 06°17'08" East, 1.94 feet to a set 5/8" iron pin; thence along the new right of way of Whittier Street, on a curve to the left having a radius of 348.00 feet, a distance of 214.66 feet, chord of said curve bears North 73°27'58" East, 211.27 feet to a set 5/8" iron pin; thence North 55°47'42" East, 31.19 feet to a set 5/8" iron pin; thence North 55°13'46" East, 150.44 feet to the Point of Beginning. Containing 0.0526 acres of land more or less. Bearings based on NAD83 (2011). Subject to all legal

highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

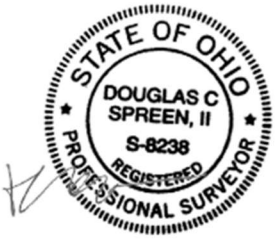


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

112-T-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to Varland Metal Services, Inc. in D.B. 3172, Pg. 560, and O.R. 5302, Pg. 566 and being more particularly described as follows:

Commencing at the intersection of the west line of Fredonia Avenue, R/W varies and the south line of Ridgeway Avenue, 50' R/W; thence with the west line of Fredonia Avenue, South 05°54'40" West, 175.00 feet to a point; thence continuing along the west line of Fredonia Avenue, South 14°44'05" East, 151.38 feet to a set Mag Nail; thence South 03°56'19" East, 393.51 feet to a set cross notch; thence along a curve to the right having a radius of 80.00 feet, a distance of 21.41 feet, chord of said curve bears South 03°43'42" West, 21.34 feet to the Point of Beginning; thence continuing along the west line of Fredonia Avenue, along a curve to the right having a radius of 80.00 feet, a distance of 34.74 feet, chord of said curve bears South 23°49'58" West, 34.46 feet to a point; thence along the new right of way of Whittier Street, South 55°13'46" West, 150.44 feet to a point; thence South 55°47'42" West, 31.19 feet to a point; thence on a curve to the right having a radius of 348.00 feet, a distance of 214.66 feet, chord of said curve bears South 73°27'58" West, 211.27 feet to a point; thence North 06°17'08" East, 18.10 feet to a point; thence North 73°16'18" East, 180.15 feet to a point; thence North 62°33'16" East, 178.32 feet to a point; thence North 20°16'32" East, 30.18 feet to a point; thence North 57°05'48" East, 26.94 feet to the Point of Beginning. Containing 8242 square feet of land more or less. Bearings based on NAD83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

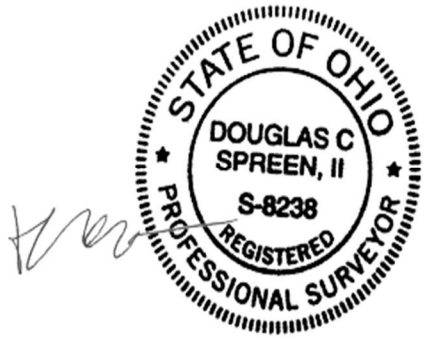


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

119-WD-1
April 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to Dellway Storage, L.P. in O.R. 13279 Pg. 2140 and in O.R. 13365 Pg. 1531 and being more particularly described as follows:

Beginning at a cross notch set at the northeast corner of the intersection of Fredonia Avenue (R/W varies) and Melbourne Street (50' R/W); thence with the east line of Fredonia Avenue, North 03°54'39" West, 83.11 feet to a point; thence along the south line of a tract conveyed to The Holthaus Partnership in O.R. 12485, Pg. 990, North 64°46'21" East, 12.30 feet to a point; thence along the new right of way of Fredonia Avenue, South 04°10'14" East, 89.62 feet to a set cross notch; thence along the north line of Melbourne Street, North 84°09'39" West, 12.03 feet to the Point of Beginning. Containing 0.0231 acres of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

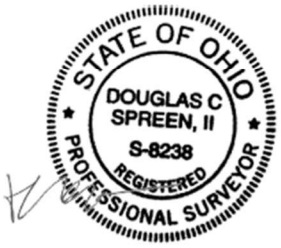


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

119-SH-1
August 2025

Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to Dellway Storage, L.P. in O.R. 13279 Pg. 2140 and in O.R. 13365 Pg. 1531 and being more particularly described as follows:

Commencing at the northeast corner of the intersection of Fredonia Avenue (R/W varies) and Melbourne Street (50' R/W); thence with the north line of Melbourne Street, South 84°09'39" East, 12.03 feet to a point; thence North 04°10'14" West, 69.19 feet to the Point of Beginning; thence North 04°10'14" West, 20.43 feet to a point; thence along the south line of a tract conveyed to The Holthaus Partnership in O.R. 12485, Pg. 990 the following 4 courses: North 64°46'21" East, 113.12 feet to a point; thence North 64°12'21" East, 65.64 feet to a point; thence North 06°01'21" East, 4.25 feet to a point; thence North 65°38'21" East, 299.21 feet to a point; thence South 43°46'42" West, 40.94 feet to a point; thence South 65°39'30" West, 127.59 feet to a point; thence South 65°35'58" West, 228.91 feet to a point; thence South 24°23'23" East, 10.16 feet to a point; thence South 64°02'44" West, 42.82 feet to a point; thence South 66°14'31" W West, 49.84 feet to the Point of Beginning. Containing 7054 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.

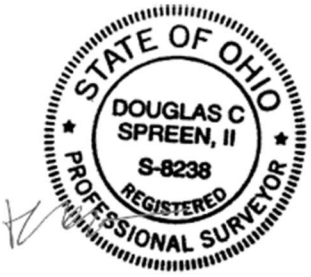


CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION
AND ENGINEERING

119-T-1
August 2025

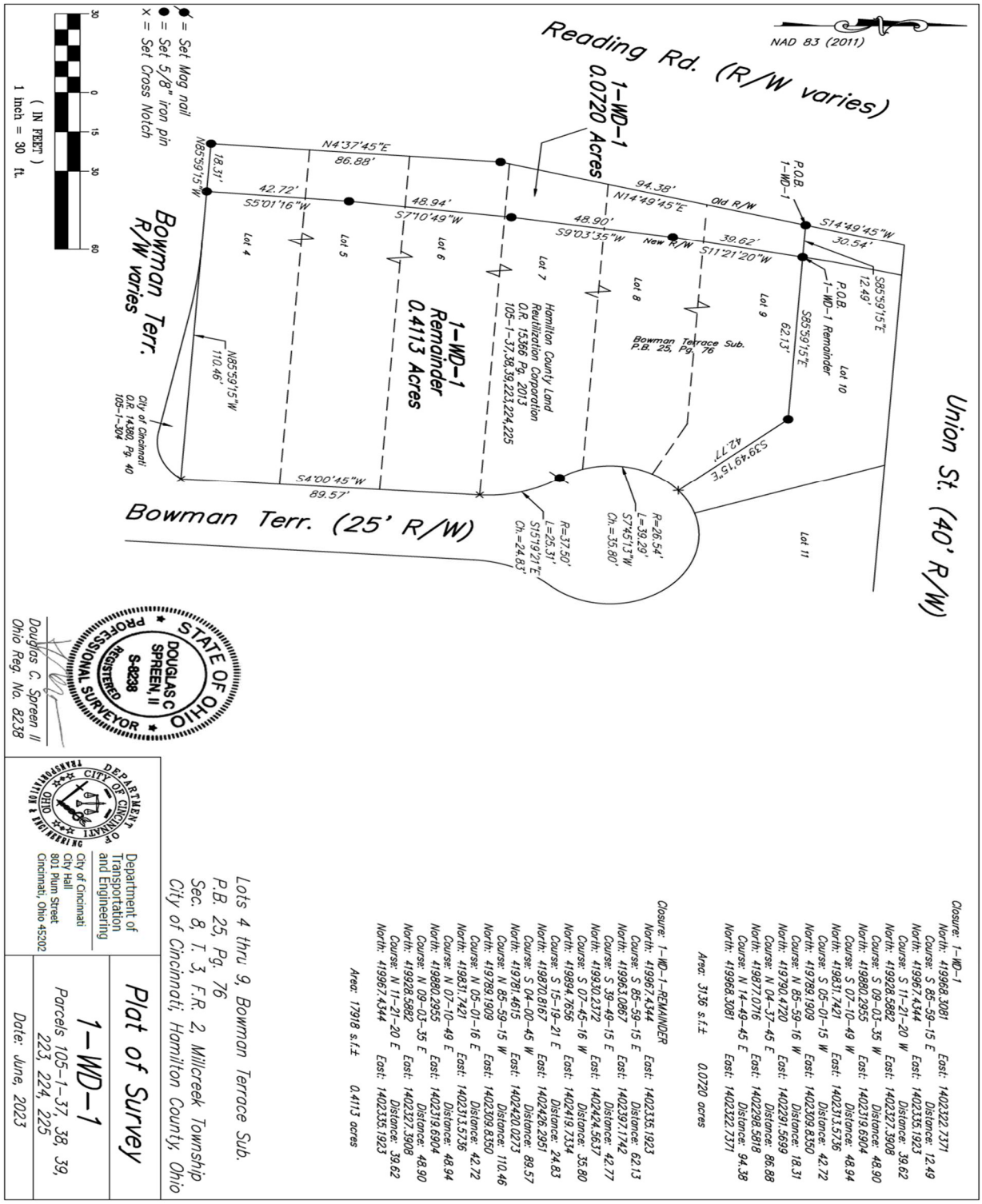
Situate in Section 8, Town 3, Fractional Range 2, Millcreek Township, City of Cincinnati, Hamilton County, Ohio and being part of a tract conveyed to Dellway Storage, L.P. in O.R. 13279 Pg. 2140 and in O.R. 13365 Pg. 1531 and being more particularly described as follows:

Commencing at the northeast corner of the intersection of Fredonia Avenue (R/W varies) and Melbourne Street (50' R/W); thence with the north line of Melbourne Street, South 84°09'39" East, 12.03 feet to the Point of Beginning; thence North 04°10'14" West, 69.19 feet to a point; thence North 66°14'31" East, 49.84 feet to a point; thence North 64°02'44" East, 42.82 feet to a point; thence North 24°23'23" West, 10.16 feet to a point; thence North 65°35'58" East, 228.91 feet to a point; thence North 65°39'30" East, 127.59 feet to a point; thence North 43°46'42" West, 40.94 feet to a point; thence North 65°38'21" East, 47.47 feet to a point; thence South 24°21'39" East, 16.56 feet to a point; thence South 59°30'08" West, 80.79 feet to a point; thence South 20°07'27" East, 5.46 feet to a point; thence South 67°42'18" West, 4.02 feet to a point; thence North 20°58'50" West, 5.13 feet to a point; thence South 65°37'02" West, 357.52 feet to a point; thence South 25°03'08" East, 22.03 feet to a point; thence South 64°57'02" West, 44.64 feet to a point; thence South 25°39'09" East, 86.20 feet to a point; thence along the north line of Melbourne Street, North 84°09'39" West, 85.74 feet to the Point of Beginning. Containing 11634 square feet of land more or less. Bearings based on NAD 83 (2011). Subject to all legal highways, easements and restrictions of record. Based on a survey performed under the direction of Douglas C. Spreen II, Ohio Registration Number 8238.



ATTACHMENT B

Site Survey



Closure: 1-WD-1
North: 419968.3081 East: 1402322.7371 Distance: 12.49
Course: S 85-59-15 E East: 1402335.1923 Distance: 39.62
North: 419967.4344
Course: S 11-21-20 W East: 1402327.3908 Distance: 48.90
North: 419928.5882
Course: S 09-03-35 W East: 1402319.6904 Distance: 48.94
North: 419880.2955
Course: S 07-10-49 W East: 1402313.5736 Distance: 42.72
North: 419831.7421
Course: S 05-01-15 W East: 1402309.8350 Distance: 18.31
North: 419789.1909
Course: N 85-59-16 W East: 1402291.5699 Distance: 86.88
North: 419790.4720
Course: N 04-37-45 E East: 1402298.5818 Distance: 94.38
North: 419877.0716
Course: N 14-49-45 E East: 1402322.7371
North: 419968.3081

Area: 3136 s.f.± 0.0720 acres

Closure: 1-WD-1-REMAINDER
North: 419967.4344 East: 1402335.1923
Course: S 85-59-15 E East: 1402397.1742 Distance: 62.13
North: 419963.0867
Course: S 39-49-15 E East: 1402424.5637 Distance: 42.77
North: 419930.2372
Course: S 07-45-16 W East: 1402419.7334 Distance: 35.80
North: 419894.7656
Course: S 15-19-21 E East: 1402426.2951 Distance: 24.83
North: 419870.8167
Course: S 04-00-45 W East: 1402430.0273 Distance: 89.57
North: 419781.4615
Course: N 85-59-15 W East: 1402309.8350 Distance: 110.46
North: 419789.1909
Course: N 05-01-16 E East: 1402313.5736 Distance: 42.72
North: 419831.7421
Course: N 07-10-49 E East: 1402319.6904 Distance: 48.94
North: 419880.2955
Course: N 09-03-35 E East: 1402327.3908 Distance: 48.90
North: 419928.5882
Course: N 11-21-20 E East: 1402335.1923 Distance: 39.62
North: 419967.4344

Area: 17918 s.f.± 0.4113 acres

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO

Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

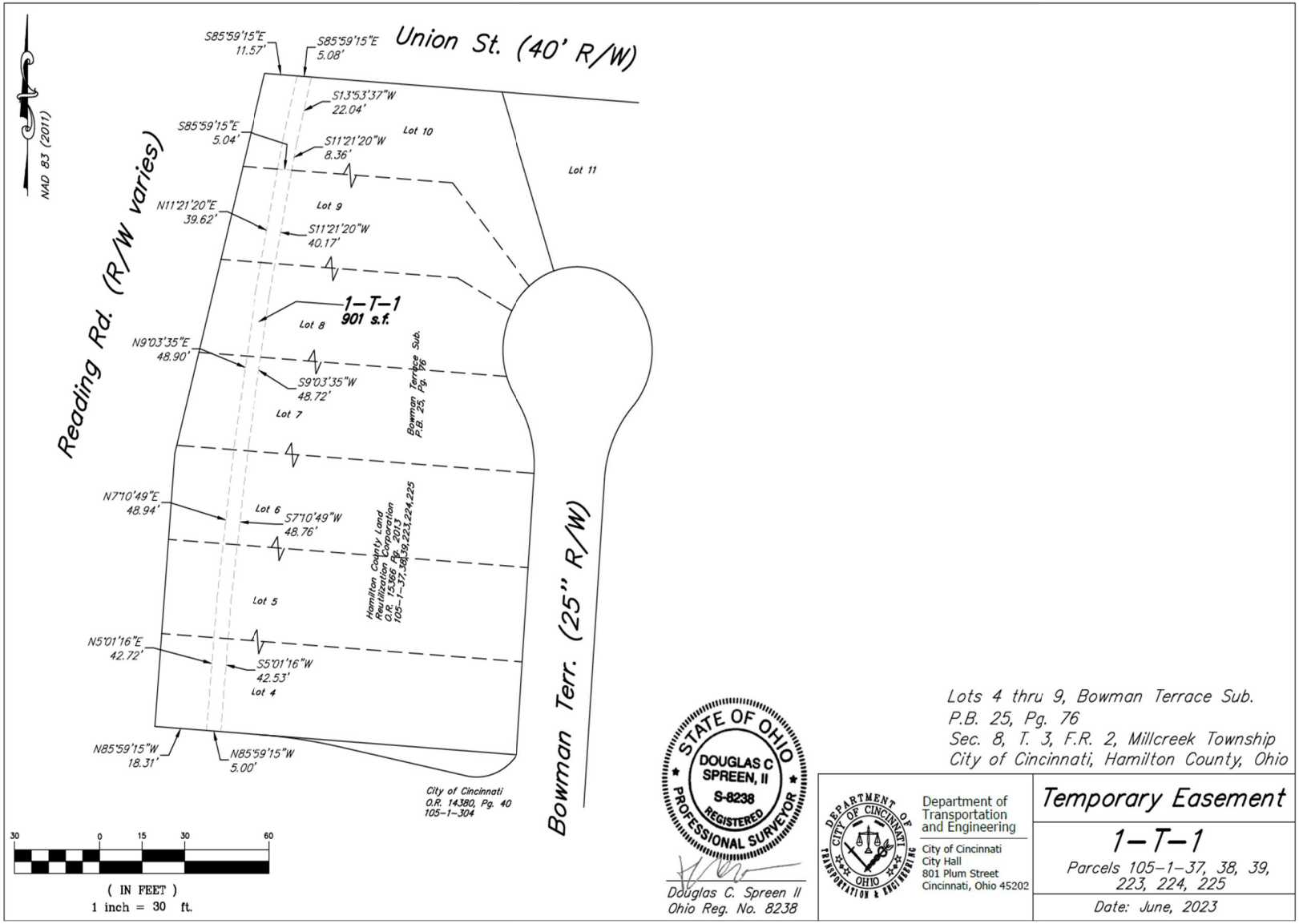
Lots 4 thru 9, Bowman Terrace Sub.
P.B. 25, Pg. 76
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

Plat of Survey

1-WD-1

Parcels 105-1-37, 38, 39, 223, 224, 225

Date: June, 2023



STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

Lots 4 thru 9, Bowman Terrace Sub.
P.B. 25, Pg. 76
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

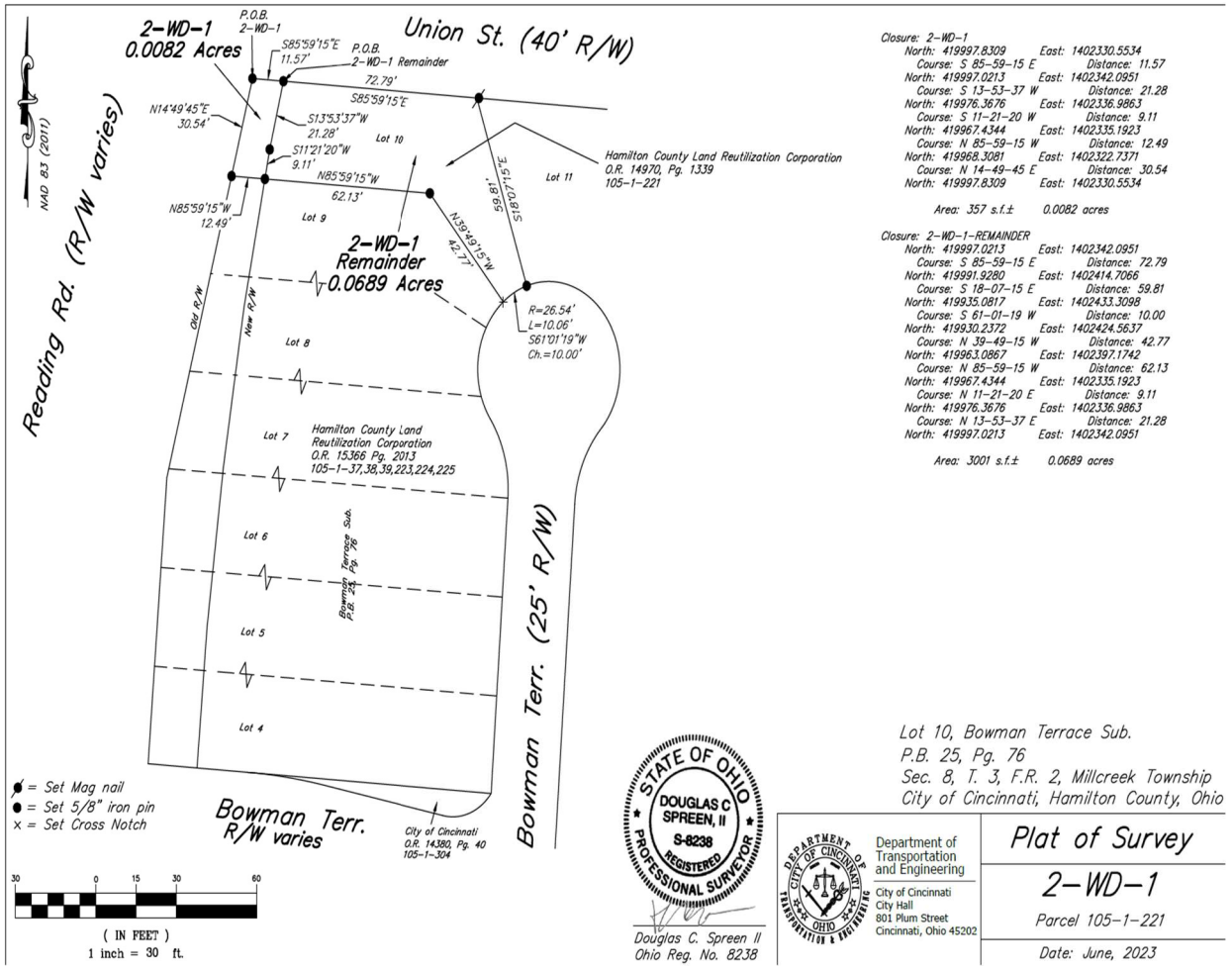
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Temporary Easement

1-T-1

Parcels 105-1-37, 38, 39, 223, 224, 225

Date: June, 2023



Closure: 2-WD-1
North: 419997.8309 East: 1402330.5534
Course: S 85-59-15 E Distance: 11.57
North: 419997.0213 East: 1402342.0951
Course: S 13-53-37 W Distance: 21.28
North: 419976.3676 East: 1402336.9863
Course: S 11-21-20 W Distance: 9.11
North: 419967.4344 East: 1402335.1923
Course: N 85-59-15 W Distance: 12.49
North: 419968.3081 East: 1402322.7371
Course: N 14-49-45 E Distance: 30.54
North: 419997.8309 East: 1402330.5534

Area: 357 s.f.± 0.0082 acres

Closure: 2-WD-1-REMAINDER
North: 419997.0213 East: 1402342.0951
Course: S 85-59-15 E Distance: 72.79
North: 419991.9280 East: 1402414.7066
Course: S 18-07-15 E Distance: 59.81
North: 419935.0817 East: 1402433.3098
Course: S 61-01-19 W Distance: 10.00
North: 419930.2372 East: 1402424.5637
Course: N 39-49-15 W Distance: 42.77
North: 419963.0867 East: 1402397.1742
Course: N 85-59-15 W Distance: 62.13
North: 419967.4344 East: 1402335.1923
Course: N 11-21-20 E Distance: 9.11
North: 419976.3676 East: 1402336.9863
Course: N 13-53-37 E Distance: 21.28
North: 419997.0213 East: 1402342.0951

Area: 3001 s.f.± 0.0689 acres

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

Lot 10, Bowman Terrace Sub.
P.B. 25, Pg. 76
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

2-WD-1

Parcel 105-1-221

Date: June, 2023

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

Lot 10, Bowman Terrace Sub.
P.B. 25, Pg. 76
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

Temporary Easement

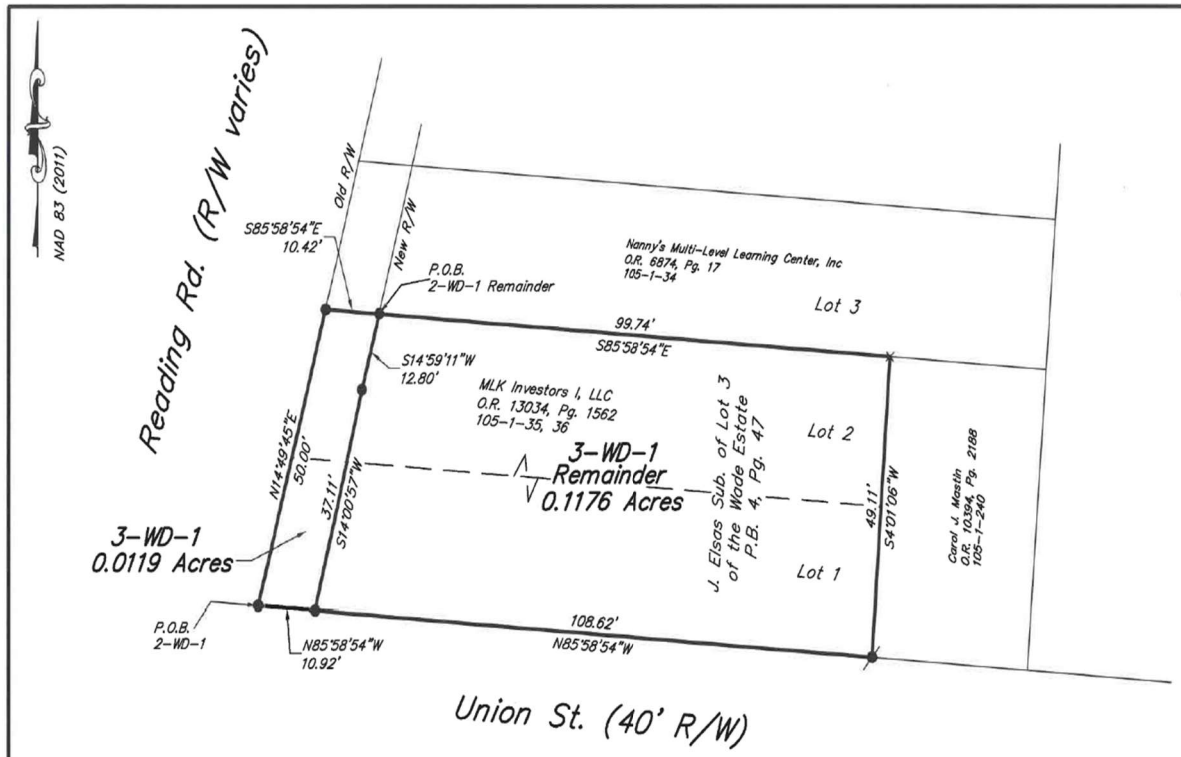
2-T-1

Parcel 105-1-221

Date: June, 2023

DEPARTMENT OF CITY OF CINCINNATI TRANSPORTATION & ENGINEERING OHIO

Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202



Closure 3-WD-1
North: 420037.2210 East: 1402340.9821
Course: N 14-49-45 E Distance: 50.00
North: 420085.5557 East: 1402353.7790
Course: S 85-58-54 E Distance: 10.42
North: 420084.8254 East: 1402364.1748
Course: S 14-59-11 W Distance: 12.80
North: 420072.4594 East: 1402360.8645
Course: S 14-00-57 W Distance: 37.11
North: 420036.4556 East: 1402351.8772
Course: N 85-58-54 W Distance: 10.92
North: 420037.2210 East: 1402340.9821

Area: 520 s.f.± 0.0119 acres

Closure 3-WD-1-REMAINDER
North: 420084.8254 East: 1402364.1748
Course: S 85-58-54 E Distance: 99.74
North: 420077.8361 East: 1402463.6701
Course: S 04-01-06 W Distance: 49.11
North: 420028.8443 East: 1402460.2286
Course: N 85-58-54 W Distance: 108.62
North: 420036.4556 East: 1402351.8772
Course: N 14-00-57 E Distance: 37.11
North: 420072.4594 East: 1402360.8645
Course: N 14-59-11 E Distance: 12.80
North: 420084.8254 East: 1402364.1748

Area: 5121 s.f.± 0.1176 acres

● = Set Mag nail
● = Set 5/8" iron pin
x = Set Cross Notch

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

Pt. Lots 1 and 2 J. Elsas Sub. of Lot 3
of the Wade Estate, P.B. 4, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI OHIO

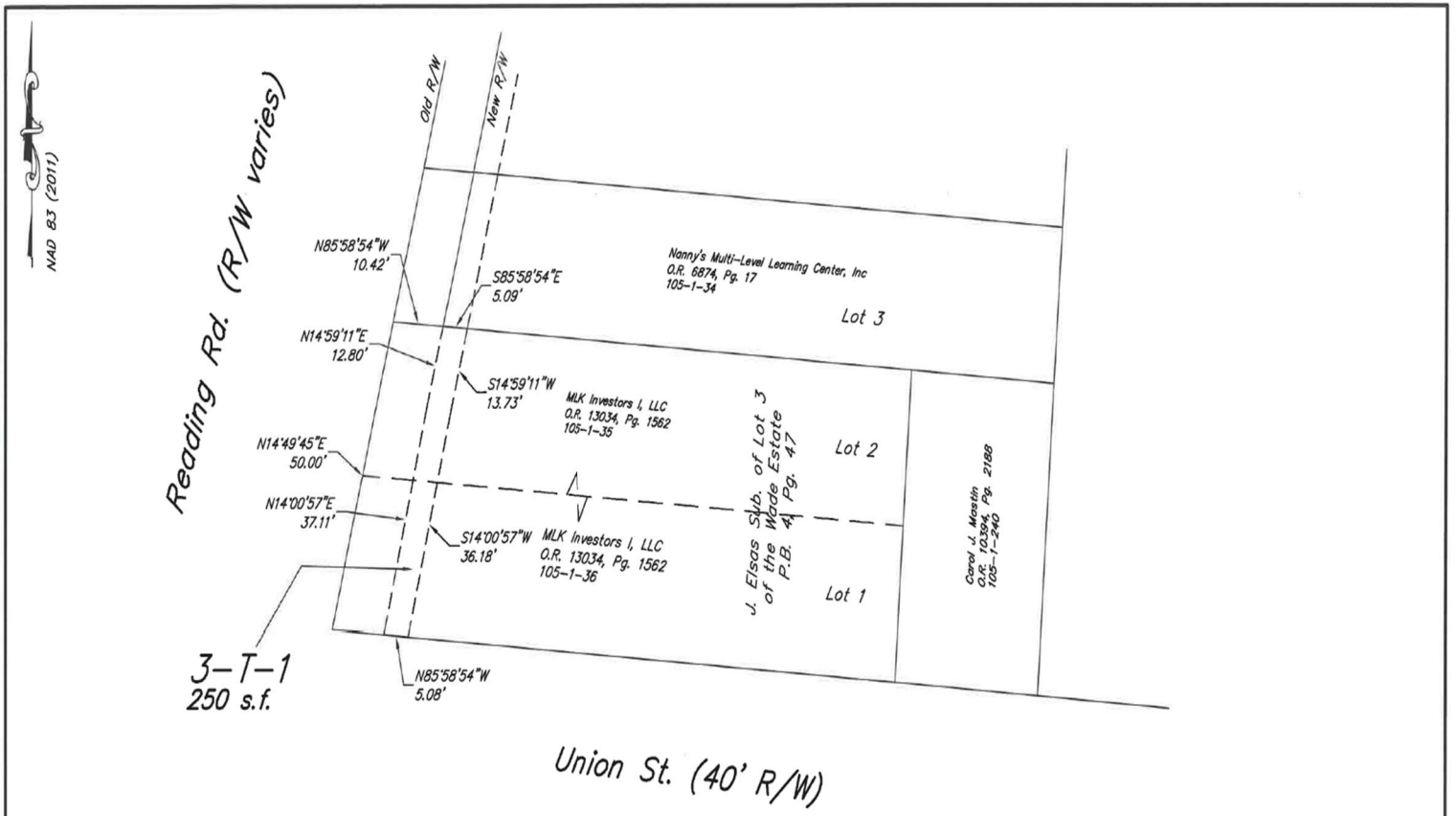
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

3-WD-1

Parcels 105-1-35, 36

Date: June, 2023



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

Pt. Lots 1 and 2 J. Elsas Sub. of Lot 3
of the Wade Estate, P.B. 4, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO

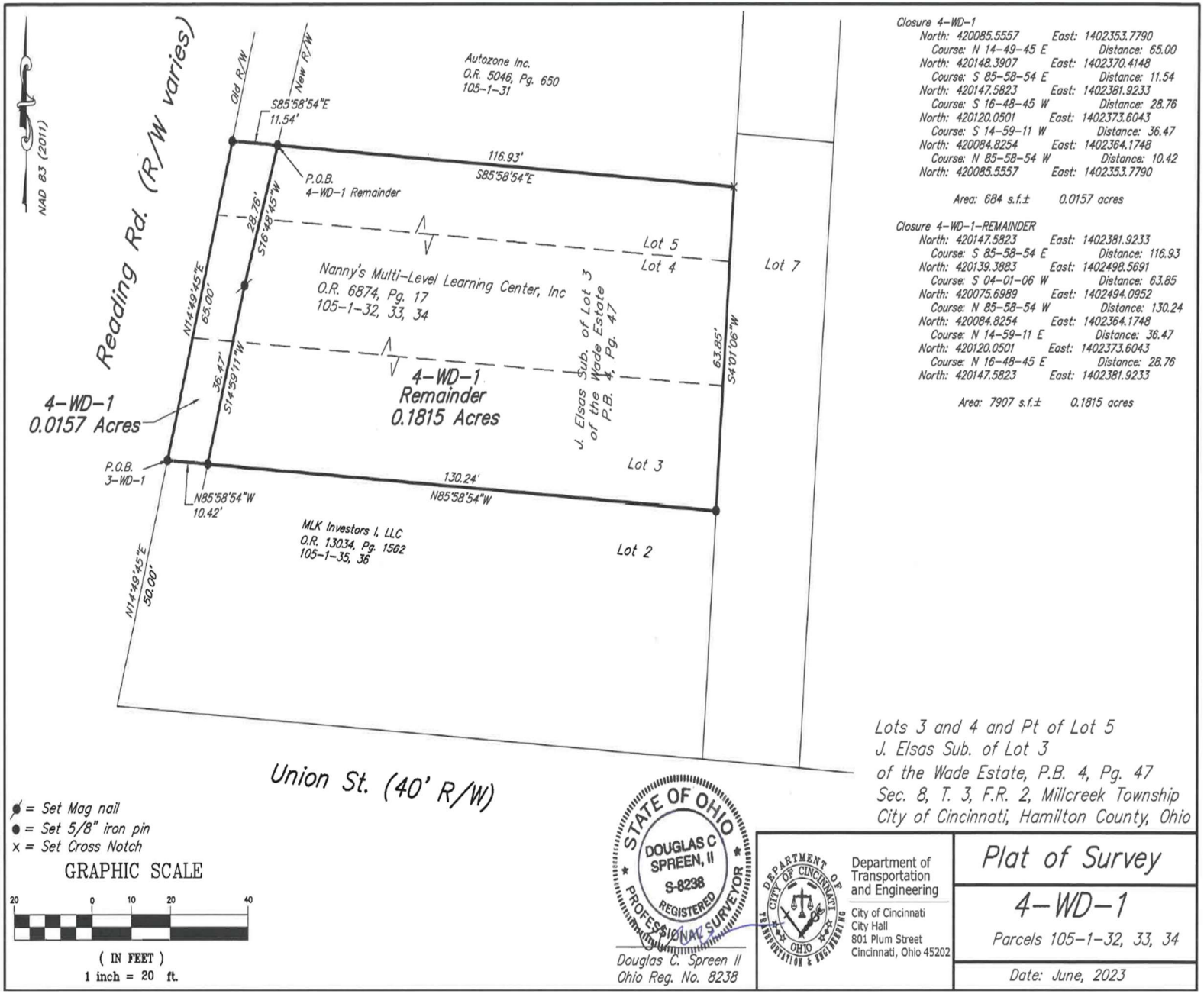
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Temporary Easement

3-T-1

Parcels 105-1-35, 36

Date: June, 2023



Closure 4-WD-1
North: 420085.5557 East: 1402353.7790
Course: N 14-49-45 E Distance: 65.00
North: 420148.3907 East: 1402370.4148
Course: S 85-58-54 E Distance: 11.54
North: 420147.5823 East: 1402381.9233
Course: S 16-48-45 W Distance: 28.76
North: 420120.0501 East: 1402373.6043
Course: S 14-59-11 W Distance: 36.47
North: 420084.8254 East: 1402364.1748
Course: N 85-58-54 W Distance: 10.42
North: 420085.5557 East: 1402353.7790

Area: 684 s.f.± 0.0157 acres

Closure 4-WD-1-REMAINDER
North: 420147.5823 East: 1402381.9233
Course: S 85-58-54 E Distance: 116.93
North: 420139.3883 East: 1402498.5691
Course: S 04-01-06 W Distance: 63.85
North: 420075.6989 East: 1402494.0952
Course: N 85-58-54 W Distance: 130.24
North: 420084.8254 East: 1402364.1748
Course: N 14-59-11 E Distance: 36.47
North: 420120.0501 East: 1402373.6043
Course: N 16-48-45 E Distance: 28.76
North: 420147.5823 East: 1402381.9233

Area: 7907 s.f.± 0.1815 acres

Lots 3 and 4 and Pt of Lot 5
J. Elsas Sub. of Lot 3
of the Wade Estate, P.B. 4, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

DEPARTMENT OF TRANSPORTATION & ENGINEERING CITY OF CINCINNATI OHIO

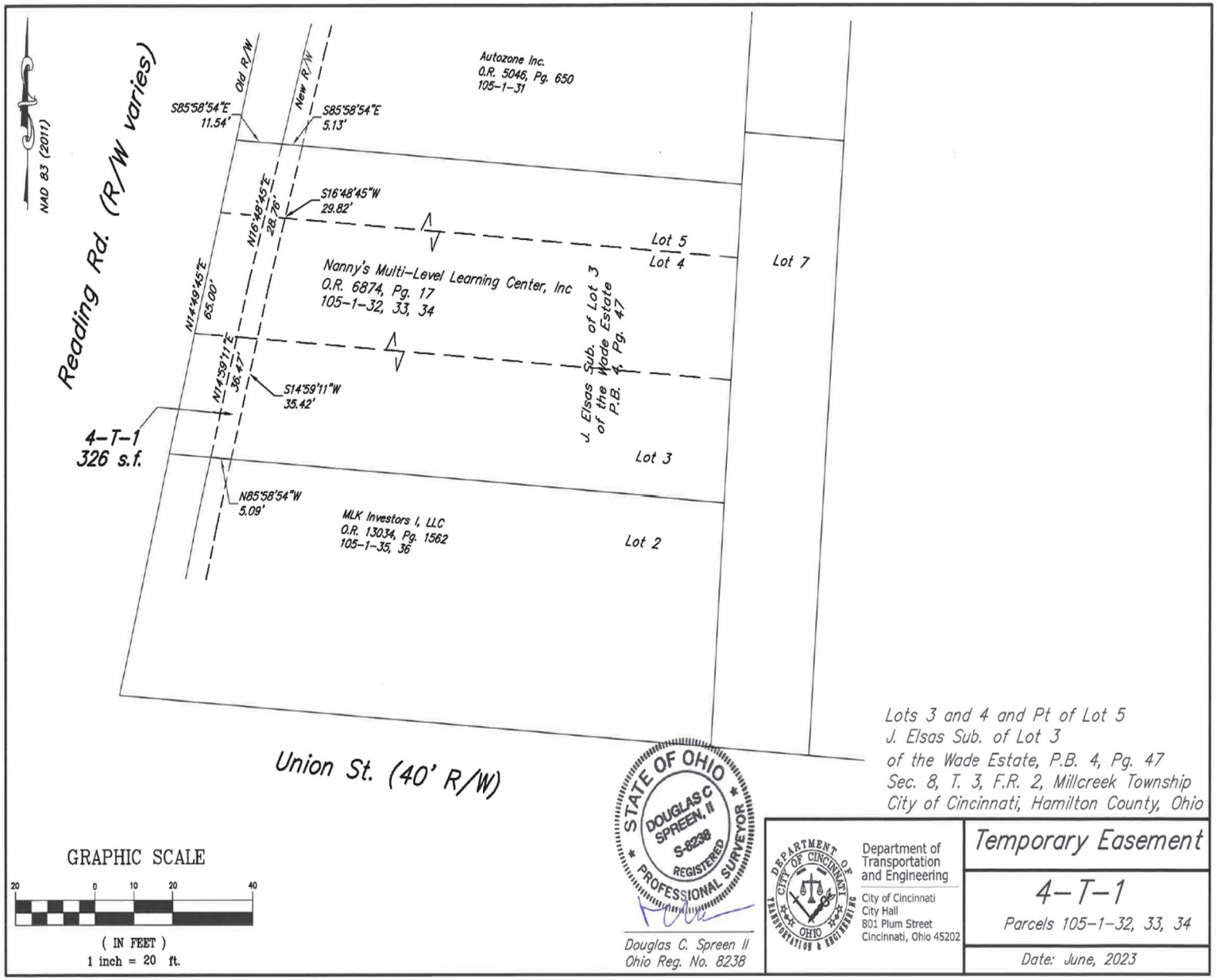
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

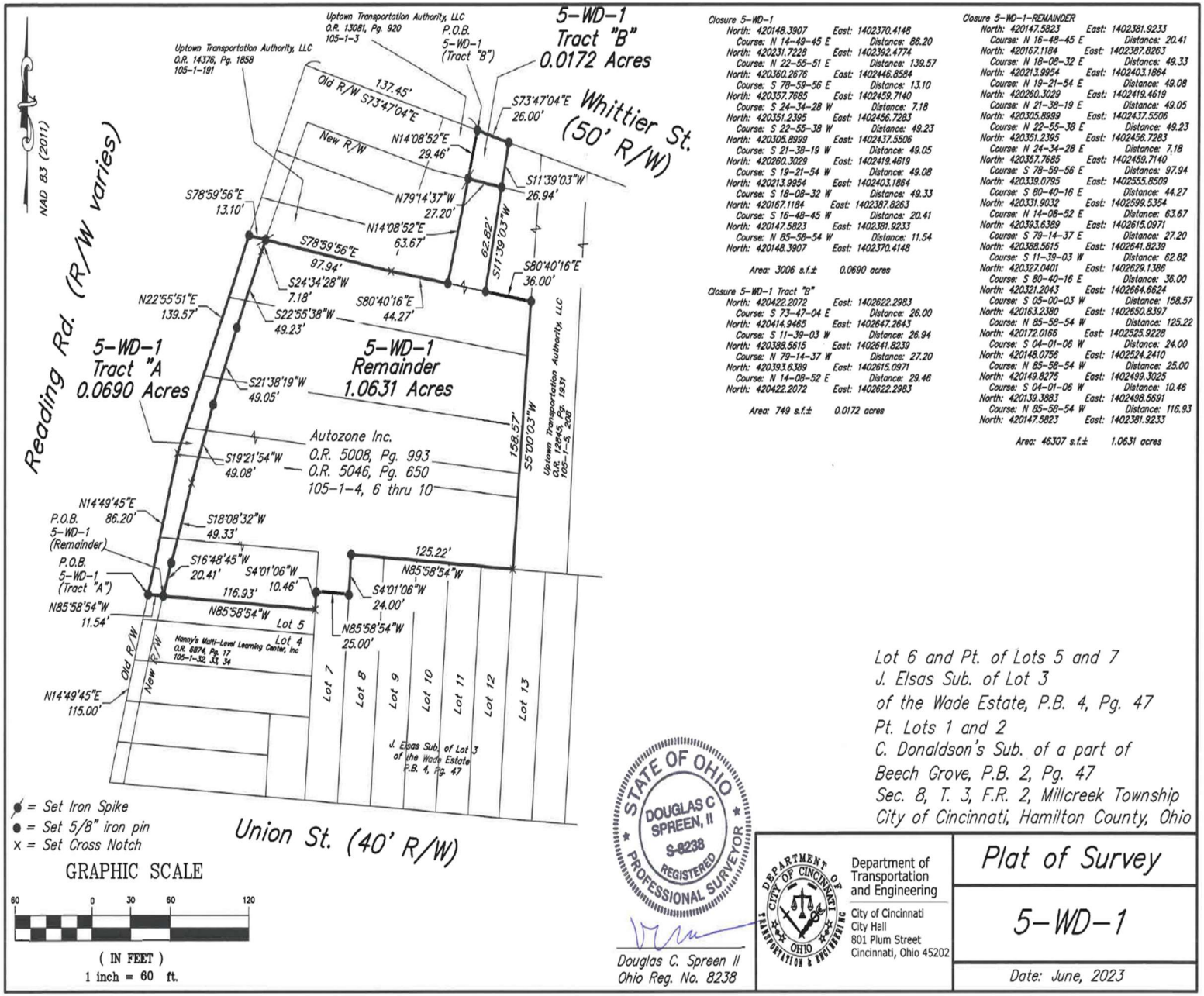
Plat of Survey

4-WD-1

Parcels 105-1-32, 33, 34

Date: June, 2023


NAD 83 (2011)
Reading Rd. (R/W varies)
Old R/W
New R/W
S85°58'54"E
11.54'
S85°58'54"E
5.13'
Autozone Inc.
O.R. 5046, Pg. 650
105-1-31
N16°48'45"E
28.76'
S16°48'45"W
29.82'
Lot 5
Lot 4
Lot 7
N14°46'45"E
65.00'
Nanny's Multi-Level Learning Center, Inc
O.R. 6874, Pg. 17
105-1-32, 33, 34
J. Elsas Sub. of Lot 3 of the Wade Estate P.B. 4, Pg. 47
N14°59'11"E
36.47'
S14°59'11"W
35.42'
4-T-1
326 s.f.
Lot 3
N85°58'54"W
5.09'
MLK Investors I, LLC
O.R. 13034, Pg. 1562
105-1-35, 36
Lot 2
Union St. (40' R/W)
GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Lots 3 and 4 and Pt of Lot 5
J. Elsas Sub. of Lot 3
of the Wade Estate, P.B. 4, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
4-T-1
Parcels 105-1-32, 33, 34
Date: June, 2023



Closure 5-WD-1

North: 420148.3907	East: 1402370.4148	
Course: N 14-49-45 E		Distance: 86.20
North: 420231.7228	East: 1402392.4774	
Course: N 22-55-51 E		Distance: 139.57
North: 420360.2676	East: 1402446.8584	
Course: S 78-59-56 E		Distance: 13.10
North: 420357.7685	East: 1402459.7140	
Course: S 24-34-28 W		Distance: 7.18
North: 420351.2395	East: 1402456.7283	
Course: S 22-55-38 W		Distance: 49.23
North: 420305.8999	East: 1402437.5506	
Course: S 21-38-19 W		Distance: 49.05
North: 420260.3029	East: 1402419.4619	
Course: S 19-21-54 W		Distance: 49.08
North: 420213.9954	East: 1402403.1864	
Course: S 18-08-32 W		Distance: 49.33
North: 420167.1184	East: 1402387.8263	
Course: S 16-48-45 W		Distance: 20.41
North: 420147.5823	East: 1402381.9233	
Course: N 85-58-54 W		Distance: 11.54
North: 420148.3907	East: 1402370.4148	

Area: 3006 s.f.± 0.0690 acres

Closure 5-WD-1 Tract "B"

North: 420422.2072	East: 1402622.2983	
Course: S 73-47-04 E		Distance: 26.00
North: 420414.9465	East: 1402647.2643	
Course: S 11-39-03 W		Distance: 26.94
North: 420388.5615	East: 1402641.8239	
Course: N 79-14-37 W		Distance: 27.20
North: 420393.6389	East: 1402615.0971	
Course: N 14-08-52 E		Distance: 29.46
North: 420422.2072	East: 1402622.2983	

Area: 749 s.f.± 0.0172 acres

Closure 5-WD-1-REMAINDER

North: 420147.5823	East: 1402381.9233	
Course: N 16-48-45 E		Distance: 20.41
North: 420167.1184	East: 1402387.8263	
Course: N 18-08-32 E		Distance: 49.33
North: 420213.9954	East: 1402403.1864	
Course: N 19-21-54 E		Distance: 49.08
North: 420260.3029	East: 1402419.4619	
Course: N 21-38-19 E		Distance: 49.05
North: 420305.8999	East: 1402437.5506	
Course: N 22-55-38 E		Distance: 49.23
North: 420351.2395	East: 1402456.7283	
Course: N 24-34-28 E		Distance: 7.18
North: 420357.7685	East: 1402459.7140	
Course: S 78-59-56 E		Distance: 97.94
North: 420339.0795	East: 1402555.8509	
Course: S 80-40-16 E		Distance: 44.27
North: 420331.9032	East: 1402599.5354	
Course: N 14-08-52 E		Distance: 63.67
North: 420393.6389	East: 1402615.0971	
Course: S 79-14-37 E		Distance: 27.20
North: 420388.5615	East: 1402641.8239	
Course: S 11-39-03 W		Distance: 62.82
North: 420327.0401	East: 1402629.1386	
Course: S 80-40-16 E		Distance: 36.00
North: 420321.2043	East: 1402664.6624	
Course: S 05-00-03 W		Distance: 158.57
North: 420163.2380	East: 1402650.8397	
Course: N 85-58-54 W		Distance: 125.22
North: 420172.0166	East: 1402525.9228	
Course: S 04-01-06 W		Distance: 24.00
North: 420148.0756	East: 1402524.2410	
Course: N 85-58-54 W		Distance: 25.00
North: 420149.8275	East: 1402499.3025	
Course: S 04-01-06 W		Distance: 10.46
North: 420139.3883	East: 1402498.5691	
Course: N 85-58-54 W		Distance: 116.93
North: 420147.5823	East: 1402381.9233	

Area: 46307 s.f.± 1.0631 acres

Lot 6 and Pt. of Lots 5 and 7
J. Elsas Sub. of Lot 3
of the Wade Estate, P.B. 4, Pg. 47
Pt. Lots 1 and 2
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

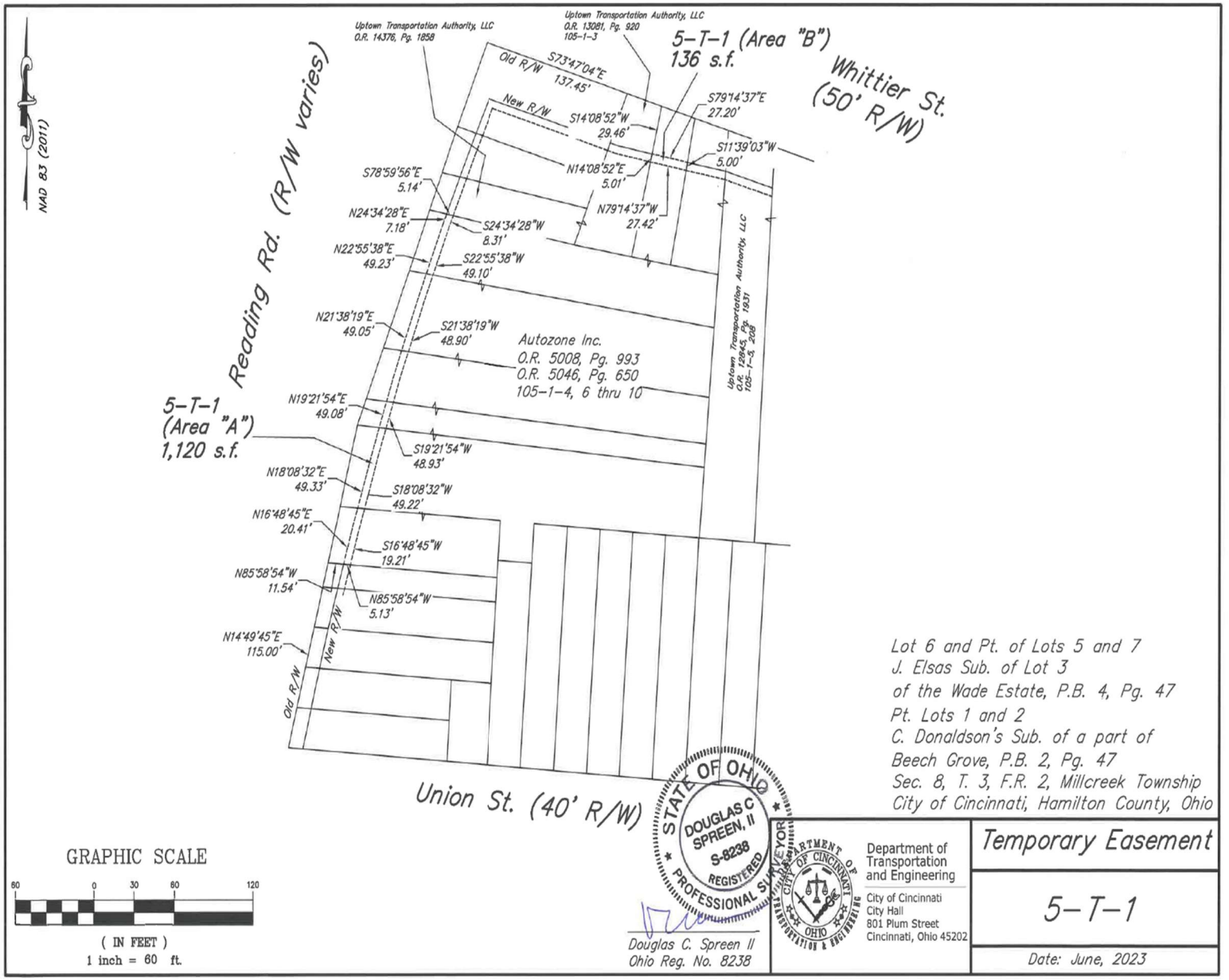
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO

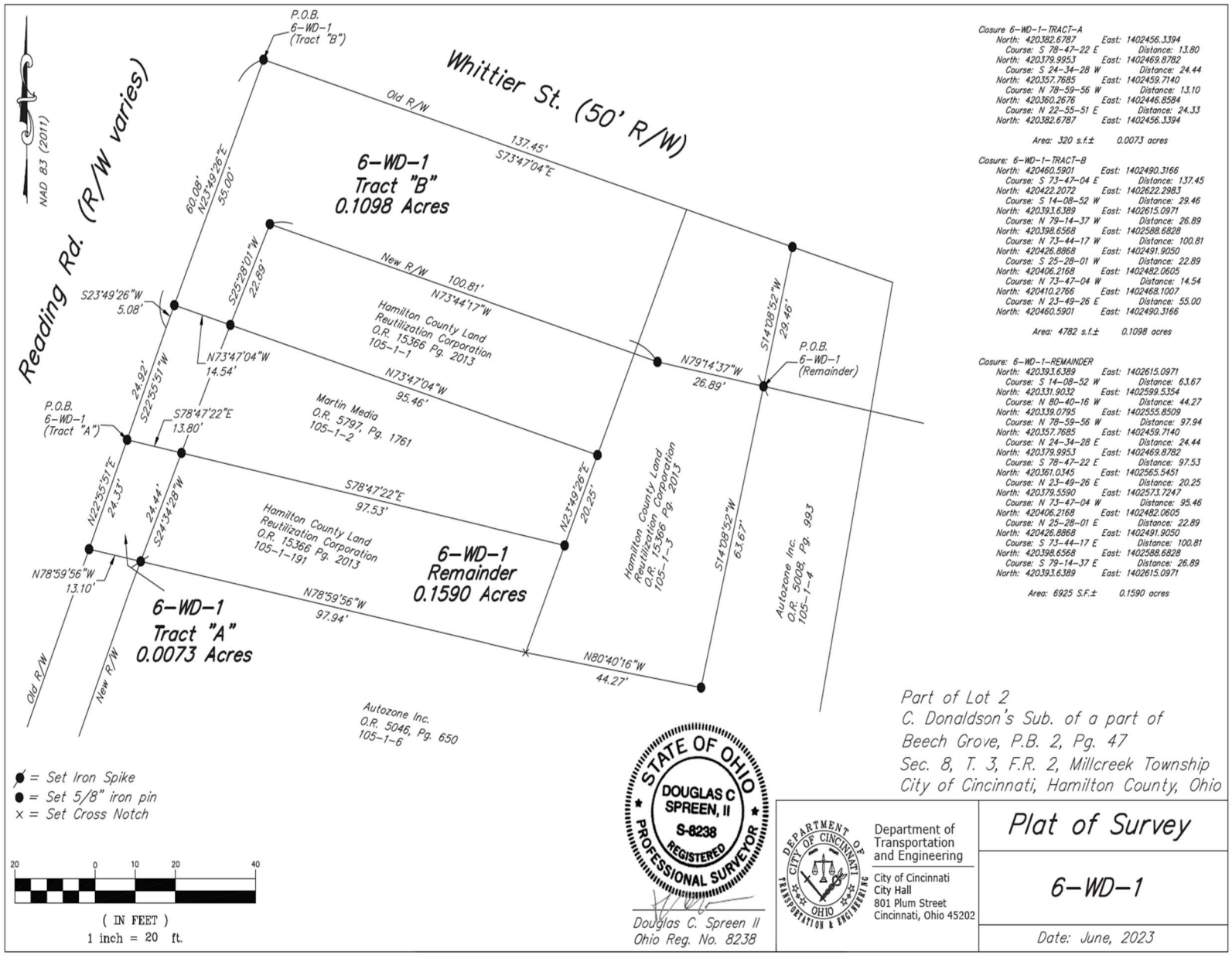
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

5-WD-1

Date: June, 2023


NAD 83 (2011)
Uptown Transportation Authority, LLC
O.R. 14376, Pg. 1858
Uptown Transportation Authority, LLC
O.R. 13081, Pg. 920
105-1-3
5-T-1 (Area "B")
136 s.f.
Whittier St.
(50' R/W)
Reading Rd. (R/W varies)
Old R/W
New R/W
S73°47'04"E
137.45'
S79°14'37"E
27.20'
S14°08'52"W
29.46'
S11°39'03"W
5.00'
N14°08'52"E
5.01'
N79°14'37"W
27.42'
S78°59'56"E
5.14'
N24°34'28"E
7.18'
S24°34'28"W
8.31'
N22°55'38"E
49.23'
S22°55'38"W
49.10'
N21°38'19"E
49.05'
S21°38'19"W
48.90'
Autozone Inc.
O.R. 5008, Pg. 993
O.R. 5046, Pg. 650
105-1-4, 6 thru 10
Uptown Transportation Authority, LLC
O.R. 12845, Pg. 1931
105-1-3, 208
5-T-1
(Area "A")
1,120 s.f.
N19°21'54"E
49.08'
S19°21'54"W
48.93'
N18°08'32"E
49.33'
S18°08'32"W
49.22'
N16°48'45"E
20.41'
S16°48'45"W
19.21'
N85°58'54"W
11.54'
N85°58'54"W
5.13'
N14°49'45"E
115.00'
Union St. (40' R/W)
Lot 6 and Pt. of Lots 5 and 7
J. Elsas Sub. of Lot 3
of the Wade Estate, P.B. 4, Pg. 47
Pt. Lots 1 and 2
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
GRAPHIC SCALE
60 0 30 60 120
(IN FEET)
1 inch = 60 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
CITY OF CINCINNATI
DEPARTMENT OF TRANSPORTATION & ENGINEERING
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
5-T-1
Date: June, 2023



Closure 6-WD-1-TRACT-A
North: 420382.6787 East: 1402456.3394
Course: S 78-47-22 E Distance: 13.80
North: 420379.9953 East: 1402469.8782
Course: S 24-34-28 W Distance: 24.44
North: 420357.7685 East: 1402459.7140
Course: N 78-59-56 W Distance: 13.10
North: 420360.2676 East: 1402446.8584
Course: N 22-55-51 E Distance: 24.33
North: 420382.6787 East: 1402456.3394

Area: 320 s.f.± 0.0073 acres

Closure: 6-WD-1-TRACT-B
North: 420460.5901 East: 1402490.3166
Course: S 73-47-04 E Distance: 137.45
North: 420422.2072 East: 1402622.2983
Course: S 14-08-52 W Distance: 29.46
North: 420393.6389 East: 1402615.0971
Course: N 79-14-37 W Distance: 26.89
North: 420398.6568 East: 1402588.6828
Course: N 73-44-17 W Distance: 100.81
North: 420426.8868 East: 1402491.9050
Course: S 25-28-01 W Distance: 22.89
North: 420406.2168 East: 1402482.0605
Course: N 73-47-04 W Distance: 14.54
North: 420410.2766 East: 1402468.1007
Course: N 23-49-26 E Distance: 55.00
North: 420460.5901 East: 1402490.3166

Area: 4782 s.f.± 0.1098 acres

Closure: 6-WD-1-REMAINDER
North: 420393.6389 East: 1402615.0971
Course: S 14-08-52 W Distance: 63.67
North: 420331.9032 East: 1402599.5354
Course: N 80-40-16 W Distance: 44.27
North: 420339.0795 East: 1402555.8509
Course: N 78-59-56 W Distance: 97.94
North: 420357.7685 East: 1402459.7140
Course: N 24-34-28 E Distance: 24.44
North: 420379.9953 East: 1402469.8782
Course: S 78-47-22 E Distance: 97.53
North: 420361.0345 East: 1402565.5451
Course: N 23-49-26 E Distance: 20.25
North: 420379.5590 East: 1402573.7247
Course: N 73-47-04 W Distance: 95.46
North: 420406.2168 East: 1402482.0605
Course: N 25-28-01 E Distance: 22.89
North: 420426.8868 East: 1402491.9050
Course: S 73-44-17 E Distance: 100.81
North: 420398.6568 East: 1402588.6828
Course: S 79-14-37 E Distance: 26.89
North: 420393.6389 East: 1402615.0971

Area: 6925 S.F.± 0.1590 acres

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

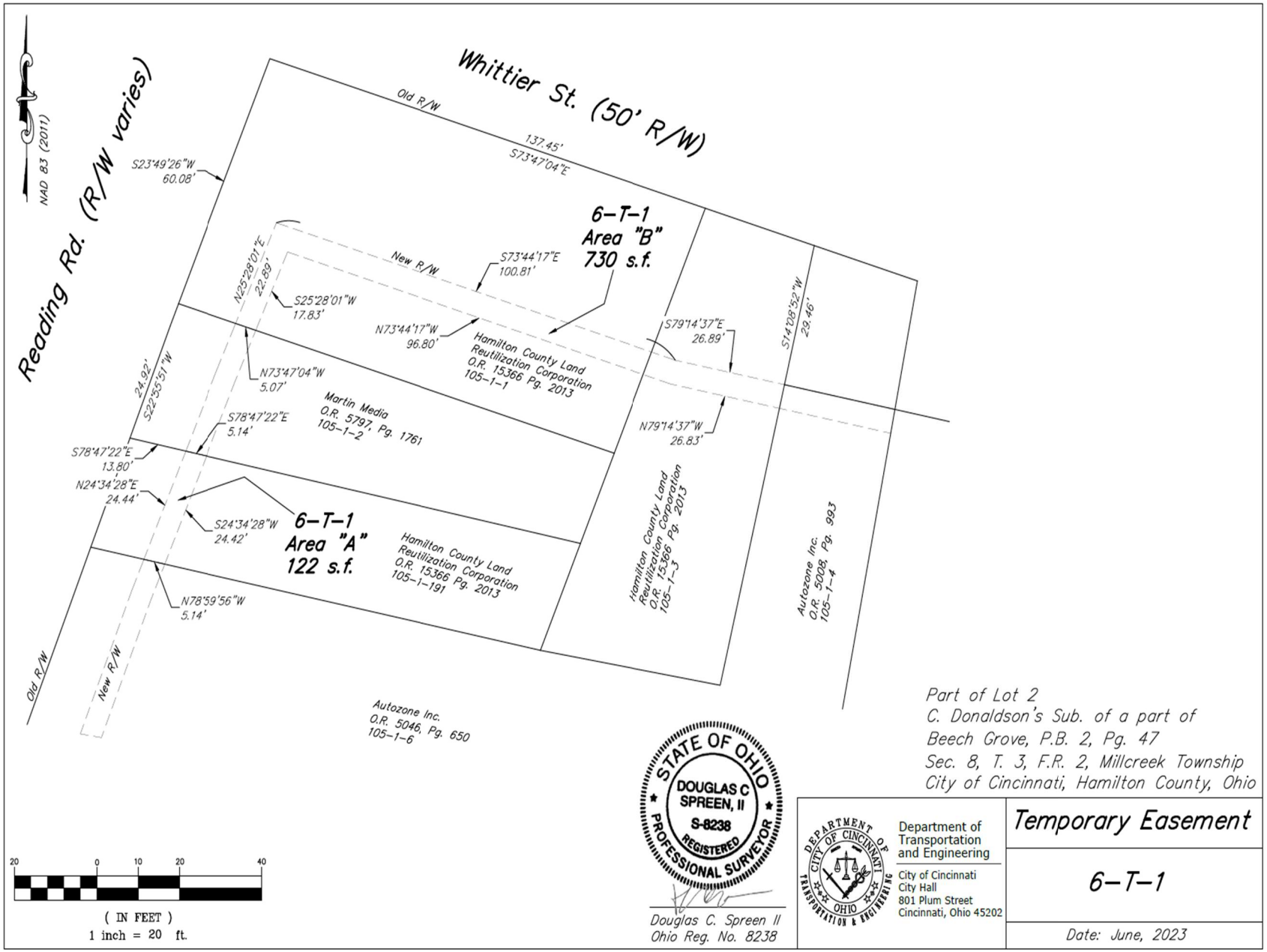
Part of Lot 2
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

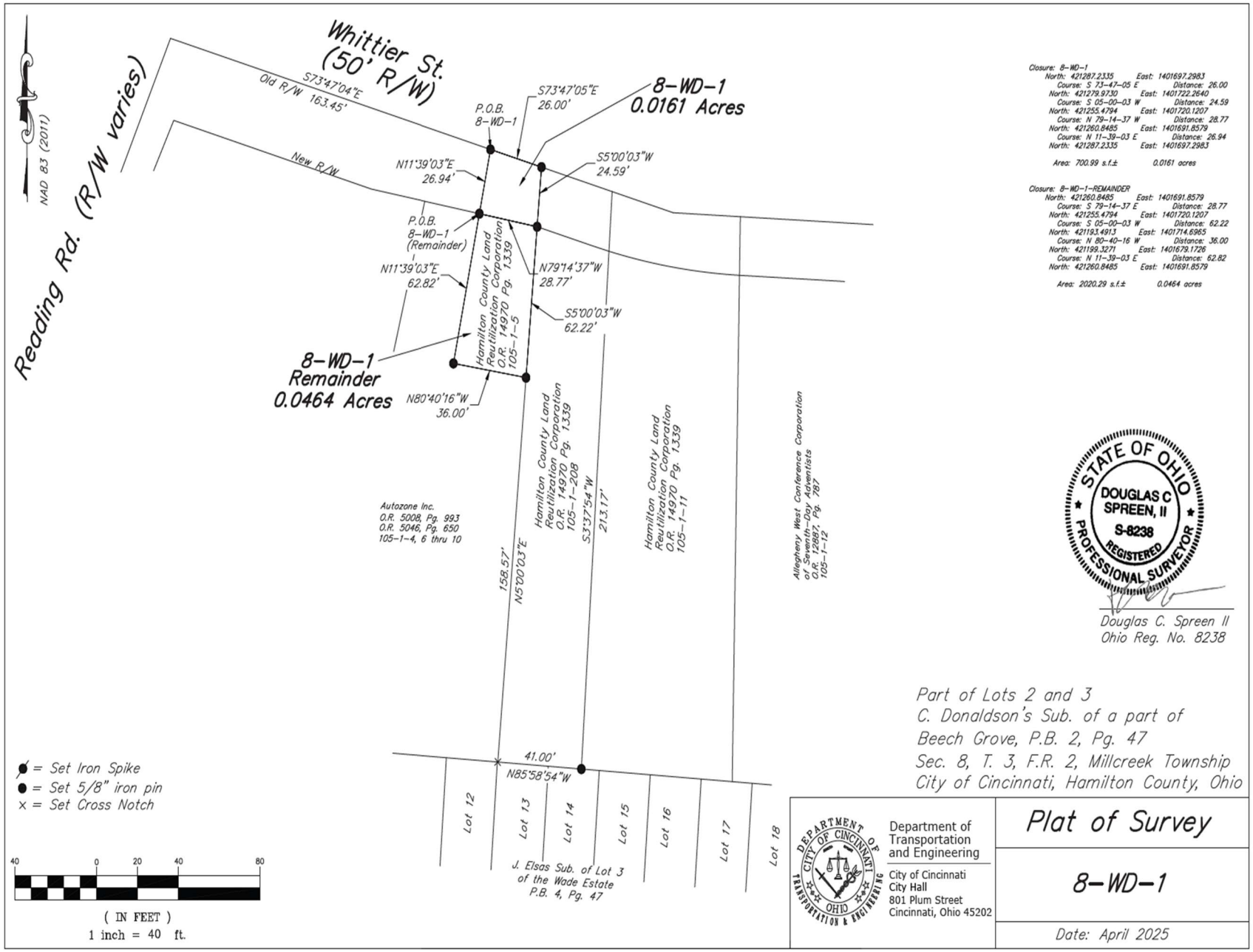
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

6-WD-1

Date: June, 2023


NAD 83 (2011)
Reading Rd. (R/W varies)
Whittier St. (50' R/W)
Old R/W
137.45'
S73°47'04"E
S23°49'26"W
60.08'
6-T-1
Area "B"
730 s.f.
New R/W
S73°44'17"E
100.81'
N25°28'01"E
22.89'
S25°28'01"W
17.83'
N73°44'17"W
96.80'
Hamilton County Land
Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-1
S79°14'37"E
26.89'
S14°08'52"W
29.46'
24.92'
S22°55'51"W
N73°47'04"W
5.07'
Martin Media
O.R. 5797, Pg. 1761
105-1-2
S78°47'22"E
5.14'
N79°14'37"W
26.83'
S78°47'22"E
13.80'
N24°34'28"E
24.44'
S24°34'28"W
24.42'
6-T-1
Area "A"
122 s.f.
Hamilton County Land
Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-191
Hamilton County Land
Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-3
Autozone Inc.
O.R. 5008, Pg. 993
105-1-4
N78°59'56"W
5.14'
Old R/W
New R/W
Autozone Inc.
O.R. 5046, Pg. 650
105-1-6
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Part of Lot 2
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of
Transportation
and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
6-T-1
Date: June, 2023



Closure: 8-WD-1
North: 421287.2335 East: 1401697.2983
Course: S 73-47-05 E Distance: 26.00
North: 421279.9730 East: 1401722.2640
Course: S 05-00-03 W Distance: 24.59
North: 421255.4794 East: 1401720.1207
Course: N 79-14-37 W Distance: 28.77
North: 421260.8485 East: 1401691.8579
Course: N 11-39-03 E Distance: 26.94
North: 421287.2335 East: 1401697.2983

Area: 700.99 s.f.± 0.0161 acres

Closure: 8-WD-1-REMAINDER
North: 421260.8485 East: 1401691.8579
Course: S 79-14-37 E Distance: 28.77
North: 421255.4794 East: 1401720.1207
Course: S 05-00-03 W Distance: 62.22
North: 421193.4913 East: 1401714.6965
Course: N 80-40-16 W Distance: 36.00
North: 421199.3271 East: 1401679.1726
Course: N 11-39-03 E Distance: 62.82
North: 421260.8485 East: 1401691.8579

Area: 2020.29 s.f.± 0.0464 acres

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

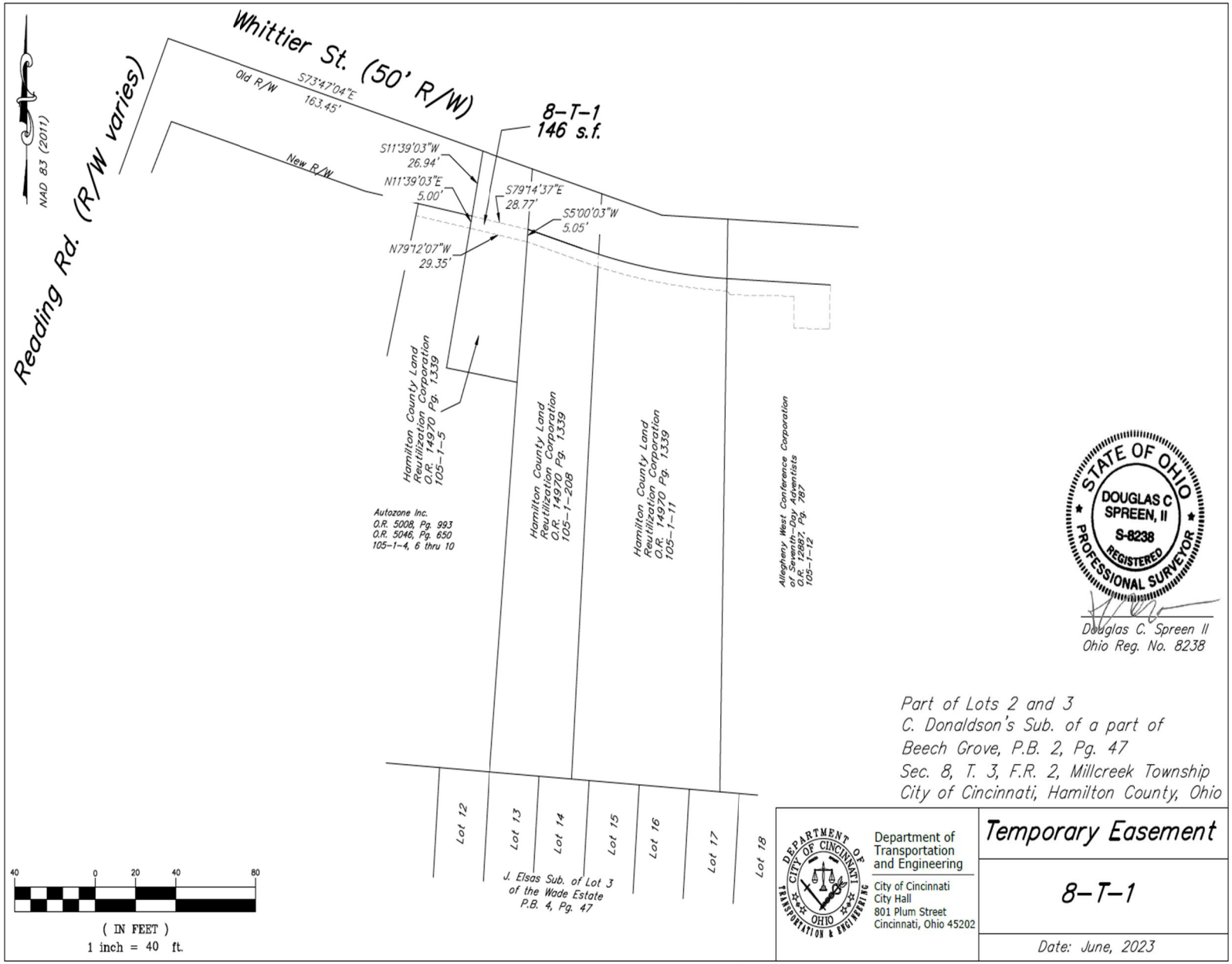
Part of Lots 2 and 3
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

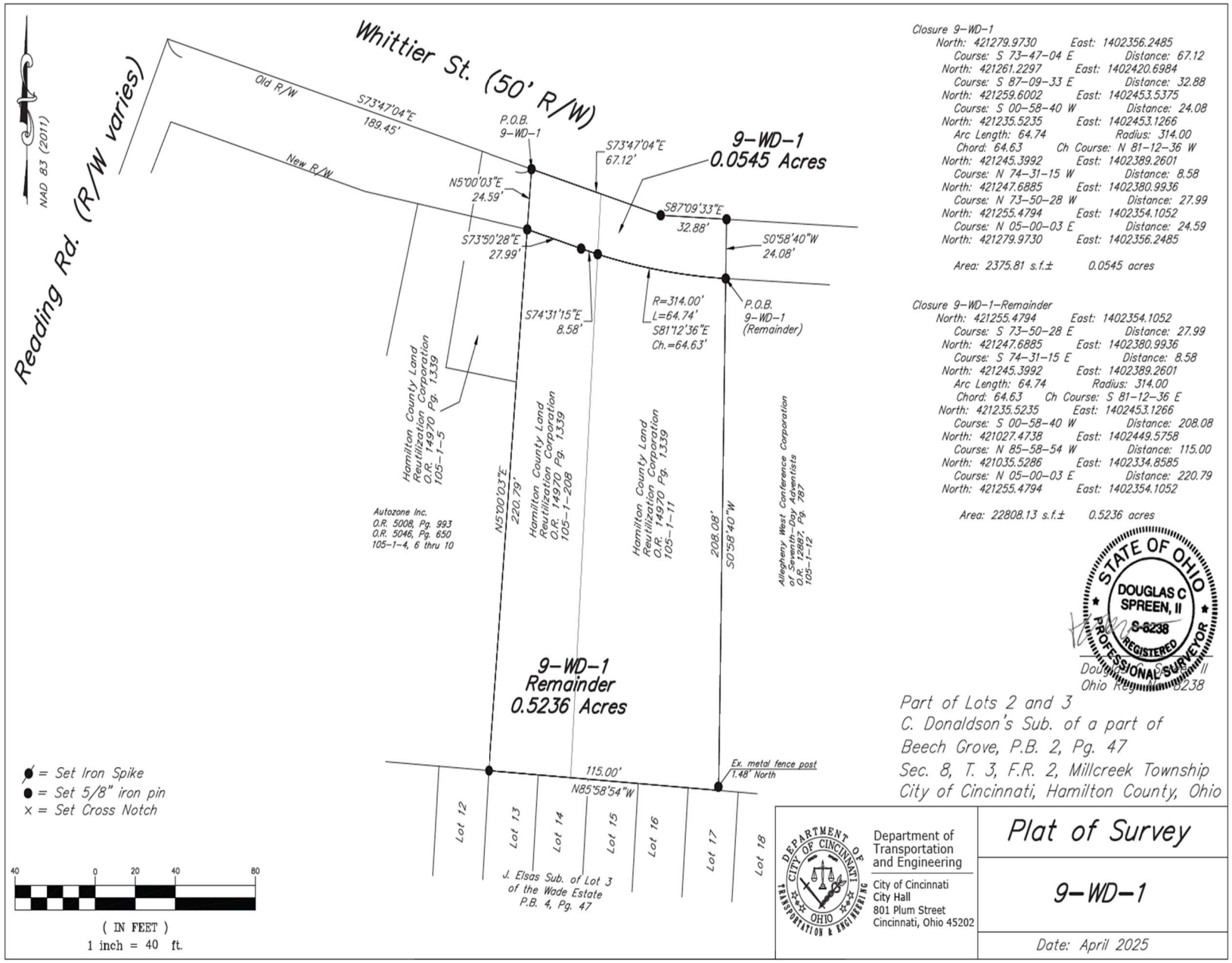
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

8-WD-1

Date: April 2025


NAD 83 (2011)
Reading Rd. (R/W varies)
Whittier St. (50' R/W)
Old R/W
New R/W
S73°47'04"E
163.45'
8-T-1
146 s.f.
S11°39'03"W
26.94'
N11°39'03"E
5.00'
S79°14'37"E
28.77'
S5°00'03"W
5.05'
N79°12'07"W
29.35'
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-5
Autozone Inc.
O.R. 5008, Pg. 993
O.R. 5046, Pg. 650
105-1-4, 6 thru 10
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-208
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-11
Allegheny West Conference Corporation of Seventh-Day Adventists
O.R. 12887, Pg. 787
105-1-12
Lot 12
Lot 13
Lot 14
Lot 15
Lot 16
Lot 17
Lot 18
J. Elsas Sub. of Lot 3 of the Wade Estate
P.B. 4, Pg. 47
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Part of Lots 2 and 3
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
8-T-1
Date: June, 2023



Closure 9-WD-1
North: 421279.9730 East: 1402356.2485
Course: S 73-47-04 E Distance: 67.12
North: 421261.2297 East: 1402420.6984
Course: S 87-09-33 E Distance: 32.88
North: 421259.6002 East: 1402453.5375
Course: S 00-58-40 W Distance: 24.08
North: 421235.5235 East: 1402453.1266
Arc Length: 64.74 Radius: 314.00
Chord: 64.63 Ch Course: N 81-12-36 W
North: 421245.3992 East: 1402389.2601
Course: N 74-31-15 W Distance: 8.58
North: 421247.6885 East: 1402380.9936
Course: N 73-50-28 W Distance: 27.99
North: 421255.4794 East: 1402354.1052
Course: N 05-00-03 E Distance: 24.59
North: 421279.9730 East: 1402356.2485

Area: 2375.81 s.f.± 0.0545 acres

Closure 9-WD-1-Remainder
North: 421255.4794 East: 1402354.1052
Course: S 73-50-28 E Distance: 27.99
North: 421247.6885 East: 1402380.9936
Course: S 74-31-15 E Distance: 8.58
North: 421245.3992 East: 1402389.2601
Arc Length: 64.74 Radius: 314.00
Chord: 64.63 Ch Course: S 81-12-36 E
North: 421235.5235 East: 1402453.1266
Course: S 00-58-40 W Distance: 208.08
North: 421027.4738 East: 1402449.5758
Course: N 85-58-54 W Distance: 115.00
North: 421035.5286 East: 1402334.8585
Course: N 05-00-03 E Distance: 220.79
North: 421255.4794 East: 1402354.1052

Area: 22808.13 s.f.± 0.5236 acres

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen, II
Ohio Registration No. S-8238

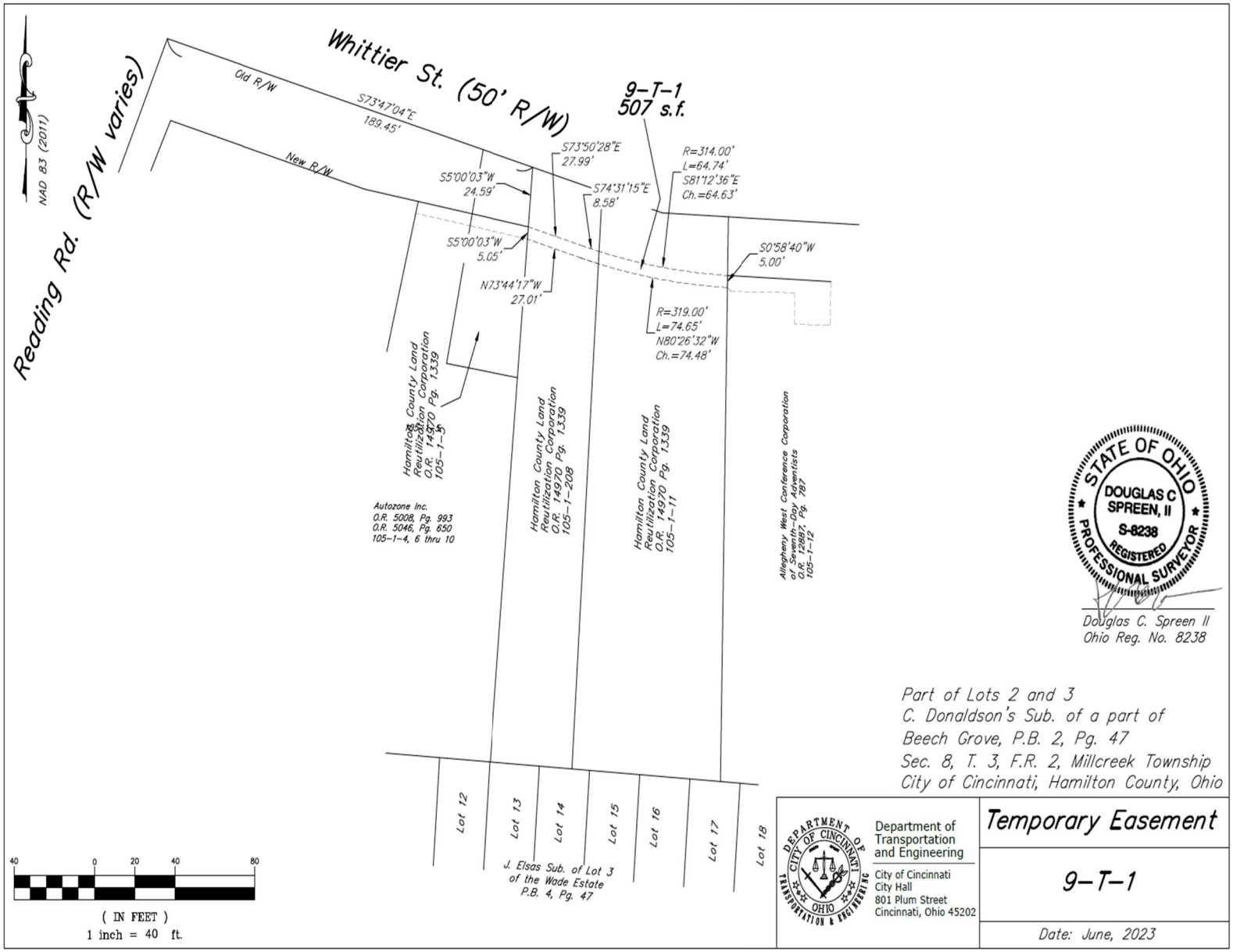
Part of Lots 2 and 3
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

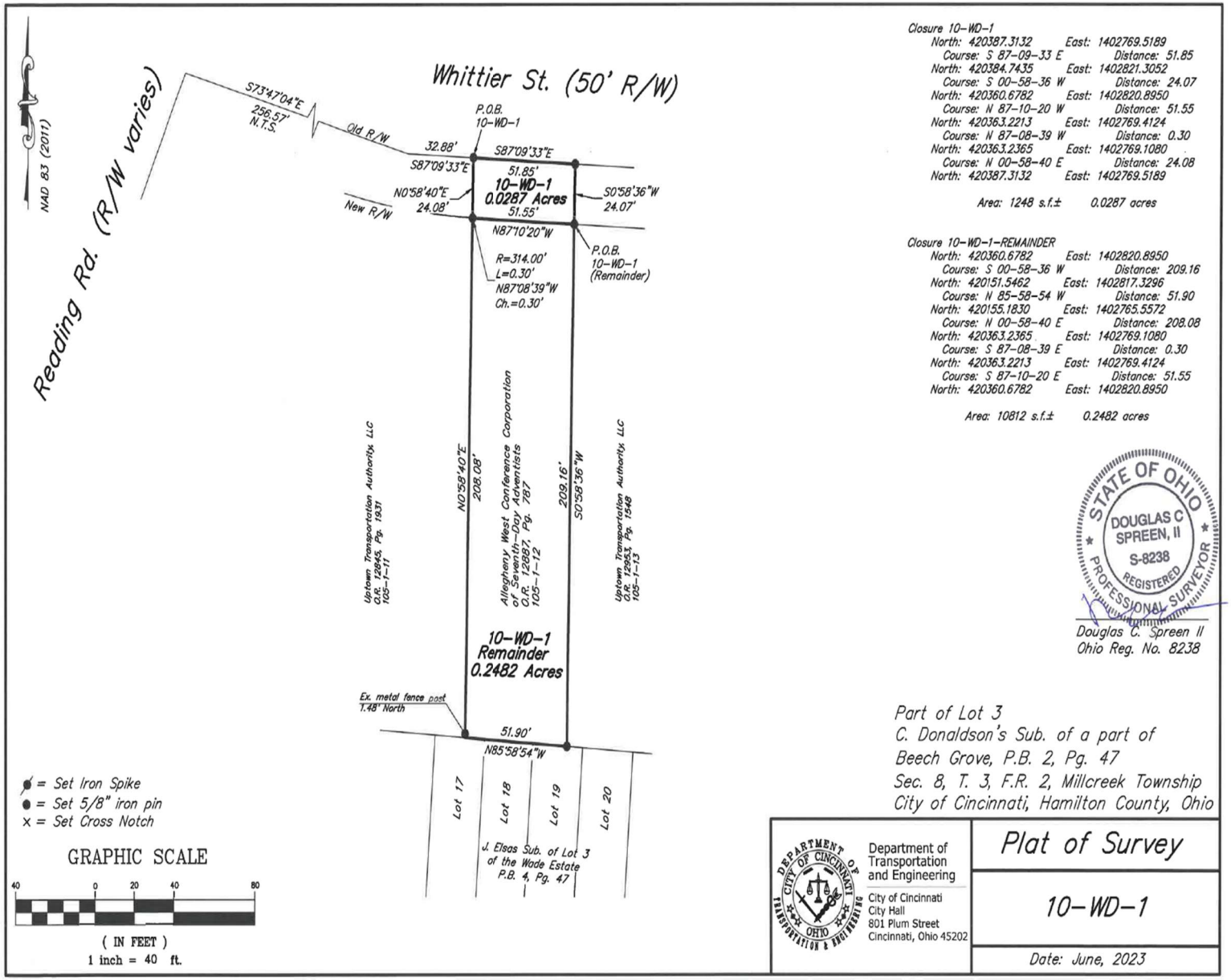
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

9-WD-1

Date: April 2025


NAD 83 (2011)
Reading Rd. (R/W varies)
Whittier St. (50' R/W)
Old R/W
New R/W
S73°47'04"E
189.45'
S73°50'28"E
27.99'
S74°31'15"E
8.58'
9-T-1
507 s.f.
R=314.00'
L=64.74'
S81°12'36"E
Ch.=64.63'
S5°00'03"W
24.59'
S5°00'03"W
5.05'
N73°44'17"W
27.01'
S0°58'40"W
5.00'
R=319.00'
L=74.65'
N80°26'32"W
Ch.=74.48'
Hamilton County Land Reutilization Corporation O.R. 14970 Pg. 1339 105-1-5
Autozone Inc. O.R. 5008, Pg. 993 O.R. 5046, Pg. 650 105-1-4, 6 thru 10
Hamilton County Land Reutilization Corporation O.R. 14970 Pg. 1339 105-1-208
Hamilton County Land Reutilization Corporation O.R. 14970 Pg. 1339 105-1-11
Allegheny West Conference Corporation of Seventh-Day Adventists O.R. 12887, Pg. 787 105-1-12
Lot 12
Lot 13
Lot 14
Lot 15
Lot 16
Lot 17
Lot 18
J. Elsas Sub. of Lot 3 of the Wade Estate P.B. 4, Pg. 47
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Part of Lots 2 and 3
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
DEPARTMENT OF TRANSPORTATION & ENGINEERING CITY OF CINCINNATI OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
9-T-1
Date: June, 2023



Closure 10-WD-1
North: 420387.3132 East: 1402769.5189
Course: S 87-09-33 E Distance: 51.85
North: 420384.7435 East: 1402821.3052
Course: S 00-58-36 W Distance: 24.07
North: 420360.6782 East: 1402820.8950
Course: N 87-10-20 W Distance: 51.55
North: 420363.2213 East: 1402769.4124
Course: N 87-08-39 W Distance: 0.30
North: 420363.2365 East: 1402769.1080
Course: N 00-58-40 E Distance: 24.08
North: 420387.3132 East: 1402769.5189

Area: 1248 s.f.± 0.0287 acres

Closure 10-WD-1-REMAINDER
North: 420360.6782 East: 1402820.8950
Course: S 00-58-36 W Distance: 209.16
North: 420151.5462 East: 1402817.3296
Course: N 85-58-54 W Distance: 51.90
North: 420155.1830 East: 1402765.5572
Course: N 00-58-40 E Distance: 208.08
North: 420363.2365 East: 1402769.1080
Course: S 87-08-39 E Distance: 0.30
North: 420363.2213 East: 1402769.4124
Course: S 87-10-20 E Distance: 51.55
North: 420360.6782 East: 1402820.8950

Area: 10812 s.f.± 0.2482 acres

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

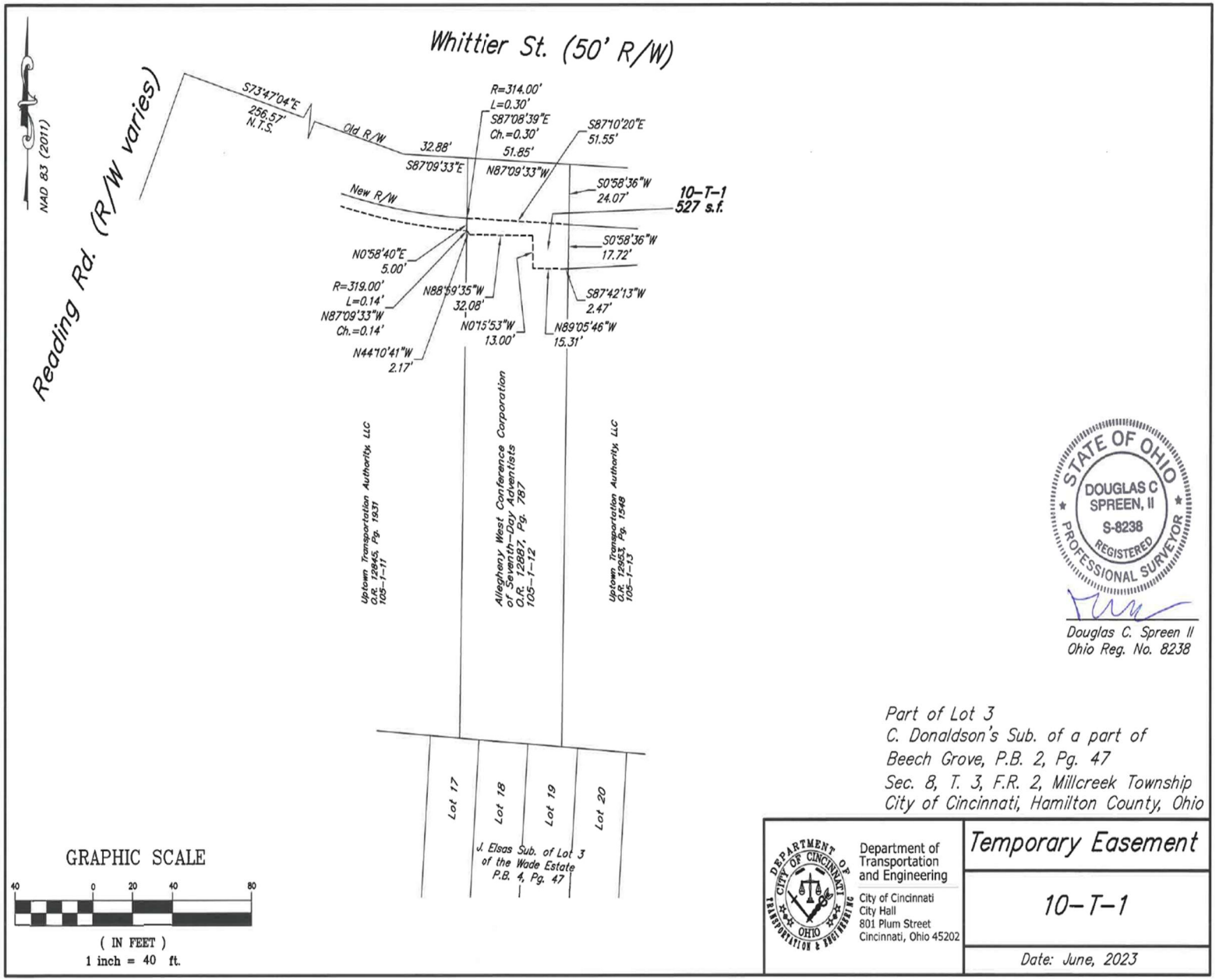
Part of Lot 3
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

10-WD-1

Date: June, 2023



STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

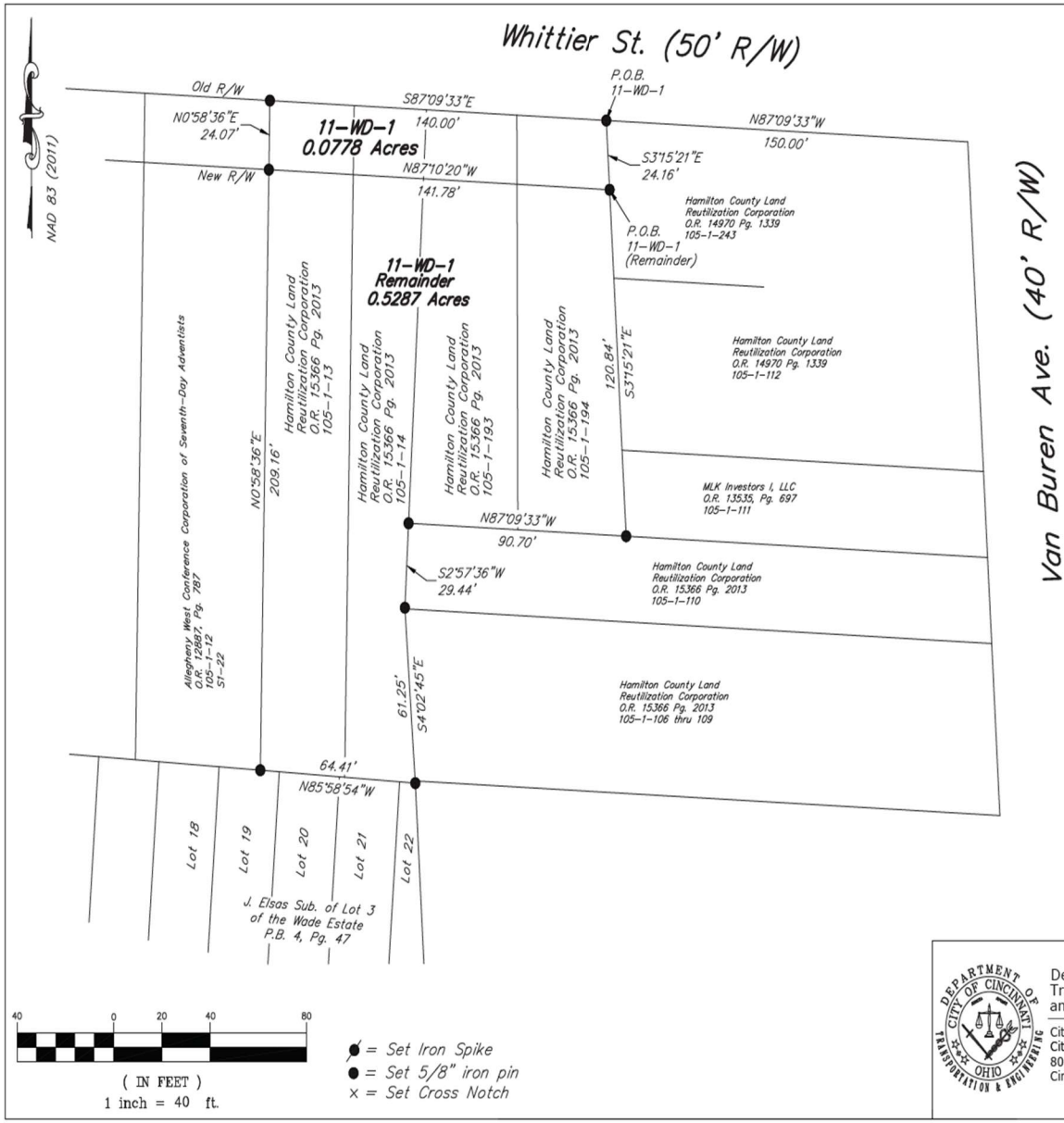
Part of Lot 3
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Temporary Easement

10-T-1

Date: June, 2023



Closure 11-WD-1

North: 420377.8050	East: 1402961.1332	
Course: S 03-15-21 E		Distance: 24.16
North: 420353.6832	East: 1402962.5054	
Course: N 87-10-20 W		Distance: 141.78
North: 420360.6782	East: 1402820.8950	
Course: N 00-58-36 E		Distance: 24.07
North: 420384.7435	East: 1402821.3052	
Course: S 87-09-33 E		Distance: 140.00
North: 420377.8050	East: 1402961.1332	

Area: 3387 s.f.± 0.0778 acres

Closure 11-WD-1-REMAINDER

North: 420353.6832	East: 1402962.5054	
Course: S 03-15-21 E		Distance: 120.84
North: 420233.0391	East: 1402969.3685	
Course: N 87-09-33 W		Distance: 90.70
North: 420237.5342	East: 1402878.7800	
Course: S 02-57-36 W		Distance: 29.44
North: 420208.1337	East: 1402877.2597	
Course: S 04-02-45 E		Distance: 61.25
North: 420147.0327	East: 1402881.5813	
Course: N 85-58-54 W		Distance: 64.41
North: 420151.5462	East: 1402817.3296	
Course: N 00-58-36 E		Distance: 209.16
North: 420360.6782	East: 1402820.8950	
Course: S 87-10-20 E		Distance: 141.78
North: 420353.6832	East: 1402962.5054	

Area: 23029 s.f.± 0.5287 acres

STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

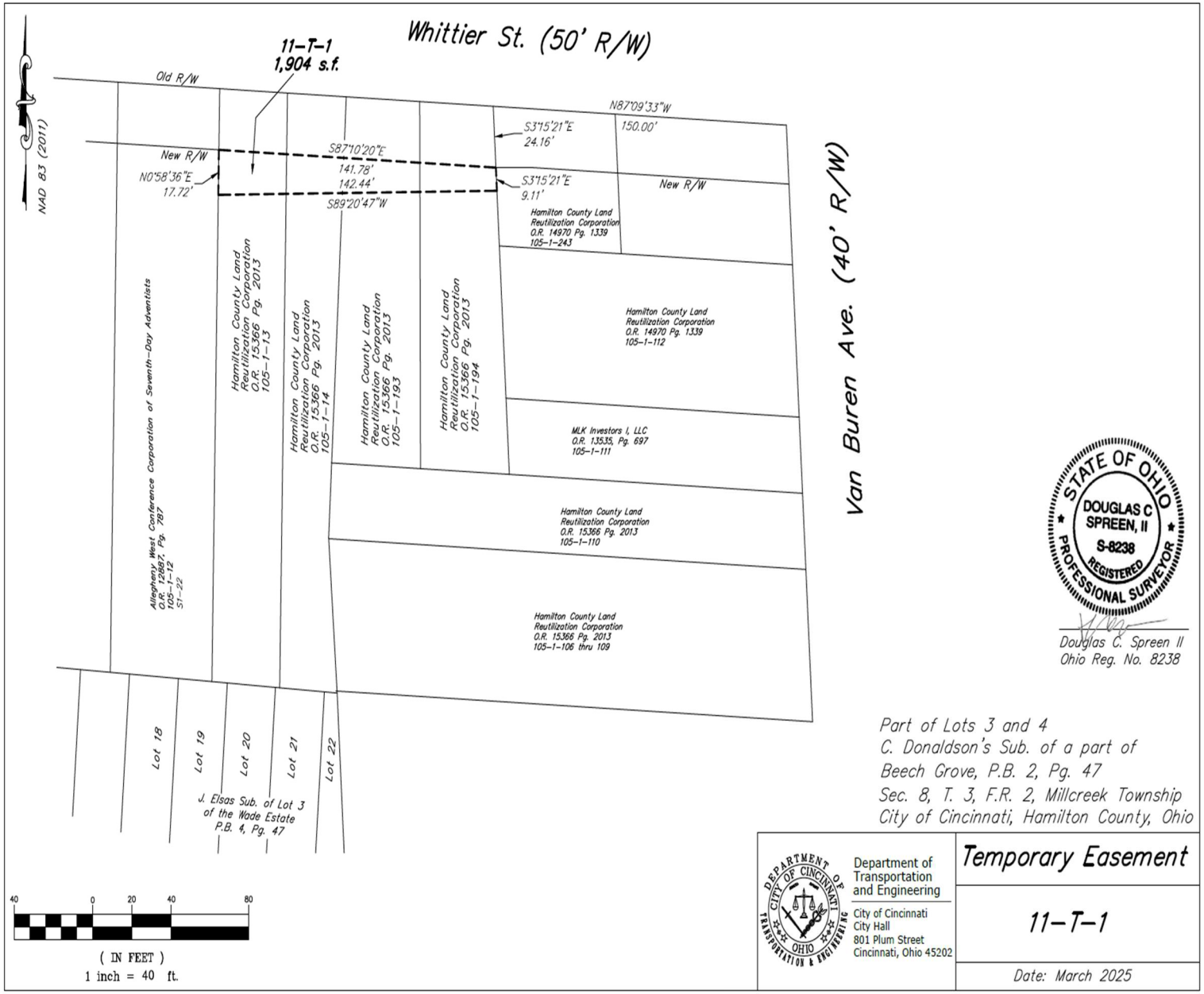
Part of Lots 3 and 4
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

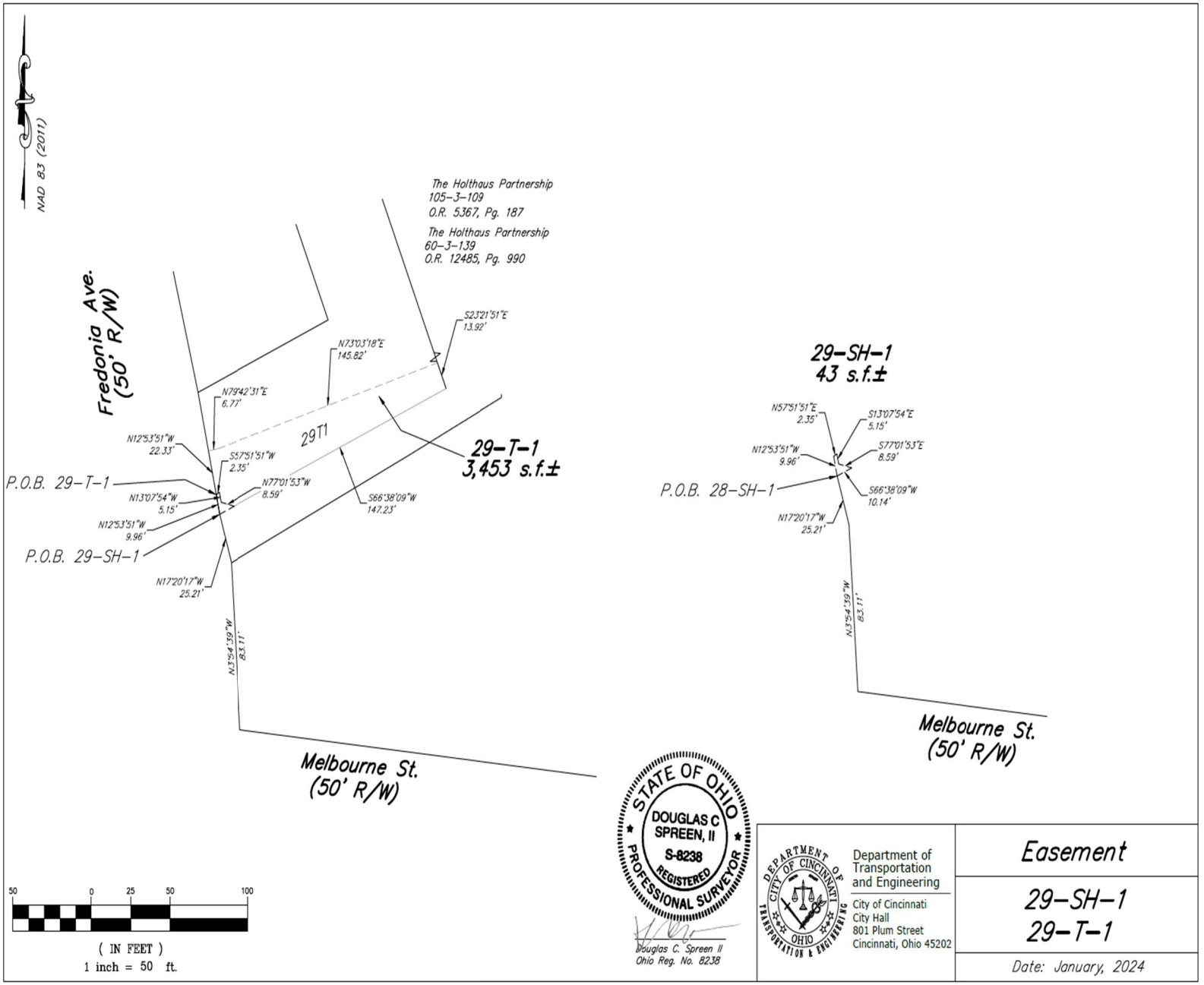
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

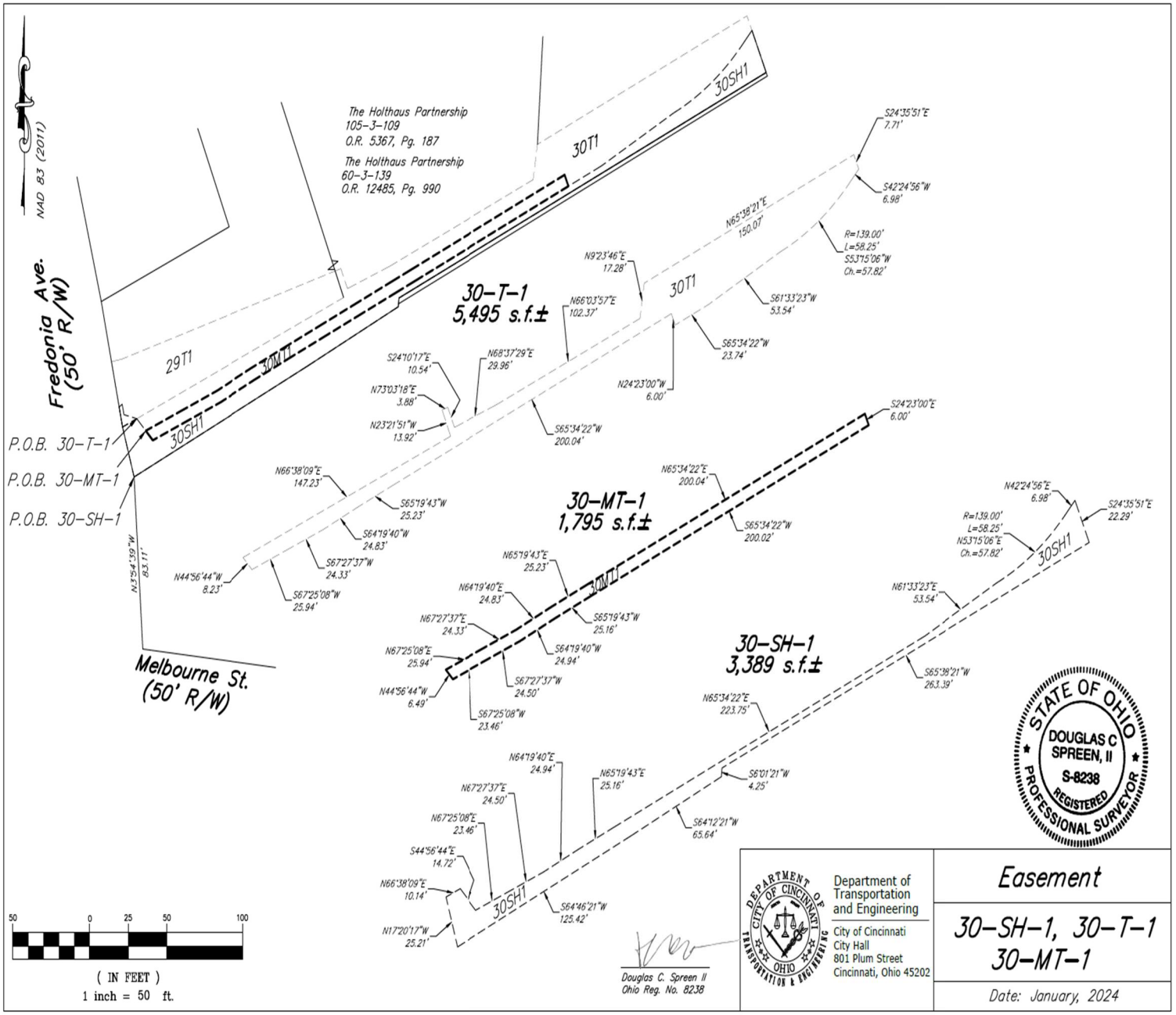
Plat of Survey

11-WD-1

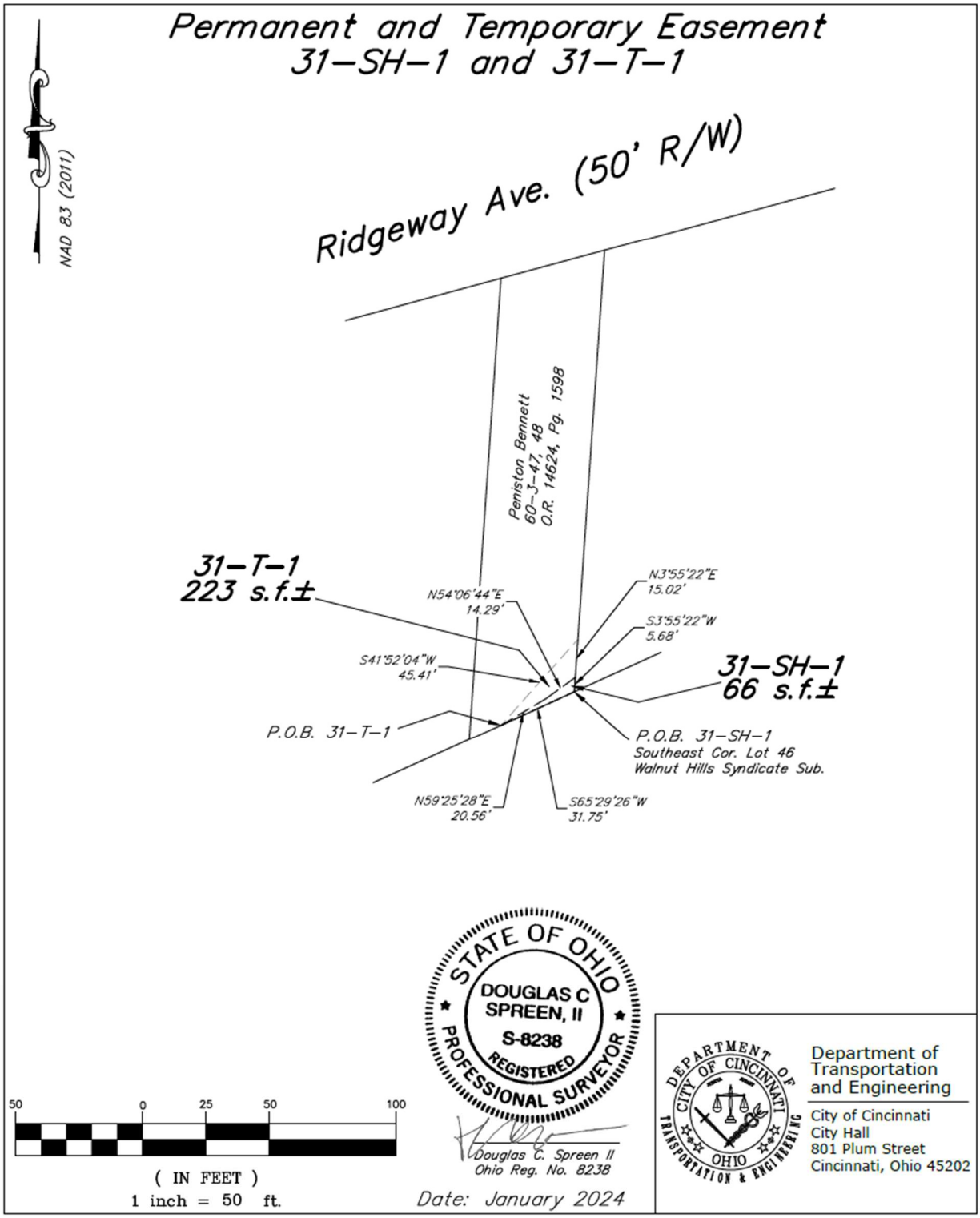
Date: June, 2025


Whittier St. (50' R/W)
11-T-1
1,904 s.f.
Old R/W
New R/W
N87°09'33"W
150.00'
S3°15'21"E
24.16'
S87°10'20"E
141.78'
142.44'
N0°58'36"E
17.72'
S3°15'21"E
9.11'
S89°20'47"W
NAD 83 (2011)
Van Buren Ave. (40' R/W)
Hamilton County Land Reutilization Corporation O.R. 14970 Pg. 1339 105-1-243
Hamilton County Land Reutilization Corporation O.R. 14970 Pg. 1339 105-1-112
MLK Investors I, LLC O.R. 13535, Pg. 697 105-1-111
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-110
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-106 thru 109
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-13
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-14
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-193
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-194
Allegheny West Conference Corporation of Seventh-Day Adventists O.R. 12987, Pg. 787 105-1-12 S1-22
Lot 18
Lot 19
Lot 20
Lot 21
Lot 22
J. Elsas Sub. of Lot 3 of the Wade Estate P.B. 4, Pg. 47
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Part of Lots 3 and 4
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
11-T-1
Date: March 2025


NAD 83 (2011)
The Holthaus Partnership
105-3-109
O.R. 5367, Pg. 187
The Holthaus Partnership
60-3-139
O.R. 12485, Pg. 990
Fredonia Ave.
(50' R/W)
29T1
29-T-1
3,453 s.f.±
P.O.B. 29-T-1
P.O.B. 29-SH-1
N12°53'51"W
22.33'
S57°51'51"W
2.35'
N79°42'31"E
6.77'
N73°03'18"E
145.82'
S23°21'51"E
13.92'
N13°07'54"W
5.15'
N12°53'51"W
9.96'
N77°01'53"W
8.59'
S66°38'09"W
147.23'
N17°20'17"W
25.21'
N37°54'39"W
83.11'
Melbourne St.
(50' R/W)
29-SH-1
43 s.f.±
P.O.B. 28-SH-1
N57°51'51"E
2.35'
S13°07'54"E
5.15'
N12°53'51"W
9.96'
S77°01'53"E
8.59'
S66°38'09"W
10.14'
N17°20'17"W
25.21'
N37°54'39"W
83.11'
Melbourne St.
(50' R/W)
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Easement
29-SH-1
29-T-1
Date: January, 2024


NAD 83 (2011)
Fredonia Ave.
(50' R/W)
Melbourne St.
(50' R/W)
The Holthaus Partnership
105-3-109
O.R. 5367, Pg. 187
The Holthaus Partnership
60-3-139
O.R. 12485, Pg. 990
30T1
30SH1
30MT1
29T1
30SH1
P.O.B. 30-T-1
P.O.B. 30-MT-1
P.O.B. 30-SH-1
30-T-1
5,495 s.f.±
30-MT-1
1,795 s.f.±
30-SH-1
3,389 s.f.±
N1°54'39"W
83.11'
S24°35'51"E
7.71'
S42°24'56"W
6.98'
N65°38'21"E
150.07'
R=139.00'
L=58.25'
S53°15'06"W
Ch.=57.82'
N9°23'46"E
17.28'
N66°03'57"E
102.37'
S61°33'23"W
53.54'
S65°34'22"W
23.74'
N24°23'00"W
6.00'
S24°10'17"E
10.54'
N68°37'29"E
29.96'
N73°03'18"E
3.88'
N23°21'51"W
13.92'
S65°34'22"W
200.04'
S24°23'00"E
6.00'
N66°38'09"E
147.23'
S65°19'43"W
25.23'
S64°19'40"W
24.83'
S67°27'37"W
24.33'
N44°56'44"W
8.23'
S67°25'08"W
25.94'
N65°34'22"E
200.04'
S65°34'22"W
200.02'
N42°24'56"E
6.98'
S24°35'51"E
22.29'
R=139.00'
L=58.25'
N53°15'06"E
Ch.=57.82'
N65°19'43"E
25.23'
N64°19'40"E
24.83'
N67°27'37"E
24.33'
N67°25'08"E
25.94'
N44°56'44"W
6.49'
S65°19'43"W
25.16'
S64°19'40"W
24.94'
S67°27'37"W
24.50'
S67°25'08"W
23.46'
N61°33'23"E
53.54'
S65°38'21"W
263.39'
N65°34'22"E
223.75'
S6°01'21"W
4.25'
S64°12'21"W
65.64'
N64°19'40"E
24.94'
N65°19'43"E
25.16'
N67°27'37"E
24.50'
N67°25'08"E
23.46'
S44°56'44"E
14.72'
N66°38'09"E
10.14'
N17°20'17"W
25.21'
S64°46'21"W
125.42'
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
Douglas C. Spreen II
Ohio Reg. No. 8238
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
DEPARTMENT OF CITY OF CINCINNATI TRANSPORTATION & ENGINEERING OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Easement
30-SH-1, 30-T-1
30-MT-1
Date: January, 2024

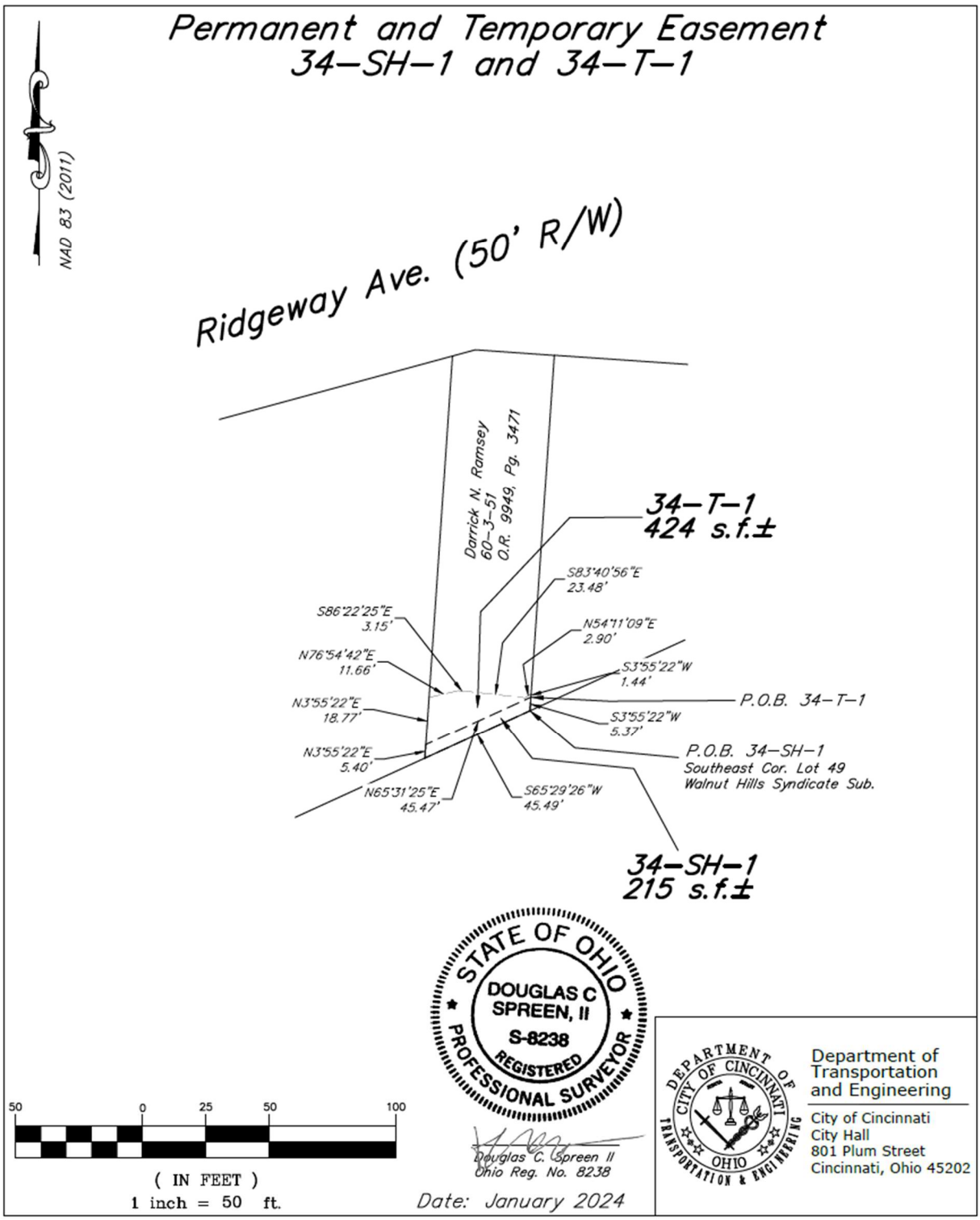
Permanent and Temporary Easement
31–SH–1 and 31–T–1



Department of Transportation and Engineering

City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

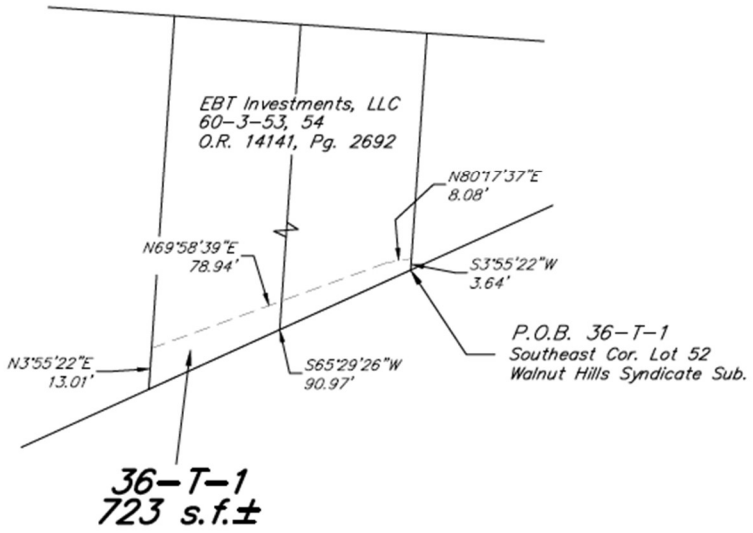
Permanent and Temporary Easement
34–SH–1 and 34–T–1



Temporary Easement
36–T–1

NAD 83 (2011)

Ridgeway Ave. (50' R/W)



STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR

Douglas C. Spreen II
Ohio Reg. No. 8238

Date: January 2024

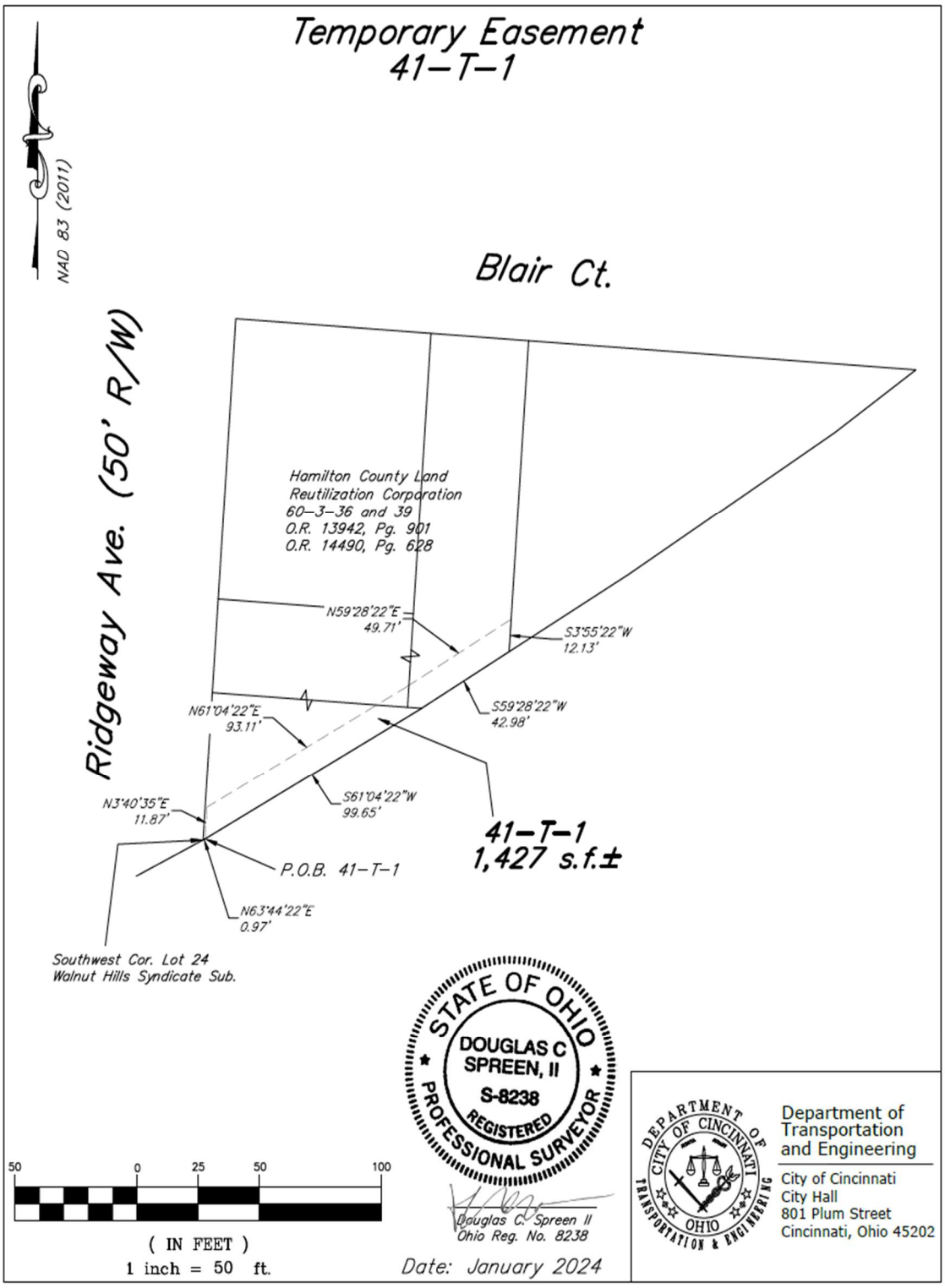
50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

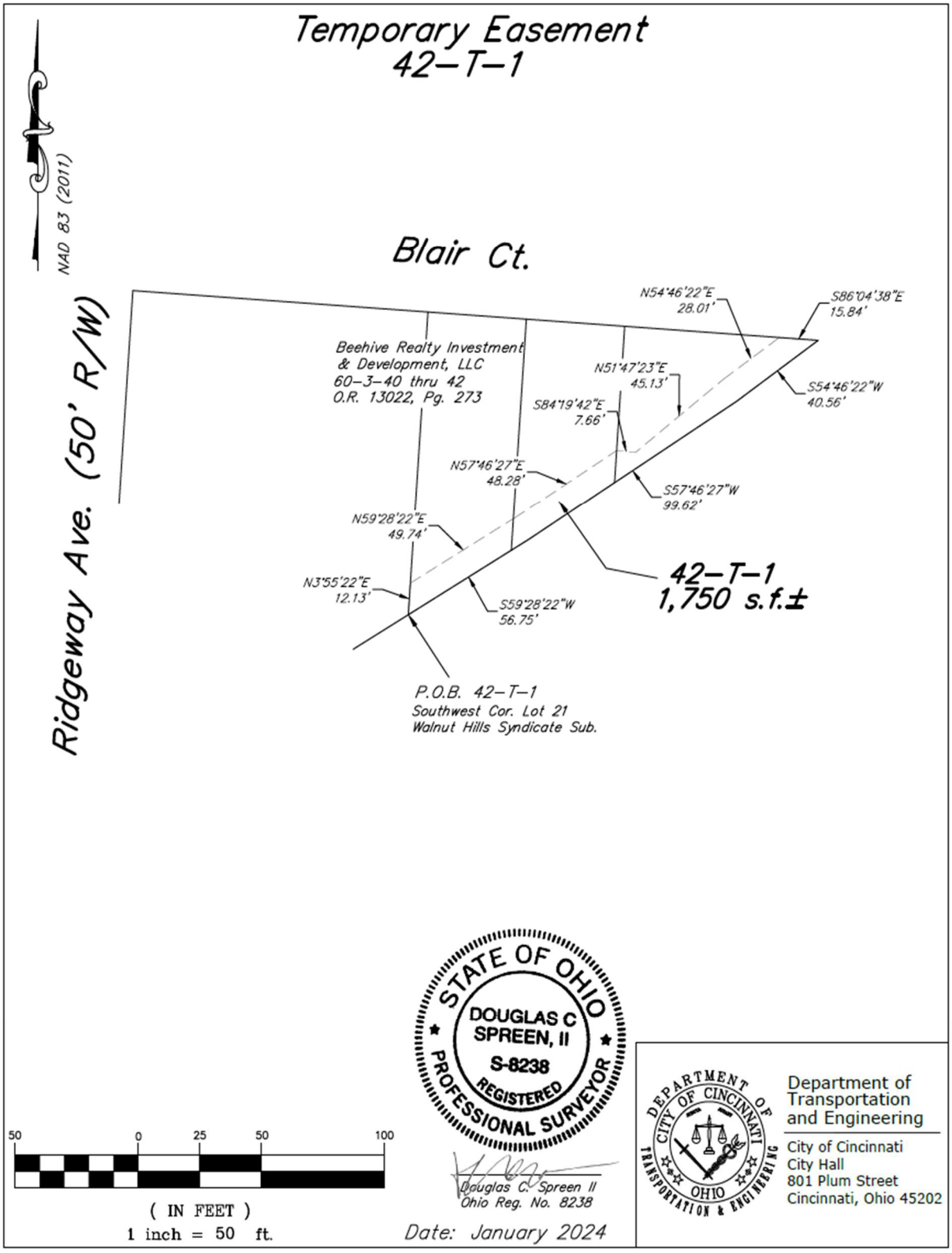
DEPARTMENT OF CITY OF CINCINNATI OHIO TRANSPORTATION & ENGINEERING

Department of Transportation and Engineering

City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

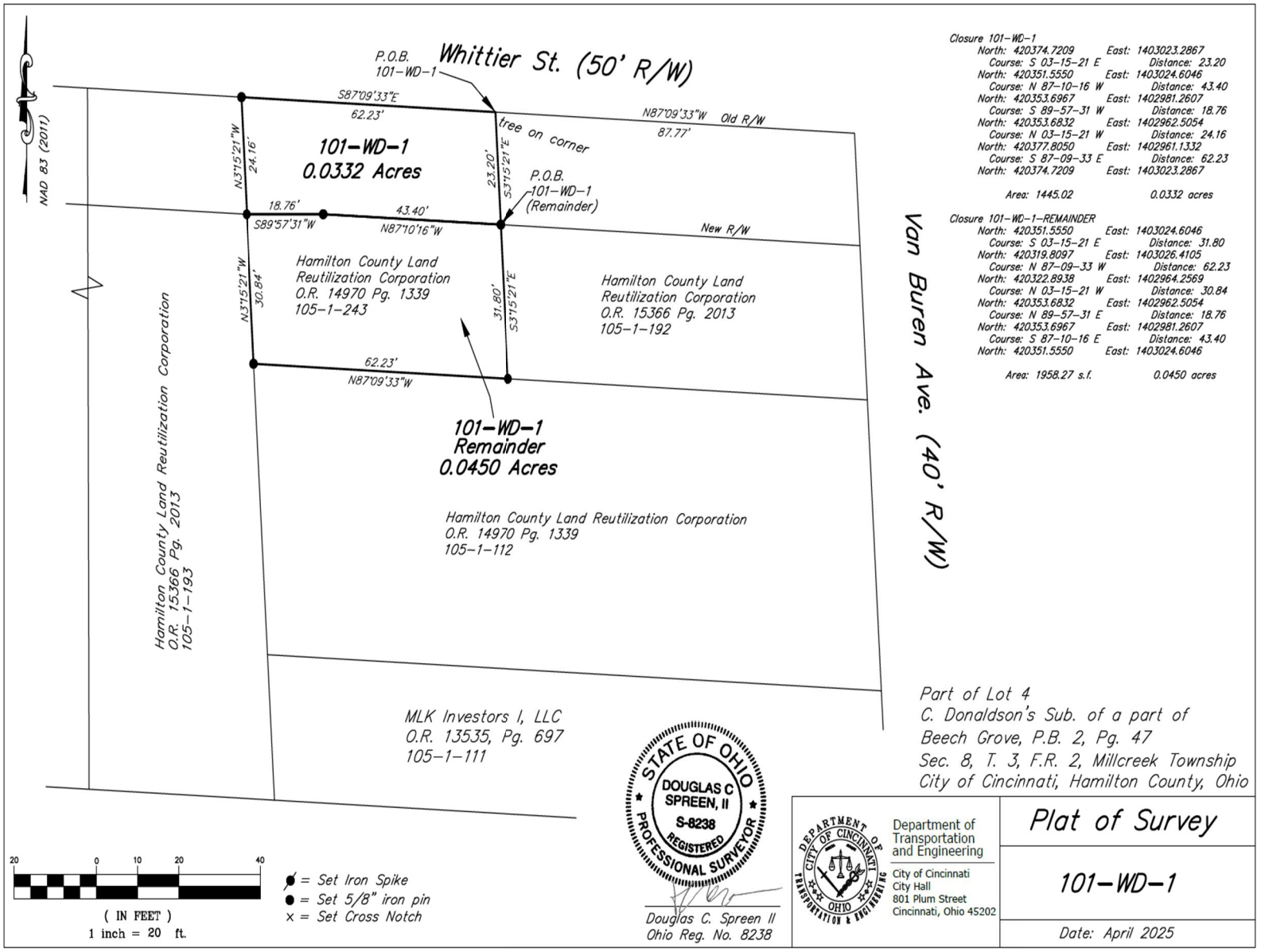

Temporary Easement
41–T–1
NAD 83 (2011)
Blair Ct.
Ridgeway Ave. (50' R/W)
Hamilton County Land
Reutilization Corporation
60–3–36 and 39
O.R. 13942, Pg. 901
O.R. 14490, Pg. 628
N59°28'22"E
49.71'
S3°55'22"W
12.13'
N61°04'22"E
93.11'
S59°28'22"W
42.98'
N3°40'35"E
11.87'
S61°04'22"W
99.65'
41–T–1
1,427 s.f.±
P.O.B. 41–T–1
N63°44'22"E
0.97'
Southwest Cor. Lot 24
Walnut Hills Syndicate Sub.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.
Date: January 2024
DEPARTMENT OF CITY OF CINCINNATI OHIO TRANSPORTATION & ENGINEERING
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Temporary Easement
42–T–1



Department of Transportation and Engineering

City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202



Closure 101-WD-1

North: 420374.7209	East: 1403023.2867		
Course: S 03-15-21 E		Distance: 23.20	
North: 420351.5550	East: 1403024.6046		
Course: N 87-10-16 W		Distance: 43.40	
North: 420353.6967	East: 1402981.2607		
Course: S 89-57-31 W		Distance: 18.76	
North: 420353.6832	East: 1402962.5054		
Course: N 03-15-21 W		Distance: 24.16	
North: 420377.8050	East: 1402961.1332		
Course: S 87-09-33 E		Distance: 62.23	
North: 420374.7209	East: 1403023.2867		
Area: 1445.02		0.0332 acres	

Closure 101-WD-1-REMAINDER

North: 420351.5550	East: 1403024.6046		
Course: S 03-15-21 E		Distance: 31.80	
North: 420319.8097	East: 1403026.4105		
Course: N 87-09-33 W		Distance: 62.23	
North: 420322.8938	East: 1402964.2569		
Course: N 03-15-21 W		Distance: 30.84	
North: 420353.6832	East: 1402962.5054		
Course: N 89-57-31 E		Distance: 18.76	
North: 420353.6967	East: 1402981.2607		
Course: S 87-10-16 E		Distance: 43.40	
North: 420351.5550	East: 1403024.6046		
Area: 1958.27 s.f.		0.0450 acres	

Part of Lot 4
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

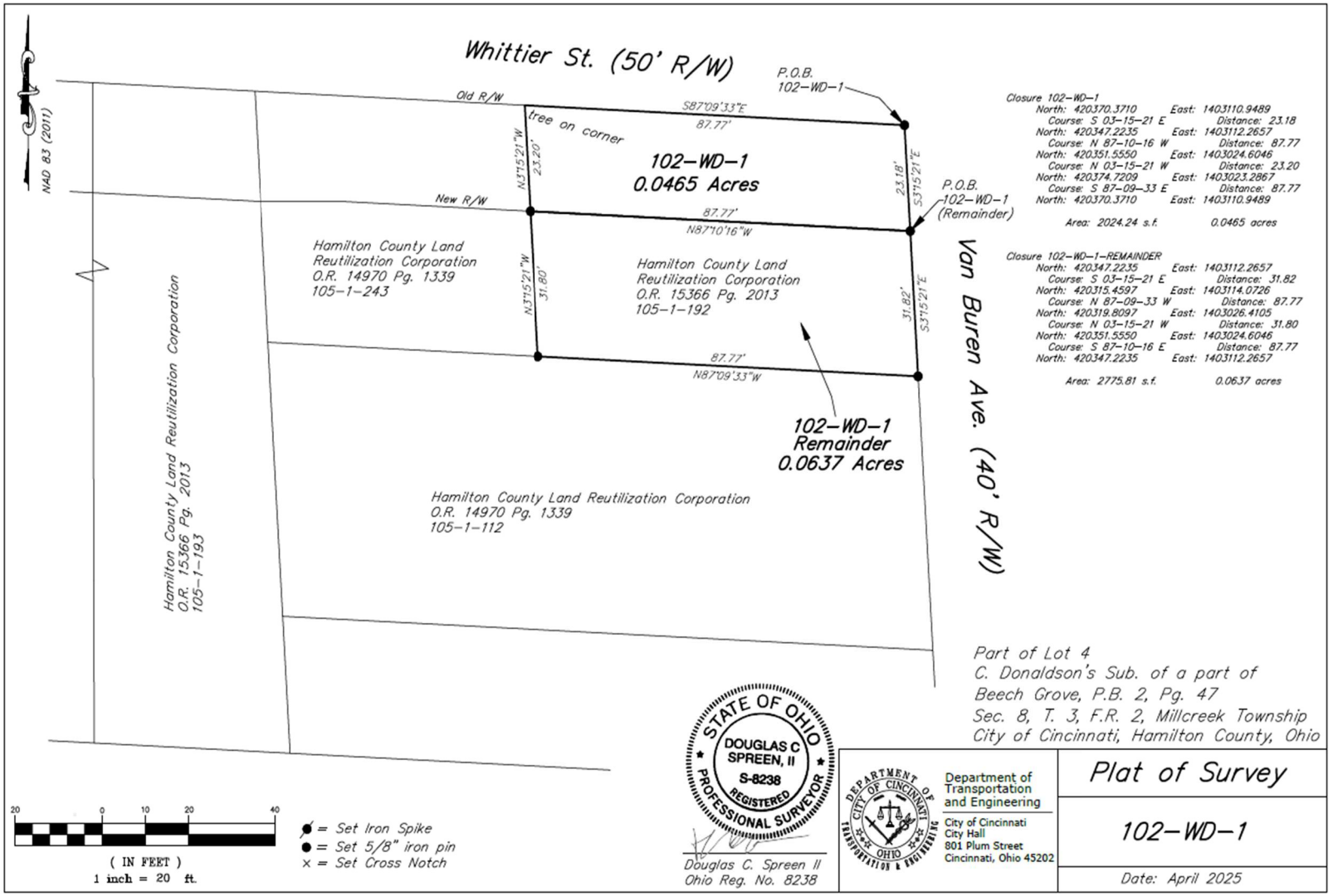
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

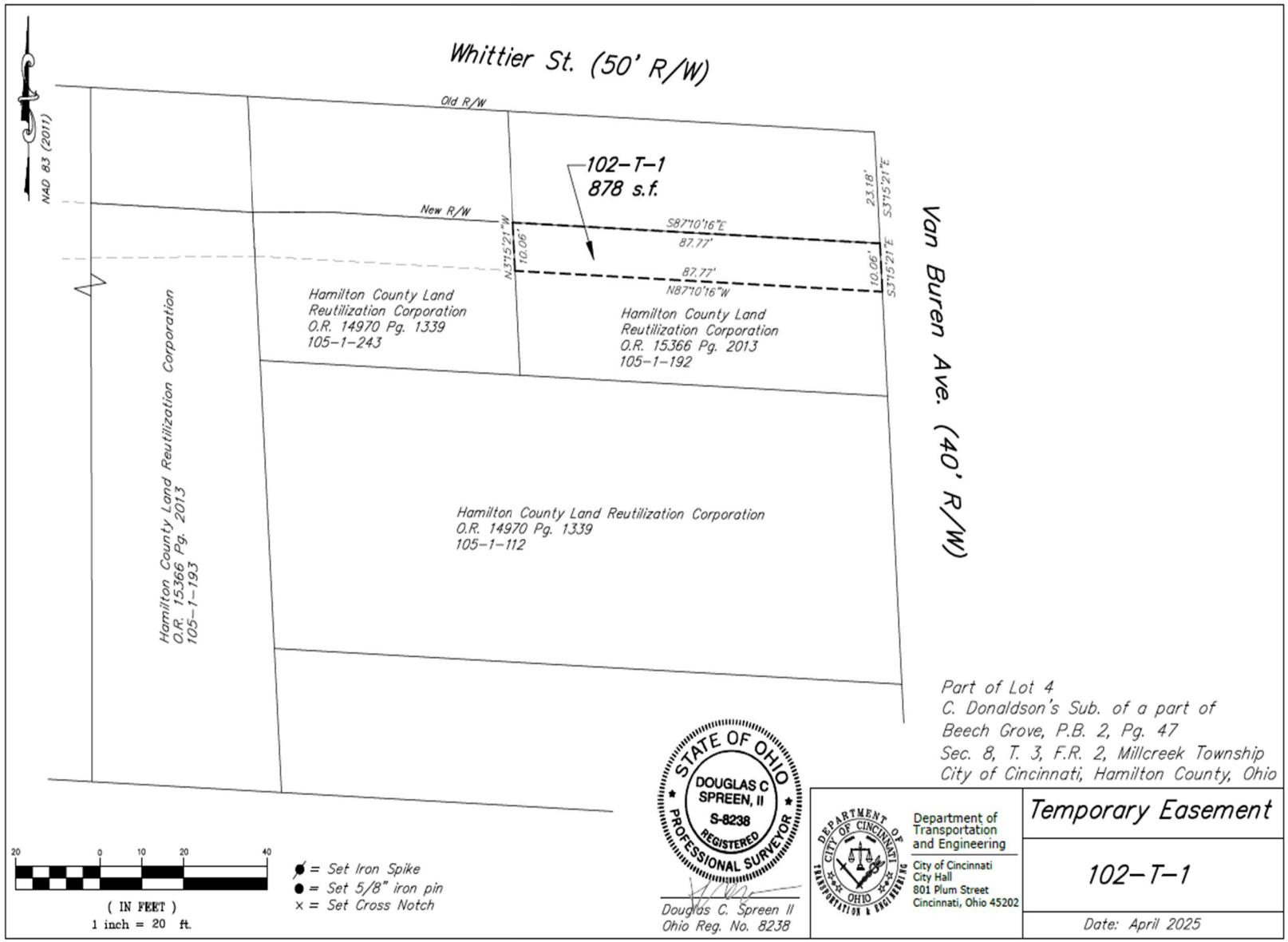
Plat of Survey

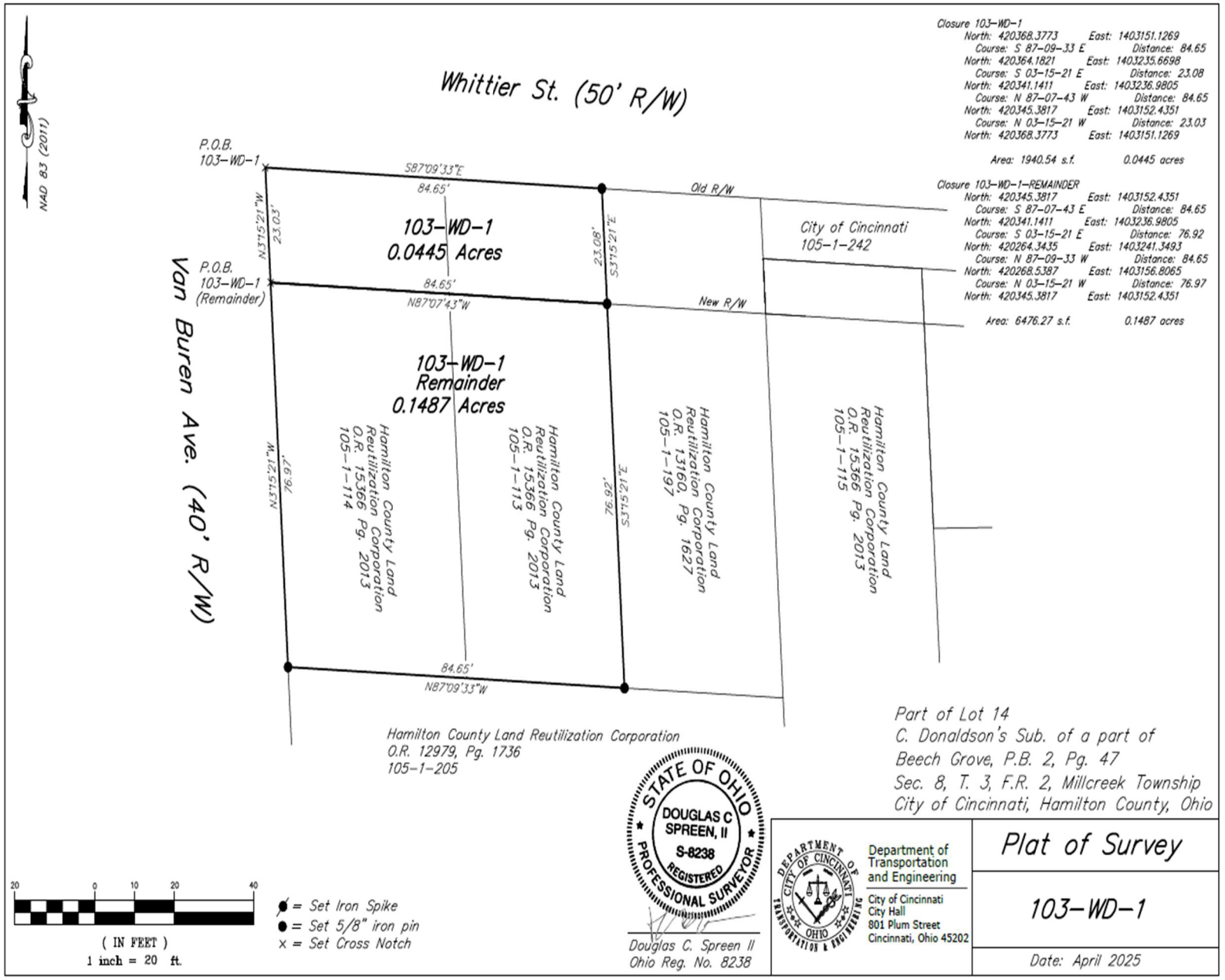
101-WD-1

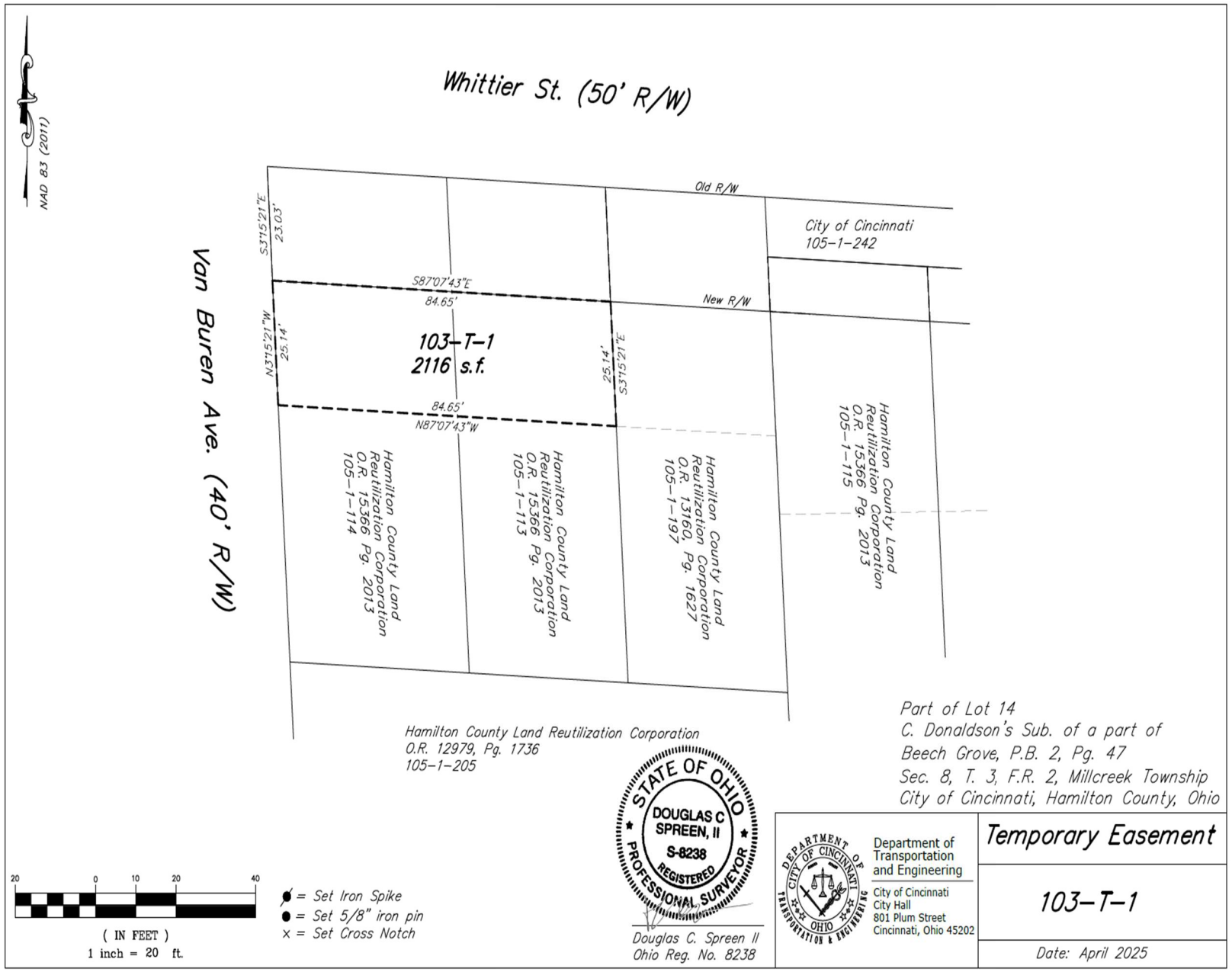
Date: April 2025

NAD 83 (2011)
Whittier St. (50' R/W)
Van Buren Ave. (40' R/W)
Old R/W
New R/W
87.77'
N87°09'33"W
23.20'
S3°15'21"E
S3°15'21"E
10.06'
101-T-1
613 s.f.
S87°10'16"E
43.40'
62.23'
N87°10'16"W
N89°57'31"E
18.76'
N3°15'21"W
9.11'
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-193
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-243
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-112
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-192
20
0
10
20
40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
× = Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Part of Lot 4
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati; Hamilton County, Ohio
Temporary Easement
101-T-1
Date: April 2025

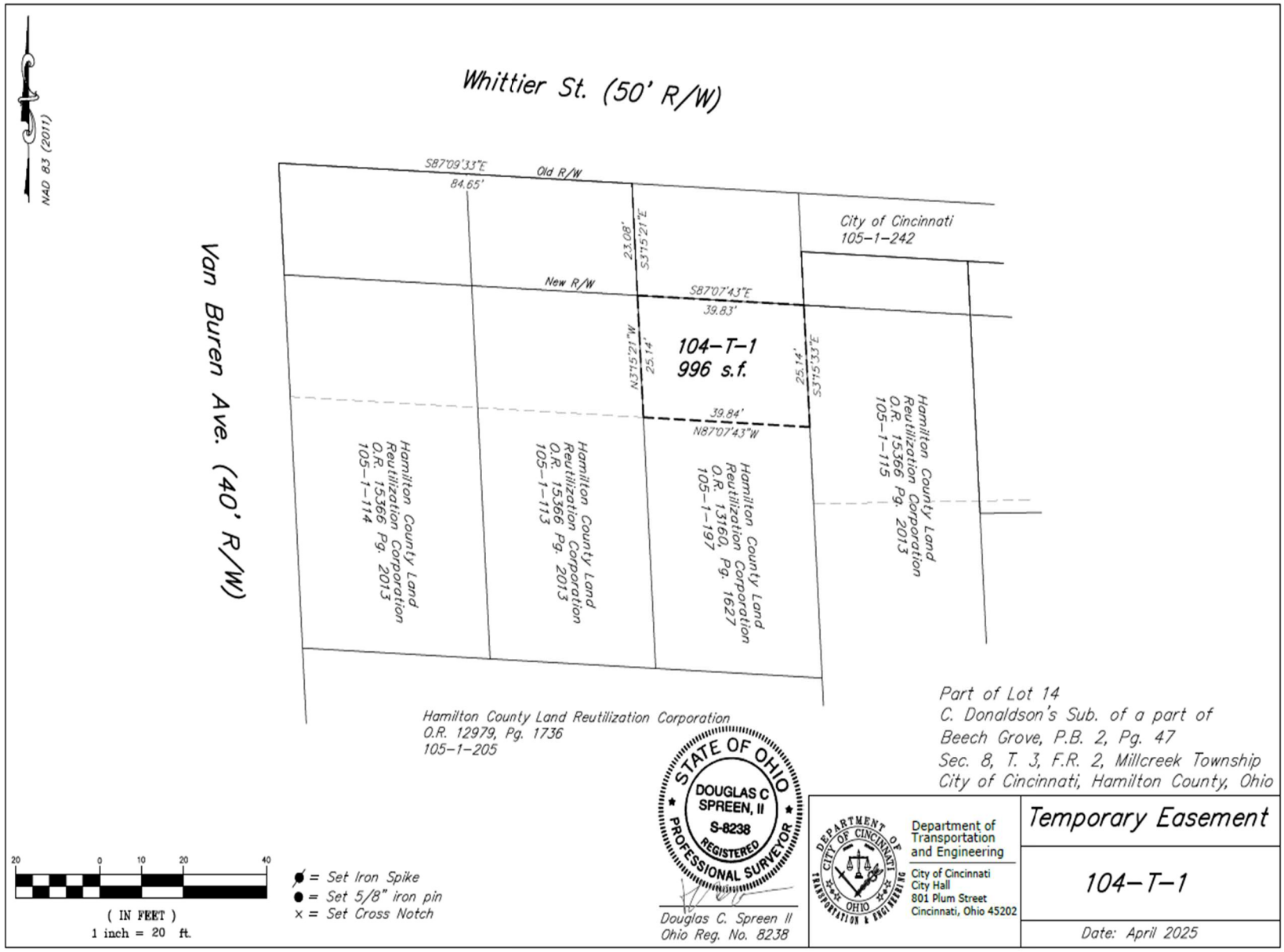

Whittier St. (50' R/W)
NAD 83 (2011)
Old R/W
New R/W
P.O.B.
102-WD-1
S87°09'33"E
87.77'
tree on corner
N3°15'21"W
25.20'
102-WD-1
0.0465 Acres
23.18'
S3°15'21"E
P.O.B.
102-WD-1
(Remainder)
87.77'
N87°10'16"W
Hamilton County Land
Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-243
N3°15'21"W
31.80'
Hamilton County Land
Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-192
31.82'
S3°15'21"E
87.77'
N87°09'33"W
102-WD-1
Remainder
0.0637 Acres
Van Buren Ave. (40' R/W)
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-193
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-112
Closure 102-WD-1
North: 420370.3710 East: 1403110.9489
Course: S 03-15-21 E Distance: 23.18
North: 420347.2235 East: 1403112.2657
Course: N 87-10-16 W Distance: 87.77
North: 420351.5550 East: 1403024.6046
Course: N 03-15-21 W Distance: 23.20
North: 420374.7209 East: 1403023.2867
Course: S 87-09-33 E Distance: 87.77
North: 420370.3710 East: 1403110.9489
Area: 2024.24 s.f. 0.0465 acres
Closure 102-WD-1-REMAINDER
North: 420347.2235 East: 1403112.2657
Course: S 03-15-21 E Distance: 31.82
North: 420315.4597 East: 1403114.0726
Course: N 87-09-33 W Distance: 87.77
North: 420319.8097 East: 1403026.4105
Course: N 03-15-21 W Distance: 31.80
North: 420351.5550 East: 1403024.6046
Course: S 87-10-16 E Distance: 87.77
North: 420347.2235 East: 1403112.2657
Area: 2775.81 s.f. 0.0637 acres
Part of Lot 4
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
× = Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
DEPARTMENT OF CITY OF CINCINNATI TRANSPORTATION & ENGINEERING OHIO
Department of
Transportation
and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Plat of Survey
102-WD-1
Date: April 2025

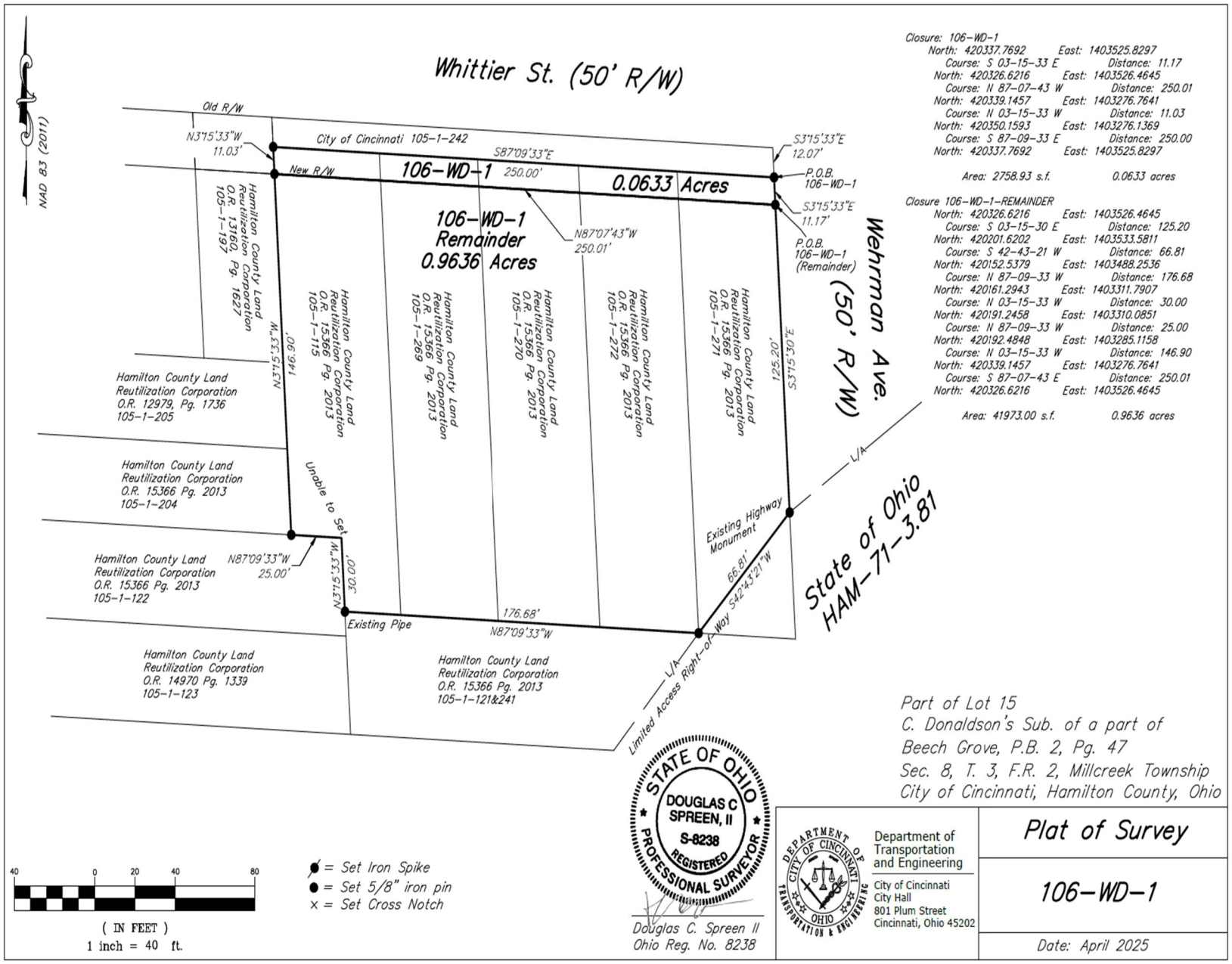

Whittier St. (50' R/W)
Old R/W
New R/W
NAD 83 (2011)
102-T-1
878 s.f.
S87°10'16"E
87.77'
N87°10'16"W
87.77'
N3°15'21"W
10.06'
S3°15'21"E
10.06'
S3°15'21"E
23.18'
Van Buren Ave. (40' R/W)
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-243
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-192
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-193
Hamilton County Land Reutilization Corporation
O.R. 14970 Pg. 1339
105-1-112
Part of Lot 4
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
x = Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
102-T-1
Date: April 2025


NAD 83 (2011)
Whittier St. (50' R/W)
Van Buren Ave. (40' R/W)
P.O.B.
103-WD-1
S87°09'33"E
84.65'
Old R/W
N3°15'21"W
23.03'
103-WD-1
0.0445 Acres
23.08'
S3°15'21"E
City of Cincinnati
105-1-242
P.O.B.
103-WD-1
(Remainder)
84.65'
N87°07'43"W
New R/W
103-WD-1
Remainder
0.1487 Acres
N3°15'21"W
79.97'
S3°15'21"E
79.92'
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-114
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-113
Hamilton County Land Reutilization Corporation
O.R. 13160, Pg. 1627
105-1-197
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-115
84.65'
N87°09'33"W
Hamilton County Land Reutilization Corporation
O.R. 12979, Pg. 1736
105-1-205
Closure 103-WD-1
North: 420368.3773 East: 1403151.1269
Course: S 87-09-33 E Distance: 84.65
North: 420364.1821 East: 1403235.6698
Course: S 03-15-21 E Distance: 23.08
North: 420341.1411 East: 1403236.9805
Course: N 87-07-43 W Distance: 84.65
North: 420345.3817 East: 1403152.4351
Course: N 03-15-21 W Distance: 23.03
North: 420368.3773 East: 1403151.1269
Area: 1940.54 s.f. 0.0445 acres
Closure 103-WD-1-REMAINDER
North: 420345.3817 East: 1403152.4351
Course: S 87-07-43 E Distance: 84.65
North: 420341.1411 East: 1403236.9805
Course: S 03-15-21 E Distance: 76.92
North: 420264.3435 East: 1403241.3493
Course: N 87-09-33 W Distance: 84.65
North: 420268.5387 East: 1403156.8065
Course: N 03-15-21 W Distance: 76.97
North: 420345.3817 East: 1403152.4351
Area: 6476.27 s.f. 0.1487 acres
Part of Lot 14
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
x = Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Plat of Survey
103-WD-1
Date: April 2025


Whittier St. (50' R/W)
Van Buren Ave. (40' R/W)
NAD 83 (2011)
Old R/W
New R/W
S31°51'21"E
23.03'
S87°07'43"E
84.65'
N31°51'21"W
25.14'
103-T-1
2116 s.f.
25.14'
S31°51'21"E
84.65'
N87°07'43"W
City of Cincinnati
105-1-242
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-115
Hamilton County Land Reutilization Corporation
O.R. 13160, Pg. 1627
105-1-197
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-113
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-114
Hamilton County Land Reutilization Corporation
O.R. 12979, Pg. 1736
105-1-205
Part of Lot 14
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
x = Set Cross Notch
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
103-T-1
Date: April 2025

NAD 83 (2011)
Whittier St. (50' R/W)
Van Buren Ave. (40' R/W)
POB 104-WD-1
Old R/W
New R/W
P.O.B. 104-WD-1 (Remainder)
104-WD-1
0.0210 Acres
104-WD-1 Remainder
0.0699 Acres
S87°09'33"E 84.65'
S87°09'33"E 39.83'
N3°15'21"W 23.08'
N3°15'21"W 76.92'
N87°09'33"W 39.84'
N87°07'43"W 39.83'
S3°15'33"E 23.10'
S3°15'33"E 76.90'
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-114
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-113
Hamilton County Land Reutilization Corporation O.R. 13160, Pg. 1627 105-1-197
Hamilton County Land Reutilization Corporation O.R. 15366 Pg. 2013 105-1-115
City of Cincinnati 105-1-242
Hamilton County Land Reutilization Corporation O.R. 12979, Pg. 1736 105-1-205
Closure 104-WD-1
North: 420364.1821 East: 1403235.6698
Course: S 87-09-33 E Distance: 39.83
North: 420362.2081 East: 1403275.4508
Course: S 03-15-33 E Distance: 23.10
North: 420339.1457 East: 1403276.7641
Course: N 87-07-43 W Distance: 39.83
North: 420341.1411 East: 1403236.9805
Course: N 03-15-21 W Distance: 23.08
North: 420364.1821 East: 1403235.6698
Area: 914.45 s.f. 0.0210 acres
Closure 104-WD-1-REMAINDER
North: 420341.1411 East: 1403236.9805
Course: S 87-07-43 E Distance: 39.83
North: 420339.1457 East: 1403276.7641
Course: S 03-15-33 E Distance: 76.90
North: 420262.3693 East: 1403281.1362
Course: N 87-09-33 W Distance: 39.84
North: 420264.3435 East: 1403241.3493
Course: N 03-15-21 W Distance: 76.92
North: 420341.1411 East: 1403236.9805
Area: 3046.32 s.f. 0.0699 acres
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
= Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
DEPARTMENT OF TRANSPORTATION
CITY OF CINCINNATI
STATE OF OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Part of Lot 14
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
Plat of Survey
104-WD-1
Date: April 2025


NAD 83 (2011)
Whittier St. (50' R/W)
Van Buren Ave. (40' R/W)
S87°09'33"E
84.65'
Old R/W
New R/W
23.08'
S3°15'21"E
S87°07'43"E
39.83'
N3°15'21"W
25.14'
104-T-1
996 s.f.
25.14'
S3°15'33"E
39.84'
N87°07'43"W
City of Cincinnati
105-1-242
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-115
Hamilton County Land Reutilization Corporation
O.R. 13160, Pg. 1627
105-1-197
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-113
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-1-114
Hamilton County Land Reutilization Corporation
O.R. 12979, Pg. 1736
105-1-205
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
× = Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Part of Lot 14
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
Temporary Easement
104-T-1
Date: April 2025



Closure: 106-WD-1
North: 420337.7692 East: 1403525.8297
Course: S 03-15-33 E Distance: 11.17
North: 420326.6216 East: 1403526.4645
Course: N 87-07-43 W Distance: 250.01
North: 420339.1457 East: 1403276.7641
Course: N 03-15-33 W Distance: 11.03
North: 420350.1593 East: 1403276.1369
Course: S 87-09-33 E Distance: 250.00
North: 420337.7692 East: 1403525.8297

Area: 2758.93 s.f. 0.0633 acres

Closure 106-WD-1-REMAINDER
North: 420326.6216 East: 1403526.4645
Course: S 03-15-30 E Distance: 125.20
North: 420201.6202 East: 1403533.5811
Course: S 42-43-21 W Distance: 66.81
North: 420152.5379 East: 1403488.2536
Course: N 87-09-33 W Distance: 176.68
North: 420161.2943 East: 1403311.7907
Course: N 03-15-33 W Distance: 30.00
North: 420191.2458 East: 1403310.0851
Course: N 87-09-33 W Distance: 25.00
North: 420192.4848 East: 1403285.1158
Course: N 03-15-33 W Distance: 146.90
North: 420339.1457 East: 1403276.7641
Course: S 87-07-43 E Distance: 250.01
North: 420326.6216 East: 1403526.4645

Area: 41973.00 s.f. 0.9636 acres

Part of Lot 15
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

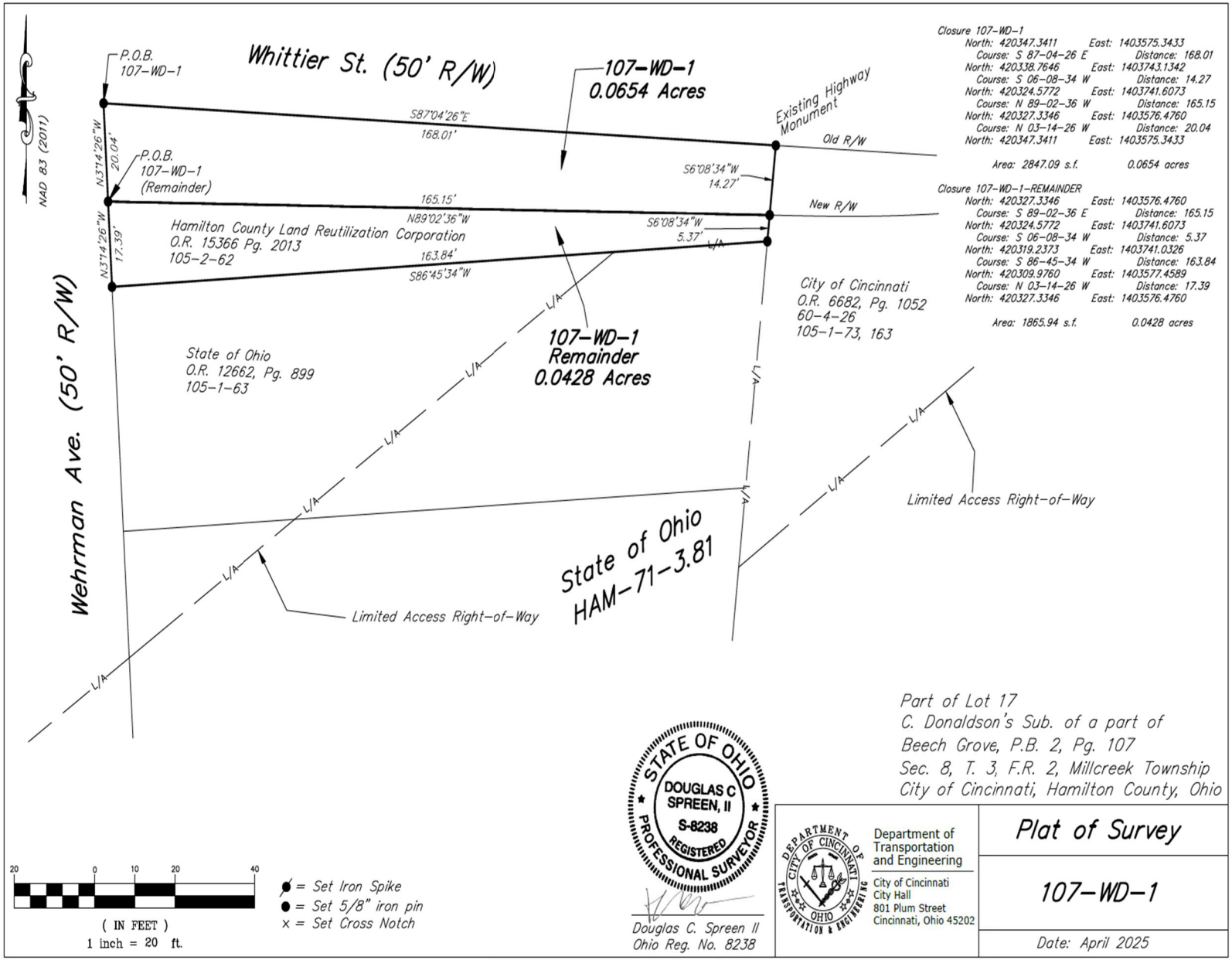
Part of Lot 15
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 47
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

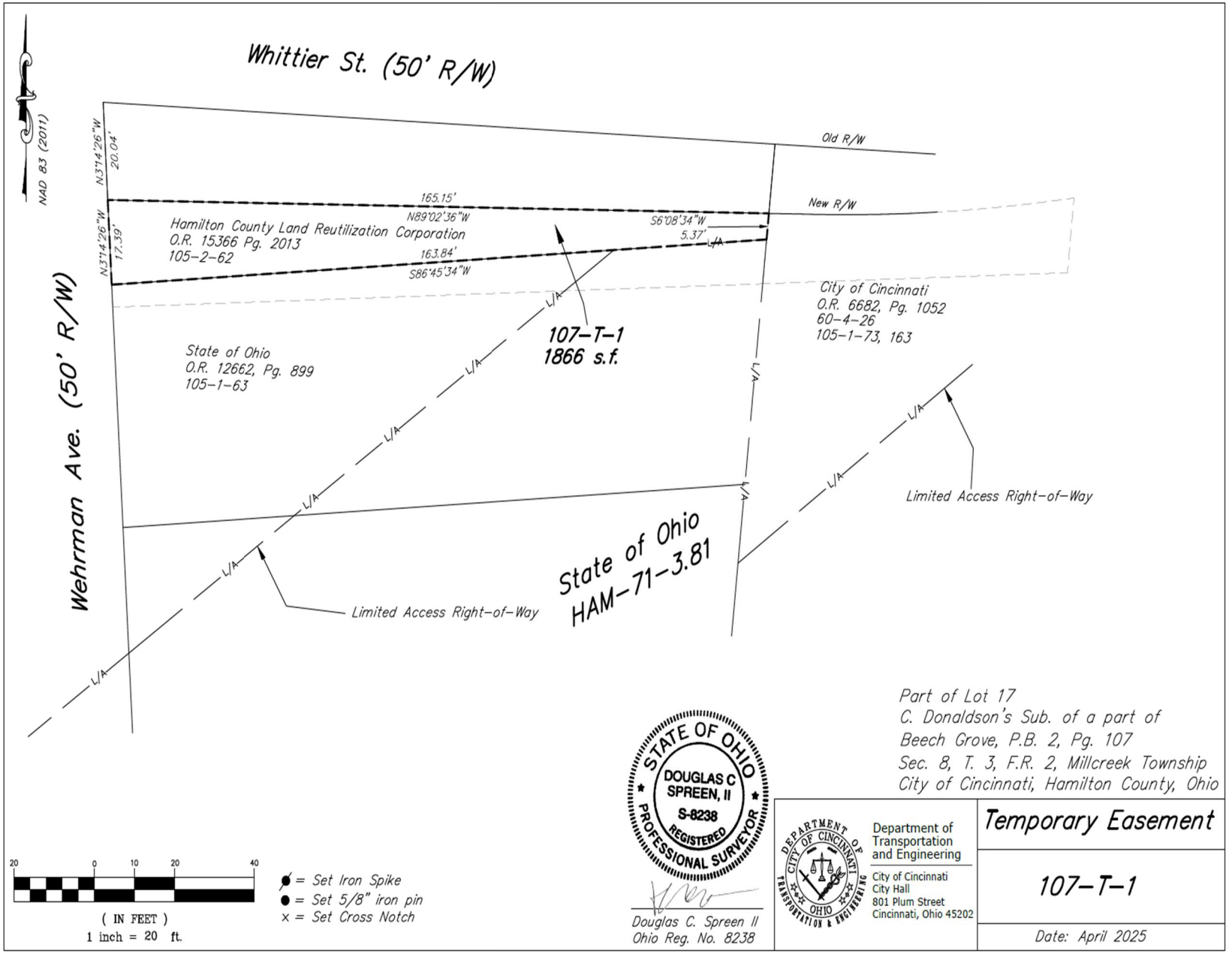
Temporary Easement

106-T-1

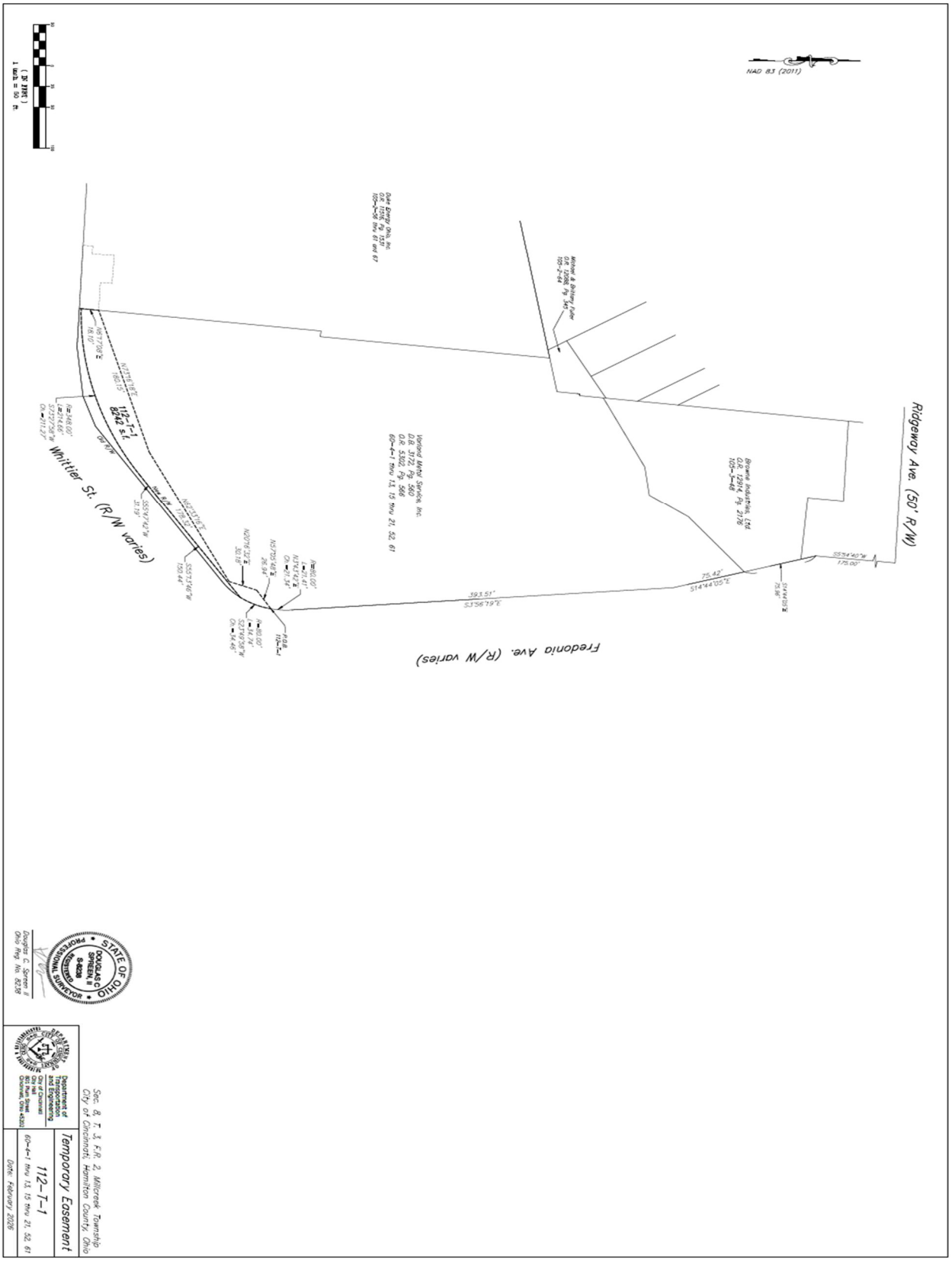
Date: April 2025

Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202


NAD 83 (2011)
Whittier St. (50' R/W)
P.O.B.
107-WD-1
107-WD-1
0.0654 Acres
S87°04'26"E
168.01'
Existing Highway Monument
Old R/W
N3°14'26"W
20.04'
P.O.B.
107-WD-1
(Remainder)
S6°08'34"W
14.27'
165.15'
N89°02'36"W
New R/W
S6°08'34"W
5.37'
N3°14'26"W
17.39'
163.84'
S86°45'34"W
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-2-62
City of Cincinnati
O.R. 6682, Pg. 1052
60-4-26
105-1-73, 163
State of Ohio
O.R. 12662, Pg. 899
105-1-63
107-WD-1
Remainder
0.0428 Acres
Wehrman Ave. (50' R/W)
L/A
Limited Access Right-of-Way
State of Ohio
HAM-71-3.81
Limited Access Right-of-Way
Closure 107-WD-1
North: 420347.3411 East: 1403575.3433
Course: S 87-04-26 E Distance: 168.01
North: 420338.7646 East: 1403743.1342
Course: S 06-08-34 W Distance: 14.27
North: 420324.5772 East: 1403741.6073
Course: N 89-02-36 W Distance: 165.15
North: 420327.3346 East: 1403576.4760
Course: N 03-14-26 W Distance: 20.04
North: 420347.3411 East: 1403575.3433
Area: 2847.09 s.f. 0.0654 acres
Closure 107-WD-1-REMAINDER
North: 420327.3346 East: 1403576.4760
Course: S 89-02-36 E Distance: 165.15
North: 420324.5772 East: 1403741.6073
Course: S 06-08-34 W Distance: 5.37
North: 420319.2373 East: 1403741.0326
Course: S 86-45-34 W Distance: 163.84
North: 420309.9760 East: 1403577.4589
Course: N 03-14-26 W Distance: 17.39
North: 420327.3346 East: 1403576.4760
Area: 1865.94 s.f. 0.0428 acres
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
x = Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Part of Lot 17
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 107
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Plat of Survey
107-WD-1
Date: April 2025


Whittier St. (50' R/W)
Old R/W
New R/W
N3°14'26"W
20.04'
165.15'
N89°02'36"W
S6°08'34"W
5.37'
L/A
N3°14'26"W
17.39'
163.84'
S86°45'34"W
Hamilton County Land Reutilization Corporation
O.R. 15366 Pg. 2013
105-2-62
107-T-1
1866 s.f.
City of Cincinnati
O.R. 6682, Pg. 1052
60-4-26
105-1-73, 163
State of Ohio
O.R. 12662, Pg. 899
105-1-63
Wehrman Ave. (50' R/W)
NAD 83 (2011)
Limited Access Right-of-Way
State of Ohio
HAM-71-3.81
Limited Access Right-of-Way
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
= Set Iron Spike
= Set 5/8" iron pin
x = Set Cross Notch
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Part of Lot 17
C. Donaldson's Sub. of a part of
Beech Grove, P.B. 2, Pg. 107
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
107-T-1
Date: April 2025

Ridgeway Ave. (50' R/W)
Fredonia Ave. (R/W varies)
Whittier St. (R/W varies)
112-WD-1
0.0326 Acres
112-WD-1
Remainder
3.8012 Acres
Plot of Survey
112-WD-1
60-4-1 thru 13, 15 thru 21, 52, 61
Date: February 2026
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
Department of Transportation and Engineering
City of Cincinnati
801 Plum Street
Cincinnati, Ohio 45202
DOUGLAS C SPREEN II
PROFESSIONAL SURVEYOR
STATE OF OHIO
Douglas C. Spreen II
Ohio Reg. No. 8258
NAD 83 (2011)


NAD 83 (2011)
Ridgeway Ave. (50' R/W)
Whittier St. (R/W varies)
Fredonia Ave. (R/W varies)
112-T-1
8242 s.f.
Dan Energy Ohio, Inc.
O.R. 11516, Pg. 1531
105-3-56 thru 61 and 67
Michael & Brittany Fuller
O.R. 13088, Pg. 345
105-2-64
Variand Metal Service, Inc.
D.B. 3172, Pg. 560
O.R. 5302, Pg. 566
60-4-1 thru 13, 15 thru 21, 52, 61
Browns Industries, Ltd.
O.R. 12914, Pg. 2176
105-3-48
393.51'
S3°56'19"E
75.42'
S14°44'05"E
175.00'
S5°54'40"W
N6°17'08"E
18.10'
N23°16'16"E
180.15'
N62°33'16"E
178.32'
N20°16'32"E
30.18'
N5°05'48"E
26.94'
N14°44'05"E
75.96'
S5°54'40"W
S5°57'42"W
31.19'
S5°57'43"W
150.44'
R=80.00'
L=21.41'
N17°43'42"E
Ch.=21.34'
R=80.00'
L=34.74'
S23°49'58"W
Ch.=34.46'
R=348.00'
L=214.66'
S23°27'58"W
Ch.=211.27'
Ow R/W
112-T-1
STATE OF OHIO
DOUGLAS C. SPREEN II
S-8238
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Temporary Easement
112-T-1
60-4-1 thru 13, 15 thru 21, 52, 61
Date: February 2026

Closure 119-WD-1 =NAD83(2011)
North: 420880.6087 East: 1404042.5780
Course: N 03-54-39 W Distance: 83.11
North: 420972.5232 East: 1404038.9077
Course: N 84-09-39 W Distance: 12.30
North: 420977.7637 East: 1404026.0305
Course: S 04-10-14 E Distance: 89.62
North: 420888.3823 East: 1404054.3481
Course: N 84-09-39 W Distance: 12.03
North: 420889.6087 East: 1404042.5780

Area: 1007.04 s.f. 0.0231 acres

Closure 119-WD-1-REMAINDER =NAD83(2011)
North: 420888.3823 East: 1404054.3481
Course: N 04-10-14 W Distance: 89.62
North: 420977.7637 East: 1404048.0305
Course: N 64-46-21 E Distance: 113.12
North: 421025.9787 East: 1404150.3656
Course: N 64-12-21 E Distance: 65.64
North: 421054.5411 East: 1404203.4654
Course: N 06-01-21 E Distance: 4.25
North: 421058.7677 East: 1404209.9114
Course: N 65-38-21 E Distance: 346.68
North: 421201.7673 East: 1404524.7275
Course: S 24-21-39 E Distance: 200.04
North: 421019.5416 East: 1404608.2581
Course: S 65-38-04 W Distance: 371.32
North: 420866.5496 East: 1404269.9890
Course: N 84-09-39 W Distance: 216.56
North: 420888.3823 East: 1404054.3481

Area: 99022.02 s.f. 2.2732 acres

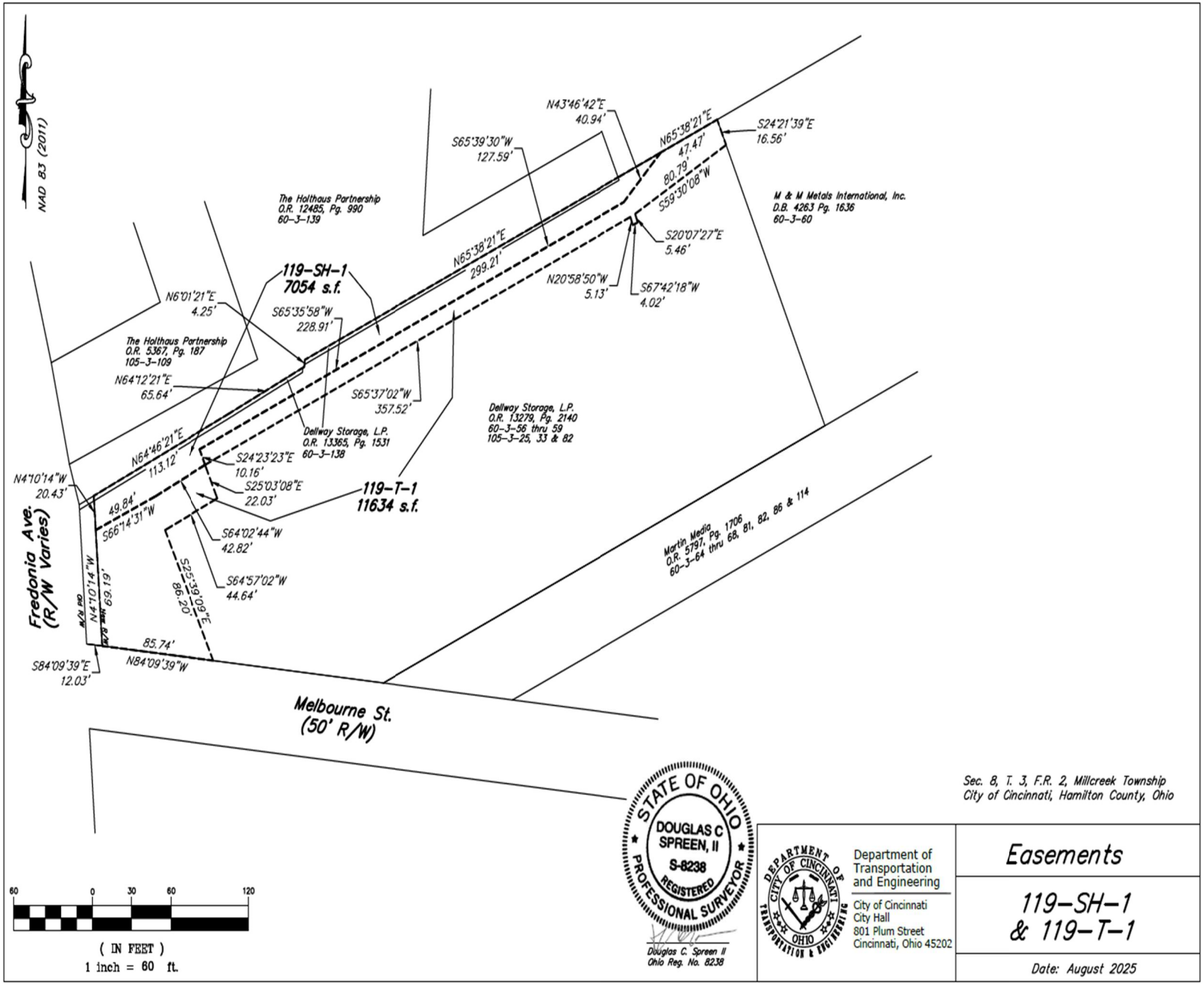
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio

Department of Transportation and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202

Plat of Survey

119-WD-1

Date: April 2025


NAD 83 (2011)
The Holthaus Partnership
O.R. 12485, Pg. 990
60-3-139
N43°46'42"E
40.94'
S65°39'30"W
127.59'
N65°38'21"E
47.47'
S24°21'39"E
16.56'
80.79'
S59°30'08"W
M & M Metals International, Inc.
D.B. 4263 Pg. 1636
60-3-60
S20°07'27"E
5.46'
119-SH-1
7054 s.f.
N65°38'21"E
299.21'
N20°58'50"W
5.13'
S67°42'18"W
4.02'
N6°01'21"E
4.25'
S65°35'58"W
228.91'
The Holthaus Partnership
O.R. 5367, Pg. 187
105-3-109
N64°12'21"E
65.64'
S65°37'02"W
357.52'
Dellway Storage, L.P.
O.R. 13279, Pg. 2140
60-3-56 thru 59
105-3-25, 33 & 82
Dellway Storage, L.P.
O.R. 13365, Pg. 1531
60-3-138
N64°46'21"E
113.12'
S24°23'23"E
10.16'
S25°03'08"E
22.03'
119-T-1
11634 s.f.
N4°10'14"W
20.43'
49.84'
S66°14'31"W
S64°02'44"W
42.82'
S64°57'02"W
44.64'
S25°39'09"E
86.20'
Fredonia Ave.
(R/W Varies)
N4°10'14"W
69.19'
85.74'
N84°09'39"W
S84°09'39"E
12.03'
Martin Media
O.R. 5797, Pg. 1706
60-3-64 thru 68, 81, 82, 86 & 114
Melbourne St.
(50' R/W)
60 0 30 60 120
(IN FEET)
1 inch = 60 ft.
STATE OF OHIO
DOUGLAS C SPREEN, II
S-8238
REGISTERED
PROFESSIONAL SURVEYOR
Douglas C. Spreen II
Ohio Reg. No. 8238
Sec. 8, T. 3, F.R. 2, Millcreek Township
City of Cincinnati, Hamilton County, Ohio
DEPARTMENT OF TRANSPORTATION & ENGINEERING
CITY OF CINCINNATI
OHIO
Department of
Transportation
and Engineering
City of Cincinnati
City Hall
801 Plum Street
Cincinnati, Ohio 45202
Easements
119-SH-1
& 119-T-1
Date: August 2025

city of CINCINNATI
Interdepartment Correspondence Sheet

May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager 202601586

Subject: **Emergency Ordinance – DOTE: Lunken Airport Runway Direct Program Grant**

Attached is an Emergency Ordinance captioned:

> **ESTABLISHING** new capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant," to provide resources for pavement improvements on runway 07/25 at Lunken Airport; **AUTHORIZING** the City Manager to apply for, accept, and appropriate a grant of up to $750,000 from Ohio Department of Transportation to newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant;" and **AUTHORIZING** the Director of Finance to deposit the grant resources into newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant."

Approval of this Emergency Ordinance authorizes the City Manager to apply for, accept, and appropriate a grant of up to $750,000 awarded through the Ohio Department of Transportation (ODOT), to the newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant," to provide resources for pavement improvements on runway 07/25 at Lunken Airport.

The City intends to apply for the grant by the deadline of June 1, 2026, but no funds will be accepted without the approval of the City Council.

The grant requires matching resources of up to $39,474, which will be provided from existing capital improvement program project account no. 980x234x222352, "FAA/ODOT Local Match." There are no new FTEs/full time equivalents associated with this grant.

Improving the pavement on runway 07/25 is in accordance with the "Connect" goal to "[d]evelop a regional transportation system that promotes economic vitality" as described on page 139 of Plan Cincinnati (2012).

The reason for the emergency is the immediate need to apply for and, if awarded, accept the grant by the applicable deadlines.

The Administration recommends passage of this Emergency Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachment

E M E R G E N C Y

IMD

-2026

ESTABLISHING new capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant," to provide resources for pavement improvements on runway 07/25 at Lunken Airport; **AUTHORIZING** the City Manager to apply for, accept, and appropriate a grant of up to $750,000 from Ohio Department of Transportation to newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant;" and **AUTHORIZING** the Director of Finance to deposit the grant resources into newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant."

WHEREAS, a grant of up to $750,000 is available from the Ohio Department of Transportation to fund pavement improvements on runway 07/25 at Lunken Airport; and

WHEREAS, the grant requires matching resources of up to $39,474, which will be provided from existing capital improvement program project account no. 980x234x222352, "FAA/ODOT Local Match"; and

WHEREAS, there are no new FTEs/full-time equivalents associated with this grant; and

WHEREAS, the City intends to apply for the grant by the deadline of June 1, 2026, but no funds will be accepted without the approval of Council; and

WHEREAS, improving the pavement on runway 07/25 is in accordance with the "Connect" goal to "[d]evelop a regional transportation system that promotes economic vitality" as described on page 139 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That new capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant," is established to provide resources for pavement improvements on runway 07/25 at Lunken Airport.

Section 2. That the City Manager is authorized to apply for, accept, and appropriate a grant of up to $750,000 from Ohio Department of Transportation to newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant."

Section 3. That the Director of Finance is authorized to deposit the grant resources into newly established capital improvement program project account no. 984x234x262359, "Lunken Runway ODOT FY27 Direct Grant."

Section 4. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of the grant and Sections 1 through 3.

Section 5. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to apply for and, if awarded, accept the grant by the applicable deadlines.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

city of CINCINNATI
Interdepartment Correspondence Sheet

May 20, 2026

To: Mayor and Members of City Council 202601587

From: Sheryl M. M. Long, City Manager

Subject: **Ordinance – Parks: In-Kind Donations from Cincinnati Parks Foundation**

Attached is an Ordinance captioned:

> **AUTHORIZING** the City Manager to accept in-kind donations and contributions of miscellaneous supplies from the Cincinnati Parks Foundation, valued at approximately $54,458 as set forth in Attachment A, to benefit various City parks.

Approval of this Ordinance authorizes the City to accept in-kind donations and from the Cincinnati Parks Foundation, valued at approximately $54,458, to benefit various City parks. The in-kind donations and contributions included the following:

Name	Donated Items	Amount
Rozzi Inc.	Ault Park Fireworks	$5,082
Iron belle Metal Design LLC	Krohn Butterfly Sculpture	$25,000
Mary Works Carpentry	Spring Show Support	$14,383
Munich Sister City Association	Sign for Castle Air	$9,993
	Total:	**$54,458**

These donations and contributions fall outside the parameters established in Ordinance No. 0062-2024 and require discrete approval.

There are no matching funds required to accept these donations, and there are no new FTEs/full time equivalents associated with these donations.

Acceptance of in-kind donations and contributions to benefit various City parks is in accordance with the "Live" goal to "[b]build a robust public life" and strategy to "[d]evelop and maintain inviting and engaging public spaces to encourage social interaction between different types of people" as described on pages 149-1513 of Plan Cincinnati (2012).

The Administration recommends passage of this Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachment

MSS

-2026

AUTHORIZING the City Manager to accept in-kind donations and contributions of miscellaneous supplies from the Cincinnati Parks Foundation, valued at approximately $54,458 as set forth in Attachment A, to benefit various City parks.

WHEREAS, the Cincinnati Parks Foundation donated miscellaneous supplies to the City of Cincinnati to benefit and improve various City parks; and

WHEREAS, these donations included fireworks, signage, sculpture, and support services valued at approximately $54,458, as set forth in Attachment A; and

WHEREAS, acceptance of these resources requires no matching funds, and there are no new FTEs/full time equivalents associated with these donations; and

WHEREAS, acceptance of in-kind donations and contributions to benefit various City parks is in accordance with the "Live" goal to "[b]uild a robust public life" and strategy to "[d]evelop and maintain inviting and engaging public spaces to encourage social interaction between different types of people" as set forth on pages 149-151 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to accept in-kind donations and contributions of miscellaneous supplies from the Cincinnati Parks Foundation, valued at approximately $54,458 as set forth in Attachment A, to benefit and improve various City parks.

Section 2. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of Section 1.

Section 3. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

Attachment A

Contractor	Purpose	Amount of Donation
Rozzi Inc.	Ault Park Fireworks	$5,082
Iron Belle Metal Design LLC	Krohn Butterfly Sculpture	$25,000
Mary Works Carpentry	Spring Show Support	$14,383
Munich Sister City Association	Sign for Castle of Air	$9,993

city of CINCINNATI
Interdepartment Correspondence Sheet

May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202601588

Subject: **Ordinance – Fire: Cincinnati Fire Foundation Monetary Donations**

Attached is an Ordinance captioned:

> **AUTHORIZING** the City Manager to accept and appropriate a donation of $15,000 from the Cincinnati Fire Foundation to provide resources to purchase medical coolers; **AUTHORIZING** the City Manager to accept and appropriate a donation of $1,500 from the Cincinnati Fire Foundation to provide resources to purchase promotional materials in support of the Neighbors Looking Out for Neighbors campaign; and **AUTHORIZING** the Director of Finance to deposit the donations into Fund 472, "Fire Grants and Donations," revenue account no. 472x8571.

This Ordinance authorizes the City Manager to accept and appropriate a donation of $15,000 from the Cincinnati Fire Foundation to purchase medical coolers. This Ordinance also authorizes the City Manager to accept and appropriate a donation of $1,500 from the Cincinnati Fire Foundation to provide resources for promotional materials in support of the Neighbors Looking Out for Neighbors campaign. Finally, this Ordinance authorizes the Director of Finance to deposit the donated funds Fund into Fund 472, "Fire Grants and Donations," revenue account no. 472x8571.

The Cincinnati Fire Foundation has offered to donate resources in support of essential Fire Department services and community efforts. The $15,000 donation will purchase medical coolers to transport blood products safely so that emergency responders can provide lifesaving blood transfusions quickly during critical situations. The $1,500 donation will provide resources for promotional materials in support of the Neighbors Looking Out of Neighbors campaign, which the Cincinnati Fire Department started as a grassroots, community-based approach to ensure the safety of vulnerable populations through education and fire prevention efforts.

These donations do not require additional FTEs/full time equivalents or matching funds.

Acceptance of these donations is in accordance with the "Live" goal to "create a more livable community" and strategy to "support and stabilize our neighborhoods" as described on pages 160-162 of Plan Cincinnati (2012).

The Administration recommends passage of this Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachment

AUTHORIZING the City Manager to accept and appropriate a donation of $15,000 from the Cincinnati Fire Foundation to provide resources to purchase medical coolers; **AUTHORIZING** the City Manager to accept and appropriate a donation of $1,500 from the Cincinnati Fire Foundation to provide resources to purchase promotional materials in support of the Neighbors Looking Out for Neighbors campaign; and **AUTHORIZING** the Director of Finance to deposit the donations into Fund 472, "Fire Grants and Donations," revenue account no. 472x8571.

WHEREAS, the Cincinnati Fire Foundation generously has offered to donate $15,000 to provide resources to purchase medical coolers to transport blood products safely, so that emergency responders can provide lifesaving blood transfusions quickly during critical situations; and

WHEREAS, the Cincinnati Fire Foundation has also offered to donate $1,500 to provide resources to purchase promotional materials in support of the Neighbors Looking Out for Neighbors campaign, which the Cincinnati Fire Department started as a grassroots, community-based approach to ensure the safety of vulnerable populations through education and fire prevention efforts; and

WHEREAS, these donations do not require matching funds, and there are no new FTEs/full time equivalents associated with these donations; and

WHEREAS, supporting emergency responders in the provision of lifesaving blood transfusions and supporting community-based education and fire prevention efforts is in accordance with the "Live" goal to "create a more livable community" and strategy to "support and stabilize our neighborhoods" as described on pages 160-162 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to accept and appropriate a donation of $15,000 from the Cincinnati Fire Foundation to provide resources to purchase medical coolers.

Section 2. That the City Manager is authorized to accept and appropriate a donation of $1,500 from the Cincinnati Fire Foundation to provide resources to purchase promotional materials in support of the Neighbors Looking Out for Neighbors campaign.

Section 3. That the Director of Finance is authorized to deposit the donations into Fund 472, "Fire Grants and Donations," revenue account no. 472x8571.

Section 4. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of Sections 1 through 3.

Section 5. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

city of CINCINNATI
Interdepartment Correspondence Sheet

May 20, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202601590

Subject: **Emergency Ordinance – OES: Hamilton County ReSource Residential Recycling Incentive (RRI) Grant Program**

Attached is an Emergency Ordinance captioned:

> **AUTHORIZING** the City Manager to accept and appropriate a grant of up to $238,283.88 from the Hamilton County ReSource Residential Recycling Incentive grant program to provide resources for recycling education and awareness, residential recycling, drop-off recycling, yard waste, food waste, composting, waste reduction, litter collection, and the labor, equipment and materials to support these efforts; and **AUTHORIZING** the Director of Finance to deposit the grant resources into General Fund revenue account no. 050x8782, Office of Environment and Sustainability project account no. 26HamCoRRI, "FY 2026 Hamilton County RRI Grant."

This Emergency Ordinance authorizes the City Manager to accept and appropriate a grant of $238,283.88 from the Hamilton County ReSource Residential Recycling Incentive (RRI) grant program to provide resources for recycling education and awareness, residential recycling, drop-off recycling, yard waste, food waste, composting, waste reduction, litter collection, and the labor, equipment, and materials to support these efforts.

This grant does not require matching resources, and there are no new FTEs/full time equivalents associated with this grant.

Providing resources for waste diversion programs is in accordance with the "Sustain" goal to "[b]ecome a healthier Cincinnati" and strategy to "[c]reate a healthy environment and reduce energy consumption" as described on pages 181-185 of Plan Cincinnati (2012).

The reason for the emergency is the immediate need to accept and appropriate grant resources to meet grant program timelines.

The Administration recommends passage of this Emergency Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachment

E M E R G E N C Y

JWF

- 2026

AUTHORIZING the City Manager to accept and appropriate a grant of up to $238,283.88 from the Hamilton County ReSource Residential Recycling Incentive grant program to provide resources for recycling education and awareness, residential recycling, drop-off recycling, yard waste, food waste, composting, waste reduction, litter collection, and the labor, equipment, and materials to support these efforts; and **AUTHORIZING** the Director of Finance to deposit the grant resources into General Fund revenue account no. 050x8782, Office of Environment and Sustainability project account no. 26HamCoRRI, "FY 2026 Hamilton County RRI Grant."

WHEREAS, on April 22, 2026, Council passed Ordinance No. 116-2026, which authorized the City Manager to apply for a grant of up to $300,000 from the Hamilton County ReSource Residential Recycling Incentive ("RRI") grant program to provide resources for recycling education and awareness, residential recycling, drop-off recycling, yard waste, food waste, composting, waste reduction, litter collection, and the labor, equipment, and materials to support these efforts; and

WHEREAS, and the City applied for the grant and was awarded grant funds of up to $238,283.88, however no funds will be accepted without approval by Council; and

WHEREAS, this grant supports the implementation of the Green Cincinnati Plan, and advances the goal of the City to achieve carbon neutrality by 2050; and

WHEREAS, this grant does not require matching resources, and there are no new FTEs/full time equivalents associated with this grant; and

WHEREAS, providing resources for waste diversion programs is in accordance with the "Sustain" goal to "[b]ecome a healthier Cincinnati" and strategy to "[c]reate a healthy environment and reduce energy consumption" as described on pages 181-185 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to accept and appropriate a grant of up to $238,283.88 from the Hamilton County ReSource Residential Recycling Incentive grant program to provide resources for recycling education and awareness, residential recycling, drop-off recycling, yard waste, food waste, composting, waste reduction, litter collection, and the labor, equipment, and materials to support these efforts.

Section 2. That the Director of Finance is authorized to deposit the grant resources into General Fund revenue account no. 050x8782, Office of Environment and Sustainability project account no. 26HamCoRRI, "FY 2026 Hamilton County RRI Grant."

Section 3. That the proper City officials are authorized to do all things necessary and proper to carry out the terms of the grant and Sections 1 and 2.

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to accept and appropriate grant resources to meet grant program timelines.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

city of CINCINNATI
Interdepartment Correspondence Sheet

May 20, 2026

To: Mayor and Members of City Council

202601630

From: Sheryl M.M. Long, City Manager

Subject: Deputy Clerk of Council Salary Range Market Analysis

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REFERENCE DOCUMENT # 202600220

On January 22, 2026, the Budget, Finance, and Governance Committee referred the following for a report:

> **MOTION**, submitted by Vice Mayor Jan-Michele Lemon Kearney. We move that the administration prepare a report within 30 days: Indicating findings of a market analysis to increase the salary range of the deputy clerk position for the City of Cincinnati. (BALANCE OF MOTION ON FILE IN THE CLERK'S OFFICE).

The following report summarizes the findings of the Administration's market analysis of the salary range for the Deputy Clerk of Council position for the City of Cincinnati.

BACKGROUND

The Deputy Clerk of Council classification supports the legislative functions of the Clerk of Council's Office, including preparation of council materials, records management, legislative processing, and public records administration. The role requires strong knowledge of municipal legislative procedures, records retention requirements, and administrative operations.

As part of the Administration's response to Council's motion, the Department of Human Resources conducted a review of salary ranges for comparable positions in peer municipal governments. The objective of the review was to assess how the City of Cincinnati's Deputy Clerk salary range compares with those in similarly sized cities and to determine whether the current range remains competitive in the municipal labor market.

The analysis focused on positions with titles such as Deputy Clerk, Deputy City Clerk, Assistant City Clerk, or similar legislative support roles within municipal legislative bodies.

MARKET COMPARISON

The Department of Human Resources reviewed publicly available compensation data from comparable cities with similar governmental structures and legislative functions. While titles vary across jurisdictions, the positions reviewed generally perform comparable duties supporting city councils or legislative bodies.

A summary of representative salary ranges from peer cities is provided below.

City	Position	Salary Range (Annual)[1]
Cincinnati, OH	Deputy Clerk	$47,567 – $71,256
Cleveland, OH	Deputy Clerk (Council)	$22,880 – $89,440
Columbus, OH	Deputy City Clerk	$100,360 – $150,613
Des Moines, IA	Deputy City Clerk	$69,805 – $88,442
Detroit, MI	Assistant City Council Committee Clerk	$52,458 – $67,199
Indianapolis, IN	Council Relations Liaison	$47,736
Kansas City, MO	Administrative Secretary to the City Council	$55,428 – $83,136
Louisville, KY	Metro Council Assistant Clerk	$65,000
Madison, WI	Deputy City Clerk	$85,983 – $103,336
Minneapolis, MN	Council Information Specialist	$62,454 – $75,918
Omaha, NE	Deputy City Clerk	$75,046 – $100,443
Pittsburgh, PA	Assistant City Clerk	$83,302 – $101,320
Sioux Falls, SD	Assistant City Clerk	$59,301 – $81,286
Wichita, KS	Deputy City Clerk	$59,696 – $84,344

ANALYSIS

The broader market review of legislative support and deputy clerk–type positions across peer jurisdictions demonstrates that salary ranges vary widely based on organizational size, reporting structure, and scope of responsibilities. The initial comparison included cities across multiple states and showed compensation ranges extending significantly higher than the City of Cincinnati's current range.

While this broader comparison provides helpful context regarding the national municipal labor market, several of the jurisdictions reviewed represent larger municipal governments or organizational structures where legislative staff positions may carry additional responsibilities or supervisory authority. As a result, salary ranges in some of those jurisdictions are significantly higher than those typically observed in Ohio municipalities.

To provide a more comparable benchmark, the Administration conducted a second review focused specifically on Ohio cities, examining both salary ranges and minimum qualification requirements for positions performing similar legislative support functions.

This Ohio-focused review provides a clearer comparison of compensation structures within the same regional labor market and governmental framework.

[1] Hourly salary ranges were converted to annual rates using 2,080 hours per year. Titles vary across jurisdictions (Deputy Clerk, Assistant Clerk, Council Liaison, etc.), but the positions perform comparable legislative support and records management functions for municipal legislative bodies.

City	Minimum Salary	Maximum Salary	Minimum Qualifications
Cincinnati	**$47,567**	**$71,256**	2 years advanced clerical or administrative assistant experience
Cleveland	$60,000	$89,440	Associate degree preferred; 3-5 years administrative or legislative support experience
Columbus	$100,360	$150,613	Bachelor's degree preferred; 4-6 years legislative or government administrative experience
Dayton	$57,000	$82,000	High school diploma; 3-4 years administrative or municipal clerical experience
Toledo	$58,500	$83,000	Associate degree or equivalent; 3-5 years administrative or records management experience

Among the Ohio cities reviewed, Cincinnati currently has both the lowest minimum and lowest maximum salary range for comparable legislative support positions.

Across the Ohio jurisdictions examined, minimum salaries generally begin between $57,000 and $60,000, while maximum salaries typically extend into the low- to mid $80,000 range, with some cities exceeding those levels depending on organizational structure.

The review also identified differences in minimum qualification requirements. Comparable cities generally require three to five years of administrative or legislative support experience, and several jurisdictions also indicate a preference for an associate or bachelor's degree in a related field.

By comparison, the City of Cincinnati currently requires two years of advanced-level clerical or administrative assistant experience for the Deputy Clerk classification. While the duties performed by the position are comparable to those in peer jurisdictions, the experience requirement is somewhat lower than those observed among comparable Ohio municipalities.

In addition to market competitiveness, compensation adjustments must also consider internal equity within the City's compensation structure. The salary range for the Clerk of Council classification currently ranges from $97,112.58 to $128,732.71 annually and maintaining appropriate separation between supervisory and subordinate classifications is necessary to avoid wage compression, which can occur when subordinate classifications approach or exceed the minimum salary of a higher-level position.

RECOMMENDED SALARY RANGE

Based on both the broader municipal comparison and the Ohio-focused market review, the Administration recommends consideration of establishing the following salary range for the Deputy Clerk of Council classification:

Recommended Salary Range: $58,500 – $84,500 annually

This range would:

- Align Cincinnati more closely with the compensation ranges observed among comparable Ohio municipalities

- Improve the City's competitiveness in recruiting and retaining qualified candidates for legislative support roles
- Maintain appropriate separation from the salary range for the Clerk of Council classification
- Provide a reasonable range of progression for recruitment, retention, and career advancement within the classification

ESTIMATED FISCAL IMPACT

The Office of Budget and Evaluation estimates that the budgetary impact associated with increasing the minimum salary for the Deputy Clerk of Council classification to $58,500 would be approximately $33,000 annually. This estimate reflects the cost of adjusting the three currently filled Deputy Clerk positions to the new minimum of the recommended salary range.

This calculation assumes that each of the three incumbents would be moved to a salary of $58,500. The Office of Budget and Evaluation notes that this estimate does not include any additional costs that may be associated with the currently vacant Deputy Clerk positions, as those impacts would depend on future hiring decisions and starting salary placements.

Any funding required to support adjustments to the Deputy Clerk of Council salary range would need to be accommodated within the existing budget of the Office of the Clerk of Council or identified through a reallocation of resources within that office, unless additional appropriations are authorized by Council.

SUMMARY

In summary, the broader review of municipal compensation data showed that salary ranges for similar positions vary widely across the country. Because several of those jurisdictions reflect larger municipal structures or expanded position responsibilities, the Administration conducted a second analysis focused specifically on Ohio municipalities, which provides a more comparable benchmark for evaluating Cincinnati's compensation structure.

The Ohio comparison indicates that the City of Cincinnati's current Deputy Clerk salary range of $47,567 – $71,256 is below the range observed among comparable Ohio cities, particularly at both the minimum and maximum levels.

Based on this analysis, the Administration recommends consideration of adjusting the salary range for the Deputy Clerk classification to $58,500 – $84,500 annually, which would more closely align the City with comparable municipalities while maintaining appropriate separation from the salary range for the Clerk of Council classification.

Positions within the Office of the Clerk of Council are under City Council's appointing authority. As such, any modification to the salary range for the Deputy Clerk classification would be subject to Council's discretion. In doing so, Council should also consider the associated fiscal impacts described in the preceding section, including the estimated annual cost of adjusting incumbent salaries and any additional budgetary implications for the Office of the Clerk of Council. Council may choose to enact a budget ordinance to fund these adjustments or direct the Administration to prepare and submit legislation modifying the salary range for the classification.

If Council elects to increase the salary range for the Deputy Clerk classification, the Administration would also recommend reviewing and updating the class specification minimum qualifications to better align with those observed among comparable Ohio municipalities. Specifically, the Administration would recommend increasing the experience requirement to three years of progressively responsible clerical, administrative assistant, or legislative support experience, with an associate degree in a related field preferred.

Aligning the minimum qualifications with comparable cities would help ensure that the classification appropriately reflects the experience and skill level expected for legislative support roles within municipal government.

cc: Latisha Hazell, Director, Department of Human Resources

city of CINCINNATI
Interdepartment Correspondence Sheet

May 20th, 2026

To: Mayor and Members of City Council

202601638

From: Sheryl M. M. Long, City Manager

Subject: Resolution – Proposed The Banks Urban Design Plan Update

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Transmitted is a Resolution captioned:

> **APPROVING** The Banks Urban Design Plan Update as the planning guide for The Banks in the Central Business District neighborhood.

The City Planning Commission recommended approval of the district plan at its May 15, 2026 meeting.

Summary
The City of Cincinnati and Hamilton County partnered to create *The Banks Urban Design Plan Update* as the guiding planning document for The Banks district. This plan update is crucial in creating a coordinated future vision for The Banks for all major stakeholders, and the plan specifically discusses three "District Drivers" to pursue: A Banks District that is Bigger and Bolder, A Quality District that Drives Value, and A Riverfront Built for Game Day, Designed for Everyday. The plan recaps the district's history and envisions a bold future with new construction of up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail over the next decade, along with a new centerpiece plaza and shared streets. The plan also provides design guidelines and recommendations for how to improve branding and to create a high-quality place.

The City Planning Commission recommended the following on May 15, 2026 to City Council:

> **APPROVE** the proposed district plan, The Banks Urban Design Plan Update, as the guiding planning document for The Banks in the Central Business District.

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

DBS

RESOLUTION NO. _____ - 2026

APPROVING The Banks Urban Design Plan Update as the planning guide for The Banks in the Central Business District neighborhood.

WHEREAS, in 2025 the City of Cincinnati and Hamilton County began the process of creating the first comprehensive planning document for The Banks since the original guiding document was published in 2000; and

WHEREAS, in crafting an updated planning document for The Banks, Hamilton County selected a team of architectural, planning, and design consultants that formed a steering committee with community stakeholders including the City of Cincinnati, the Cincinnati Reds, the Cincinnati Bengals, landowners, venue operators, institutional partners, and other major tenants at The Banks to help guide the new plan; and

WHEREAS, over the course of a year, the steering committee made assessments of existing conditions at the Banks, identified goals for the future of The Banks, promoted solutions to existing challenges, conducted surveys, held meetings, and presented plan concepts to the Equitable Growth and Housing Committee of the City of Cincinnati and to the Hamilton County Board of County Commissioners to achieve the desired neighborhood quality of life and future development of The Banks; and

WHEREAS, these efforts led to the creation of The Banks Urban Design Plan Update to serve as the guiding instrument for the development of The Banks in the Central Business District neighborhood; and

WHEREAS, the City of Cincinnati, Hamilton County, and community stakeholders desire for The Banks Urban Design Plan Update to be officially approved by the Council so that it may serve as the City of Cincinnati's official planning guide for The Banks in the Central Business District neighborhood; and

WHEREAS, The Banks Urban Design Plan Update is consistent with the Strategies for all five Initiative Areas of Plan Cincinnati (2012), particularly the Compete Initiative Area goal to "[f]oster a climate conducive to growth, investment, stability, and opportunity" (page 102); the Connect Initiative Area goal to "[d]evelop an efficient multi-modal transportation system that supports neighborhood livability" (page 129); the Live Initiative Area goal to "[d]evelop and maintain inviting and engaging public spaces to encourage social interaction between different types of people" (page 150); the Sustain Initiative Area goal to "[p]reserve our natural and built environment" (page 193); and the Collaborate Initiative Area goal to "[w]ork in synergy with the Cincinnati community" (page 210); and

WHEREAS, at its meeting on May 15, 2026, the City Planning Commission reviewed The Banks Urban Design Plan Update and recommended it for approval; and

WHEREAS, a committee of Council considered and approved The Banks Urban Design Plan Update, finding it in the interest of the public's health, safety, morals, and general welfare; and

WHEREAS, Council considers The Banks Urban Design Plan Update to be in the best interests of the City and the public's health, safety, morals, and general welfare; now, therefore,

BE IT RESOLVED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That The Banks Urban Design Plan Update is in furtherance of the goals, strategies, and visions of the City of Cincinnati and its comprehensive plan, Plan Cincinnati (2012).

Section 2. That The Banks Urban Design Plan Update, attached hereto as Attachment A and incorporated by reference herein, is hereby approved.

Section 3. That this resolution be spread upon the minutes of Council and that a copy be sent by the Clerk of Council to the Hamilton County Board of County Commissioners.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

The Banks
URBAN DESIGN PLAN UPDATE

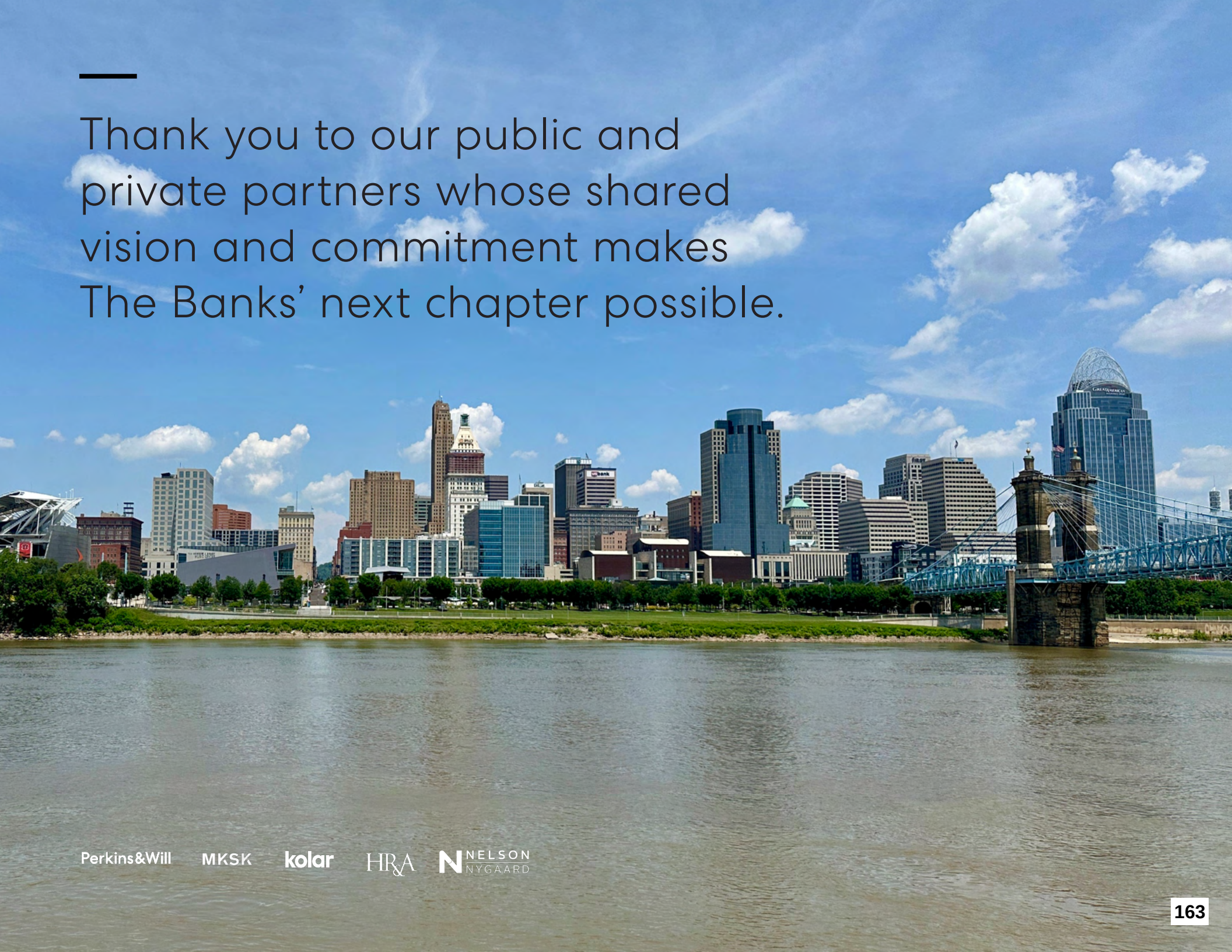
The Next Chapter for Cincinnati's Riverfront



THE BANKS | Public Partnership

APRIL 2026

Thank you to our public and private partners whose shared vision and commitment makes The Banks' next chapter possible.



Perkins&Will MKSK kolar HR&A NELSON NYGAARD

ACKNOWLEDGMENTS

STEERING COMMITTEE MEMBERS

Phil Beck – Project Executive, The Banks Public Partnership
Richard Tranter - Partner, Dinsmore, Legal Counsel, The Banks Public Partnership
Roger Friedmann - Assistant Prosecuting Attorney, Hamilton County, Ohio
Kelly Adamson – Sr. Economic Development Officer, Hamilton County
Caroline Blackburn – Sr. Manager, Digital Strategy, Cincinnati Bengals
Markiea Carter – Director, Community & Economic Development, City of Cincinnati
Phil Castellini – President & CEO, Cincinnati Reds
Holly Christmann – Assistant County Administrator, Hamilton County
Katherine Keough-Jurs – Director, City Planning & Engagement
Timothy Lynch – Supervising Attorney, Economic Development, City of Cincinnati
Steve Johns – Assistant Director, Planning & Development, Hamilton County
William "Bill" Weber – Assistant City Manager, City of Cincinnati
Jason Barron – Director, Cincinnati Parks

DISTRICT ADVISORY GROUP MEMBERS

Major tenants, landowners, venue operators, institutional partners

Elizabeth Pierce – Executive Director, Cincinnati Museum Center / Freedom Center
Woody Keown Jr. – President, Freedom Center (recommended for DAG by EP)
Rob McDonald – Operations Lead, Freedom Center
Kristin Ropp – VP & GM, Heritage Bank Center & Cincinnati Cyclones
Greg Hardman – Owner, Cincinnati Lager House / Vice Chair, New Community Authority
Chase Mosijowsky – Downtown Residents Council
Andrew Naab – Downtown Residents Council
Tracy Schwegmann – Marketing Director, Anderson Real Estate / NCA Events
JR Anderson – Director of Development, Anderson Real Estate
Matthew Starr – EVP, Commercial Real Estate, Crawford Hoying
Nicholas Veneman – Assistant Property Manager, NAI Hiffman
Rob Pritz – Associate Director, NAI Hiffman

PARTNERS OF THE BANKS PUBLIC PARTNERSHIP

THP Limited
Starboard Strategy
Game Day Communications
Ace Parking (CRG Parking Operator)

CONSULTING TEAM

Perkins&Will
MKSK
HR&A
Nelson/Nygaard
Kolar Design

CONTENTS

EXECUTIVE SUMMARY 01

01 12

RIVERFRONT CONTEXT

02 46

THE BANKS VISION

03 75

DESIGN GUIDELINES

District Massing Framework

Architectural Form

Ground Level Experience

Quality of Place

The
Banks
URBAN DESIGN
PLAN UPDATE

EXECUTIVE SUMMARY

The Banks Urban Design Plan Update



EXECUTIVE SUMMARY
THE BANKS URBAN DESIGN PLAN UPDATE

The Banks Urban Design Plan Update ushers in a new era for Cincinnati's Riverfront. The Banks District must become a more desirable, more competitive, and more world-class place.

The Banks stands at a pivotal juncture. Our region has invested nearly three decades building the district—$2.5 billion in annual economic impact, 28,124 jobs, world-class sports venues and cultural destinations, and a transformational park. But the full potential of Cincinnati's central riverfront remains unrealized.

Future success depends on an high level of coordination among public, private, and philanthropic stakeholders. This is not a project that any single entity can deliver. It requires the City of Cincinnati, Hamilton County, private developers, venue operators, cultural institutions, existing tenants, philanthropic and community partners to move forward with shared purpose and synchronized action.

Each stakeholder controls critical pieces—land, infrastructure, programming, investment capital, regulatory approvals, and operational expertise. Only through deliberate alignment can we transform isolated assets into a cohesive, premier mixed-use entertainment district.

The stakes could not be higher. Done right, The Banks will become the region's signature destination—a place where residential density meets world-class entertainment, where families and visitors extend their stays, where our riverfront finally connects to our city. It will unlock $750-800 million in private development, generate substantial new tax revenue, and establish Cincinnati as a model for urban waterfront development.

THE BANKS ORIGIN STORY

Cincinnati was formed by the Ohio River. Glacial forces shaped the basin, and the river became the engine of trade, movement, and settlement. Yet over time, rail corridors, industrial uses, and highway infrastructure disconnected the city's neighborhoods and people from its waterfront. For more than a century, civic investments have worked to repair that disconnect. The Banks represents the most consequential step—completing the reorientation of Cincinnati toward the Ohio River through a unified district vision rather than incremental change.

RIGHT
A signature civic plaza fronting the National Underground Railroad Freedom Center, anchored by a sculptural canopy, creates a flexible space for activation and park-like extension to the river and linking Freedom Way shared street segments.


THE BANKS DISTRICT

THE BANKS TODAY

Today, The Banks is anchored by nationally recognized venues and public assets: Paycor Stadium, Great American Ball Park, Heritage Bank Center, the National Underground Railroad Freedom Center, Brady Music Center, and Småle Riverfront Park. These institutions define Cincinnati's most visible urban address and generate significant regional draw. On peak game days, visitation surges dramatically; on non-event days, activity drops off, exposing the need for stronger everyday uses.

The district's identity as both event venue and emerging neighborhood shapes its challenges and opportunities. Streets, access systems, and ground floors must accommodate large crowds while remaining clear, welcoming, and livable day to day. Realizing The Banks' full potential will require coordinated public and private action, increased residential density, and sustained public realm investment to transition the riverfront from episodic destination to complete urban district.

INVESTING IN THE BANKS IS INVESTING IN CINCINNATI

The Banks is underpinned by one of the most significant public infrastructure investments in Cincinnati's history, including the Central Riverfront Garage—a large-scale, below-grade parking system designed to support both daily activity and major events. This district-wide parking framework unlocked the redevelopment of Cincinnati's Riverfront. By absorbing event demand below grade, the garage preserves valuable land for tax-generating uses above. The result is a riverfront district that concentrates regional visitation, drives sales and hospitality revenue, strengthens the City and County tax base, and positions The Banks as a long-term economic engine for downtown.

A signature riverfront district defined by world-class sports venues, cultural institutions, iconic public spaces that collectively anchor Cincinnati's most visible urban address.



ABOVE
Lot 25 looking toward Paycor Stadium


DUKE ENERGY CONVENTION CENTER
FOUNTAIN SQUARE
LYTLE PARK
3rd St.
2nd St.
Race St.
Rosa Parks St.
71
Marian Spencer Way
Joe Nuxhall Way
E. Pete Rose Way
Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Freedom Way
Central Ave.
Elm St.
BENGALS PRACTICE FIELD
PAYCOR STADIUM
GREAT AMERICAN BALL PARK
Broadway St.
HERITAGE BANK
Mehring Way
SMALE RIVERFRONT PARK
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
John A. Roebling Suspension Bridge
Taylor Southgate Bridge
Clay Wade Bailey Bridge
OHIO RIVER

The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

Uncoordinated incrementalism is the greatest risk to The Banks' future.

Uncoordinated incrementalism is the gradual erosion of district potential through isolated decisions—parcels developed without regard to shared space, infrastructure delivered without phasing alignment, programming added without operational strategy. Parcel-by-parcel development without a unified framework could fill in the district without ever fully forming it.

The remaining parcels are too significant to evolve independently. Without a coordinated framework, the district could fill in without ever fully forming. This plan establishes clear expectations for sequence, public realm investment, and development performance so that each move reinforces the whole rather than competing with it.

There is broad alignment across stakeholders that The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

The opportunity is significant: up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail can be supported by market demand over the next decade. Remaining parcels (Lots 4, 13, 24, and 25) represent approximately 2.5 million gross square feet of potential development. The proposed development amounts to $750 to $800 million in vertical development and it will require public investment to be financially feasible. Public- investment in infrastructure can catalyze private investment in development.





A COORDINATED VISION FOR THE BANKS DISTRICT

The Banks will transition from event venue to urban district through coordinated action: high-density residential to drive everyday activity, strategic public realm investment to create distinction, and development sequencing that builds momentum rather than fills gaps. The next chapter will complete and deliver a riverfront neighborhood that connects Cincinnati to the Ohio River not just physically, but culturally and economically, every day of the week.

Advancing Place

- There is a unified desire to reinvigorate The Banks
- Improve public safety by injecting more vibrancy and quality development
- Connect the city to the river and the river to the city

Setting Priorities

- Defining the riverfront as the mixed-use entertainment district in Cincinnati
- There's a need for prioritization and coordination for sports and cultural venue investments

Clarifying Presence

- Multiple brand experiences exist and activate the district
- There's a critical need to get the experience in the public realm right

Future Market Niche and Phasing

- Premier mixed use entertainment district
- Increased residential density and verticality
- Diversity of entertainment venues with sports orientation
- Experiential retail serving diverse users

1-4 YEARS — Development fundamentals with 2-3 buildings, infrastructure, and placemaking investments

5-10 YEARS — Substantiative, but not complete buildout with 2-3 Development blocks complete.

11+ YEARS —Fundamentally transformed market with entirety of development realized.


IT IS TIME TO REALIZE A BIGGER,
BOLDER BANKS DISTRICT
SEVEN HILLS
STEAK & SEAFOOD
THE BANKS DISTRICT
Paycor STADIUM
FREEDOM CENTER

A BANKS DISTRICT THAT IS BIGGER AND BOLDER

The Banks has the opportunity now to advance market value in alignment with transformational civic life in Cincinnati.

A QUALITY DISTRICT THAT DRIVES VALUE

Investing in our public realm will raise the long-term value of future development. The District will be a place for people connected by cohesive projects.

A RIVERFRONT BUILT FOR GAMEDAY, DESIGNED FOR EVERYDAY

The Banks is designed for dual performance, seamlessly supporting daily life and high-capacity events as a regional destination. Evolving the district brand programming and operations will enhance the experience.

LEFT
View looking west between the ICON Stage and Lot 24 showing a pedestrian walk fronted by new restaurants.

RIGHT
Development Concept Highlighting a mix of uses across the Development Sites.

DEVELOPMENT OPPORTUNITY FRAMEWORK

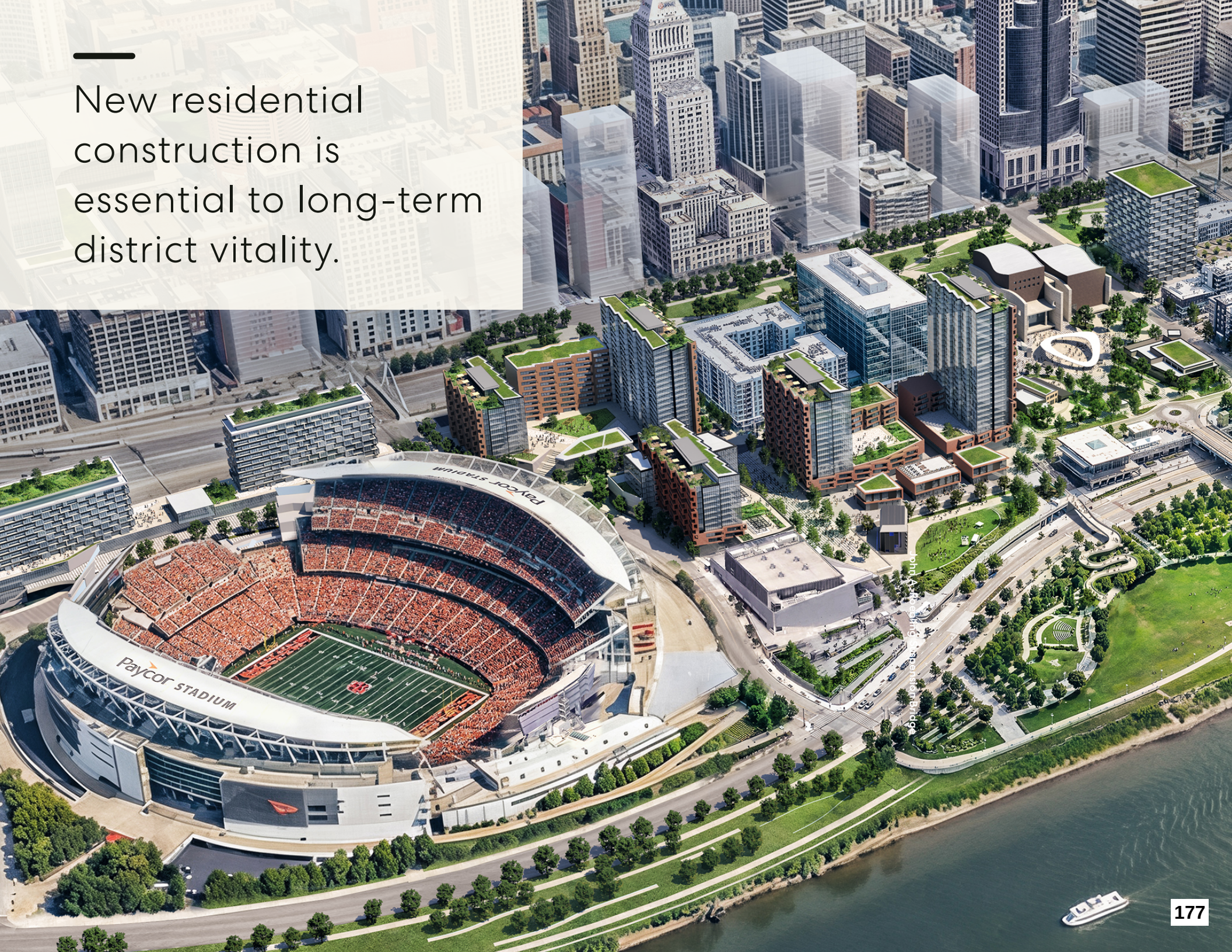
The framework begins at the ground. Streets and open spaces set the armature. Buildings rise from that structure with clear roles to play. Riverfront parcels carry the highest value due to views and visibility. Back-row parcels can absorb height without diminishing the waterfront experience. This approach establishes clear expectations for performance while leaving room for phasing, market shifts, and architectural expression.

THE OPPORTUNITY REALIZED

The Banks completes the connection. Two forces that have pressed toward each other for decades—the city reaching toward the river, the river reaching back toward the city—finally converge. The district activates the threshold where they meet, transforming a gap into a destination.



New residential construction is essential to long-term district vitality.





Aerial view of The Banks rendered showing development and open space concepts

A QUALITY DISTRICT THAT DRIVES VALUE

The Banks must be a quality district that drives value at every scale—civic, cultural, and economic. Strategic investment in public space and architecture elevates experience and fuels long-term return. Småle Riverfront Park, already a regional jewel, will be amplified by an expanded riverwalk and a constellation of plazas that stitch the district together. As the public realm rises in quality, real estate value follows—desirability increases, demand strengthens, and private investment accelerates.

The Banks Urban Design Plan Update calls for bold vertical density and a dynamic mix of residential, retail, hotel, and office uses to realize a truly walkable, urban neighborhood. By building up—and building well—the district fulfills its original promise as a premier live/work/play environment that is active beyond event days.

The skyline, too, becomes part of the strategy. Carefully stepped heights and a composition of varied forms preserve Cincinnati's iconic views while introducing new ones. An iconic tower at Freedom Way and Rosa Parks Street signals confidence—marking the riverfront with ambition and completing Cincinnati's reorientation to the Ohio River.





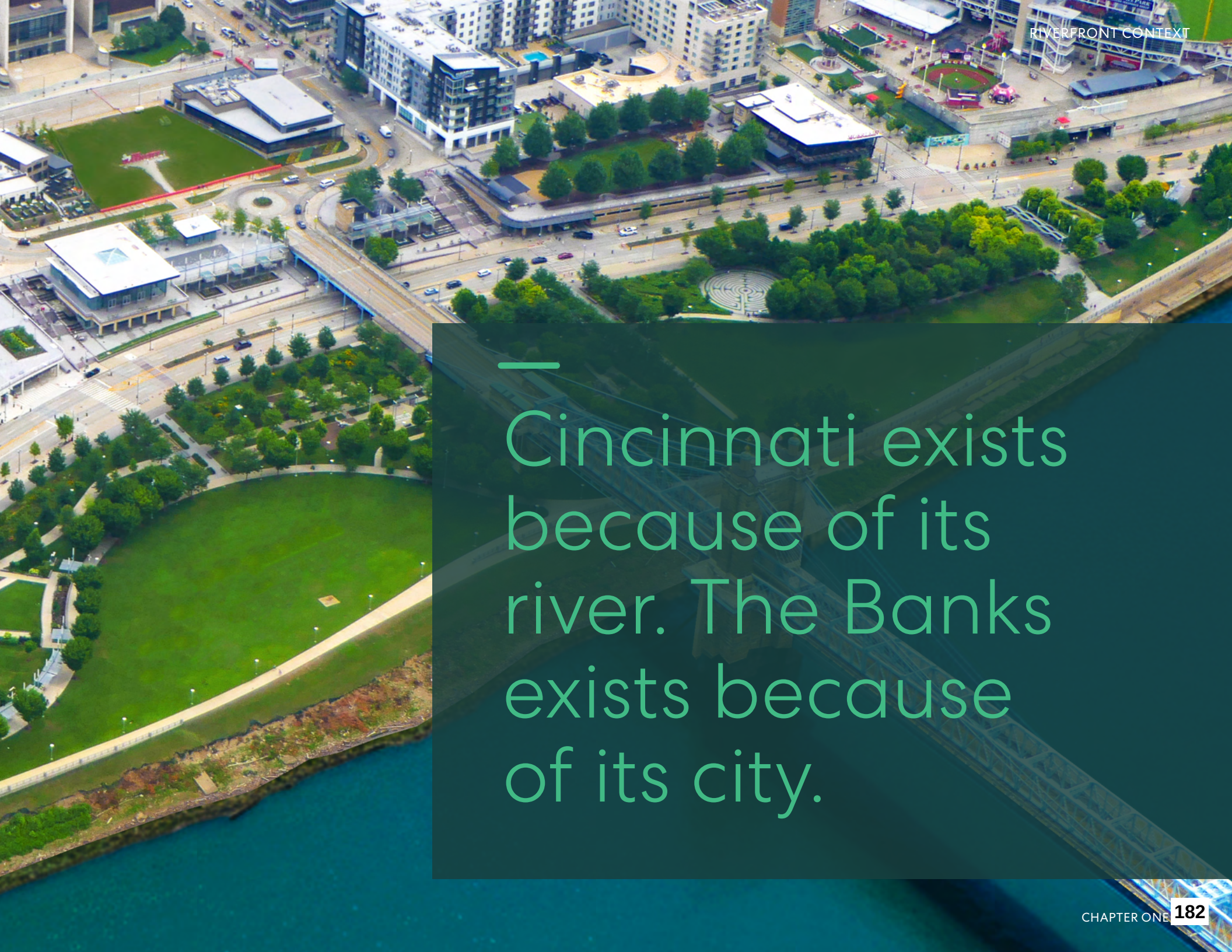
Conceptual renderings (ground level & birdseye) of Freedom Way Shared Street Concept and conceptual new public plaza fronting The National Underground Railroad Freedom Center connecting the east and west segments of Freedom Way.

01 Riverfront Context

The Banks is the 'front door' to Cincinnati, the gateway to the city along the shores of the Ohio River. Its identity is shaped by over 25-years of important civic investments — parks, sports venues, museums, music venues, infrastructure — and the district isn't finished yet.


PARKING


PAYCOR STADIUM



Cincinnati exists because of its river. The Banks exists because of its city.

PROJECT UNDERSTANDING
THE BANKS RIVERFRONT DISTRICT

The Banks Urban Plan Update represents a renewed commitment to realizing the full potential of Cincinnati's historic riverfront. This concept plan and design guidelines will elevate the future to a bigger and bolder Riverfront District.

Cincinnati exists because the river exists. Long before streets or buildings, glaciers carved the Ohio River Valley, scraping away younger soils and revealing some of the oldest geological layers in the state. As the ice retreated, it shaped the hills, valleys, and thresholds that still define the city today. The river was not just a scenic edge—it was the reason this place formed, the engine of movement, trade, and settlement.

Yet as Cincinnati grew, its relationship to the river shifted. Early planning decisions turned Cincinnati's back to the water, treating the river as a working edge rather than a civic front door. Rail infrastructure, industrial uses, and later highway investments reinforced this orientation, pulling activity inland and away from the riverfront.

Over the last century, Cincinnati has taken a series of incremental steps to repair that disconnect—parks, stadiums, cultural destinations, and public spaces that gradually brought people back to the river and brought the river back into civic life.

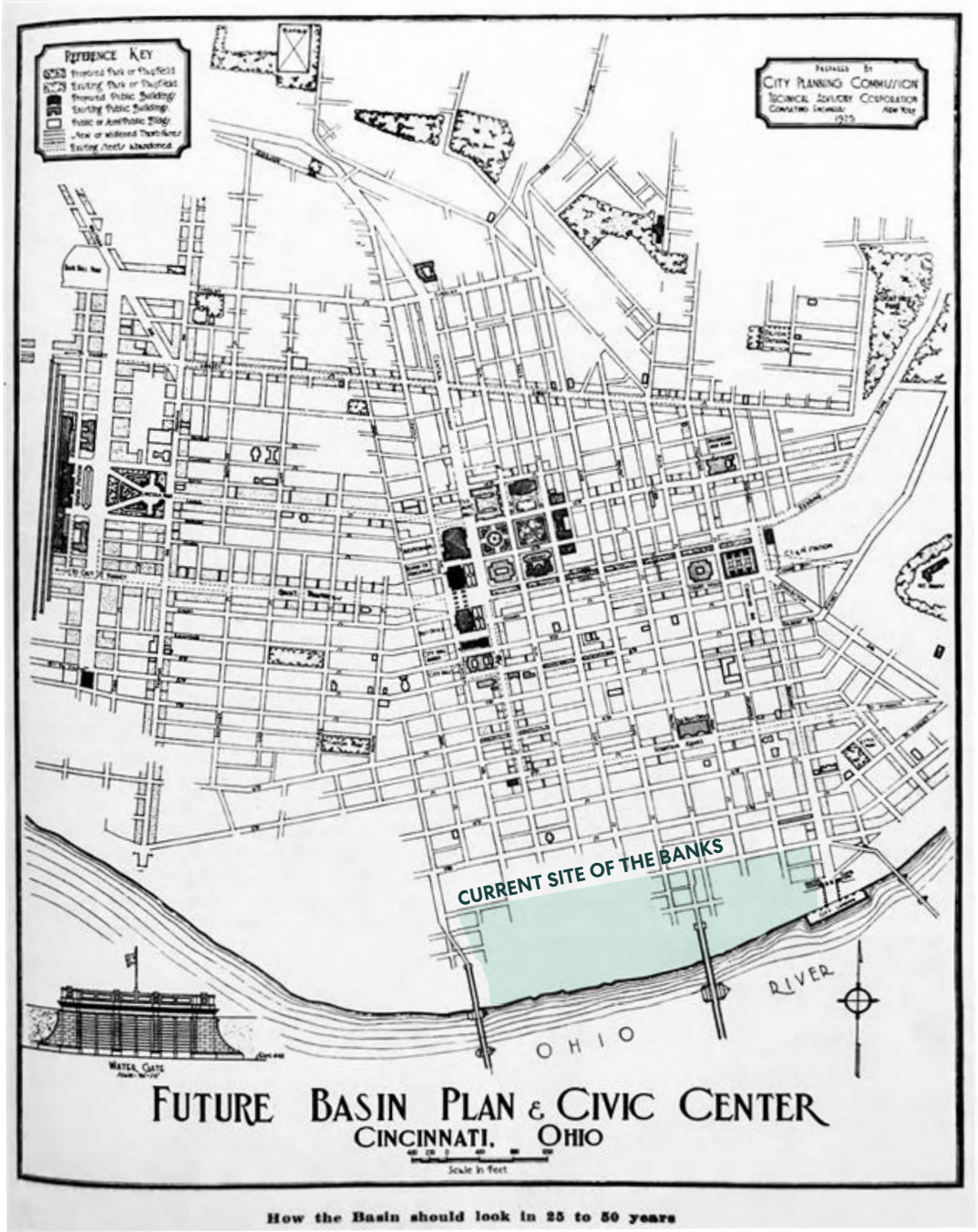
The Banks represents the final and most consequential step in that long reorientation. This is not another incremental adjustment. It is a bold, comprehensive move that completes the arc—connecting the river to the city and the city to the river at once. By treating the remaining riverfront parcels as a single, integrated district,the plan rejects piecemeal development in favor of a unified vision that aligns landscape, public realm, architecture, and development.

The Banks is where centuries of natural forces and decades of civic ambition converge. It is the moment Cincinnati fully faces its river again—and, in doing so, defines a new future rooted in its deepest origins.

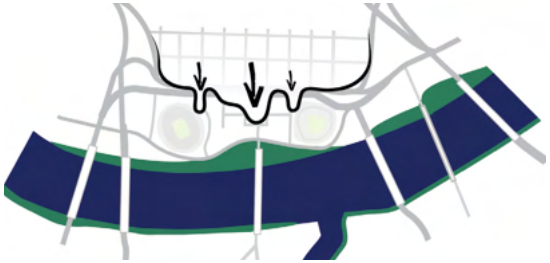


ABOVE
1904 Cincinnati Riverfront, Cincinnati, Ohio.

RIGHT
1925 city planners view of the Cincinnati Basin and Civic Center (Ohio Historical Society Collections, Ohio History Connection)

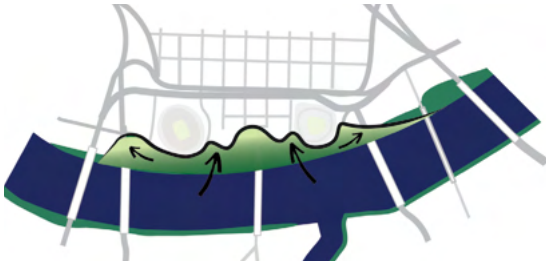


How the Basin should look in 25 to 50 years



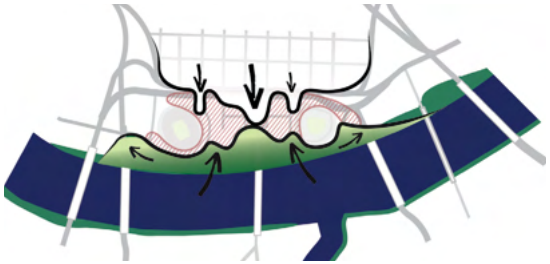
PULL THE CITY TO THE RIVER

Fort Washington Way was reconstructed and sunk into its current below-grade configuration in 2000. The threshold it creates further disconnects the waterfront from Downtown's core.



PULL THE RIVER & SMÅLE PARK TO THE CITY

Småle Park completed a critical missing link in the chain of riverfront parks and trails. This catalytic investment is a huge draw , but connectivity to this asset is lacking.



THE OPPORTUNITY

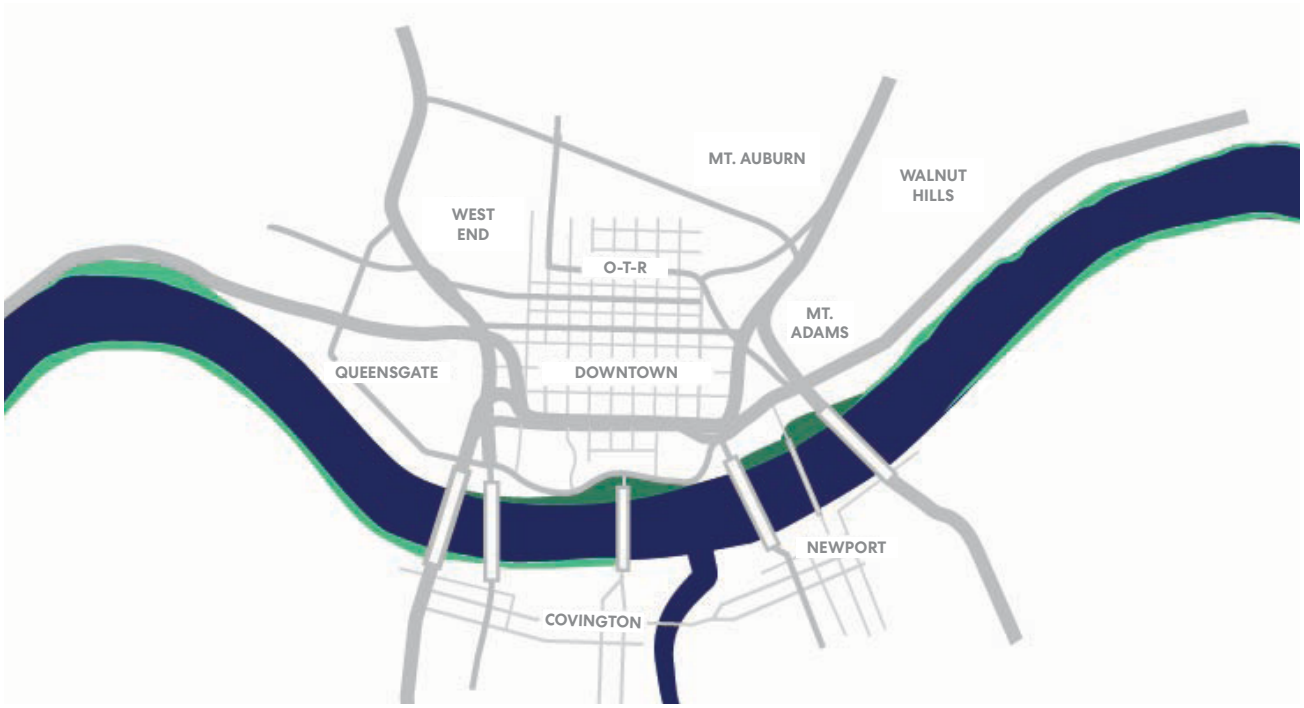
Two forces converge at The Banks: the city reaching toward the river, the river reaching back toward the city. The district's opportunity lies in activating this threshold and completing the connection.

Cincinnati's Riverfront

The Cincinnati Riverfront has a long history of flooding tied to the Ohio River's variable stages.

Since April 1, 1922, the officially recorded flood stage at Cincinnati has been 52 feet, and the Ohio has exceeded that level more than 100 times since then; water above 65 feet is considered a major flood. In the worst event on record, the 1937 flood peaked near 80 feet, submerging significant waterfront areas and disrupting commerce and neighborhoods along the river. Persistent flood risk shaped subsequent riverfront planning and infrastructure investments.

Redevelopment of The Banks in the late 1990s and 2000s included elevated infrastructure and the Central Riverfront Garage (CRG) designed above historic flood levels to support parking, transit access, and riverfront development. Construction of this critical garage and broader public infrastructure was funded jointly by the City of Cincinnati and Hamilton County through grants, local revenues, and tax increment financing, anchoring flood resilience and mixed-use growth.



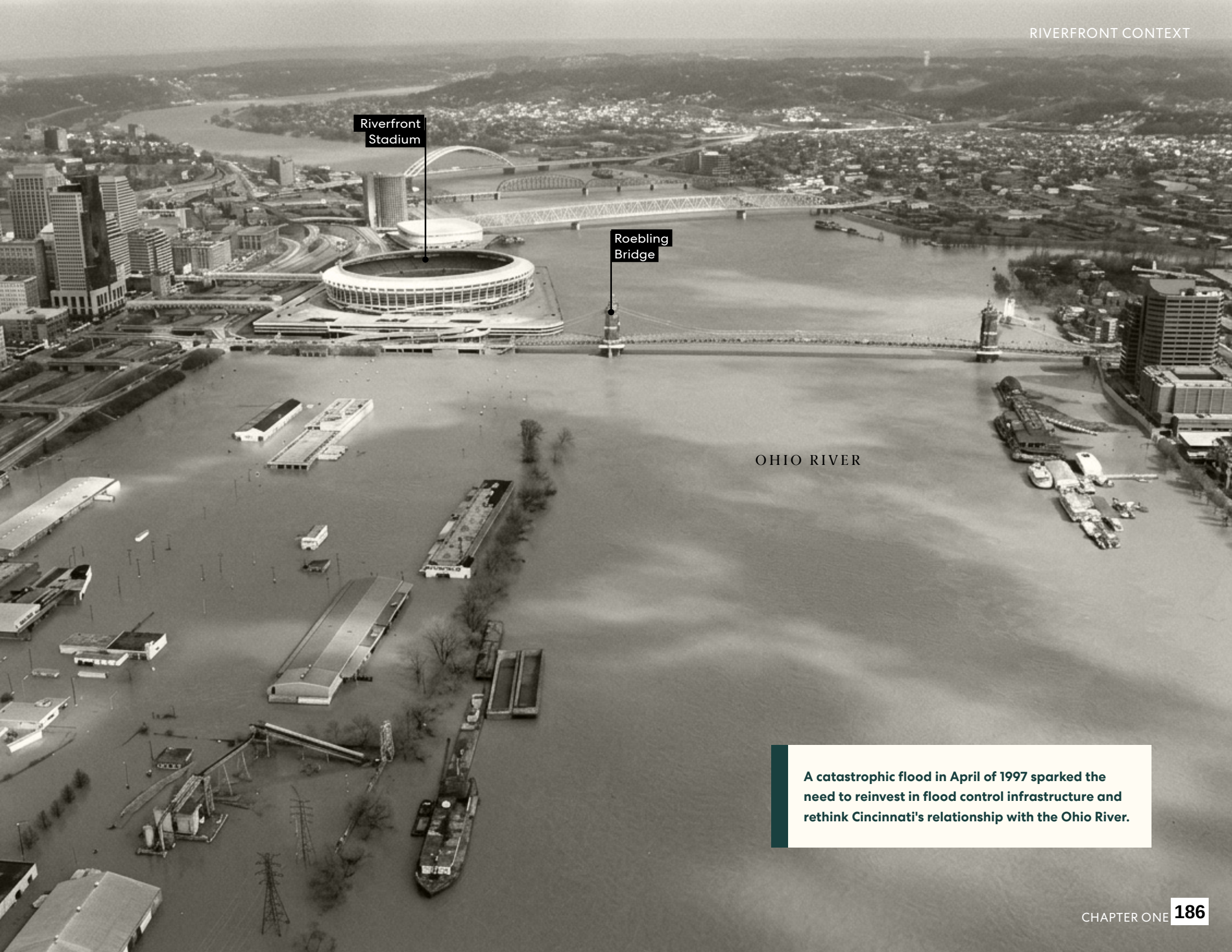
PROJECT BACKGROUND

The Banks has evolved through a series of coordinated public actions, private development efforts, and zoning amendments over nearly three decades. Each phase reshaped the district's physical form, market expectations, and regulatory framework.

Early phases delivered the stadiums, Småle Riverfront Park, the National Underground Railroad Freedom Center, and initial mixed-use development. Those investments reshaped the riverfront's physical form and reintroduced the city to its edge. What never fully took hold was the everyday district life those plans anticipated. Development arrived unevenly.

Ground floors struggled outside peak events. Several parcels remain undeveloped, still governed by entitlements written for a different market moment. Today, The Banks is defined more by its anchors than by a shared identity.

The Banks Urban Plan Update represents a renewed commitment to realizing the full potential of Cincinnati's historic riverfront. Stadium reinvestments are underway. Freedom Way is poised for change. Federal infrastructure funding is opening doors long thought closed. Public and private stakeholders are aligned around the need for a clearer path forward. This plan responds to that moment by aligning market opportunity, civic goals, and design intent.



A catastrophic flood in April of 1997 sparked the need to reinvest in flood control infrastructure and rethink Cincinnati's relationship with the Ohio River.

PLANNING HISTORY OF THE BANKS

The Banks has evolved through a series of coordinated public actions, private development efforts, and zoning amendments over nearly three decades. Each phase reshaped the district's physical form, market expectations, and regulatory framework.

The last 20 years of planning along Cincinnati's riverfront area is underpinned by The 1994 Vision for Downtown Cincinnati was a comprehensive strategic planning document commissioned by the City to guide reinvestment, connectivity, and riverfront transformation during a pivotal period of downtown transition. The 1994 Vision reset Downtown's trajectory at a time of disinvestment. It framed the riverfront as a development opportunity rather than a barrier and established the long-term strategic logic that influenced the reconstruction of Fort Washington Way, the creation of Småle Riverfront Park, and the eventual development of The Banks district.



A multipurpose Riverfront Stadium was constructed between 1968 and 1970 and officially opened on June 30, 1970, as a multipurpose venue for both the Cincinnati Reds and Cincinnati Bengals. 1997 Aerial Imagery Cincinnati Riverfront, Google Earth imagery © Google (Accessed 2025)

1997-2005

ESTABLISHING THE VISION & BUILDING ANCHORS

The 1997 Concept Plan and 2000 Central Riverfront Urban Design Master Plan (Urban Design Associates) established the original framework for The Banks.

The plan envisioned approximately 1.5 million square feet of mixed-use development, including:

- 900–1,300 residential units
- 400,000–500,000 square feet of retail and entertainment
- 100,000–200,000 square feet of office
- A 200–400-room hotel

Blocks were primarily low- to mid-rise. Building heights generally stepped down toward the river. The vision emphasized a 24-hour, pedestrian-oriented urban neighborhood that would reconnect downtown to the Ohio River through civic space, active ground floors, and a diverse mix of uses.

Between 1998 and 2003, Cincinnati replaced the Riverfront Stadium with two sport-specific facilities—Paul Brown Stadium (now Paycor Stadium, 2000) and Great American Ball Park (2003)—fundamentally reshaping the central riverfront. The National Underground Railroad Freedom Center opened in 2004. These projects anchored a new era of reinvestment and set the physical and economic framework for The Banks district.

This plan set the urban design logic that still structures the district today.

2006 - 2016

DEVELOPMENT EXPANSION & PLAN AMENDMENTS

In 2006, the Central Riverfront Park Plan was approved, defining the open space and landscape armature that became Småle Riverfront Park. That framework reshaped how the district met the river and formalized the relationship between development blocks and public space.

In 2006, a major amendment to Planned Development #43 (PD-43) significantly increased allowable development capacity in response to evolving market assumptions. Total permitted square footage increased to approximately 2.8 million square feet—an expansion of roughly 1.35 million square feet over the original 2000 plan.

Maximum heights increased to 30 stories in select locations. Land use ranges were broadened to provide flexibility:

- Office: 200,000 to 1,000,000 square feet
- Retail: 200,000 to 400,000 square feet
- Hotel: 200,000 to 400,000 square feet
  Lot 13 was formally added into PD-43 after being unintentionally omitted in the initial zoning adoption.

This period marked a shift from modest urban infill to high-density vertical development potential. These investments transformed the physical environment and established The Banks as a regional destination.

2012-2022

DELIVERY OF CULTURAL AND PARK ANCHORS

During this period, major civic investments reshaped the riverfront:

- Småle Riverfront Park (initial phase opened, 2012; subsequent phases completes 2013-2015)
- The initial mixed-use phases along Freedom Way: North side (2013). South side (2015), 25 East and additional residential/ office (2018), and The Foundry / later residential additions (2020-2021)

The 2019 PD-43 amendment broadened permitted uses across key sites, including Lots 1, 13, 18, 23, 24, 25, 27, and 28. The amendment increased flexibility to respond to contemporary market conditions and formalized entitlements for:

- The Andrew J. Brady Music Center (2021)
- The ICON Festival Stage (2021)
- Cincinnati Black Music Walk of Fame (2023)
  Related entertainment and event uses

This phase reinforced The Banks' role as an entertainment destination while further expanding regulatory flexibility for remaining parcels. However, development occurred in phases, often tied to event-driven demand. Several parcels remained undeveloped. Ground-floor vitality outside peak events remained inconsistent.

2024 - TODAY

THE BANKS DISTRICT PLAN UPDATE

With only five development parcels remaining and major entertainment anchors preparing for reinvestment, The Banks Public Partnership initiated an update to the urban plan to clarify the district's next chapter. The focus centers on refined Design Guidelines for the final parcels—establishing clear expectations for density, form, materiality, and public realm performance.

The Banks District Plan Update (2026) sets a decisive, implementation-driven framework to complete the riverfront as a cohesive urban neighborhood—one defined by residential intensity, enduring public spaces, disciplined architectural standards, and a development pathway grounded in market reality and long-term stewardship.

Refer to Appendix for The Banks' Lot numbers

WHERE THE DISTRICT STANDS TODAY

Today, The Banks reflects the layered outcomes of these planning decisions:

- A strong park and public realm framework
- Significant vertical density entitlements
- Major cultural and sports anchors
- Remaining undeveloped parcels governed by high-capacity zoning
- A shared structural platform (CRG) shaping how development occurs

The original vision of a 24-hour, seven-day-a-week mixed-use neighborhood remains only partially realized. The regulatory envelope allows substantial additional development. The market conditions have evolved. The public realm expectations have increased.

This Urban Plan Update builds on efforts of the past. It aligns market reality, infrastructure investment, and design intent to ensure that the remaining phases of The Banks move from incremental build-out to coordinated completion.

The Banks as currently built has not achieved the desired residential densities envisioned in past plans.

ORIGINAL VISION

The 2000 Master Plan Vision stated:

- The Banks should create a 24-hour, seven-day-a-week diverse pedestrian-friendly urban neighborhood.
- The design of The Banks should foster a diverse welcoming, pedestrian friendly urban character.
- A diverse, pedestrian friendly urban neighborhood with a mix of uses, including residential housing, specialty-retail stores, restaurants and entertainment, office and boutique hotel space.

2000 Masterplan Vision for The Banks, UDA (2000)

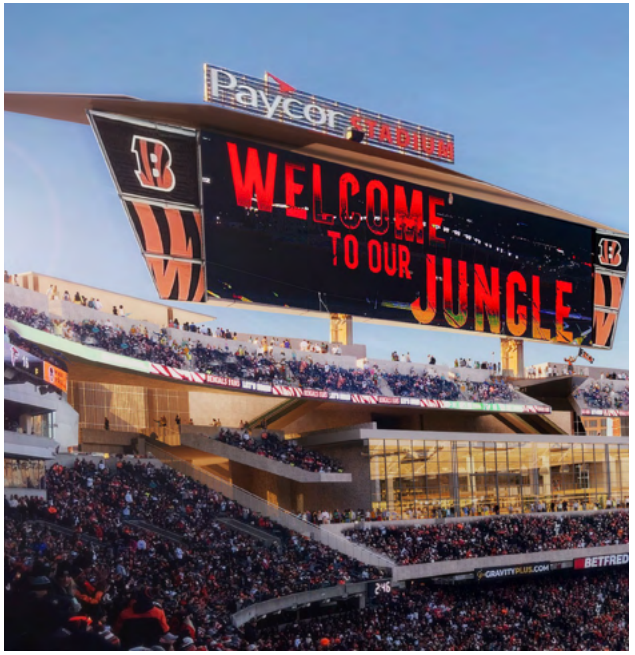




The Banks Today

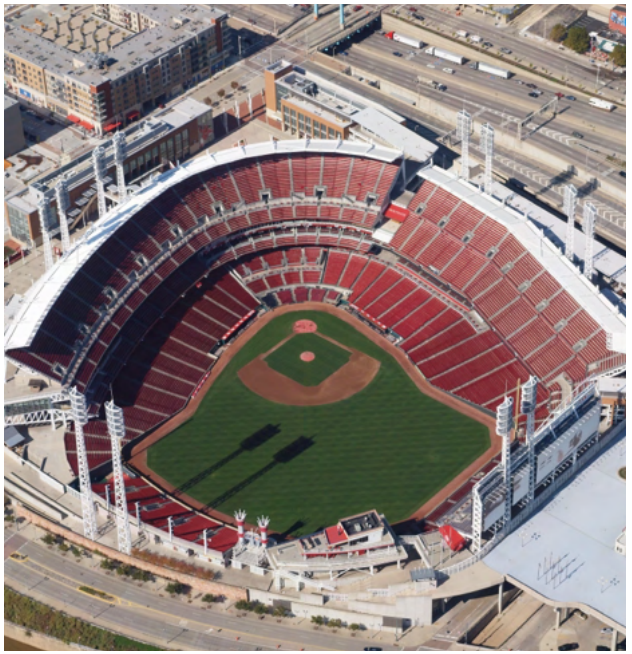
A signature riverfront district defined by world-class sports venues, cultural institutions, iconic public spaces that collectively anchor Cincinnati's most visible urban address.

The economic impact of The Banks is huge and growing. According to a 2025 study conducted by the University of Cincinnati, the district generates approximately $2.5 billion in combined direct and indirect economic output each year, supporting 28,124 jobs and nearly $1.3 billion in total earnings across the Cincinnati metropolitan area. In addition to employment and income impacts, district activity produces an estimated $89.4 million in annual state and local tax revenue, reinforcing the public return on decades of investment in riverfront infrastructure, civic venues, and placemaking.









BY COLUMN

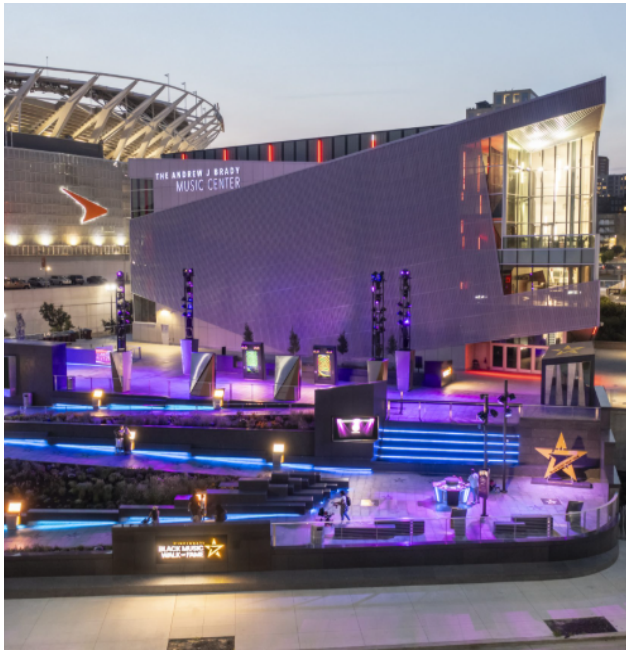
1. Paycor Stadium (MSA)
2. The Andrew J Brady Music Center (Hamilton County)
3. National Underground Railroad Freedom Center (WikiCommons)
4. The Great American Ball Park (CINFAB)













BY COLUMN

1. Småle Riverfront Park (Sasaki)
2. AC Hotel Cincinnati at The Banks (Marriott)

3. Heritage Bank (Cincinnati Cyclones)
4. Cincinnati Black Music Walk of Fame

5. Carol Ann's Carousel Pavilion (Sasaki)
6. Current at The Banks

BANKS ANCHORS AND ASSETS

Paycor Stadium anchors the west end and sets the rhythm for major events. The Stadium 2.0 concept signals long-term investment and renewed attention to fan experience. Gate D remains the primary front door, underscoring the need for a civic plaza that feels intentional rather than leftover. Any nearby development must preserve fan access, honor lease obligations, and complement the stadium rather than compete with it.

Great American Ball Park anchors the eastern edge of The Banks and remains one of Cincinnati's most important civic and economic drivers. The Cincinnati Reds organization has consistently championed improvements that enhance fan experience, pedestrian safety, and connectivity throughout the district. Long-standing conversations around elevating Freedom Way as a premier fan promenade. Opening Day and other high-attendance events demonstrate the district's capacity to bring the city together, activating surrounding streets and public spaces.

Heritage Bank Center sits at a pivotal location with an uncertain future. Stakeholders are divided between retrofit and full redevelopment. Concepts range from a re-imagined arena to mixed-use redevelopment tied to Småle Park and the marina. The site represents one of the district's most transformative opportunities.

The National Underground Railroad Freedom Center occupies a unique place here, anchored physically and symbolically at the river's edge. The museum confronts the struggle for freedom and honors those who sought it, its presence marked by Freedom's Eternal Flame, a powerful emblem of perseverance that silently calls for remembrance and action in every season.

The Banks destinations bring nearly 8-million people to Cincinnati's 'front door' each year.

Brady Center and ICON Stage drive spring-through-fall programming but lack the surrounding uses needed to support pre- and post-event activity. Noise complaints and thin ground-floor offerings point to the need for a more deliberate public realm strategy that pulls visitors deeper into the district.

Småle Riverfront Park is the district's emotional center. The John G. and Phyllis W. Småle Riverfront Park—named for the Småle family's transformative philanthropy—creates open, accessible space that frames these stories against the Ohio River and connects people to one another, to the water, and to the city's pulse. Families, runners, and visitors use it daily. Its edges remain poorly stitched to adjacent blocks, limiting the benefit of its success. Stakeholders see strong potential to enhance gateways, extend connections east, and better integrate park programming with surrounding development.

The Cincinnati Black Music Walk of Fame is located along the riverfront promenade at The Banks, positioned between Paycor Stadium and Great American Ball Park near the Andrew J. Brady Music Center. The installation features permanent medallions embedded in the pavement recognizing inductees with ties to Cincinnati's music legacy. Interpretive signage and gathering space allow visitors to learn about each artist's impact on genres ranging from funk and R&B to jazz and gospel. Integrated directly into a primary pedestrian route, the Walk of Fame strengthens the district's cultural identity while contributing to year-round public realm activity.

> There were **7.9-million total visits to The Banks in 2024**, with 3-million unique visitors. Of theses visits, nearly half were by people who visited **more than 5 times** in one year. Many of these repeat visits may be attributed toward seasonal ticket holders and game seasons. (Placer.ai, Project Report 2025)


DUKE ENERGY CONVENTION CENTER
FOUNTAIN SQUARE
LYTLE PARK
3rd St.
2nd St.
Race St.
Rosa Parks St.
71
Marian Spencer Way
Joe Nuxhall Way
E. Pete Rose Way
Broadway St.
Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Freedom Way
Central Ave.
Elm St.
BENGALS PRACTICE FIELD
PAYCOR STADIUM
GREAT AMERICAN BALL PARK
HERITAGE BANK
Mehring Way
SMALE RIVERFRONT PARK
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
John A. Roebling Suspension Bridge
Taylor Southgate Bridge
Clay Wade Bailey Bridge
OHIO RIVER

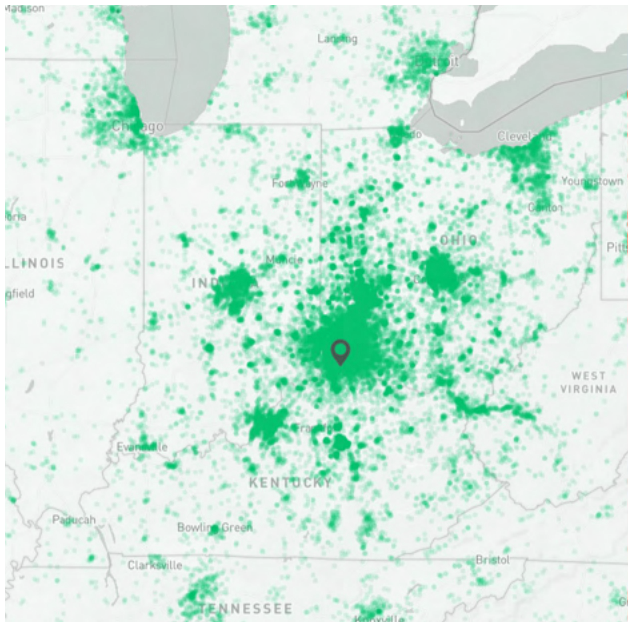
Sports is Civic Pride

The rhythm of The Banks shifts dramatically between event days and ordinary days. Streets transform, curb access changes, and parking demand spikes during games and concerts.

Bengals fans flood the district on autumn Sundays with chants and orange pride, celebrating a franchise that has carried Cincinnati into multiple playoff seasons and an AFC Championship appearance, making fall not just game day but part of the city's seasonal rhythm. Reds fans bring a different cadence: the crack of the bat at Great American Ball Park, decades of baseball lore, and the shared joy of Opening Day that signals spring's arrival. These experiences aren't mere entertainment—they're threads in Cincinnati's shared identity, connecting generations through collective memory.



On non-event days, quieter sidewalks expose the need for stronger everyday uses. Land ownership within The Banks is shared among multiple public and private entities, including interests associated with Paycor Stadium and other major civic facilities. These ownership conditions, combined with the presence of large-scale event venues, introduce operational requirements that directly affect development form, access, and circulation. This plan treats that dual identity as a design challenge rather than a liability. Streets, ground floors, and access systems must flex without becoming confusing or hostile to daily users.



RIGHT
Dot Density map of Home Location of Visitors who made at least 1 visit to The Banks in 2024 (Placer.ai)

ABOVE
View of a game night at The Banks (The Banks)

RIGHT
Paycor Stadium, home of The Bengals. (Courtesy of The Bengals)

BELOW
The block party outside the Cincinnati Reds' Great American Ball Park on Opening Day 2014. (Cincinnati Reds)

Daily visitation at The Banks shifts substantially based on event programming. According to Placer.ai analysis in 2024, visitation increases to approximately 91,000 on Bengals home game days (11 days, including preseason) and 44,000 on Reds home game days (81 days), compared to 12,000 on non-game days (273 days).





VENUE	SEATING CAPACITY	DETAILS
Paycor Stadium	65,515 seats	Record attendance: 67,260
Heritage Bank Center	17,556 seats	Largest indoor arena in Greater Cincinnati
Great American Ball Park	43,500 seats	Includes premium seating areas and club access

The Banks is tuned to game day but needs to evolve for every day vitality.

DEFINING DISTRICT USERS

The Banks attracts a wide range of audiences, each with distinct needs. Game day fans expect clarity, capacity and tradition as they navigate stadiums. Residents need consistency, services, and a sense of home as they maneuver through the District for day-to-day needs. Downtown workers look for convenience and safe midday streets that connect them to their patrons and place of work. Visitors depend on clear gateways and intuitive paths for exploration. Families seek comfort, shade, and places to pause for multiple ages and abilities. For each group, The Banks must maintain some essential strong, flexible systems: Circulation must remain legible under capacity pressure. Ground floors must work harder than a single tenant type. Buildings must absorb operational demands without letting them dominate the public face of the district.

Expectedly, The Banks has consistently inclined its urban landscape toward event-goers, supporting periodic peaks in high-volume, seasonal visitorship. When we examine The Banks today, eight key users contribute to the district's performance, including game day fans, non-sports event-goers, tourists and visitors, hospitality and destination patrons, families, outdoor recreators, local residents, the downtown workforce.

While each user holds separate needs, many share overlapping journeys between destinations, formulating distinct groups such as major event attendees, culture-seekers, people at play, and those seeking amenities and convenience. Calibrated toward this user framework, design interventions and future development will better achieve an active, sustained, and generative public realm. The Banks must attend to comprehensive visitor experiences and improve cross-pollination between district destinations.



Major Event Attendees

This journey is made up of places build to handle a crowd while still feeling like a *place*.

1. **Game Day Fans —** Bengals and Reds attendees, tailgaters, out-of-town visitors who need:
   - Clear parking access + tailgating space (non-negotiables)
   - Safe and intuitive pedestrian circulation
   - High-capacity food & beverage options
   - Temporary closures that support but don't confuse
2. **Event-Goers (Non-Sports) —** Attendees at Brady Center, ICON Stage, Freedom Center, festivals who need:
   - Places to eat, drink, and gather before/after shows
   - Coordinated event wayfinding + programming
   - Safe and welcoming nighttime environment
   - Seamless transit, rideshare, or walk access



Culture Seekers

This journey has a natural itinerary, effortless to navigate and impossible to forget.

3. **Tourists & Visitors —** Regional day-trippers, hotel guests, museum and event attendee who need:
   - Clear gateways and intuitive navigation
   - Safe pedestrian routes (especially from garages or bridges)
   - Strong retail and cultural offerings
   - Public space that invites lingering

4. **Hospitality & Destination Patrons —** Hotel guests, conference attendees, prospective tenants/investors need:
   - Easy access to hotels and transportation
   - Memorable first impressions of the district
   - Amenities like cafes, walking routes, and scenic views
   - A vibrant district identity that feels worth returning to



People at Play

This journey has close-proximity parking, with a welcoming district that makes planning and playing easy for all ages.

5. **Families —** Local or regional families using Småle Park, attending events, or exploring the riverfront who need:
   - Public restrooms, shaded seating, easy stroller access
   - Family-serving food options
   - Experiences that go beyond the playground
   - Safe play areas and informal kid-friendly zones

6. **Outdoor Recreation —** Local or regional families using Småle Park, attending events, or exploring the riverfront who need:
   - Family-serving food options
   - Public restrooms, shaded seating, easy stroller access
   - Experiences that go beyond the playground



Amenity and Convenience

This journey has direct access, convenience, and variety that makes mid-day meals, errands and moments better.

7. **Local Residents —** People living at or near The Banks, future residential populations need:
   - Access to groceries, green space, services and amenities that reinforce the premier Downtown location.
   - Safe, clean, neighborhood feel year-round
   - Protection from noise, congestion, and event spillover
   - Buildings with personality—not just stadium backdrops

8. **Downtown Workforce —** Employees in nearby office buildings, government centers, and service jobs who need:
   - Lunch spots, grab-and-go food, coffee
   - Quick in-out parking for short retail stays
   - Safe and efficient midday walkability
   - Transit access and clear wayfinding
   - Plazas or pocket parks for quick breaks

The Banks Today

Interconnected yet illegible, The Banks has an existing network of streets and sidewalks, but circulation within the District is far more complex than it appears on the map.

While The Banks benefits from a traditional street grid and a continuous network of sidewalks, circulation within the district is far more complex than it appears on a map. The Central Riverfront Garage (CRG) introduces multiple vertical layers—below-grade parking, elevated platforms, stadium entries, and grade changes—that disrupt intuitive wayfinding. Access points are dispersed and often visually understated. Pedestrian routes shift between curbside sidewalks, raised decks, interior garage connections, and event-controlled streets. Signage and directional cues are inconsistent across ownership boundaries, creating confusion for first-time visitors and inefficiencies during peak events.

The result is a district that functions, but not always legibly. For a place that serves tens of thousands of visitors clarity of access must become as intentional as the architecture itself.

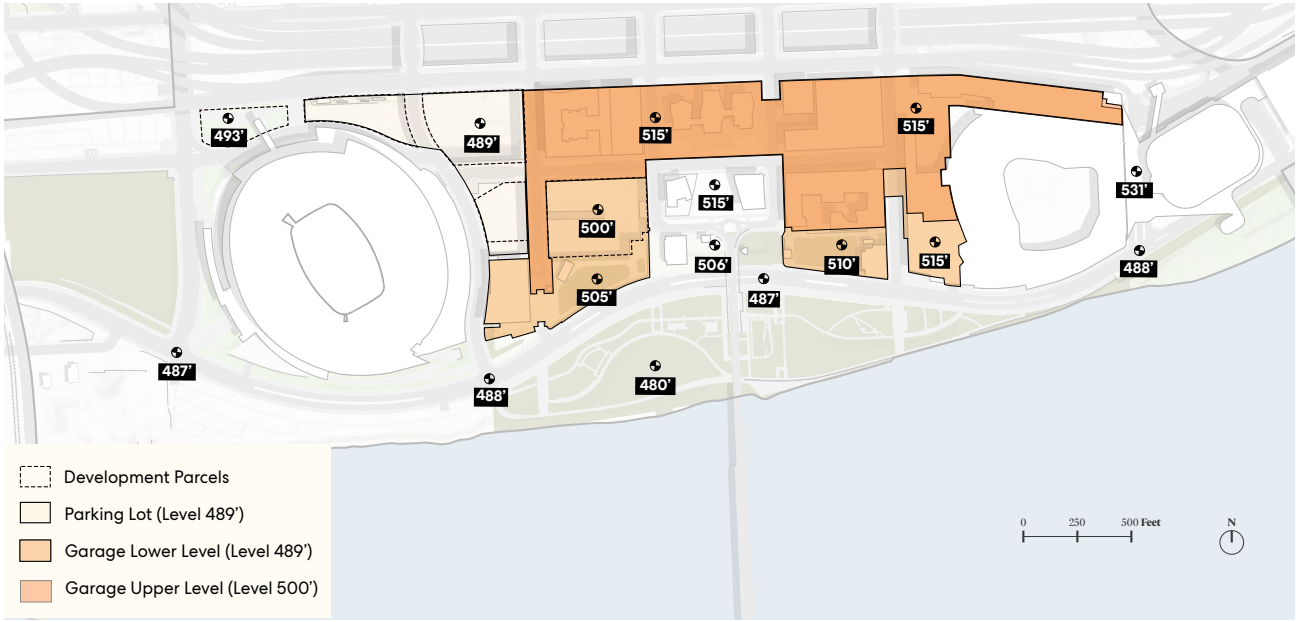
DISTRICT LEVELS

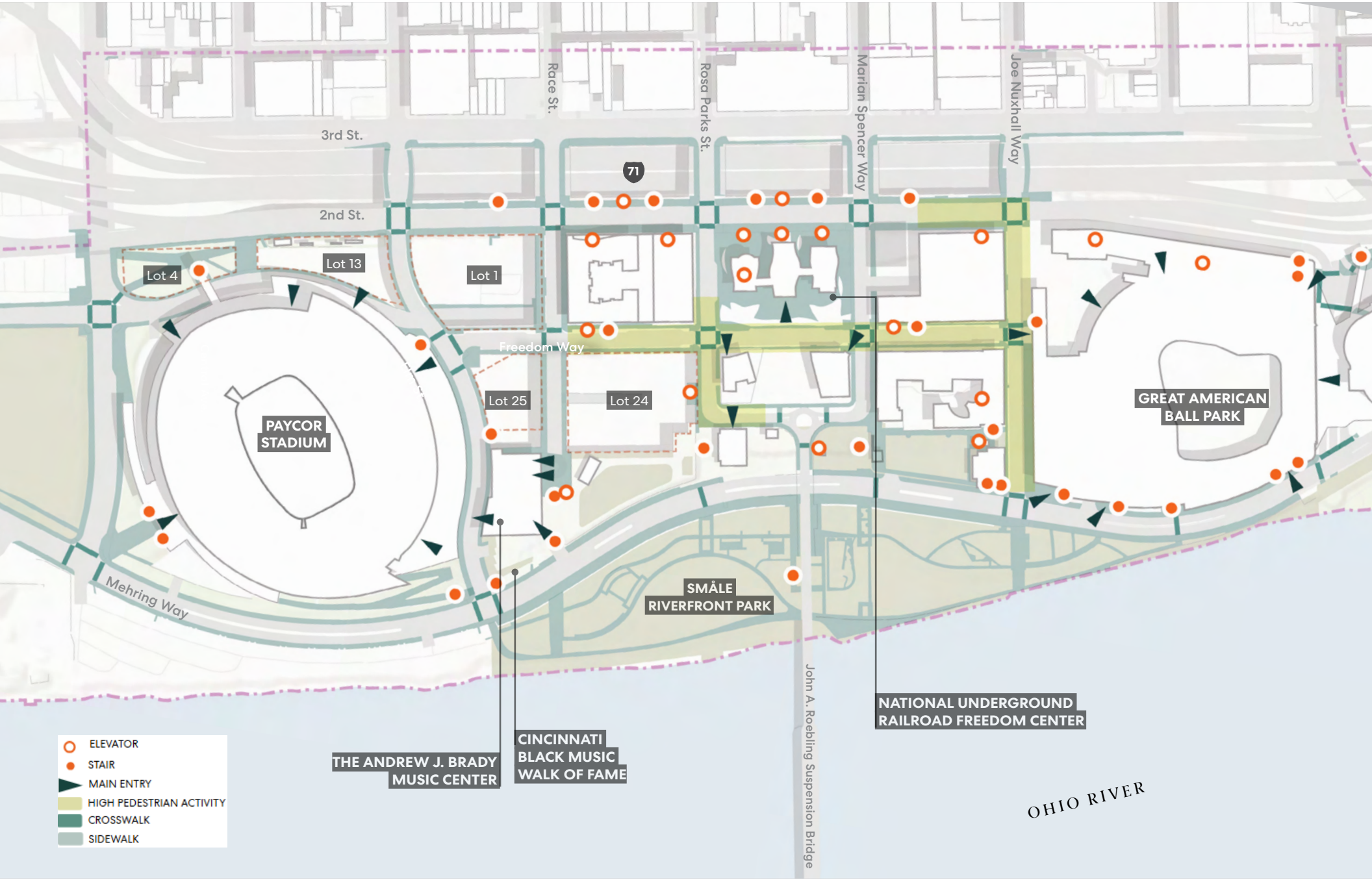
The 515' datum refers to an approximate elevation of 515 feet above sea level (FASL) that functions as the effective ground plane across much of The Banks district. Established during construction of the Central Riverfront Garage (CRG), this elevation forms a continuous structural platform above historic flood levels and supports the primary street network, plazas, and building entries.

As one crosses The Banks from Downtown toward the Riverfront edge, you can notice that the district retail frontages and destinations sits above portions of the riverfront infrastructure and garage systems below. As a result, circulation occurs across multiple vertical layers, with stairs, ramps, and internal connections linking the elevated platform to lower riverfront paths and garage levels.

RIGHT
Pedestrian Circulation, Vertical Access, and Building Access

BELOW
Generalized Elevation of Banks Area




Race St.
Rosa Parks St.
Marian Spencer Way
Joe Nuxhall Way
3rd St.
2nd St.
71
Lot 4
Lot 13
Lot 1
Freedom Way
Lot 25
Lot 24
PAYCOR STADIUM
GREAT AMERICAN BALL PARK
Mehring Way
SMALE RIVERFRONT PARK
John A. Roebling Suspension Bridge
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
OHIO RIVER
ELEVATOR
STAIR
MAIN ENTRY
HIGH PEDESTRIAN ACTIVITY
CROSSWALK
SIDEWALK



LEFT *Walnut Street Staircase leading from The Banks to the riverfront. (Courtesy of The Banks)*

PUBLIC PERCEPTION: A CRITICAL FACTOR

Since planning for this major riverfront development began over 25 years ago, public perception of the area we know as The Banks has been tied to broader social determinants affecting metropolitan life--the economy, health, employment, education, housing, recreation, and public safety. As these conditions have vacillated between positive and negative extremes, so too has public perception of The Banks' personal experience, economic performance, and safety.

Before groundbreaking, skeptics pointed to what they claimed was a slow start and concluded not much would result. Yet between 2000 and 2025, with construction completed on all but five lots available for development, public sentiment has generally supported The Banks as a viable mixed-use neighborhood with dining, education, sports, residential, and award-winning greenspace. This evolution demonstrates the district's resilience, even as perception continues to be shaped by immediate conditions on the ground.

Public Perception Today

Public perception feedback for this planning process was collected through a combination of stakeholder polling, targeted surveys, and facilitated Steering Committee discussions, capturing perspectives from residents, visitors, partners, and civic stakeholders. Recent polling reveals a clear gap between the scale of investment at The Banks and how the district is currently perceived by the public. Survey responses consistently describe The Banks as highly recognizable and strongly associated with major events, yet less frequently viewed as a comfortable, everyday place to visit outside of game days or concerts.

Safety concerns, limited reasons to linger during non-event periods, and a sense that the district "shuts down" at certain times emerge repeatedly in the data. While respondents acknowledge the district's assets--its riverfront setting, cultural anchors, and public spaces--those strengths are often overshadowed by concerns about experience, management, and consistency. This feedback underscores that public perception is shaped less by individual destinations and more by how the district performs as a whole.

The public's attitude toward safety has proven particularly influential in shaping perception of The Banks. Polling conducted in July 2025 showed that public perception of personal safety was notably negative, with only 40% of respondents rating safety above 5 on a 10-point scale. This translated directly to fewer visitors, fewer patrons, and reduced economic impact. By August, polling on safety showed signs of rebound, albeit slowly, further emphasizing both the importance of safety and the power of public perception in creating and sustaining economic growth.

When asked to describe what The Banks "re-imagined" would become, respondents clearly identified "enhanced safety and security" as a major theme--underscoring that addressing perception requires confronting real conditions on the ground.

Engagement Pathways

The Riverfront Plan Update included a public engagement process designed to give stakeholders--those with a vested interest in the success of The Banks and a revitalized Riverfront--an opportunity to engage in visioning and developing "what's next."

Since 2008, The Banks Public Partnership has maintained consistent communication channels with the community. Initially focused on documenting construction progress through monthly reports covering safety, inclusion, schedule, and budget, the communication program evolved to include information about economic impact, the growing entertainment district, expansion of Småle Riverfront Park, and new features adding to visitor appeal.

For this planning process, a dedicated engagement platform at RiverfrontUpdate.com invited users of The Banks and members of the general public to respond to questions about their current experience and their vision for the future. Online polls, conducted periodically throughout the Plan Update process, invited community members to offer input on various aspects of The Banks as it exists today, The Banks of the future, and specifics of how to grow and sustain a vibrant place that welcomes all.

RESULTS SUMMARY

Two polls conducted during the planning process reveal an important arc in public sentiment:

The First Poll (July-August 2025, 529 respondents) captured community perspectives during a period marked by high-profile safety incidents. When asked if they would recommend The Banks to a friend, colleague, or visitor to the city, responses ranged widely, with 19% rating it 0 (extremely unlikely) and 10% rating it 10 (extremely likely). When asked to describe how they felt during their last visit in a single word, safety concerns dominated--the theme of "unsafe" appeared three times more frequently than "fun."

However, positive comments also emerged. Respondents described the district as convenient ("Parking was convenient to the restaurant and it was quick and easy to get where I wanted to go"), energized ("I usually go down for sporting events, so the energy is always high and enthusiastic"), and enjoyable ("Energized, vibrant, diverse, wide range of people and events"). Negative comments cited unsafe feelings, concerns about homelessness and drug use, and unpredictable youth gatherings.

The Second Poll (September-October 2025, 113 respondents) showed a marked shift toward optimism. While safety remained a prominent concern, responses expanded to envision a re-imagined development built on mixed-use programming, increased cultural and recreational activities, improved accessibility and inclusivity, and vibrant community spaces.

"An incredibly lively destination with retail shops and bars/ restaurants. A place that is safe. All ages come to visit, both residents and visitors."

"Safe, entertained, and bring about a sense of community."

"It should feel like you're at Cincinnati's epicenter of culture, fun, and community—cool, unique, and stress free."

"Welcome. Safe. Innovative. Clean and vibrant. Family-friendly. Unique. A must-do."

"Alive with activity year-round; concerts, sports, more housing, more office space."

Aspirations from respondents when asked how The Banks should make them feel in 10 years. (2025)

Emergent Themes

Several clear themes emerged from the engagement process: enhanced safety and security as the foundation for all improvements; year-round activation beyond event days; mixed-use vitality with everyday services alongside entertainment uses; expanded cultural programming; family-friendly amenities; and an enhanced public realm with shade, seating, and spaces designed for lingering.

This public input directly shaped the consultant recommendations for design guidelines, district massing, architectural form, ground-level experience, and overall quality of place. As the plan moves toward implementation and developer selection, these themes will continue to guide decision-making, ensuring that The Banks evolves into the welcoming, safe, and vibrant riverfront destination that the community envisions for its future.

Market Potential

Early conversations with City and County staff and active developers set a clear tone: New residential construction is essential to long-term vitality.

The Banks' remaining parcels offer the opportunity for ground up construction that can deliver a new and unique residential product in the Cincinnati market. Primarily competing with residential conversions elsewhere in Downtown, a popular, fast and cost-efficient building type, new construction offers the potential for broader amenities, new energy and identity needed in the district. Today, parking and infrastructure costs, more than zoning allowances, are the primary barriers to feasibility.

REGIONAL ENTERTAINMENT DISTRICTS

The Cincinnati region hosts a diverse collection of entertainment districts, each with its own character, draw, and market niche. Over-the-Rhine offers a rich historic and cultural fabric, civic spaces like Washington Park and Findlay Market, with mostly low- to mid-scale buildings. The Fountain District is at the heart of Cincinnati's downtown, hosting free civic events and destination dining for office workers and the growing residential population. Districts like Newport on the Levee and Norwood's Factory 52 function as regional and suburban lifestyle destinations with dining, entertainment, and family friendly attractions. Lastly, the emerging FC Cincinnati district will add a stadium anchored district that blends sports, hospitality, and mixed-use development. Collectively, these places contribute to a competitive landscape in which residents, workers, and visitors have many choices for where to live and spend time and money.

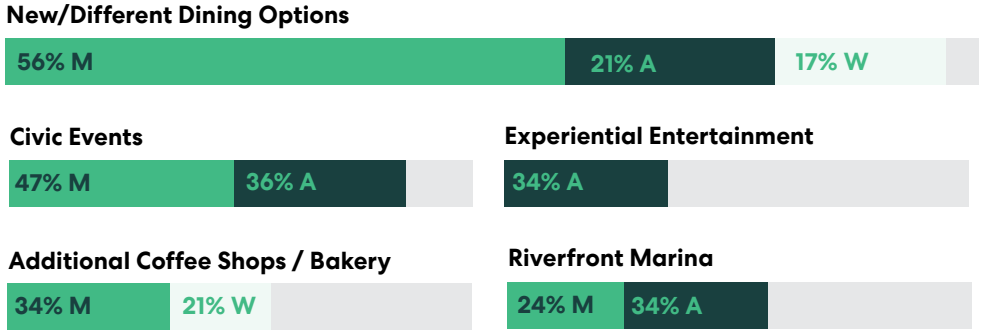
Despite this strong regional lineup, none of these districts combine all the ingredients that The Banks is uniquely positioned to offer. As a riverfront district co-located with major sports and cultural institutions (including Paycor Stadium, Great American Ball Park, the Andrew J. Brady Music Center, Småle Riverfront Park, and the National Underground Railroad Freedom Center), The Banks sits at the nexus of some of the region's highest-volume visitor destinations. Unlike other districts that are primarily low- or mid-scale, or oriented around a single asset type, The Banks can evolve into a truly mixed-use entertainment district on an urban scale, integrating high-rise homes, experiential retail, signature event venues, and direct access to and views of the Ohio River. The introduction of new high-rise, market-rate housing, paired with neighborhood-serving retail, can deliver a resident base that ensures consistent activity and economic stability. This is a critical competitive advantage: while other regional districts may excel during evenings, weekends, or special events, they do not combine living, working, entertainment, and waterfront recreation in one cohesive environment.

The site's riverfront setting further distinguishes it within the region. The combination of iconic open space, active parks, and water access creates a backdrop that other Cincinnati districts do not replicate. It provides the physical space required to host a broad range of experiences that will attract new residents, like festivals and concerts, or family-friendly activities and everyday recreation, while still accommodating thousands of game-day attendees.

The proposed vision for The Banks must occupy a distinct niche: a dense, mixed-use, riverfront entertainment district anchored by sports and culture, and sustained by a diverse user base supporting all-day, all-season activity. The Banks, when fully developed, can complement the broader regional ecosystem while offering an experience that no other district in the Greater Cincinnati area can match.

DISTRICT CASE STUDIES

While the Cincinnati region features several entertainment hubs, there is no truly mixed-use entertainment district at an urban scale with residential density. Case studies of Cincinnati's four districts revealed priority qualities for regional residents and visitors. When asked what new attractions would increase visit frequency to The Banks specifically, survey respondents rated new dining options, civic events (outdoor theater, festivals, etc), experiential entertainment, additional coffee shops and bakeries, and a riverfront marina as high-interest attractions. Frequency was measured for Monthly (M), Annual (A), and Weekly (W) visitation. (Right)





Over-the-Rhine

- Low to mid-scale
- Neighborhood feel
- Cultural and historic roots
- Artistic venues
- Civic spaces — Washington Park and Findlay Market



Fountain District

- Office-Heavy CBD
- Free civic events
- Destination dining
- Office-to-residential conversions provide nascent downtown population



Newport on the Levee

- Low to mid-scale
- Casual dining
- Free classes/concerts
- Movie theater
- Newport Aquarium
- Esports, Immersive Gamebox
- 100K SF office



Factory 52 (Norwood)

- Low to mid-scale
- Historic redevelopment
- Light residential population
- Food Hall, brewery
- Pickleball court complex

MARKET GROUNDING

HR&A worked with the team to test realistic program assumptions for residential, hotel retail, office, and entertainment uses. The team's analysis attempts to answer practical questions about the potential for real estate development at The Banks. Stakeholders were consistent in their message: The Banks should have a distinct identity from other neighborhoods or entertainment districts across the Cincinnati region because it has a collection of assets unlike any other in the region, including and especially, direct access to the Riverfront.

The Banks is Cincinnati's only urban riverfront district and therefore presents a unique opportunity to introduce premium high-density, high-rise living options that offer incredible views of the city and unparalleled access to the river as well as the collection of sports, entertainment, and cultural assets at The Banks. Collectively, this proposed mix of sports and entertainment venues, cultural institutions, tailored neighborhood services and amenities, and high-density, high-rise residential represents The Banks' competitive advantage and market distinction.

HR&A recommends three programs: Multifamily, Hotel and Retail and Entertainment.

Note — Office: No demand for speculative office in the current market, though it is possible that with the right investments that The Banks could be an appealing site for a HQ location.

1

Multifamily

860 – 1,210 units of new luxury, high-rise, market-rate housing



2

Hotel

100 – 150 hotel rooms, effectively representing at least one new hotel product to complement the onsite AC Hotel



3

Retail & Entertainment

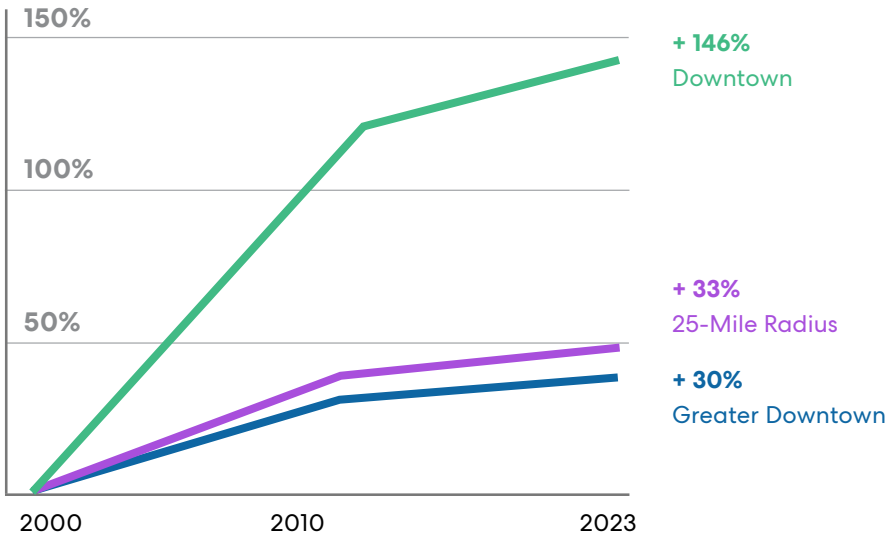
60,000 – 80,000 SF of retail, introducing retail providing neighborhood services, alongside potential entertainment options.



DEMOGRAPHIC & REAL ESTATE ANALYSIS

HR&A analyzed demographic and real estate trends for three study areas: (1) Downtown Cincinnati, (2) Greater Downtown (Downtown plus Over-the-Rhine, Covington, and Newport), and 3) the Cincinnati Region, as represented by a 25-mile radius surrounding Downtown.

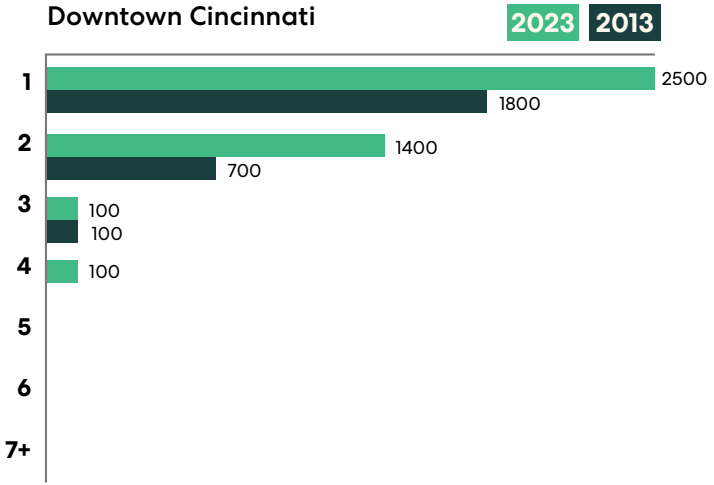
Currently, Downtown's population boasts 6,400 residents and has grown by 146% since 2000, almost five times faster than population growth in Greater Downtown and the Cincinnati Region. Specifically, this growth is largely concentrated in 1- and 2-person households, among younger college graduates, and in wealthier income brackets over $100,000.

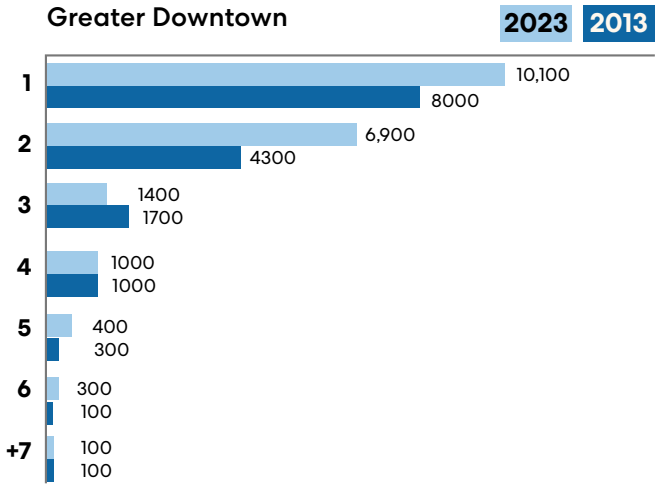


Source: U.S Census Bureau. Household by household and population figures rounded to the nearest hundred. Data collected by HR&A Advisors.

Households by Household Size (2023, 2013)

Over the last decade, Downtown Cincinnati's (and Greater Downtown's) population growth has been driven by one and-two person households





MARKET PROGRAM ANALYSIS

Residential

This growth trend in particular is reflective in demand for multi-family rental housing. Not only has the market grown by thousands of units, there are currently 1,480 units under construction and close to 2,800 additional units proposed. Over half of the housing currently under construction is considered adaptive re-use, a strong trend in Cincinnati, as the Cincinnati market is second only to Manhattan (New York City), in office-to-residential conversions since 2016.

In addition to rental housing, there is also an opportunity to deliver for-sale product. There is a dearth of new condominium housing product in Cincinnati as 97% of all condo sales over the last five years are at least 10 years old. Meanwhile, newer condos delivered across the Ohio River in Kentucky sell at nearly twice the price premium (on average, per square foot) compared to those in Cincinnati, with some condos selling for as much as $2.8 million.

Introducing more housing onsite is critical to the future of The Banks. Purpose-built housing supports retail, brings users onsite daily, and ensures that there is more regular activity on non-event days. Given the clear demand for downtown housing, HR&A's recommendation for up to 1,210 units onsite translates to a approximately 1.5 million square feet of residential, primarily delivered as rental housing with for-sale condo product as a possible later phase delivery once the district matures.

New residential construction is essential to long-term district vitality.

Hotel

Cincinnati hotels have largely recovered from the shock brought on by the pandemic, as average daily hotel rates are up 24% over pre-pandemic rates and occupancy rates have reached pre-pandemic levels. Over 900 hotel rooms have been delivered in the Greater Downtown study area since 2015 and there are another 2,700 rooms proposed by pipeline projects.

Between three major sports facilities, cultural institutions, entertainment venues, and signature open space, The Banks hosts hundreds of events every year and millions of visitors that bring natural demand for onsite hotel stays. In fact, it is often common for sports-anchored districts to feature multiple nearby hotels, often introduced across multiple phases.

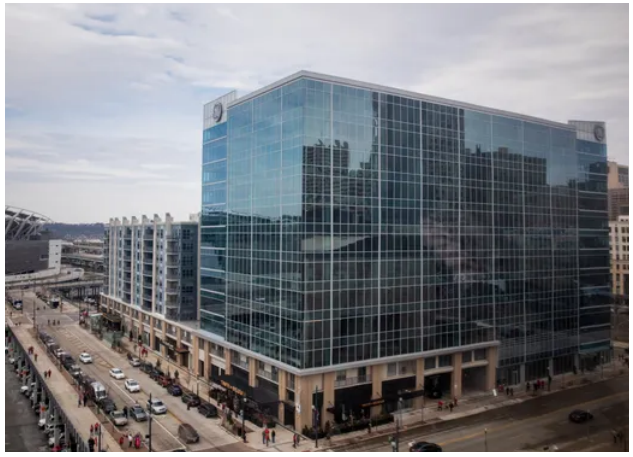
With one hotel currently at The Banks (AC Hotel) with above average occupancy, our team recommends the introduction of at least one more hotel product with approximately 100-150 rooms.

Retail

The Banks already features a significant retail presence of over 140,000 square feet, but it is primarily composed of sports bars, pubs, fast casual and chain restaurants and situated on the eastern side of the district. While this retail serves sports event attendees well, it does not necessarily attend to the needs of cultural event attendees, park users, onsite residents and workers, and families.

Introducing more neighborhood-serving uses can provide key services and amenities to future residents, and Food and Beverage/entertainment uses can provide attractions for residents, visitors, and families. If thoughtfully curated and located, this mix of retail options can serve The Banks' diverse user set. Ultimately, potential demand can support up to 80,000 square feet of neighborhood-serving retail.





A number of office-to-residential projects are already underway in the downtown region, including Fourth and Walnut Center. (Courtesy of the Cincinnati Enquirer)

Office market has changed dramatically and past forecasts no longer apply to needs and growth of The Banks today.

Office

Cincinnati's office market is still struggling post-COVID. Given low office demand, developers and property owners are converting vacant office space to residential uses. Further, the office building that formerly contained the GE Global Operations Center is now mostly vacant. However, there are some market indicators that suggest small, but positive trends in Downtown office. Newer Class A buildings deliver strong rent premiums and boast vacancy rates below 4%. Local Cincinnati employers like Paycor, Fifth-Third Bank, and Procter & Gamble have each recently invested in their downtown spaces.

Ultimately, the indicators are not strong enough to support demand for speculative office development. However, should development and placemaking efforts at The Banks contribute to the transformation of the district, The Banks could become the type of neighborhood that actively attracts talent, companies, and investment. Our team does not recommend a specific office program but plans for onsite land use should remain flexible to allow for future development if an anchor tenant emerges or market conditions improve.

DEVELOPMENT FEASIBILITY

The development market is facing significant headwinds. Construction cost increases along with the relatively high interest rates have made it difficult to advance financially feasible development. Cincinnati is not immune to these conditions, as the currently proposed development program at The Banks is projected to require public investment to achieve feasibility. However, the right mix of investments to improve onsite open space, infrastructure, parking, and placemaking can create value and attract new users and activity. Introducing dense, amenity-rich real estate development uses will also bring additional activity to The Banks and create value in the form of a vibrant, dense, walkable, and well-connected neighborhood that can make later phase development more viable.

DEVELOPMENT SITES POTENTIAL

Remaining development parcels vary widely in size, constraints, and opportunity. Collectively, the remaining sites (Lots 24, 25, 1, 13, and 4) are assumed to accommodate approximately 2.18 million gross square feet of new buildings, plus 315,000 gross square feet of structured or podium parking, for a total of roughly 2.5 million gross square feet of new construction above street level. Some parcels sit directly on the river with premium views and fewer constraints. Others play essential roles in circulation, stadium access, or garage operations. Each site requires a tailored approach that balances feasibility, public benefit, and district coherence.

COMPLEXITY OF THE DEVELOPMENT PARCELS

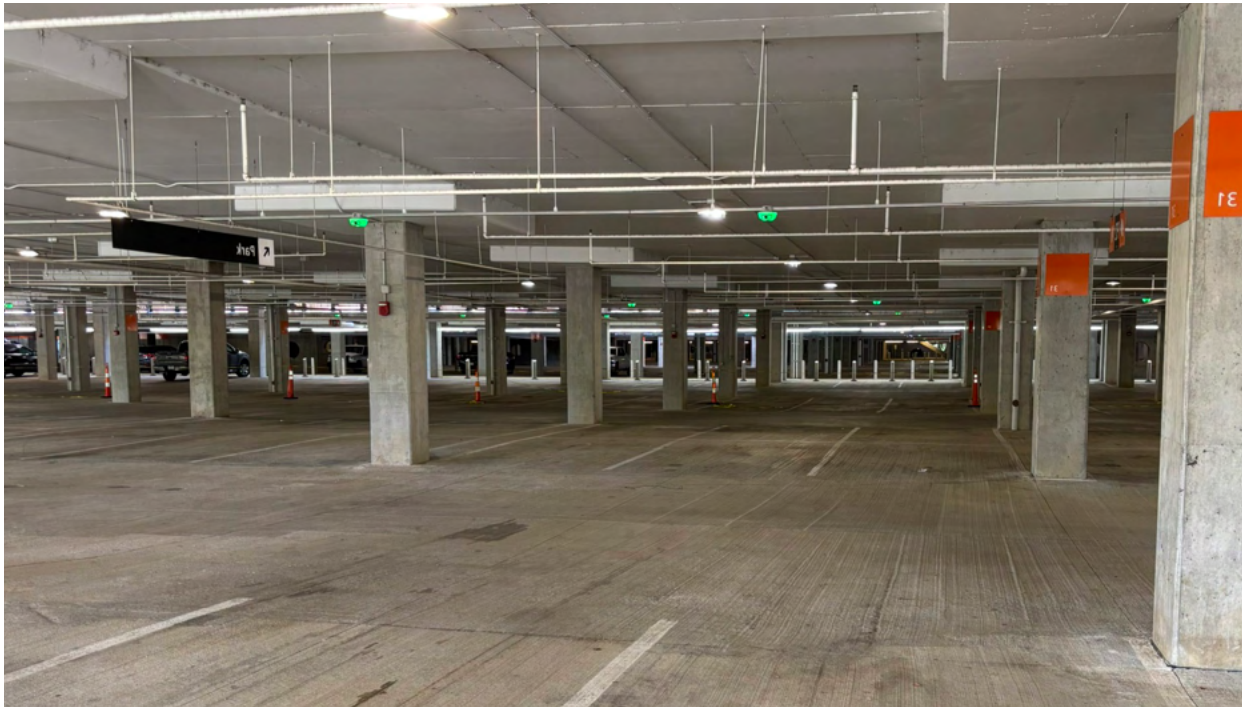
The Banks is constructed over the Central Riverfront Garage (CRG), a shared parking and structural system serving both stadium operations and district-wide demand. Conceived as a long-term public parking resource for The Banks and Downtown Cincinnati, the CRG was built in phases and remains incomplete. If fully realized as originally designed, it would accommodate more than 6,000 vehicles, making it one of the largest underground parking facilities in the country.

The garage establishes an elevated structural platform across much of the district. This overbuild condition directly shapes how development can occur above it. Structural grid spacing, load capacity, vertical circulation, loading zones, and service access all influence building placement and massing. Parking within the CRG functions as a shared district resource rather than being dedicated to individual parcels, requiring coordinated access, shared operations, and careful alignment between private development and public infrastructure.

VALUE OF PARKING TO FUTURE DEVELOPMENT

Naturally, each real estate use requires sufficient parking. Each use will need an appropriate density of onsite parking to serve residents, workers, and visitors alike. The presence of the Central Riverfront Garage presents a powerful opportunity to potentially share some parking between the existing sports, cultural, and entertainment uses and planned development to reduce the amount of new parking required. If stakeholders can agree to a shared parking structure such that new development can benefit from existing parking that will ultimately improve the development's projected financials.





ABOVE
Lot 25 looking toward Paycor Stadium

BELOW
Inside Central Riverfront Garage



ABOVE
Lot 24 looking toward Roebling Bridge

The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

Uncoordinated incrementalism is the greatest risk to The Banks' future.

Uncoordinated incrementalism is the gradual erosion of district potential through isolated decisions—parcels developed without regard to shared space, infrastructure delivered without phasing alignment, programming added without operational strategy. Parcel-by-parcel development without a unified framework could fill in the district without ever fully forming it.

The remaining parcels are too significant to evolve independently. Without a coordinated framework, the district could fill in without ever fully forming. This plan establishes clear expectations for sequence, public realm investment, and development performance so that each move reinforces the whole rather than competing with it.

There is broad alignment across stakeholders that The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

The opportunity is significant: up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail can be supported by market demand over the next decade. Remaining parcels (Lots 4, 13, 24, and 25) represent approximately 2.5 million gross square feet of potential development.

The proposed development amounts to $750 to $800 million in vertical development and it will require public investment to be financially feasible. Public- investment in infrastructure can catalyze private investment in development.





A COORDINATED VISION FOR THE BANKS DISTRICT

The Banks will transition from event venue to urban district through coordinated action: high-density residential to drive everyday activity, strategic public realm investment to create distinction, and development sequencing that builds momentum rather than fills gaps. We will deliver what past plans envisioned but never achieved—a riverfront neighborhood that connects Cincinnati to the Ohio River not just physically, but culturally and economically, every day of the week.

Advancing Place

- There is a unified desire to reinvigorate The Banks
- Improve public safety by injecting more vibrancy and quality development
- Connect the city to the river and the river to the city

Setting Priorities

- Defining the riverfront as the mixed-use entertainment district in Cincinnati
- There's a need for prioritization and coordination for sports and cultural venue investments

Clarifying Presence

- Multiple brand experiences exist and activate the district
- There's a critical need to get the experience in the public realm right

Future Market Niche and Phasing

- Premier mixed use entertainment district
- Increased residential density and verticality
- Diversity of entertainment venues with sports orientation
- Experiential retail serving diverse users

1-4 YEARS — Development fundamentals with 2-3 buildings, infrastructure, and placemaking investments

5-10 YEARS — Substantiative, but not complete build-out with 2-3 Development blocks complete.

11+ YEARS —Fundamentally transformed market with entirety of development realized.

02 District Vision

Designed to operate at both the everyday and the extraordinary, The Banks will support neighborhood life, regional events, and cultural expression within a flexible public realm and a development framework built to evolve over time. **It is time to realize a bigger, bolder Banks Riverfront District.**



CREATING A FRAMEWORK FOR THE BANKS RIVERFRONT DISTRICT

As Cincinnati's showpiece riverfront--and the city's first impression for many visitors--The Banks must display confidence, clarity, and civic ambition.

The framework is the 'road map' for the total conceptual development of the district. It describes the public realm experience--streets, plazas, parks, in between spaces--integrated with blocks for new development. In composite, the framework plan creates a more cohesive district.

Design excellence at The Banks is not optional; it is the defining requirement of any future development. As Cincinnati's showpiece riverfront—and the city's first impression for many visitors—The Banks must signal confidence, clarity, and civic ambition at every scale.

The opportunity is not to recreate another neighborhood or to compete directly with nearby entertainment districts. It is to complete Cincinnati's riverfront with a mixed-use district that feels legible, durable, and alive well beyond scheduled events.

Public space leads this vision. Streets, plazas, and connections shape the experience of The Banks more than any single building. Future development must think beyond individual parcels and commit to a bold, coherent framework that establishes The Banks as a finished, world-class district worthy of its setting and significance.

DISTRICT DRIVERS

Design drivers translate analysis into action. They distill market realities, site constraints, and stakeholder priorities into clear principles that guide every decision in this plan.

Chapter One documented what The Banks is and what it needs. Market analysis showed demand for residential density and neighborhood-serving uses—but only if the public realm justifies the investment.

User groups emerged, each with competing needs that must coexist on the same streets, plazas, and edges. Feasibility testing confirmed that development requires bold moves to close the gap between cost and value.

Three drivers rose directly from that work. The first addresses scale and ambition. The second addresses quality and economics—public realm investment isn't overhead, it's the asset that makes development viable. The third addresses operational complexity—this district must perform seamlessly whether serving 80,000 fans or 800 residents on a quiet Tuesday.

These aren't arbitrary themes. They're the conditions that determine whether The Banks succeeds or stalls. Every guideline, massing decision, and public space strategy traces back to one or more of these drivers.

1

A BANKS DISTRICT THAT IS BIGGER AND BOLDER

The Banks has the opportunity now to advance market value in alignment with transformational civic life in Cincinnati.

2

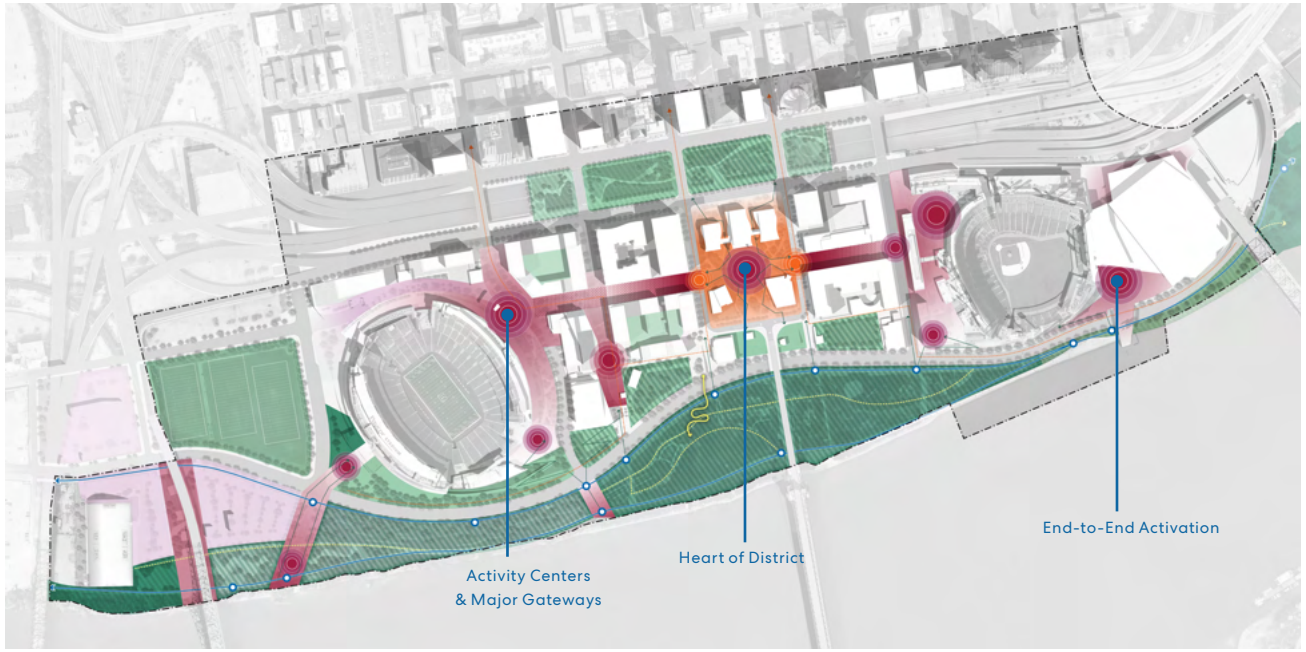
A QUALITY DISTRICT THAT DRIVES VALUE

Investing in our public realm will raise the long-term value of future development. The District will be a place for people, connected by cohesive projects.

3

A RIVERFRONT BUILT FOR GAME DAY, DESIGNED FOR EVERYDAY

The Banks is designed for dual performance, seamlessly supporting daily life and high-capacity events as a regional destination. Evolving the district brand, programming, and operations will enhance the experience.



THE OPPORTUNITY REALIZED

The Banks completes the connection. Two forces that have pressed toward each other for decades—the city reaching toward the river, the river reaching back toward the city—finally converge. The district activates the threshold where they meet, transforming a gap into a destination.

DEVELOPMENT OPPORTUNITY FRAMEWORK

The framework begins at the ground. Streets and open spaces set the armature. Buildings rise from that structure with clear roles to play. Riverfront parcels carry the highest value due to views and visibility. Back-row parcels can absorb height without diminishing the waterfront experience. This approach establishes clear expectations for performance while leaving room for phasing, market shifts, and architectural expression.

DESIGN DEVELOPMENT PROCESS

The design team used an iterative workflow that moved continuously between a physical study model and market-grounded development scenarios. In parallel, development scenarios informed by market feasibility and operational constraints were used to test what forms and programs could realistically perform. Insights from each informed the other.

01 IT IS TIME TO REALIZE A **BIGGER, BOLDER BANKS DISTRICT**

The Banks District must become, in its next chapter, a more desirable, more competitive, and more world-class place. As Cincinnati and its region competes to attract investment, grow population, and enhance quality of life, The Banks District is one central piece of several in the quest for regional competitiveness and quality experience. It is time to think bigger and bolder.

Designed to operate at both the everyday and the extraordinary, The Banks supports neighborhood life, regional events, and cultural expression within a flexible public realm and a development framework built to evolve over time. By pairing bold public spaces with investable, adaptable development, The Banks sets a new standard for how riverfront districts perform, endure, and represent the city's aspirations.

The future Banks is active without feeling chaotic. Ground floors operate as civic space first. Buildings step and shift to protect key sightlines while opening larger footprints where value is strongest. Height becomes a tool that supports feasibility and funds public improvements rather than an end in itself.

The Banks occupies a rare position. It combines riverfront access, regional visibility, and direct adjacency to major civic venues. Its niche is vertical living paired with entertainment, culture, and public space. The district can support density where views, access, and infrastructure allow it to perform, while maintaining a human-scaled public realm.



RIGHT
View looking west between the ICON Stage and Lot 24 showing a pedestrian walk fronted by new restaurants.


the ROEBLING ROOM
at the Banks
SEVEN HILLS
STEAK & SEAFOOD
THE BANKS DISTRICT
PayCor STADIUM


3rd St.
71
Elm St.
Race St.
Vine St.
Walnut St.
2nd St.
Lot 4
Lot 13
Lot 1
National Underground
Railroad Freedom Center
Central Ave.
Rosa Parks St.
Marian Spencer Way
Lot 25
Lot 24
Bengals
Practice Field
Paycor Stadium
Paycor STADIUM
Paycor STADIUM
Mehring Way
Smale
Riverfront Park
John A. Roebling Suspension Bridge
The Andrew J. Brady
Music Center
Cincinnati
Black Music
Walk of Fame



LEFT
Illustrative plan shows new vision for the future of The Banks

THE BANKS DISTRICT CONCEPT PLAN

The updated plan builds on the legacy of planning for The Banks and the riverfront, advancing a purposeful urban development and neighborhood framework that brings together streets, parks, public spaces, and new development into a cohesive and highly connected whole.

The plan prioritizes the public realm as the primary experience. Streets, plazas, and connections do more than link buildings—they define how people move, gather, and remember this place. Buildings step deliberately from podium to tower, protecting views and framing spaces while achieving the density needed to support feasibility and fund shared infrastructure. Ground floors operate as civic space first, with transparency, activity, and public orientation required at every edge.

This is not incremental infill. It is a comprehensive framework that rejects piecemeal development in favor of coordinated moves: a signature civic plaza elevating the Freedom Center, a sculptural pedestrian bridge eliminating the barrier to Småle Park, activated streets flexing between everyday use and peak events, and development scaled to create critical mass without overwhelming the public realm.

The result is a district that feels like a neighborhood on ordinary days and a destination during extraordinary ones—a place that works for families, residents, visitors, and workers alike, reflecting Cincinnati's ambition to claim its riverfront as a defining civic asset for the next century.


Paycor STADIUM
Paycor STADIUM



02 A QUALITY DISTRICT THAT **DRIVES VALUE**

A QUALITY DISTRICT THAT DRIVES VALUE

Investing in The Banks District's public spaces and new buildings drives value—civic, cultural, and economic value. People will experience existing places and new plazas and parks in a more seamless and comfortable way. Småle Park—a jewel in the district and for the region—will be augmented by an expanded riverwalk park and complemented with smaller plazas across the district. Real estate investment will follow placemaking strategies as quality-of-life goals and increased desirability will spur demand.

ENABLING A WALKABLE URBAN DISTRICT

The concept plan sets forth an aspirational density and mix of uses to encourage urban vibrancy and foster private investment. By increasing vertical density on the remaining available lots, The Banks District can achieve its original density goals. Introducing new residential, retail, hotel, and office uses engenders a live/work/play neighborhood—harkening back to the original goals for the district as a premier walkable, urban district.

CULTIVATING THE SKYLINE

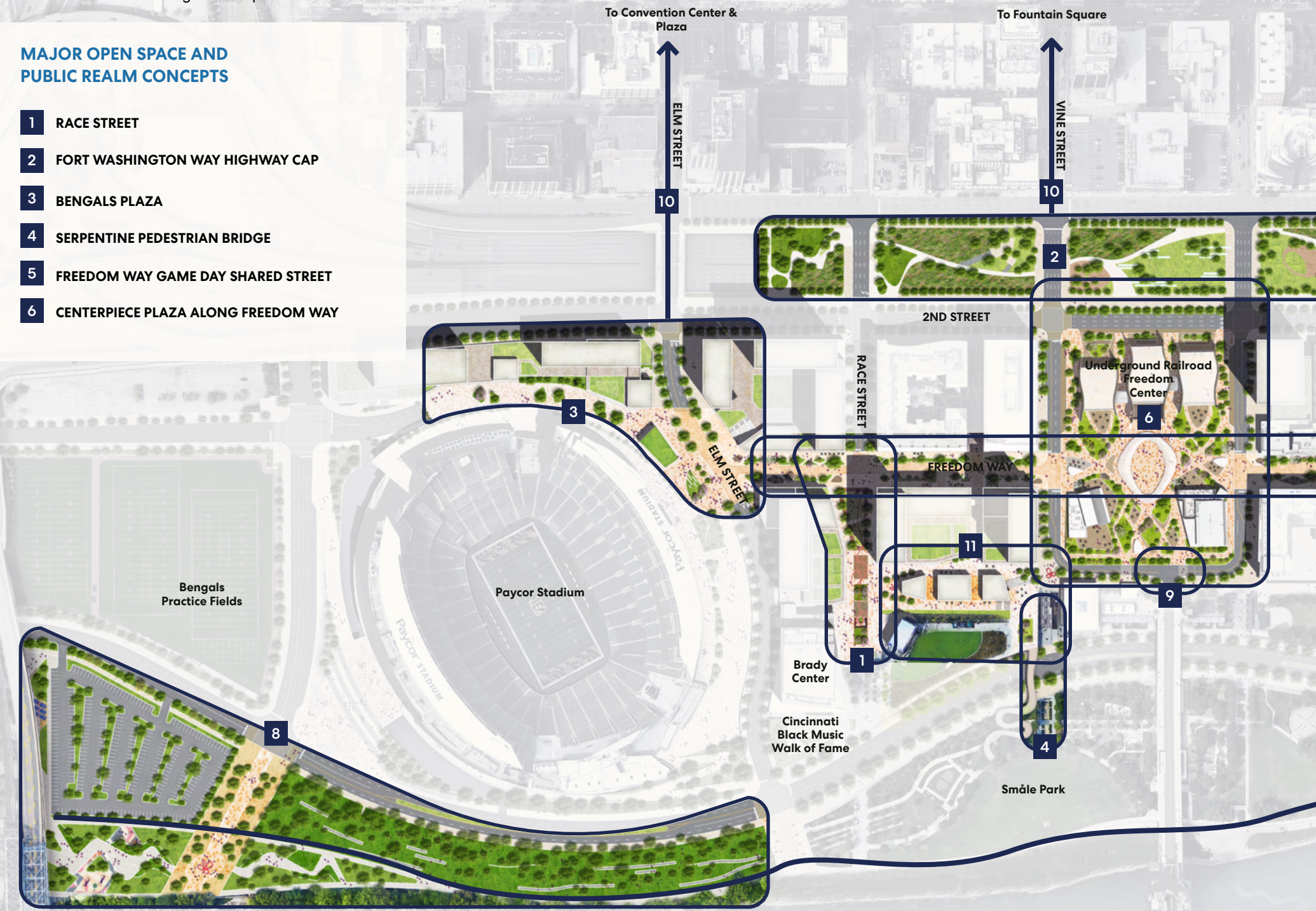
Cincinnati has an historic downtown skyline with icons including Carew Tower, the Fourth and Vine Tower (PNC Bank Building), and Great American Tower. Further designing the skyline in The Banks District enhances the overall skyline in two ways (1) by carefully 'stepping' building heights from Vine Street to the west towards Paycor Stadium and (2) by grouping future buildings with a range of heights that provide new views while preserving others. The Banks District deserves its own iconic tower and the most fitting location is at Freedom Way and Rosa Parks Street (the terminus of Vine Street). This site has excellent visibility and access to Småle Park and is a fitting backdrop for the future plaza in front of the Freedom Center.

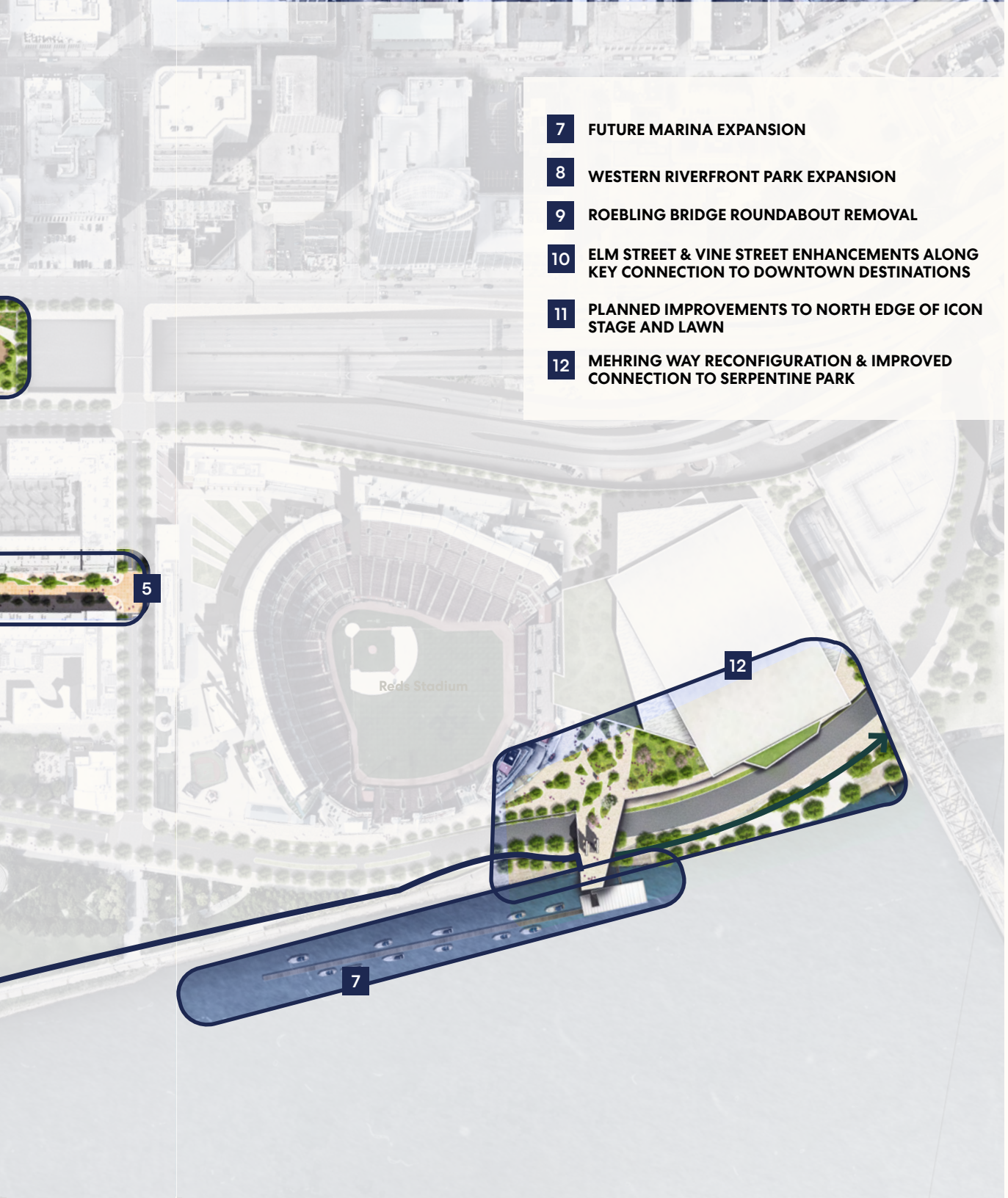
DEVELOPMENT SUMMARY

- 2.18 million gross square feet of new buildings plus 315,000 gross square feet of structured parking for a total of 2.5 million gross square feet of new construction above street level.
- 1.5 million square feet residential; 154,000 square feet of hotel, 147,000 square feet of ground level active-uses including retail, restaurant food and beverage, and other commercial activity; 202,000 square feet of office in the last phase of development (market dependent)

MAJOR OPEN SPACE AND PUBLIC REALM CONCEPTS

1. RACE STREET
2. FORT WASHINGTON WAY HIGHWAY CAP
3. BENGALS PLAZA
4. SERPENTINE PEDESTRIAN BRIDGE
5. FREEDOM WAY GAME DAY SHARED STREET
6. CENTERPIECE PLAZA ALONG FREEDOM WAY





GROUND LEVEL EXPERIENCE

At The Banks, the public realm is the experience. More than any individual building, it's the streets, plazas, edges, and in-between spaces that shape how people move, gather, and remember this district. Freedom Way evolves into a festival street that can flex between daily calm and event-day celebration, and a central civic plaza anchors district identity and activates surrounding development. Ground floors operate as extensions of the sidewalk, designed to support diverse uses and seamless engagement. Together, these moves create a continuous, legible network that works for 800 residents on a Tuesday morning and 80,000 fans on a Saturday night.

CIRCULATION AND CONNECTIVITY

Mobility at The Banks is strengthened through a highly connected network of streets, public spaces, and transportation options that make movement intuitive, safe, and enjoyable for all users. The plan builds on existing assets including transit, a strong street grid, and a growing system of great streets designed to work for pedestrians, vehicles, residents, and visitors alike.

Throughout the district, streets balance access and livability, connecting parking, transit, residences, and destinations with clarity and comfort. This integrated approach reinforces The Banks as a livable neighborhood and an attractive place for new development, with mobility serving as a defining asset that supports economic vitality, tourism, and long-term growth.

DESCRIPTION OF MAJOR OPEN SPACE AND PUBLIC REALM CONCEPTS

RACE STREET CONCEPT



Race Street creates an intimate linear plaza emphasizing river and skyline views. Designed at a smaller scale than Freedom Way, the street prioritizes pedestrian comfort through generous sidewalk zones, seating areas, and landscape enclosure. The design encourages lingering and informal gathering while maintaining flexibility for small events and pre-show activation. Race Street links The Banks directly to entertainment venues along Mehring Way, strengthening the connection between the district and Cincinnati's music and cultural corridor.

BENGALS PLAZA CONCEPT



Bengals Plaza is envisioned as a new signature sports event plaza at Paycor Stadium, drawing inspiration from the successful pre-game and event experiences at Great American Ball Park and other best-in-class stadium districts around the country. The plaza accommodates high-density crowds during games while remaining open and welcoming on non-event days. Flexible hardscape zones support food vendors, entertainment, and fan activations. The plaza creates a new retail interface with Paycor Stadium at general entry level and offers Lots 4 and 13 an opportunity for highly-valuable retail facing this new "front".

SERPENTINE PEDESTRIAN BRIDGE CONCEPT



A **sculptural pedestrian bridge** crosses Mehring Way, eliminating the primary barrier between The Banks and Småle Riverfront Park. The bridge's serpentine form creates a distinctive visual landmark while framing views of the river, skyline, and surrounding district. Designed exclusively for pedestrians, the bridge removes vehicle conflicts and significantly improves safety and comfort. The structure functions as both infrastructure and destination, creating a memorable crossing experience that reinforces district identity.

FORT WASHINGTON WAY HIGHWAY CAP CONCEPTS



Highway caps bridge over Fort Washington Way, transforming the visual and physical barrier into usable public space. The caps create seamless connections between downtown and The Banks while expanding the district's open space network. Tree canopy, lawn, and hardscape zones replace highway views, reducing noise and creating pedestrian-scale environments. The caps unlock development potential on adjacent parcels by improving access and eliminating the highway edge condition.

WESTERN RIVERFRONT PARK EXPANSION

Improves and expanded park space and riverfront trail with game day parking serving Bengals fans on game days. Concept also envisions an enhanced pathway approach to the southeast entry of Paycor Stadium from the Southwest.

FUTURE ARENA OVERLOOK CONCEPT & CONNECTION TO SAWYER POINT PARK AND YEATMAN'S COVE

The project addresses a critical gap in the district's year-round activation. During Reds and Bengals off-season, a modern arena sustains restaurants, bars, and retail at The Banks by hosting 125+ annual events. The facility positions The Banks as a complete entertainment destination—sports, culture, conventions, and riverfront experience in one walkable district. Strategic demolition and reconstruction create opportunities for enhanced ground-floor activation, improved pedestrian connections to the new centerpiece civic plaza and the riverfront, and a signature architectural statement that anchors the district's eastern edge.

FUTURE MARINA EXPANSION

A new reef marina planned near the Public Landing will add 42 boat slips and a floating restaurant to the riverfront. Though currently stalled pending U.S. Army Corps of Engineers approval of anchoring systems, the project strengthens The Banks' waterfront activation by adding recreational boating and river-level dining visible from Småle Park, the serpentine bridge, and development parcels. Planned independently by Cincinnati Parks, the marina aligns with The Banks vision of a connected, active riverfront.

ROEBLING BRIDGE ROUNDABOUT REMOVAL

While roundabouts can support pedestrian flow in typical conditions, this location offers minimal mid-crossing refuge space and creates ambiguous yielding patterns between drivers and pedestrians. The tight geometry leaves people exposed with no safe pause point. An all-way stop creates clear, controlled crossings at a critical junction serving event-day surges and daily riverfront access.

FREEDOM WAY

Freedom Way transforms from a conventional street into a curbless festival corridor that operates as both daily connector and event venue. The street features a flush surface with no curbs, allowing complete closure for festivals and game days while functioning as a pedestrian-priority street during normal operations. Controlled access points and bollards support managed closures. Heavy tree canopy and high-quality paving establish a strong identity while supporting ground-floor retail, restaurants, and activation. The street connects Paycor Stadium directly to Great American Ball Park and new central civic plaza, creating the district's primary east-west spine.

CENTERPIECE PLAZA ALONG FREEDOM WAY

The new central civic plaza establishes a new signature civic space fronting the National Underground Railroad Freedom Center. A sculptural canopy structure provides shade and identity while supporting flexible programming from farmers markets to concerts. Dense tree canopy frames views to the river and city while creating year-round comfort. The plaza integrates directly into the street grid via Freedom Way and connects to surrounding development parcels, restaurants, and venues. Flexible food and beverage zones support activation during events and daily use, positioning the plaza as the district's civic front porch.





RIGHT
Conceptual renderings (ground level & birdseye) of Freedom Way Shared Street Concept and conceptual new public plaza fronting The National Underground Railroad Freedom Center connecting the east and west segments of Freedom Way.



RIGHT
Ground Floor Activation and Public realm Interface between remaining Development Parcels



The Battery, *Atlanta GA, Home stadium of the Atlanta Braves.*



The Wharf Marina*, Washington D.C.*



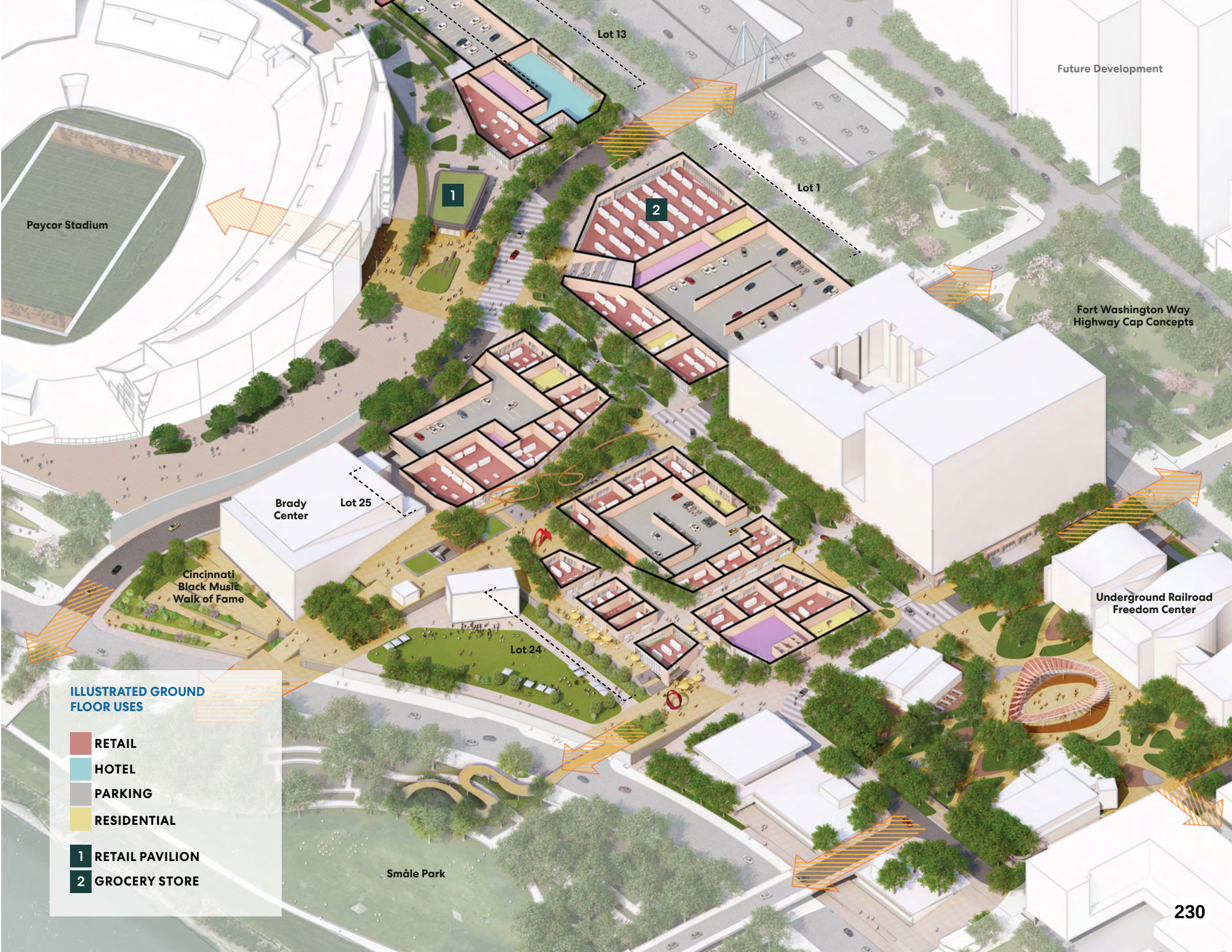
Titletown District, *home of the Green Bay Packers, Green Bay, WI.*



Chicago Riverwalk*, a 1.25-mile promenade through the heart of downtown Chicago*

CASE STUDY LESSON: VALUE THE PUBLIC REALM

Comparable districts show that success depends less on signature architecture and more on ground-level performance. Active edges, flexible streets, and clear circulation determine whether investment sustains itself over time. Height and density work best when tied to public benefit and shared value.


Lot 13
Future Development
Paycor Stadium
1
2
Lot 1
Fort Washington Way
Highway Cap Concepts
Brady
Center
Lot 25
Cincinnati
Black Music
Walk of Fame
Underground Railroad
Freedom Center
Lot 24
Smale Park
ILLUSTRATED GROUND
FLOOR USES
RETAIL
HOTEL
PARKING
RESIDENTIAL
1 RETAIL PAVILION
2 GROCERY STORE

DEVELOPMENT FEASIBILITY

Initial feasibility analysis was conducted to test the financial performance of the proposed development, given current conditions. This analysis included a residual land value analysis of each component of the development program to determine how the proposed value of the project compares to the costs. Proposed costs of development including hard costs, soft costs, financing costs, and required developer profit were compared against the project's value represented by the relationship between projected revenues and costs over time. In an ideal case, the project value is greater than the project cost, which indicates positive land value. With positive land value, a developer can construct a project and expect to generate value beyond its costs and profits.

However, financial analysis suggests that for the proposed development plan, the costs outstrip the project value, indicating a feasibility gap and negative land value. Based on estimates from the financial analysis, the projected development gap is approximately $47 million for a project with an overall estimated cost of approximately $770 million to $800 million. Without outside sources to close this feasibility gap, it's unlikely that the developer would pursue the project.

DEVELOPMENT SUMMARY

- 2.18 million gross square feet of new buildings plus 315,000 gross square feet of structured parking for a total of 2.5 million gross square feet of new construction above street level.
- 1.5 million square feet residential; 154,000 square feet of hotel, 147,000 square feet of ground level active-uses including retail, restaurant food and beverage, and other commercial activity; 202,000 square feet of office in the last phase of development (market dependent).

RIGHT
Development Concept illustrating graduated heights and stepped massing across the Development Sites.


Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Future Development
Paycor Stadium
Brady Center
Cincinnati Black Music Walk of Fame
Fort Washington Way Highway Cap Concepts
Underground Railroad Freedom Center
Småle Park

PHASING CONSIDERATIONS

Phasing of redevelopment at The Banks should emphasize uses mist feasible and establishing a sense of place, creating a market for later uses.

W ← E

Development should generally proceed from east to west. This grows the existing district from the east and ensures that new development is not isolated. The exception to this is the high-rise structure currently shown on the eastern portion of Lot 24.

Midrise development should occur first, taking advantage of cost efficiencies of that typology, and bringing residents onsite to enhance activity and support ground floor retail.

Should current market conditions persist, it may be practical to deliver the hotel product sooner (in Phase 2) and put off office development until the last phase.

Early investments in open space, placemaking, and site security will improve user experience and draw more activity to The Banks.

INTENTIONAL MIX OF USES

New development rising from Lots 1, 24, and 25 are mixed-use residential with a combination of ground floor retail/commercial space and residential lobby and amenities. The residential developments increase the density of people living in the district, and these three lots are critical to supporting residential neighborhood living.

RIGHT
Development Concept Highlighting a mix of uses across the Development Sites.


Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Paycor Stadium
Brady Center
Cincinnati Black Music Walk of Fame
Smale Park
Future Development
Fort Washington Way Highway Cap Concepts
Underground Railroad Freedom Center
ILLUSTRATED USES
RETAIL
HOTEL
PARKING
RESIDENTIAL
OFFICE
INSTITUTIONAL

03 A RIVERFRONT BUILT FOR GAMEDAY, **DESIGNED FOR EVERYDAY**

A central civic plaza occupies one of the most symbolically charged sites in Cincinnati. It must operate as a place of gathering and celebration on game days, yet remain deeply respectful of the National Underground Railroad Freedom Center's civic and moral weight. This is a balancing act.

The plaza sits beneath the watch of Freedom's Eternal Flame, a quiet and constant reminder of the struggle for liberty and human dignity. To the south, the John A. Roebling Suspension Bridge at the base of the District, an engineering landmark that has endured for more than a century and frames the river horizon. Between these two symbols stands the public realm.

On Bengals Sundays and Reds Opening Day, the space can absorb crowd density, fan rituals, and shared civic pride. On quieter days, it must offer shade, seating, reflection, and unobstructed frontage that honors the museum's entrance and preserves sightlines to the river and bridge.

The new centerpiece civic plaza cannot feel like an extension of stadium infrastructure. Nor can it feel static or ceremonial. It must activate, but it must also anchor. Its materials, scale, and programming should support celebration while maintaining dignity—ensuring that festivity never overwhelms meaning.

When designed correctly, the plaza and Freedom Way by extension becomes both threshold and destination: a civic stage capable of holding the city's loudest cheers and its most reflective moments within the same space.



RIGHT
Freedom Way connects Paycor Stadium directly to Great American Ball Park through a new central civic plaza, activating the district's primary east-west spine. This signature gathering space becomes a daily connector and destination in its own right.


Findlay Fry Co

CONNECTION OF CULTURE AND COMMUNITY

Creating a successful entertainment district today means more than attracting crowds—it means shaping a complete neighborhood story. The work begins by defining the district's identity, then designing layered, mini-experiences for diverse audiences—families, fans, residents, students, tourists—and ultimately expressing that vision in the built environment.

Cincinnati already expects art and culture to live in its public realm. From the murals of Over-the-Rhine to the immersive scale of BLINK, the city embraces public art as part of everyday life. That expectation sets the standard for The Banks. Culture cannot feel programmed onto the district—it must feel embedded within it.

Culture and program are inseparable from place. A weekday promenade becomes a weekend festival. A pre-game gathering becomes a civic singalong. Reflection at the Freedom Center transitions to discovery along the riverwalk. Public art, lighting, signage, and programming work together to create continuity—bridging everyday life and major civic moments.

The goal is not just activation—it is orchestration. Each space contributes to the larger narrative. Each moment builds belonging. Every visit—whether for game day or a quiet afternoon—should feel part of a cohesive, living story.

When done well, the district does not simply host events. It produces experiences. It becomes a neighborhood that lives beyond the lights and belongs to the city every day.



RIGHT
A signature civic plaza fronting the National Underground Railroad Freedom Center, anchored by a sculptural canopy, creates a flexible space for activation and park-like extension to the river and linking Freedom Way shared street segments.


THE BANKS DISTRICT

BRAND EVOLUTION NOT REVOLUTION

The goal is a unified, integrated brand experience—aligned across physical, spatial, and digital experiences. Today, powerful individual brands thrive within the district: The Cincinnati Reds, the Bengals, the Freedom Center, Småle Riverfront Park, the Cincinnati Black Music Walk of Fame, and DORA. Each is strong on its own. The opportunity now is to bring them together under one cohesive district strategy—one brand that amplifies all. Through coordinated public realm design, consistent wayfinding, and shared programming for everyday and game-day activation, The Banks can move from a collection of destinations to a singular, recognizable urban experience.

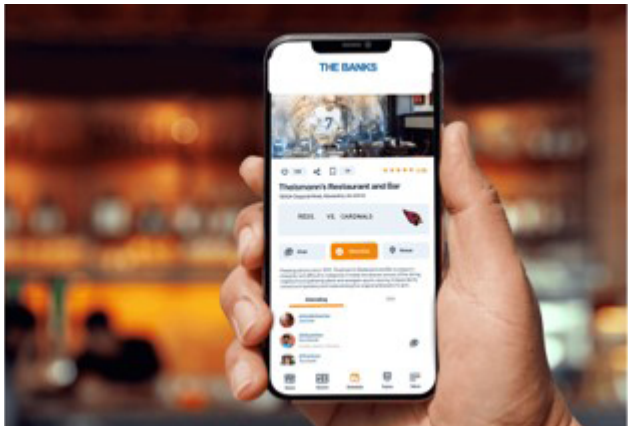
As residential growth, retail energy, and public space investment expand, the brand should evolve in step with the built environment. The Banks doesn't need a new story—it needs to fully realize the one it already has. From event venue to complete urban district—this is brand evolution, intentionally built together.

Through digital platforms, analog experiences, wayfinding systems, monuments, gateways to art, hand-painted murals, and curated "Instagram moments," we layer storytelling into the physical environment to create memorable, shared experiences. These elements are not decoration—they are tools that elevate the district, spark delight, and foster connection among residents, visitors, and fans alike.

Entertainment districts like The Banks are inherently complex ecosystems, made up of diverse operators, brands, and public partners. Success requires more than a master plan; it demands alignment. From establishing the overarching district framework to integrating each restaurant, club, shop, and venue into a cohesive vision—while still honoring their individual identities—we create a unified story that feels intentional, vibrant, and unmistakably of place.



ABOVE
What Is a Branded Experience?
The explicit management of all the ways an organization represents itself – in actions and expressions to each of its audiences.





FROM TOP
Example of branded digital space that mirrors the experience of the built environment and surrounds.
Example of simple, iconic wayfinding beacon with night-lighting feature.

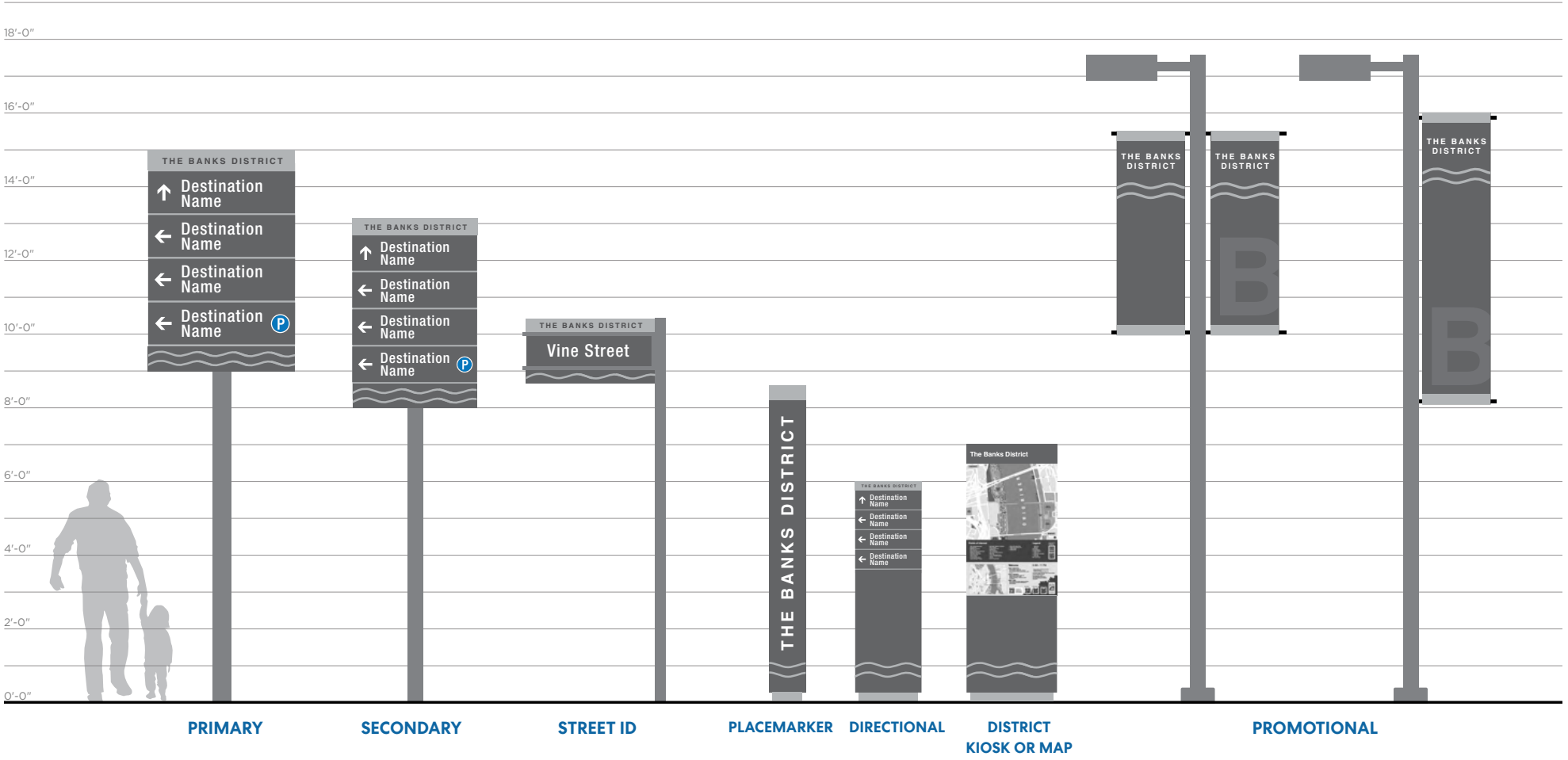
BRAND FOLLOWS EXPERIENCE

Brand grows from experience, and experience deepens through story. When a place carries meaning, movement becomes memory and activity becomes belonging. Through layered wayfinding and thoughtfully crafted touchpoints, a district transforms—no longer just a stop along the way, but a destination woven into the life of the city.

Our city is increasingly defined by intentional districts—the Convention Center District, Fountain Square District, and the historic Brewery District—each offering residents and visitors a clear narrative and authentic sense of place. These districts help people understand where they are, what matters there, and how it fits into Cincinnati's broader story, strengthening cultural tourism and civic identity.

At The Banks, brand evolution is about performance and experience. When streets are

active beyond game days, public spaces are clean and programmed, and residential life is visible and stable, perception shifts naturally. But experience must be anchored in a cohesive story—one that connects the river, history, sports, music, and freedom into a unified brand.



HIGHWAY TO HALLWAY ™

This strategy is more than navigation—it is a connected civic brand ecosystem. It guides people from reputation to arrival, from experience to advocacy, ensuring each touchpoint reinforces the promise of The Banks. Like Hansel and Gretel following a breadcrumb trail, every step must be intentional. If one breadcrumb is missing, the story breaks.

1. Reputation — The Cultural Narrative - Before someone searches or arrives, the district already lives in the civic imagination. Is it safe? Vibrant? Meaningful? Reputation shapes expectation—formed through media, memory, and word of mouth before marketing begins.

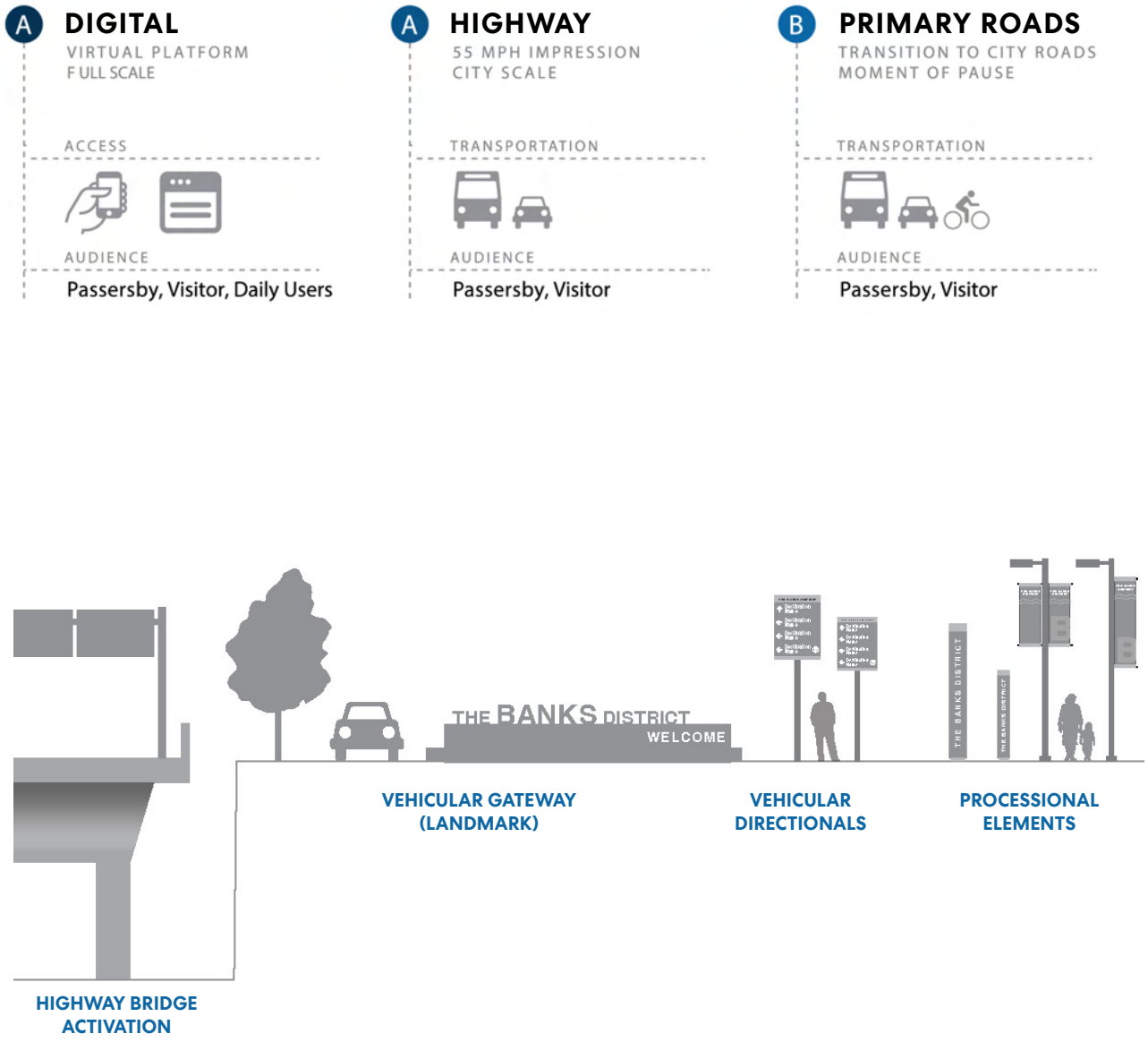
2. Discovery — The Zero Moment of Truth (ZMOT) - This is the digital highway. Social media, press, search, influencers, and reviews shape belief before visitors arrive. Positioning and perception are set here. If the narrative is unclear, the journey begins with confusion.

3. Arrival — The First Moment of Truth (FMOT)- Digital expectation meets physical reality. Is parking easy? Do visitors feel safe? Is wayfinding intuitive? This is the friction test. If arrival fails, loyalty is lost before the experience begins.

4. Experience — The Second Moment of Truth (SMOT) Now they are here—walking the Cincinnati Black Music Walk of Fame, gathering before a Bengals game, entering the Reds Hall of Fame, reflecting at the Freedom Center, strolling the river. Emotion anchors memory. The sequence of spaces and moments must feel cohesive.

5. Amplification — The Shared Moment - The journey extends beyond the district.Do they post? Recommend? Return with others? Murals, gateways, lighting, and digital moments are shareable breadcrumbs extending the brand.

6. Belonging — The Civic Loyalty - The final stage is ownership. Does the district feel like theirs? Do residents return on non-event days? Can the space hold both celebration and contemplation?



C GATEWAY ARRIVAL

ARRIVAL INSIDE DESTINATION
PRIMARY ROADS

TRANSPORTATION

AUDIENCE

Passersby, Visitor

D WAYFINDING

GUIDE TO DESTINATIONS
AND VISITOR PARKING

TRANSPORTATION

AUDIENCE

Visitors, Daily Users

E PARKING / PEDESTRIAN

ARRIVE AT DESTINATIONS
AND VISITOR PARKING

TRANSPORTATION

AUDIENCE

Visitors, Daily Users

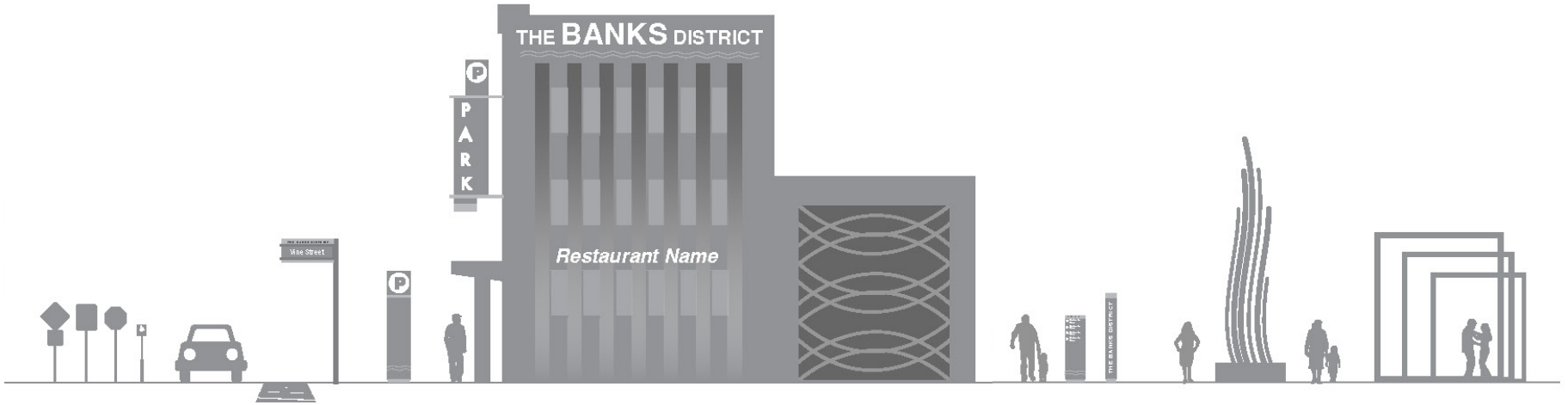
F INTERIOR / HALLWAY

GUIDE TO INTERIOR DESTINATION
MOVEMENT BETWEEN DESTINATIC

TRANSPORTATION

AUDIENCE

Visitors, Daily Users



When belonging is achieved, the district evolves from destination to neighborhood.

Highway to Hallway™ ensures that from first impression to lifelong advocacy, each breadcrumb leads forward—never lost, never accidental. When aligned, The Banks builds memory, meaning, and a living civic brand.

03 Design Guidelines

These guidelines are the shared language that allows diverse architecture to form a coherent district. They distinguish The Banks from conventional development by establishing minimum expectations for public realm quality, building performance, and pedestrian experience that reflect the significance of this location.


PAYCOR STADIUM

THE BANKS
DESIGN GUIDELINES

These guidelines emphasize a public-realm–first structure for both the district and site-level development controls. This will ensure that future development in The Banks will embody the rich and vibrant spatial, experiential, and qualitative attributes that will define it as Cincinnati's premier riverfront district long into the future.

This Design Guidelines document is intentionally streamlined to focus only on the essential controls necessary to shape future development outcomes for the remaining parcels at The Banks.

The intent of these Guidelines is not to over-regulate architectural expression or constrain innovation, but rather to establish a clear and consistent framework that protects the district's most critical public-facing outcomes—particularly where development decisions have lasting implications for the public realm, views, and district experience.

Sections not directly tied to essential aspects of future development's form, interconnections, experience, and quality have been removed to maintain clarity, flexibility, and ease of application.

The Design Guidelines Chapter is organized into four complementary sections that together establish a clear framework for future development at The Banks. Each section addresses a distinct dimension of how buildings are shaped, experienced, and perceived, translating district-wide planning objectives into clear, implementable guidance for the remaining development parcels.

ORGANIZATION

The Design Guidelines Chapter is organized into four sub-sections:

Design Massing Framework

Establishes district-wide principles for building height, bulk, block coverage, and the protection of key views and sightlines.

Architectural Form

Guides building massing, streetwall conditions, stepbacks, and the organization of base and upper building elements at the parcel scale.

Ground Level Experience

Addresses ground-floor design, activation, circulation, programming, and the relationship between buildings and streets, plazas, and public spaces.

Quality of Place

Establishes expectations for architectural materials, lighting, wayfinding, signage, and other public-facing elements that contribute to the overall character and identity of The Banks.



Contents

INTRODUCTION

01 DISTRICT MASSING FRAMEWORK

1.1 Preserve the “Stepped Skyline”

1.2 Stadium Views and Sightlines

1.3 Preservation of View Corridors

ARCHITECTURAL FORM

2.1 Build-to Expectation

2.2 Ground Level Streetwall

2.3 Mid-Level Massing

2.4 Tower Placement & Spacing

2.5 Podium Parking

GROUND LEVEL EXPERIENCE

3.1 Active Use Frontages and Active Corners

3.2 Buildings Fronting Freedom Way

3.3 Essential Access Servicing and Operations

3.4 Pedestrian Access and Circulation

QUALITY OF PLACE

4.1 Architectural Character and Expression

4.2 Lighting and Nighttime Environment

4.3 Public Art and Placemaking Elements

4.4 Wayfinding and Signage

STRUCTURE OF EACH SECTION

Each Design Guidelines section is organized using a consistent three-part framework that clearly distinguishes design intent, enforceable standards, and discretionary guidance.

Principles or Framing Ideas

Following the subsection title, a narrative establishes the design intent for each topic area and defines the outcomes the Design Guidelines are intended to achieve. This section offers high-level framing to guide design decision-making and is supported by illustrative diagrams, precedent imagery, and conceptual graphics that convey desired conditions and performance objectives.

Regulatory Standards

The Regulatory Standards subsection sets forth the minimum design requirements applicable to future development on the remaining parcels. These standards are intended to be clear, measurable, and enforceable, and will be used by the City and County as the primary basis for evaluating compliance during development review.

Design Guidance (Non-Regulatory)

The Design Guidance subsection provides non-mandatory recommendations that offer additional direction on achieving high-quality design outcomes. While not requirements, this guidance may be considered by the City and County when evaluating contextual appropriateness, overall design quality, and consistency with the vision for The Banks.

DESIGNING IN THE STADIUM DISTRICT

Stadium-related uses require coordinated approaches to crowd management, security, service access, and event-day movement. Portions of the district currently support essential stadium functions, including vertical circulation, garage access, and controlled entry points. These functions must continue to operate safely and efficiently as additional development occurs.

Future development is expected to coordinate closely with stadium operations to ensure that building design, access strategies, and ground-floor uses support both daily activity and event-day performance. The Design Guidelines establish a framework for aligning private development with these operational realities while strengthening the district's role as an active, mixed-use riverfront neighborhood.

LOCAL CODE AMENDMENT

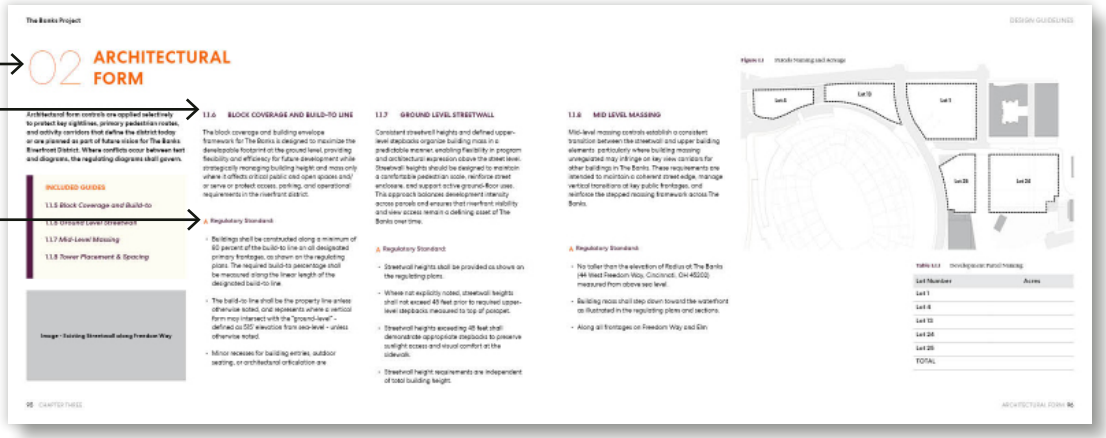
The Banks is governed by a Planned Development (PD). The Banks Urban Design Plan Update (this plan) will inform a future concept plan sponsored by the County to amend the existing PD to reflect zoning regulations as laid out here.

NAVIGATING THE DESIGN GUIDELINES

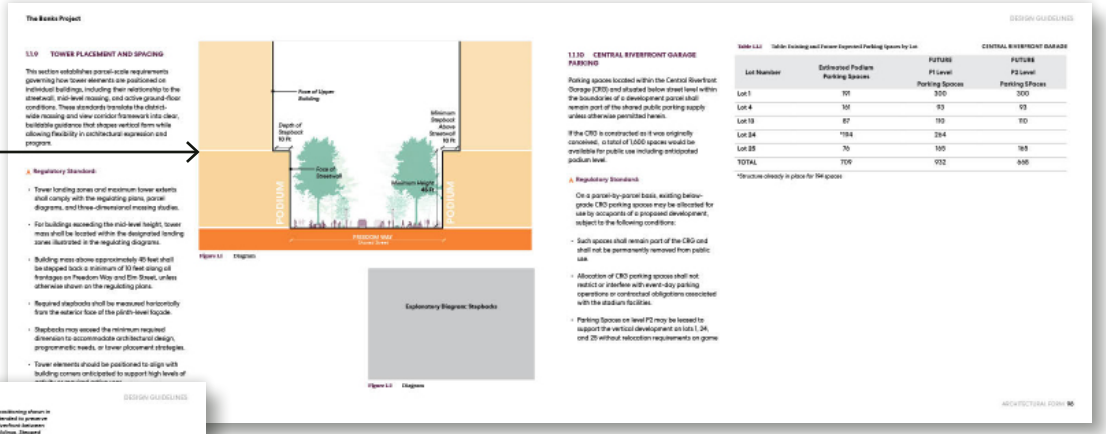
Sub Section

General Guidance

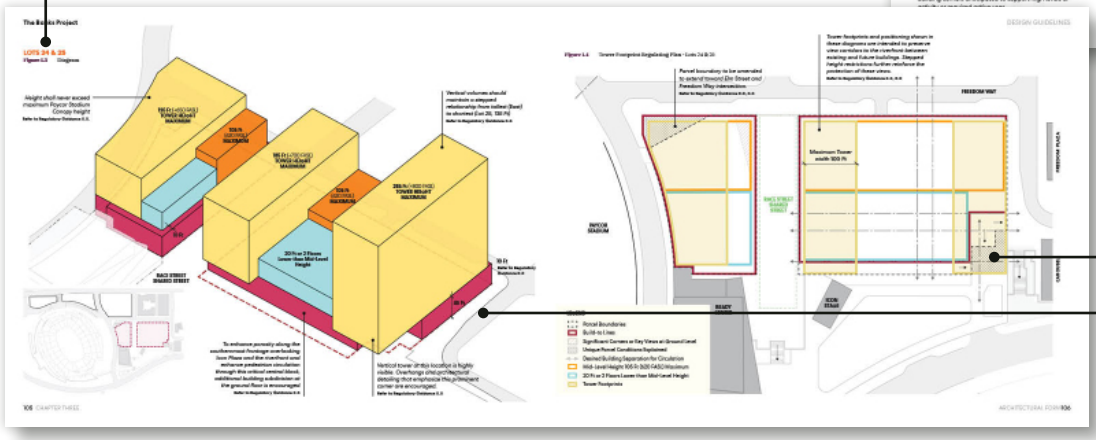
Regulatory Standards



Diagrammatic Illustration
of general standards



Applied Regulatory Standards
Illustrating Guidance on Lot 1
and Lot Groups 24/25 & 4/13



Site-Level Guidance
Illustrating Guidance on Lot 1
and Lot Groups 24/25 & 4/13

- **Ground & Podium Level Plan**
- **Tower Level Plan**
- **Isometric Illustration**

01 DISTRICT MASSING FRAMEWORK

The District Massing Framework section establishes a clear and predictable framework for building massing, height, and block coverage that supports long-term development value while protecting the most important district-wide outcomes at The Banks.

These guidelines are intended to provide certainty around building envelopes, height transitions, and protected views—particularly those related to the riverfront, stadiums, and Småle Riverfront Park—so that development can proceed efficiently and with confidence. Requirements focus on shaping a consistent and active street presence, managing height in relation to surrounding civic anchors, and preserving key sightlines that define the district's identity. Beyond these essentials, flexibility is preserved to allow architectural expression, program mix, and innovation to respond to market conditions and individual development strategies.

INCLUDED GUIDES

1.1 *Preserve the "Stepped Skyline"*

1.2 Stadium Views and Sightlines

1.3 Preservation of View Corridors

PROTECTING CINCINNATI'S CIVIC IDENTITY

The Banks occupies a critical position between Cincinnati's riverfront and its Downtown skyline, where views to iconic civic landmarks reinforce orientation, identity, and a strong sense of arrival. Protecting these visual relationships ensures that new development contributes to—rather than competes with—the city's most recognizable structures and preserves the waterfront's role as a civic front door. This guidance prioritizes the framing of landmark elements that define Cincinnati's skyline and cultural identity when viewed from public spaces within The Banks and along the riverfront.

Protecting views of the John A. Roebling Suspension Bridge is critical to maintaining the civic identity and visual continuity of Cincinnati's waterfront, where the bridge serves as a primary gateway and defining landmark for The Banks.

From the riverfront and The Banks, Cincinnati's skyline is defined by a mix of iconic historic towers and contemporary landmarks that collectively establish the city's identity and sense of place. Notable buildings include the Great American Tower at Queen City Square (301 East 4th Street) – The tallest building in the city and the most prominent contemporary marker on the skyline. In addition to the Carew Tower (441 Vine Street), Fifth Third Center, Scripps Center (312 Walnut), "PNC Tower"/Fourth and Vine Tower (1 West 4th Street),

1.1 PRESERVE THE "STEPPED SKYLINE"

The stepped massing framework establishes a clear hierarchy of building height and form that supports efficient development while maximizing long-term value across the district. Building heights are calibrated to step up toward the existing Downtown fabric, allowing taller elements to capitalize on premium riverfront views while reinforcing continuity with adjacent urban blocks.

◊ **Regulatory Standard:**

Building height and massing should comply with the Stepped Massing Framework illustrated in the regulating plans and sections. Development parcels should be organized to step up in height such that vertical forms are lowest along the Bengals Stadium and increase approaching Downtown's 3rd Street frontage and the Freedom Center, Development should remain within the maximum envelopes established by the regulating sections and protected view planes.

Note: Regulatory standards for height limitations for each development parcel and allowed vertical structures is outlined in Section 1.2 Stadium Views and Sightlines

In Chapter 03: Design Guidelines, where conflicts occur between narrative standards and the regulating diagrams, the diagrams should govern.

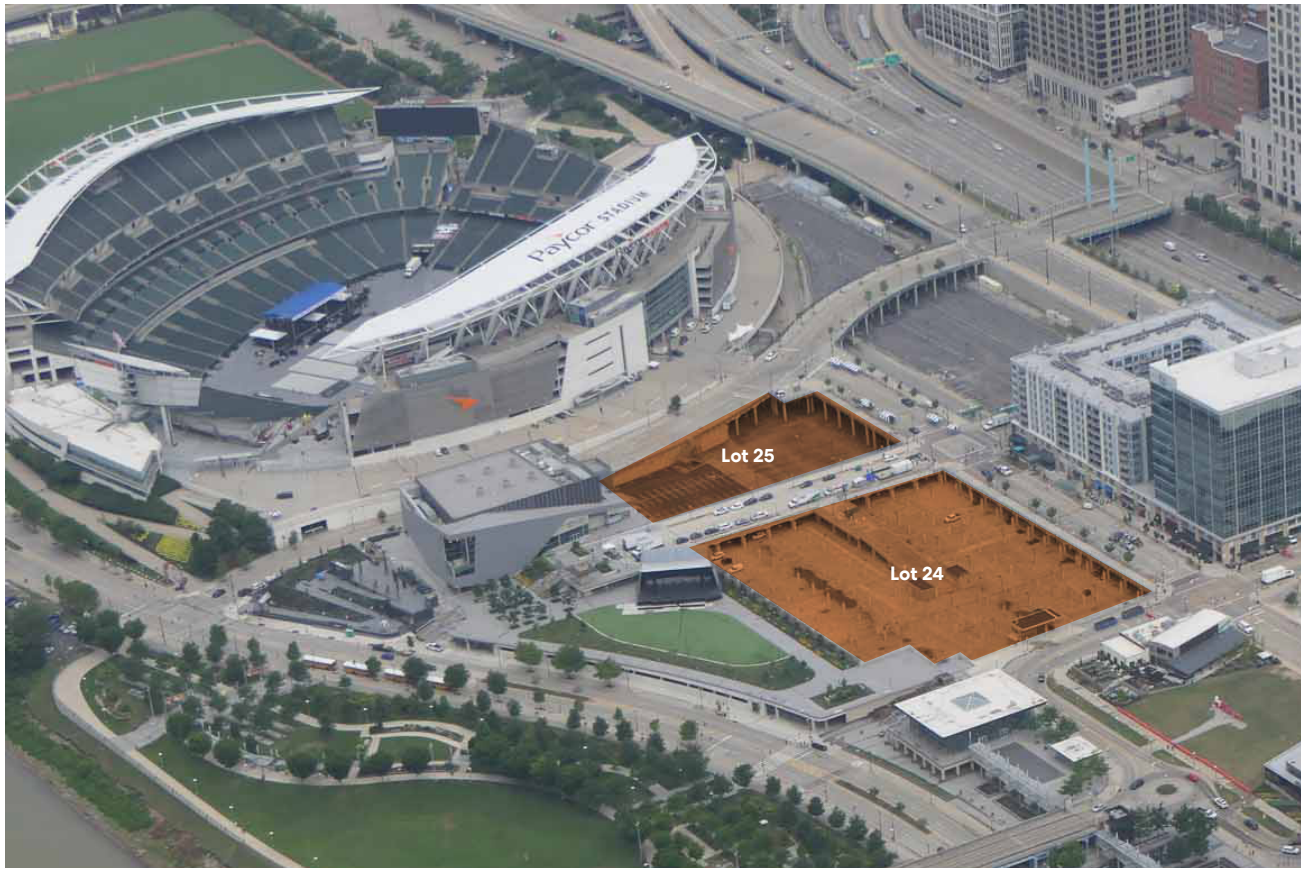


Rendering of Concept Plan Identifying Key Buildings on the Skyline

1.2 STADIUM VIEWS AND SIGHTLINES

A protected view plane is established to preserve the privacy, security, and operational integrity of Paycor Stadium during games, practices, and other events. The view plane originates from the playing field at the 50-yard line and extends upward at a defined angle to the highest point of the stadium structure. Development within adjacent parcels should be configured to remain below this plane, ensuring that no building has direct visibility onto the playing field.

This requirement supports stadium operations, broadcast integrity, and security protocols while establishing clear, predictable height envelopes for surrounding development. The resulting buildable volumes vary by parcel location and distance from the stadium and are illustrated in the regulating plans and sections that follow.

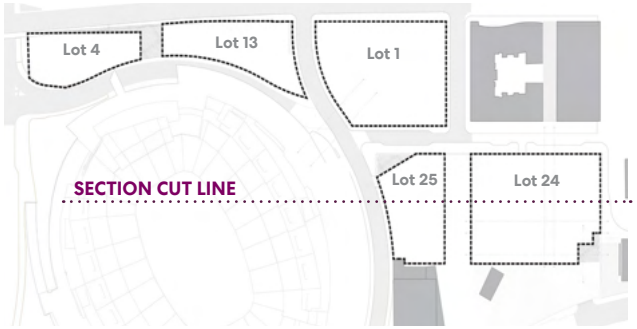


Aerial Image, Banks Public Partnership

◊ Regulatory Standard:

- No portion of any building should have direct line-of-sight visibility onto the playing field, except where expressly authorized by the stadium ownership and operating entity. Building heights should not exceed the protected stadium view plane extending from the playing field at field level, as illustrated in District Massing Framework East-West Section (opposite page), to the highest point of the Paycor Stadium structure.
- No building on Lot 25 should exceed the overall height of Paycor Stadium canopy. No building on Lot 24 should exceed a 22.5 degree plane extending from height of the maximum allowed tower footprint perimeter on Lot 25 at the Paycor canopy elevation.

KEY PLAN



Great American Tower
663 Ft (+1,178 FASL)

No building on Lot 25 should exceed the overall height of Paycor Stadium canopy.

Maximum Height in District
285 Ft (+800 FASL)

MAX HEIGHT

22.5 Degree Angle

MAX HEIGHT
185 Ft
(~ +700 FASL)

MAX HEIGHT
135 Ft
(+650 FASL)

Maximum Height Lot 25
135 Ft (+650 FASL)

Paycor Canopy Structure
~135 Ft (+650 FASL)
Highest Seat
~118 Ft (633 FASL)
Level 700 Club
~74 Ft (589 FASL)

22.5 Degree Angle

Minimum Streetwall Height
45 Ft (+560 FASL)

(510 FASL)
30 Ft Above Field

0 Ft (+515 FASL Datum)

Central Riverfront Garage

District Massing Framework in East-West Section

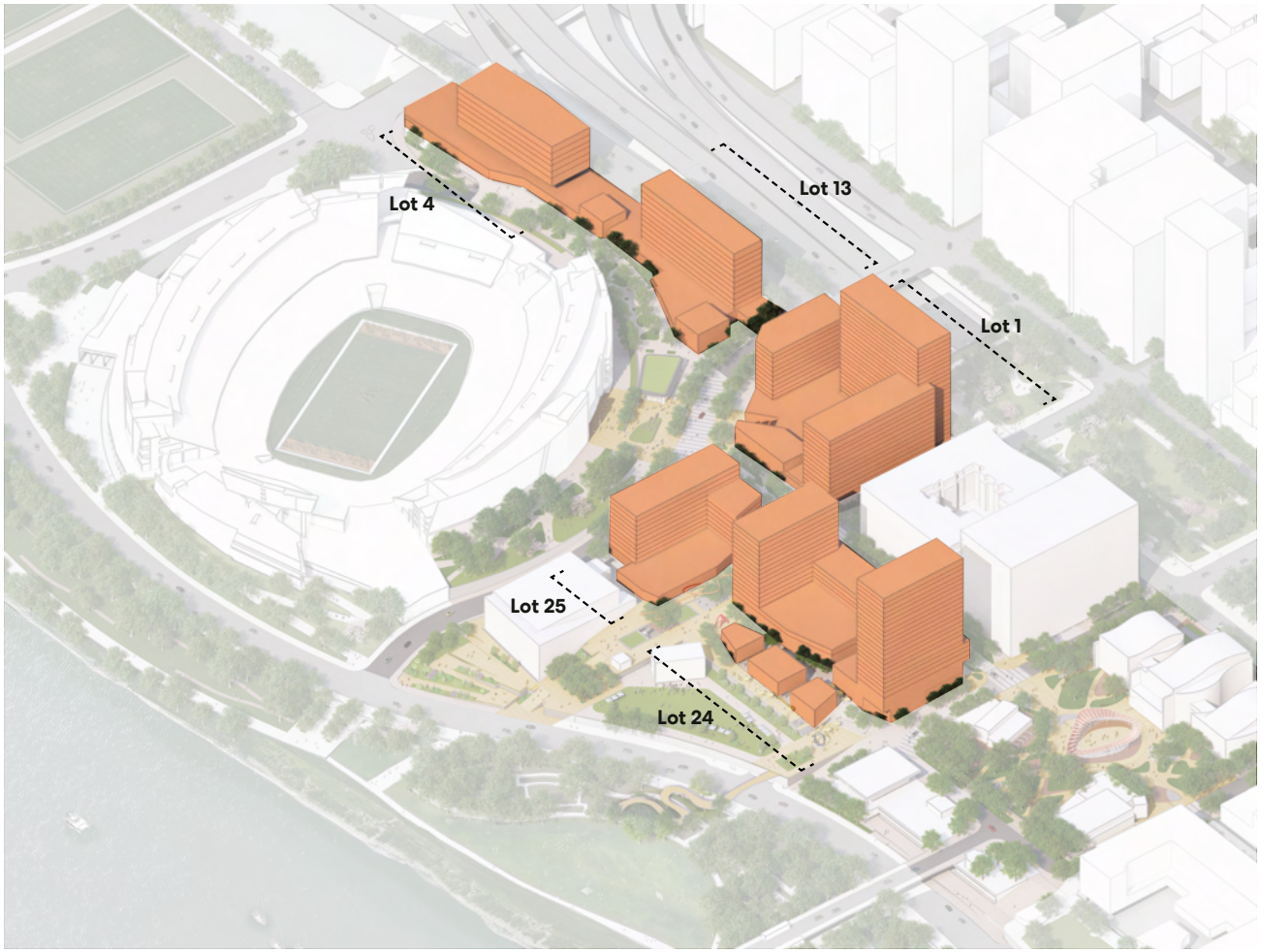
1.3 PRESERVATION OF VIEW CORRIDORS

This section establishes district-scale requirements governing the placement, scale, and spacing of tower elements across multiple parcels to preserve view corridors between buildings and maintain visual connections to the riverfront and Downtown skyline. These standards are intended to ensure that taller building elements are arranged to protect shared views, avoid excessive clustering, and support a legible and permeable skyline when viewed from public spaces within The Banks.

For the purposes of these Design Guidelines, a tower is defined as any portion of a building extending above the maximum permitted streetwall height.

◊ **Regulatory Standard:**

- Tower locations, maximum extents, and inter-parcel spacing should comply with the regulating plans, parcel diagrams, and three-dimensional massing studies.
- Tower elements should be contained within designated building envelopes and should not encroach into protected view planes or required separation areas identified in the regulating sections.
- Maximum tower floor plates should be limited to ensure slender tower forms and preserve view corridors.
- Where conflicts occur between narrative standards and regulating plans, sections, or diagrams, the regulating graphics should govern.



Concept Plan Illustration of Stepped Skyline at The Banks

CENTRAL RIVERFRONT GARAGE (CRG)

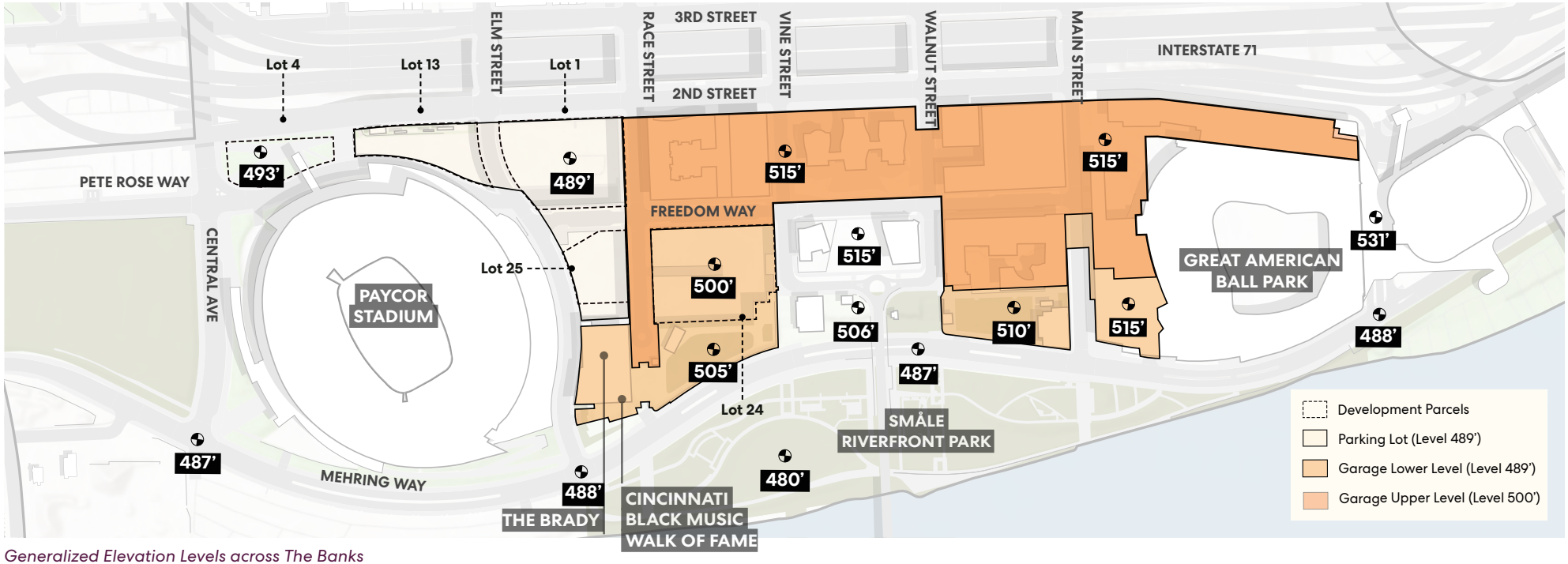
The Central Riverfront Garage (CRG) was conceived as a shared parking resource serving The Banks and Downtown Cincinnati. Constructed in phases, the garage remains incomplete. If built as originally designed, the CRG would accommodate more than 6,000 vehicles, making it one of the largest underground parking facilities in the country. The CRG currently supports a range of users, including daily visitors and event-day stadium patrons, through existing lease agreements between Hamilton County and the stadium operators. Parking below the viaduct street level (notionally +515 elevation) within the garage is intended to function as a public resource and remains subject to these agreements and other contractual arrangements. Exclusive parking needs of future development should be provided at and/or above the CRG facility.

Consistent with the Urban Parking Overlay District, established by Cincinnati City Council in 2018, there are no parking minimum requirements for new development at The Banks. Future development may pursue the use of existing below-grade CRG parking spaces to support building occupants, subject to availability and applicable agreements.

Because development parcels within The Banks are constructed over the garage, future building and overbuild structural design may require selective reconfiguration of the CRG, which could affect overall parking capacity. Additional guidance related to new podium or structured parking is addressed separately in Section2.5.

GROUND LEVEL DATUM 515’

The 515’ Datum is a district-wide elevation reference set at approximately 515 feet above sea level (FASL) also referred to as “ground Level” throughout this chapter unless otherwise noted. This elevation extends across the entire district and serves as an organizing rationale for circulation, aligning streets, plazas, and building ground floors to support intuitive, accessible movement between public spaces. It also provides a consistent vantage point for framing views and massing decisions, allowing building form and sightlines to be evaluated from a shared, human-scale reference.



Generalized Elevation Levels across The Banks

02 ARCHITECTURAL FORM

Architectural form controls are applied selectively to protect key sightlines, primary pedestrian routes, and activity corridors that define the district today or are planned as part of future vision for The Banks District. Where conflicts occur between text and diagrams, the regulating diagrams should govern.

INCLUDED GUIDES

2.1 *Build-to Expectation*

2.2 *Ground Level Streetwall*

2.3 *Mid-Level Massing*

2.4 *Tower Placement & Spacing*

2.5 *Podium Parking*

2.1 BUILD-TO EXPECTATION

The building envelope framework for The Banks is designed to maximize the developable footprint at the ground level, providing flexibility and efficiency for future development while strategically managing building height and mass only where it affects critical public and open spaces and/or serve or protect access, parking, and operational requirements in the riverfront district.

◊ **Regulatory Standard:**

- Buildings should be constructed along 80 to 100 percent of the build-to line on all frontages, or as shown on the regulating plans, except where a setback or pedestrian or shared pathway is designed to create additional active, public space at the ground level. The required build-to percentage should be measured along the linear length of the designated build-to line.
- The build-to line should be the property line unless otherwise noted, and represents where a vertical form may intersect with the “ground-level” - defined as 515’ elevation from sea-level - unless otherwise noted. Minor recesses for building entries, outdoor seating, or architectural articulation are encouraged to provide streetwall continuity is maintained.

2.2 GROUND LEVEL STREETWALL

Consistent streetwall heights and defined upper-level stepbacks organize building mass in a predictable manner, enabling flexibility in program and architectural expression above the street level. Streetwall heights should be designed to maintain a comfortable pedestrian scale, reinforce street enclosure, and support active ground-floor uses. This approach balances development intensity across parcels and ensures that riverfront visibility and view access remain a defining asset of The Banks over time.

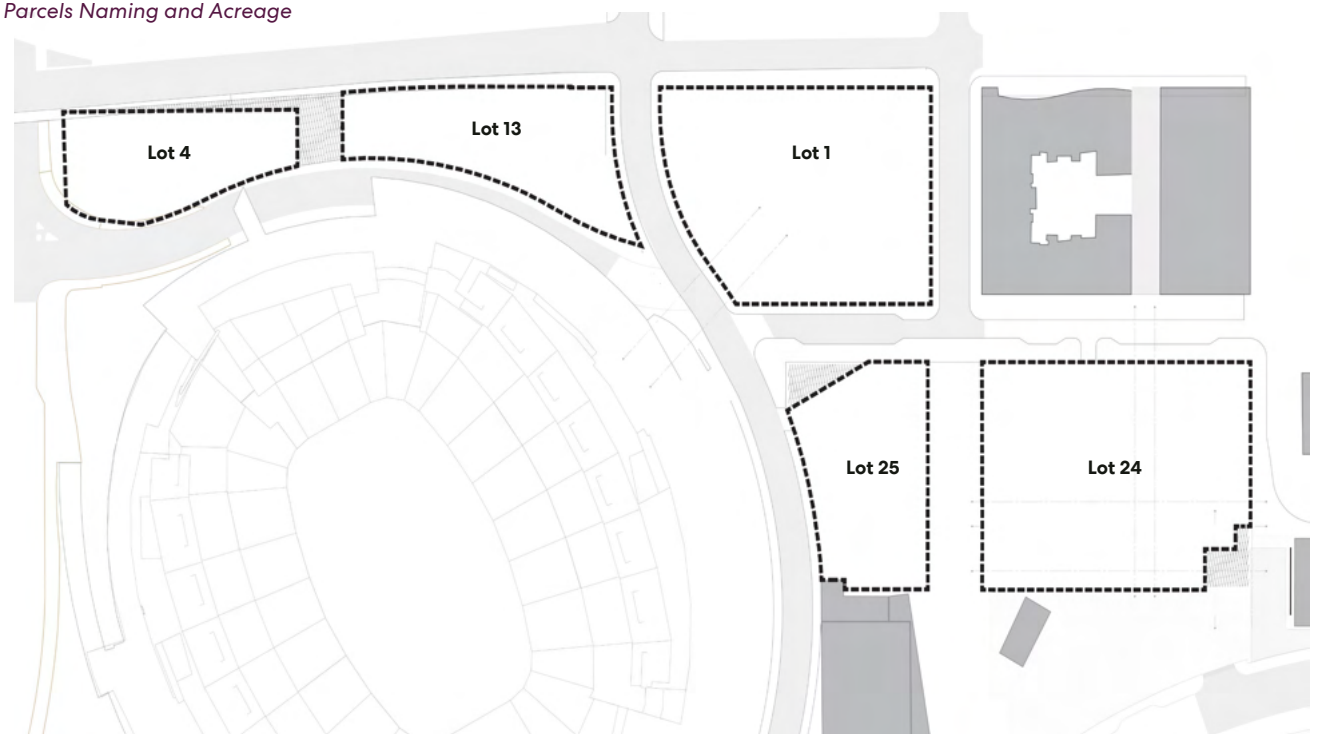
◊ **Regulatory Standard:**

- Streetwall heights should be provided as shown on the regulating plans.
- Where not explicitly noted, streetwall heights should not exceed 45 feet prior to required upper-level stepbacks measured to top of parapet.
- Streetwall heights exceeding 45 feet should demonstrate appropriate stepbacks to preserve sunlight access and visual comfort at the sidewalk.

2.3 MID-LEVEL MASSING

Mid-level massing controls establish a consistent transition between the streetwall and upper building elements particularly where building massing unregulated may infringe on key view corridors for other buildings in The Banks. These requirements are intended to maintain a coherent street edge, manage vertical transitions at key public frontages, and reinforce the stepped massing framework across The Banks.

Parcels Naming and Acreage



◊ Regulatory Standard:

- Mid-Level massing should be no taller than the elevation of Radius at The Banks (44 West Freedom Way, Cincinnati, OH 45202) measured from above sea level (620 feet).
- Building mass should step down toward the waterfront as illustrated in the regulating plans and sections.
- Along all frontages on Freedom Way and Elm Street, building mass above the podium level should be stepped back a minimum horizontal distance of 10 feet from the street-facing façade unless otherwise noted on regulatory diagrams.



Development Parcel Naming

Lot Number	Approximate Acres
Lot 1	2.27 Acres
Lot 4	0.94 Acres
Lot 13	1.19 Acres
Lot 24	2.60 Acres
Lot 25	1.15 Acres
TOTAL	8.15 Acres

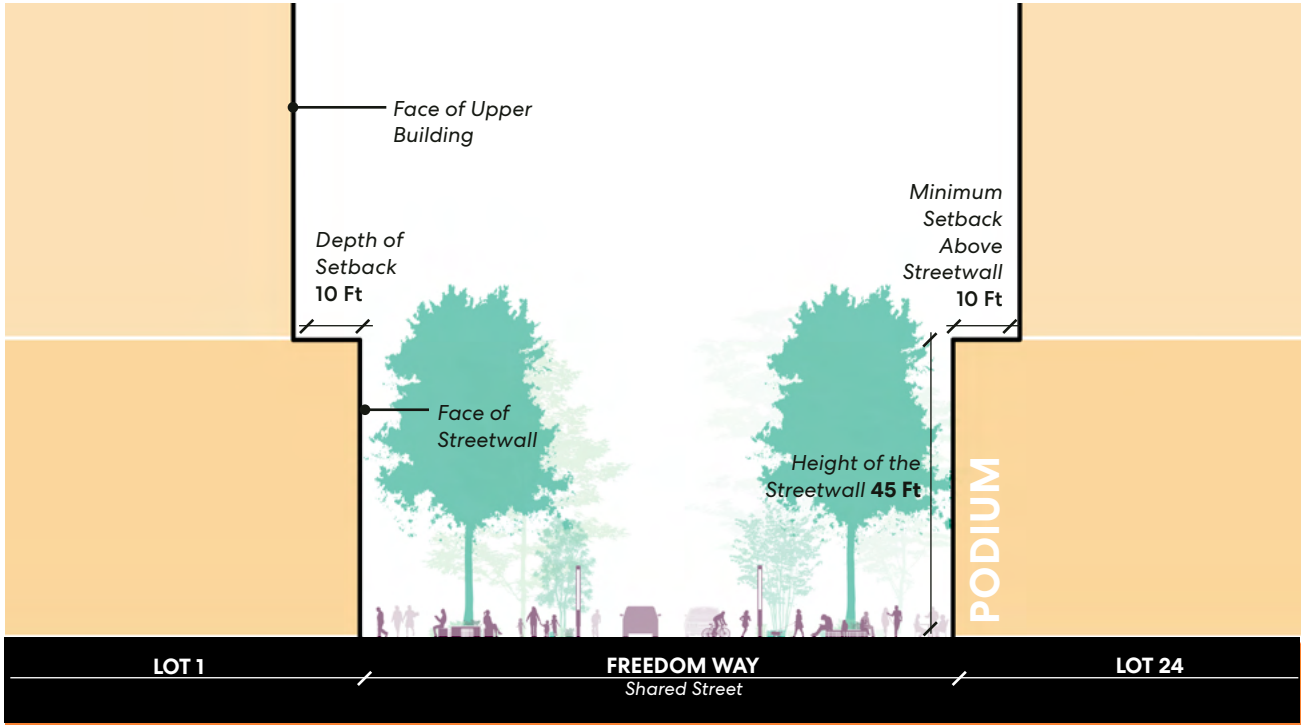
2.4 TOWER PLACEMENT AND SPACING

This section establishes parcel-scale requirements governing how tower elements are positioned on individual buildings, including their relationship to the streetwall, mid-level massing, and active ground-floor conditions. These standards translate the district-wide massing and view corridor framework into clear, buildable guidance that shapes vertical form while allowing flexibility in architectural expression and program.

◊ Regulatory Standard:

- Tower landing zones and maximum tower extents should comply with the regulating plans, parcel diagrams, and three-dimensional massing studies.
- For buildings exceeding the mid-level height, tower mass should be located within the designated landing zones illustrated in the regulating diagrams.
- Building mass above approximately 45 feet should be stepped back a minimum of 10 feet along all frontages on Freedom Way and Elm Street, unless otherwise shown on the regulating plans.
- Stepbacks may exceed the minimum required dimension to accommodate architectural design, programmatic needs, or tower placement strategies.
- Tower elements should be positioned to align with building corners anticipated to support high levels of activity or required active uses.

Stepback Diagram illustrating Streetwall along Freedom Way



Existing Streetscape on Vine Street



2.5 PODIUM PARKING

This section governs the location and visibility of structured or podium parking (located within a building) constructed above the CRG and within The Banks so as to reinforce the district's shared underground parking strategy. The intent is to accommodate necessary parking supply while preventing parking facilities from interrupting active frontages, public spaces, or the pedestrian experience.

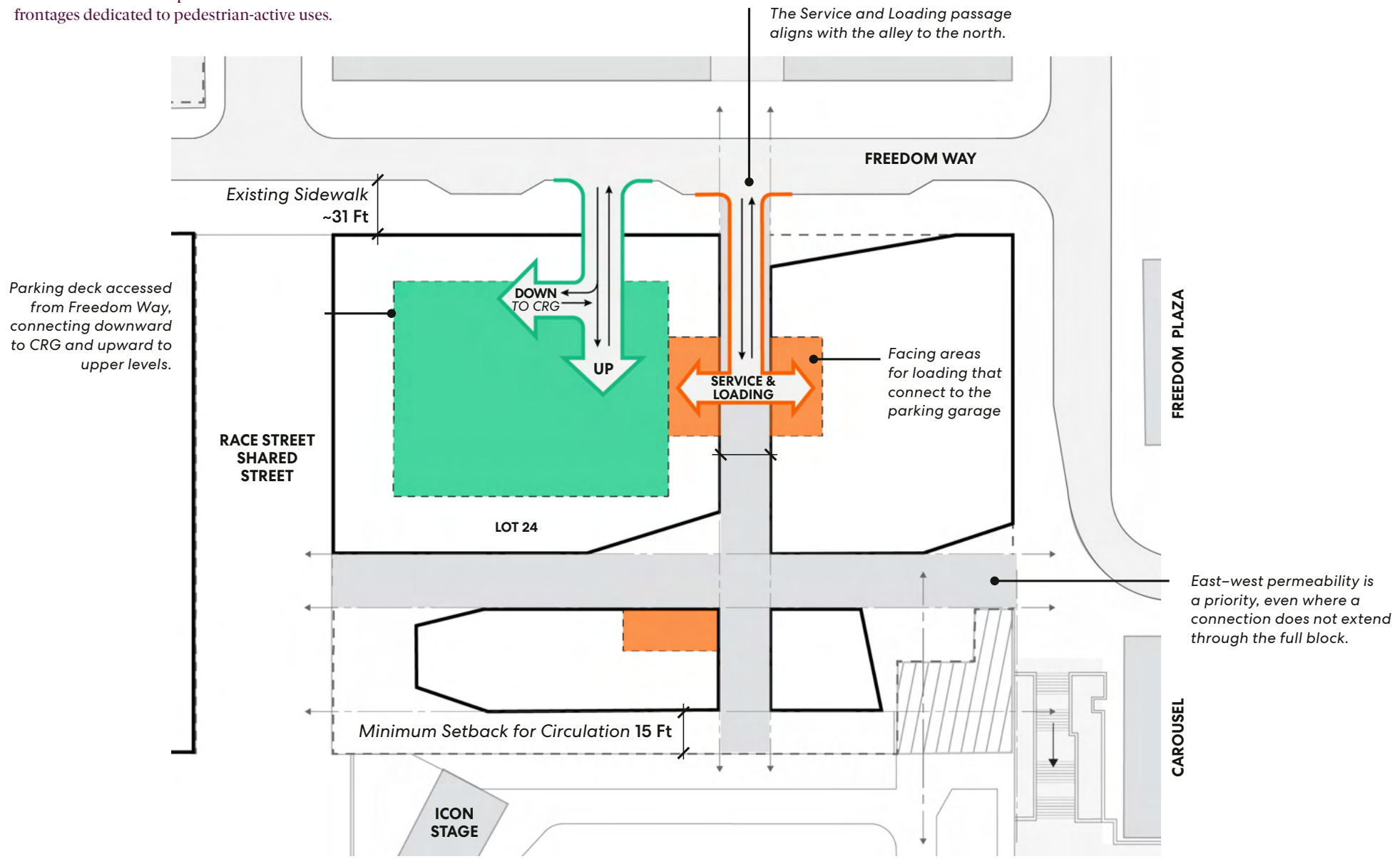
In recent zoning reforms (e.g., Connected Communities and Urban Parking Overlay), Cincinnati has reduced or eliminated parking minimum requirements in the central business district and other urban core areas, reflecting a policy shift toward reduced parking dependency and more walkable environments. Given it's location above the existing Central Riverfront Garage, new public parking is not required to be built in the district by the City or County. However, CRG parking spaces cannot be dedicated to an individual unit or building except under specified circumstances. Developers exercising the option to build podium parking above the CRG will have full control of how those spaces are accessed and distributed among tenants and uses.

◊ Regulatory Standard:

- Stand-alone above-grade parking structures are not permitted within the district.
- Any above-grade structured parking should be wrapped a minimum of 80 percent across all street-facing elevations by a minimum of 20 feet depth of active or occupiable building space, including residential, office, hotel, or commercial uses, except where clearly identified on the regulating diagrams for each site. Refer to *Plan and Section Depiction of Podium Parking Guidance (*pages 92 & 93) and *Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots* (page 113) for additional guidance.
- Where podium parking is not required to be wrapped by occupiable space, parking garages must comply with minimum screening standards set in Section 4 Quality of Place (page 116).
- Parking and parking access are prohibited at the ground floor along Active Frontages and Active Corners except where indicated on *Overall Ground Level Frontage Regulating Plan - All Lots* (page 109) and *Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots* (page 113)
- Where full wrapping is infeasible due to structural or floodplain constraints, alternative screening methods may be approved, provided parking is appropriately screened from the public realm.

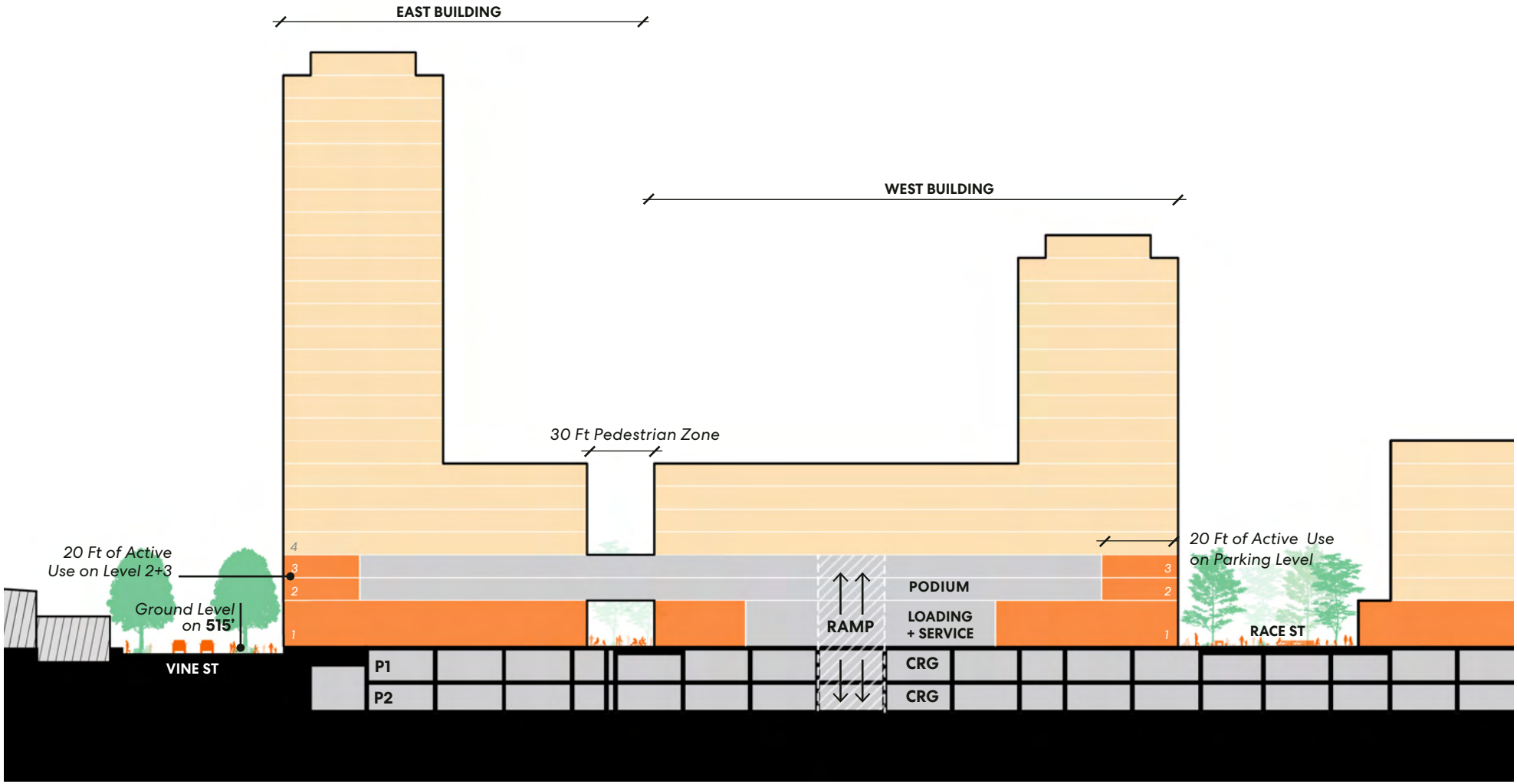
Plan Depiction of Podium Parking Guidance

Plan showing parking and loading internalized within the building core, accessed through a shared interior drive. Service functions hidden from public view. Ground-floor street frontages dedicated to pedestrian-active uses.



Section Depiction of Podium Parking Guidance

Section illustrating how 20-foot-deep active uses wrap podium parking to screen garage visibility and activate street frontages. Example wrapping uses include residential corridors, amenity spaces, back-of-house office functions, fitness centers, or retail storage—programmed depth that shields parking from public view.



02 ARCHITECTURAL FORM
SITE LEVEL GUIDANCE

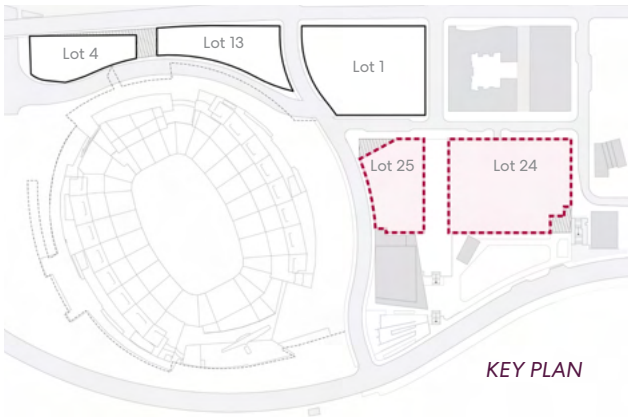
SITE-LEVEL GUIDANCE

The preceding district diagrams establish the overall organization of height, massing, and protected views across all development parcels, while the parcel-level graphics translate this framework into specific, site-responsive guidance that reflects each parcel's location, context, and constraints. These graphics illustrate permitted building envelopes, stepback conditions, and height limits as they apply to individual development sites. Unless otherwise noted, the parcel-level diagrams and sections constitute the primary regulatory guidance for bulk form and should govern over narrative text. Supporting text is provided to clarify intent and application, and to identify any limited exceptions or additional requirements.

LOTS 24 & 25

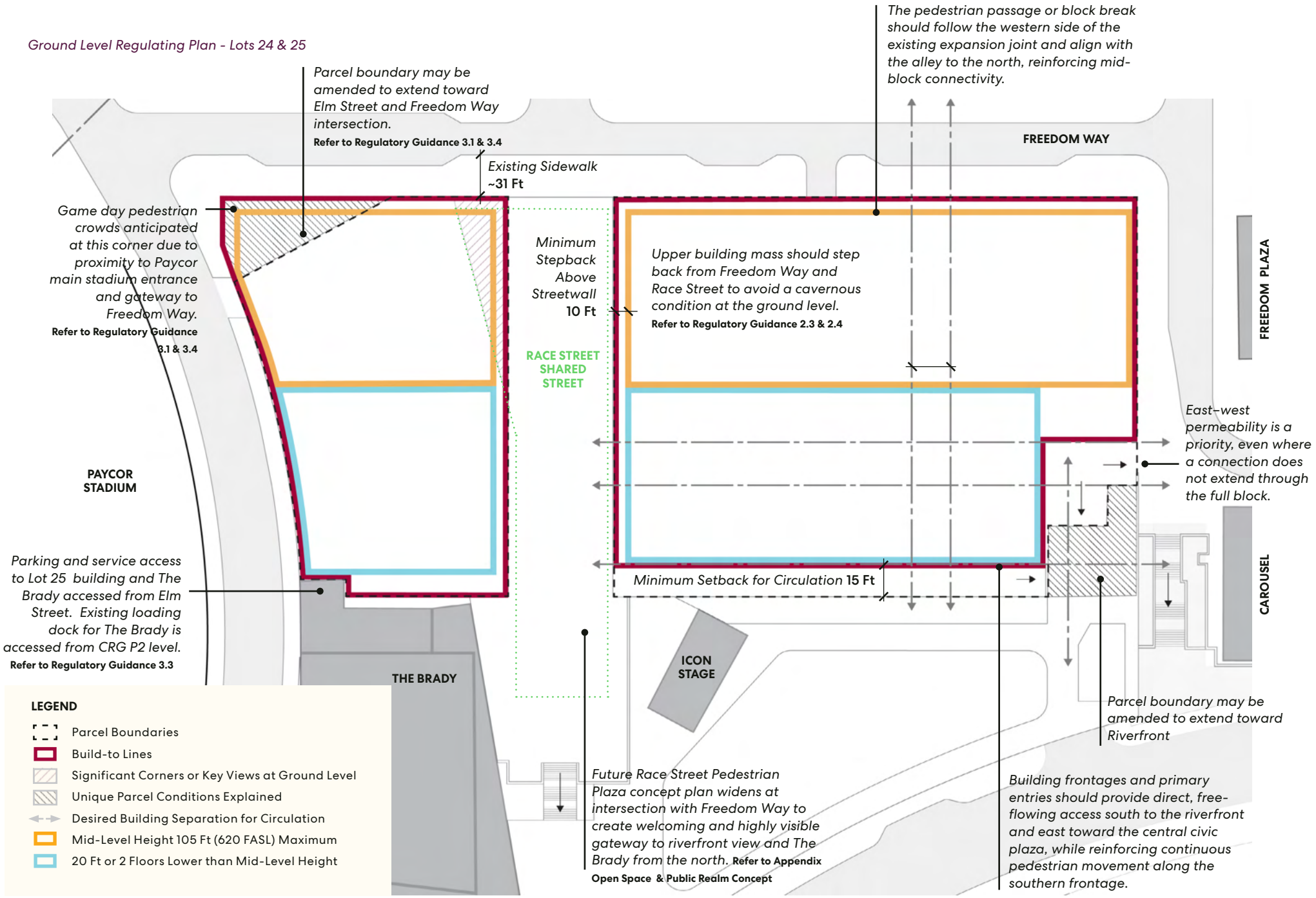
Lots 24 and 25 represent one of the most strategically important development opportunities within The Banks, occupying a highly visible location between the riverfront, Freedom Way, and the district's primary event and entertainment destinations. Together, the parcels anchor the southernmost face of vertical development in the district and play a critical role in shaping first impressions from the waterfront and Downtown. Developing Lots 24 and 25 as a coordinated site allows for a unified massing strategy, efficient use of the shared Central Riverfront Garage, and stronger continuity of active ground-floor frontages. A combined approach also enables clearer view corridors to the river, more flexible programming, and a cohesive public-realm experience across this pivotal block.

New public spaces along Race Street and a re-imagining of the ICON Stage lawn and interplay with the future Central civic plaza will enliven this area and reinforce its future role as a destination retail experience in The Banks.



KEY PLAN

Ground Level Regulating Plan - Lots 24 & 25



LOTS 24 & 25



Images showing the existing structure built on Lot 24, south corner looking northeast.





TOP LEFT
Images showing the existing structure built on Lot 25 looking south.

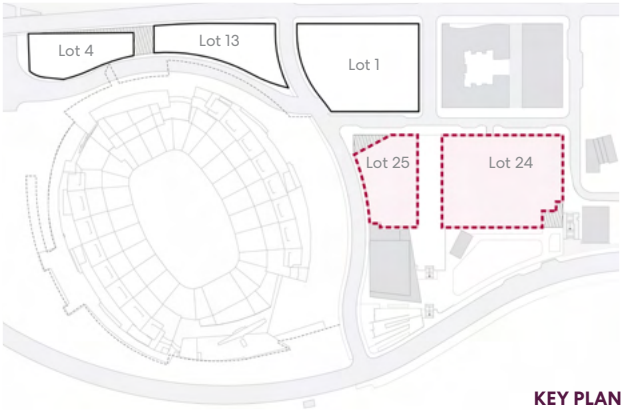
TOP RIGHT
Images showing the existing structure built on Lot 25 looking northwest.

BOTTOM LEFT
Images showing the existing structure built on Lot 24 looking northwest

BOTTOM RIGHT
Freedom Way sidewalk along north edge of Lot 24 looking towards the Great American Ball Park.



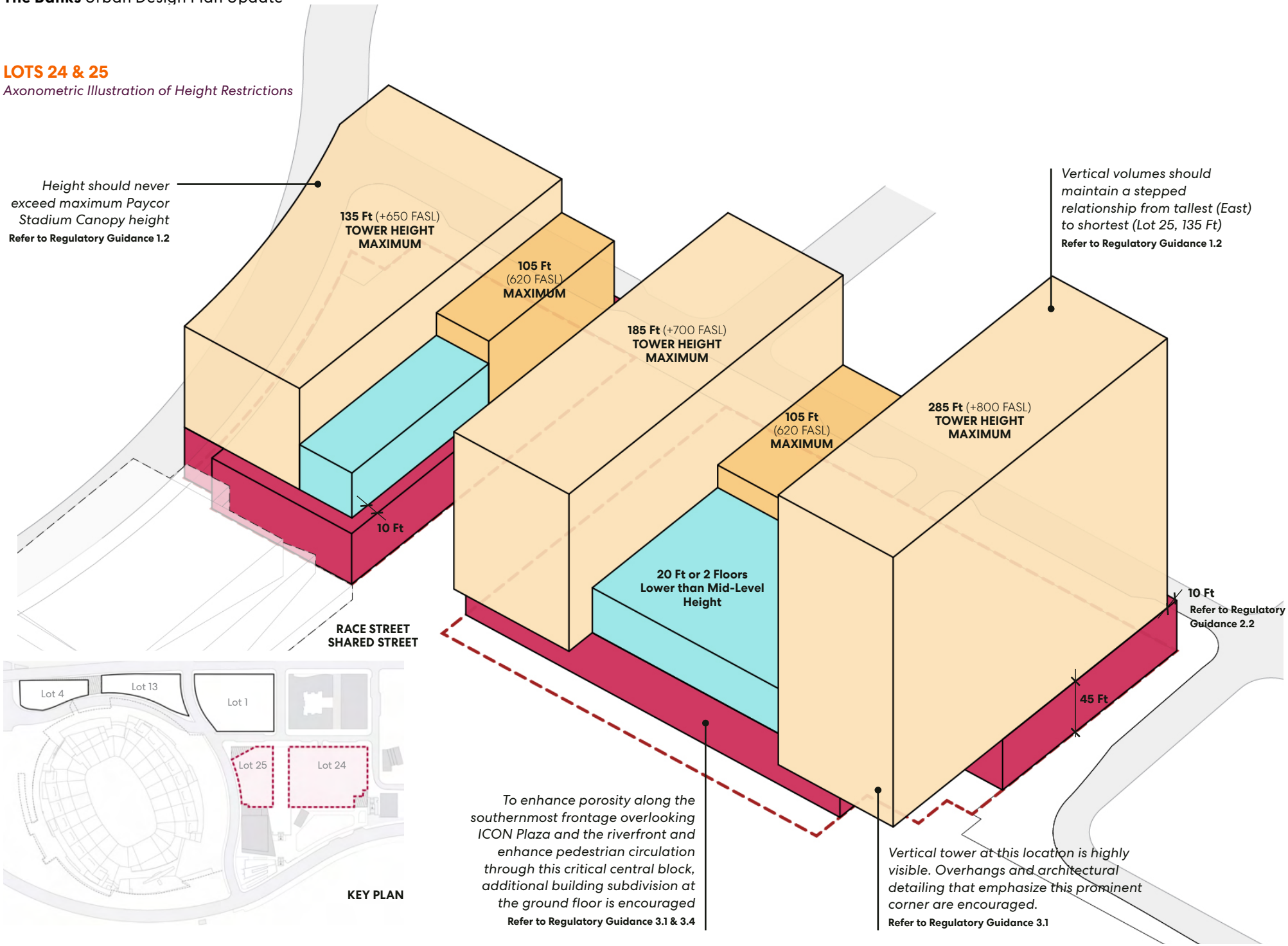




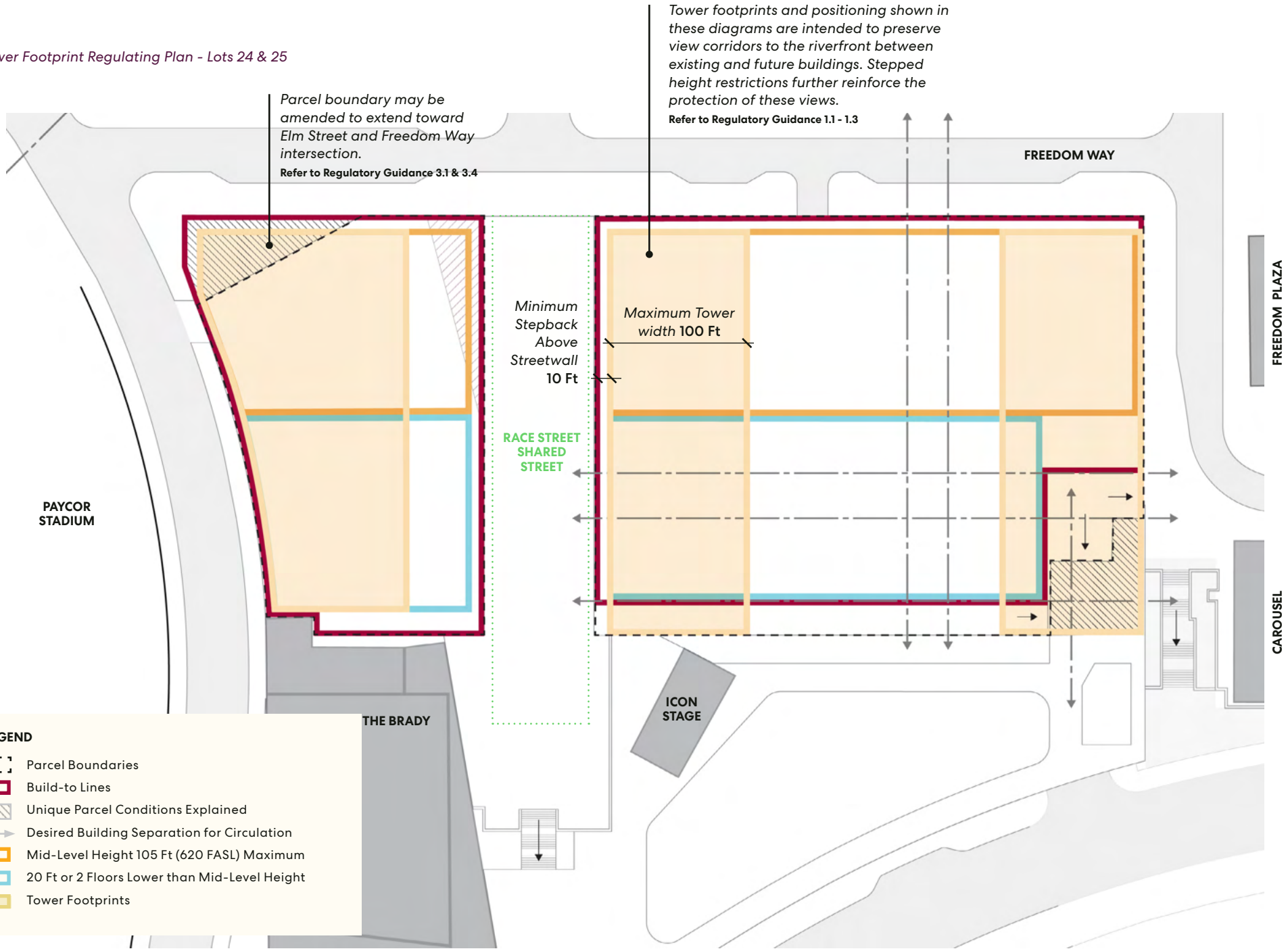
KEY PLAN

LOTS 24 & 25

Axonometric Illustration of Height Restrictions



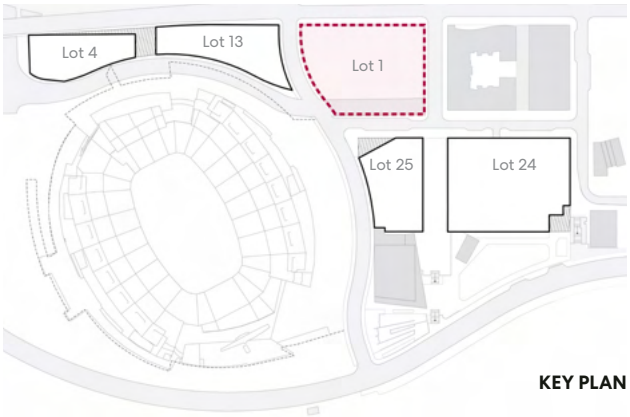
Tower Footprint Regulating Plan - Lots 24 & 25



LOT 1

Lot 1 is the largest and most flexible development parcel within The Banks and plays a critical role in the district's long-term evolution. Its size, regular geometry, and location along Second Street position it to accommodate larger floorplate uses that are difficult to support elsewhere in the district. This makes Lot 1 uniquely well suited for a neighborhood-serving anchor at the ground level, such as an urban-format grocery or other use with dedicated servicing and parking demands that support daily activity beyond event peaks.

Lot 1 also presents the strongest opportunity for a podium or structured parking asset that could serve on-site uses while supporting adjacent parcels, reinforcing a shared parking strategy across the district. Located along the back row of The Banks, the site can accommodate additional height without obstructing riverfront view corridors, allowing vertical intensity to be placed where it delivers the greatest value. Future development on Lot 1 should balance its role as an anchor for everyday use with its capacity to absorb density in a way that supports district-wide feasibility and public realm performance.



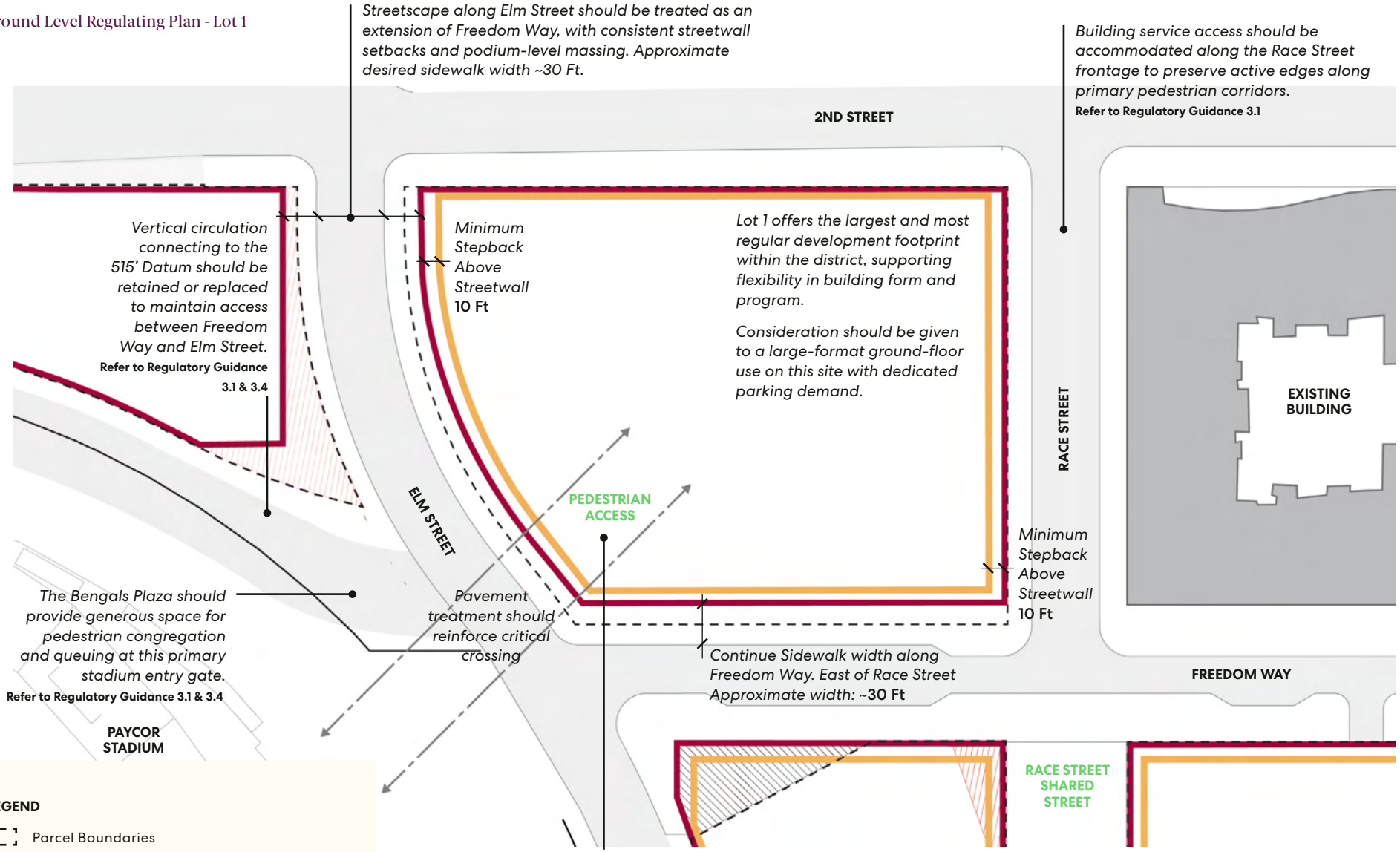
KEY PLAN





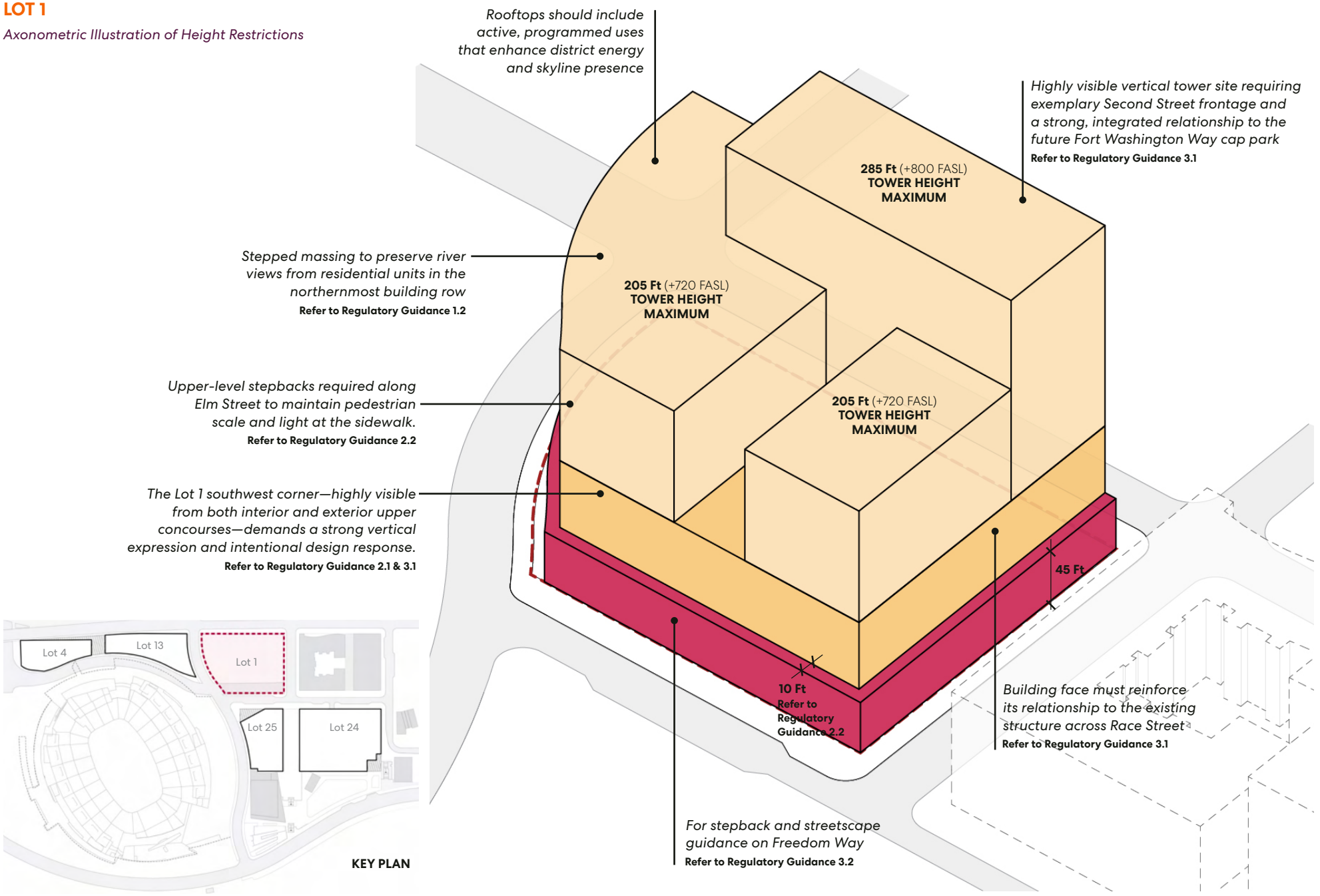


Ground Level Regulating Plan - Lot 1

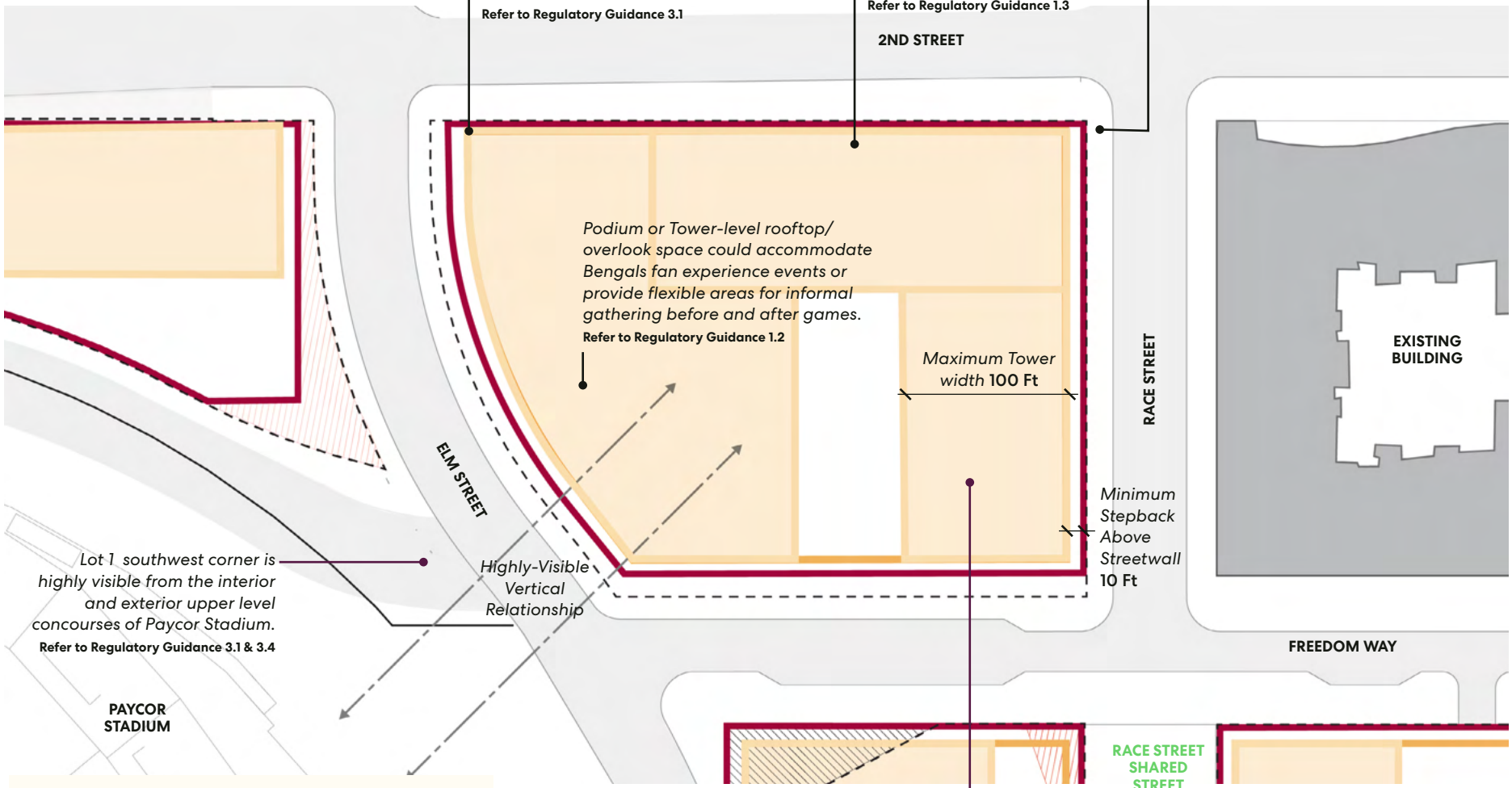


LOT 1

Axonometric Illustration of Height Restrictions



Tower Footprint Regulating Plan - Lot 1

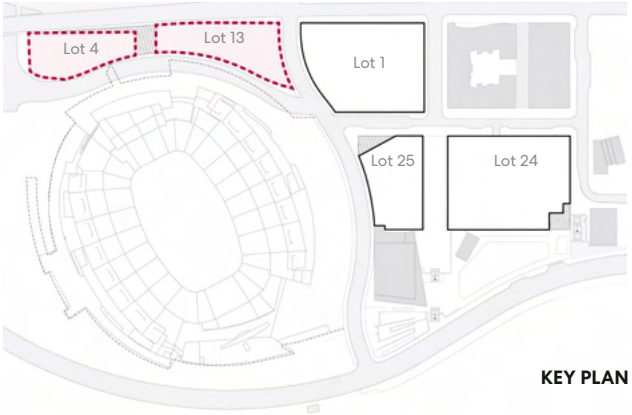


LOTS 4 & 13

Lots 4 and 13 occupy a highly strategic position along the northern face of The Banks, directly adjacent to Paycor Stadium and the future Bengals North Frontage Plaza. Today, these parcels play an essential operational and circulation role, supporting the movement of fans from W Pete Rose Way up to the 515' Datum and Elm Street, where a primary public stadium entrance is located. Existing parking lots on these sites also accommodate controlled access for VIPs and team-related operations, making them integral to stadium functionality on event days.

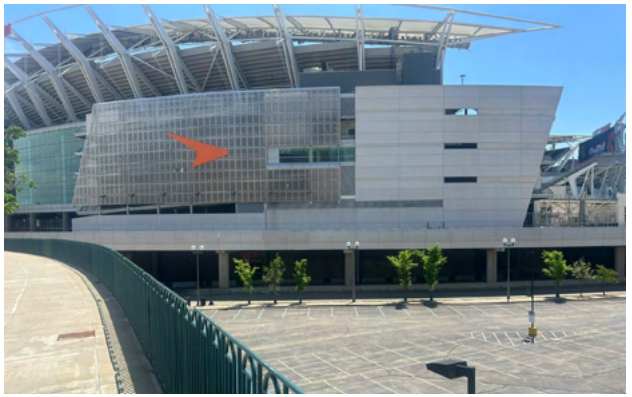
Lots 4 and 13 represent a significant opportunity to transform a largely utilitarian edge into an active, highly visible frontage. Their exposure along Fort Washington Way, combined with adjacency to the stadium and future plaza, positions these sites well for a destination-oriented vertical use such as a hotel or mixed-use tower. Future development should reinforce safe, intuitive pedestrian circulation, frame the future Bengals North Frontage Plaza as a civic gathering space, and introduce active ground-floor uses that contribute to both everyday district life and peak event performance.



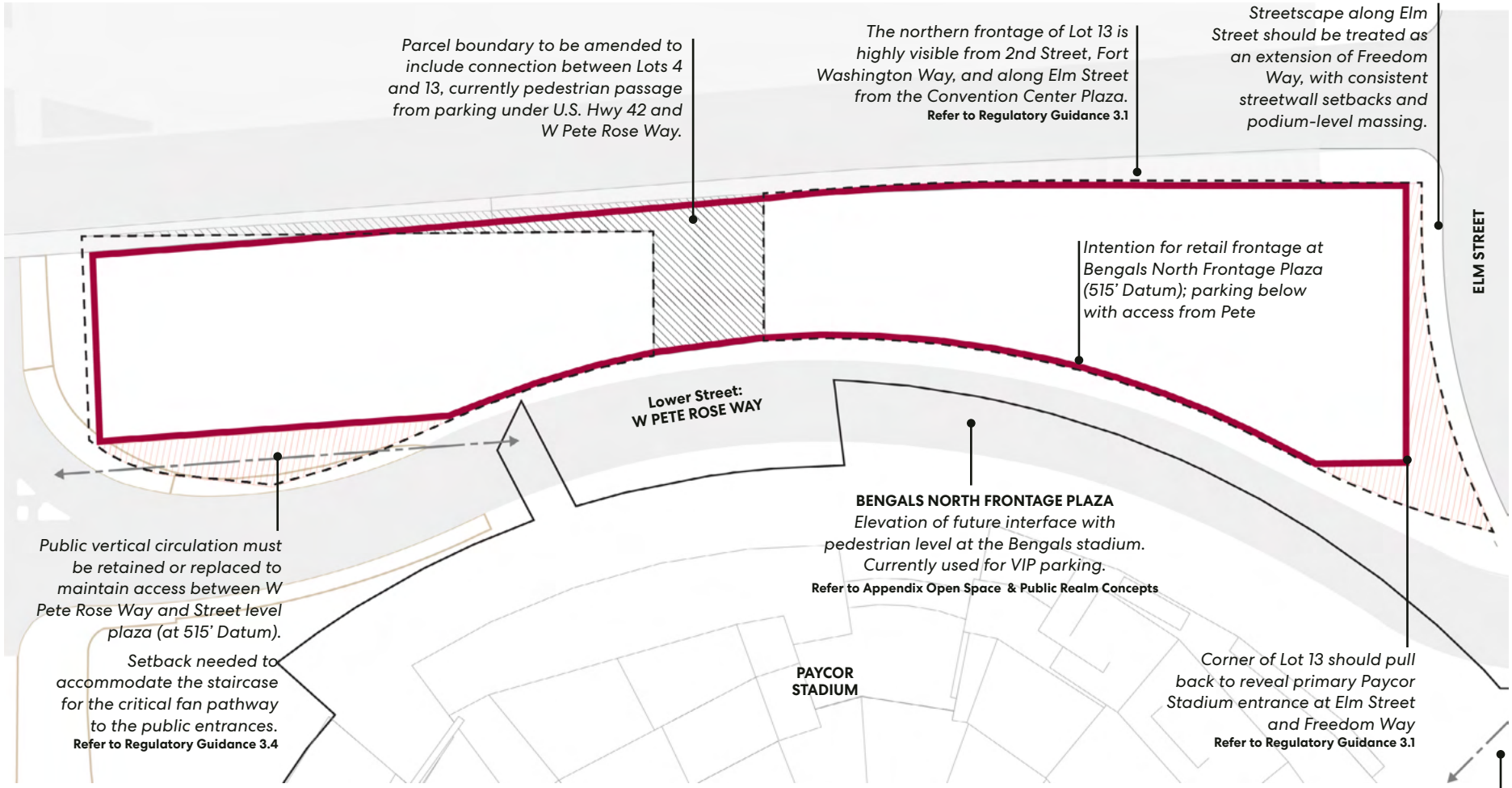


KEY PLAN



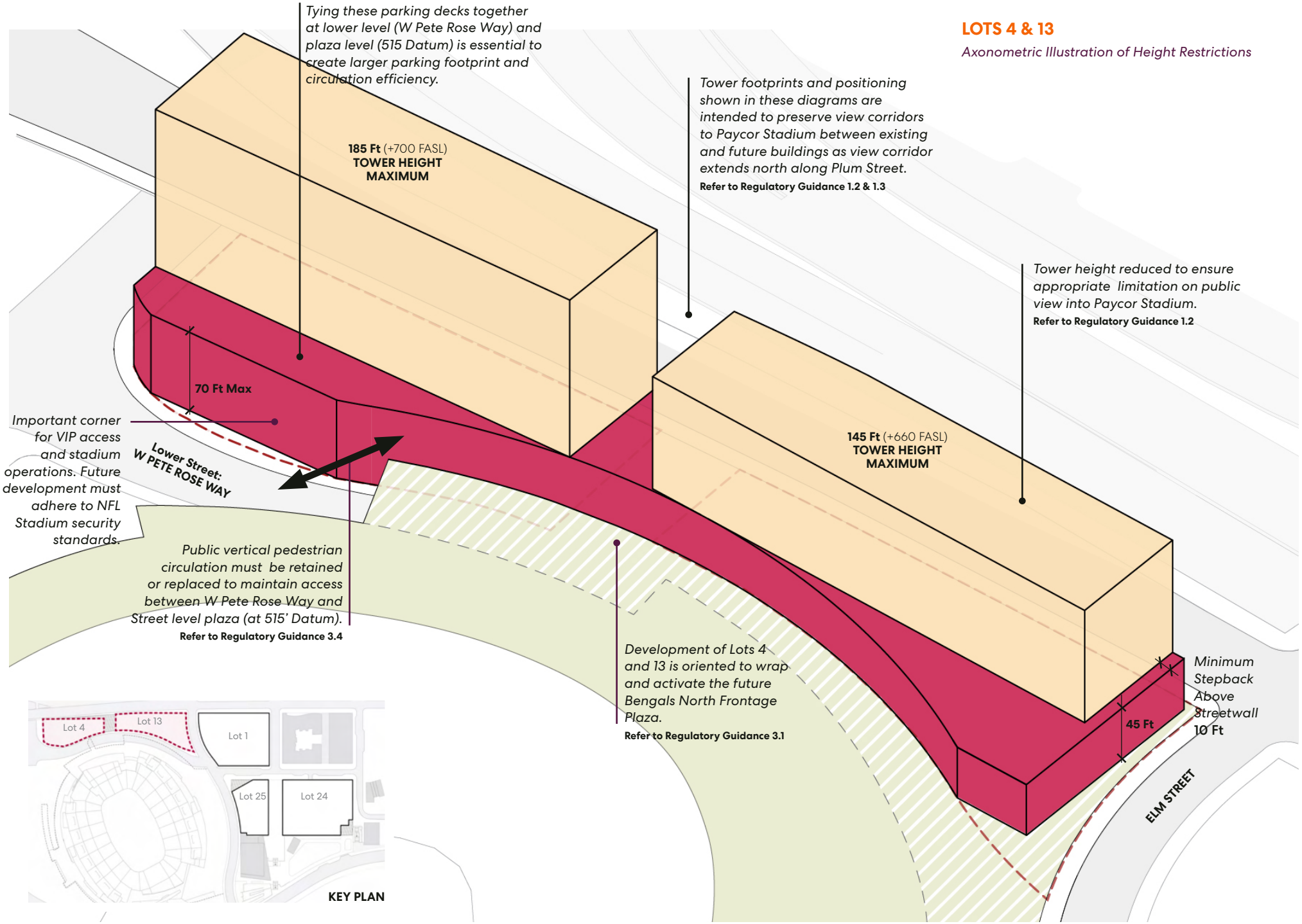


Ground Level Regulating Plan - Lots 4 & 13

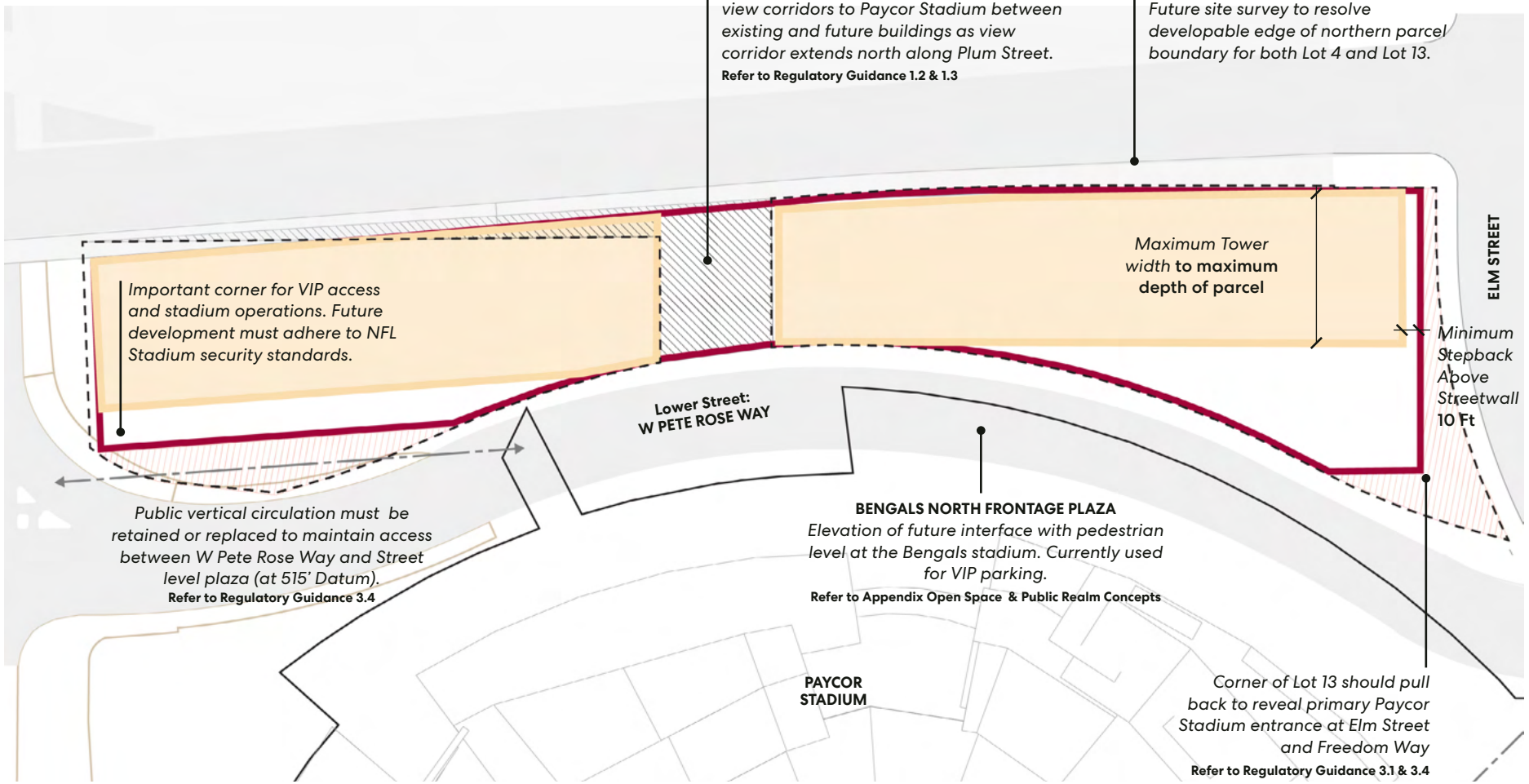


LOTS 4 & 13

Axonometric Illustration of Height Restrictions



Tower Footprint Regulating Plan - Lots 4 & 13



LEGEND

- Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions Explained
- Desired Building Separation for Circulation
- Tower Footprints

03 GROUND LEVEL EXPERIENCE

INCLUDED GUIDES

3.1 Active Use Frontages and Active Corners

3.2 Buildings Fronting Freedom Way

3.3 Essential Access Servicing and Operations

3.4 Pedestrian Access and Circulation

The Experience section focuses on how development contributes to the everyday and event-driven success of The Banks as a place people want to visit, spend time, and return to. It addresses the relationship between buildings and the public realm, with particular emphasis on ground-floor activation, frontage design, access, and circulation.

GROUND FLOOR ACTIVATION

Active ground floors are essential to sustaining The Banks as a year-round, walkable, and destination-oriented riverfront district. Ground-level spaces are expected to support daily activity, event-day surges, and intuitive pedestrian movement between streets, plazas, and riverfront amenities. This section establishes clear requirements for where ground-floor activation is required and how it must be delivered, while allowing flexibility in tenant mix and interior programming.

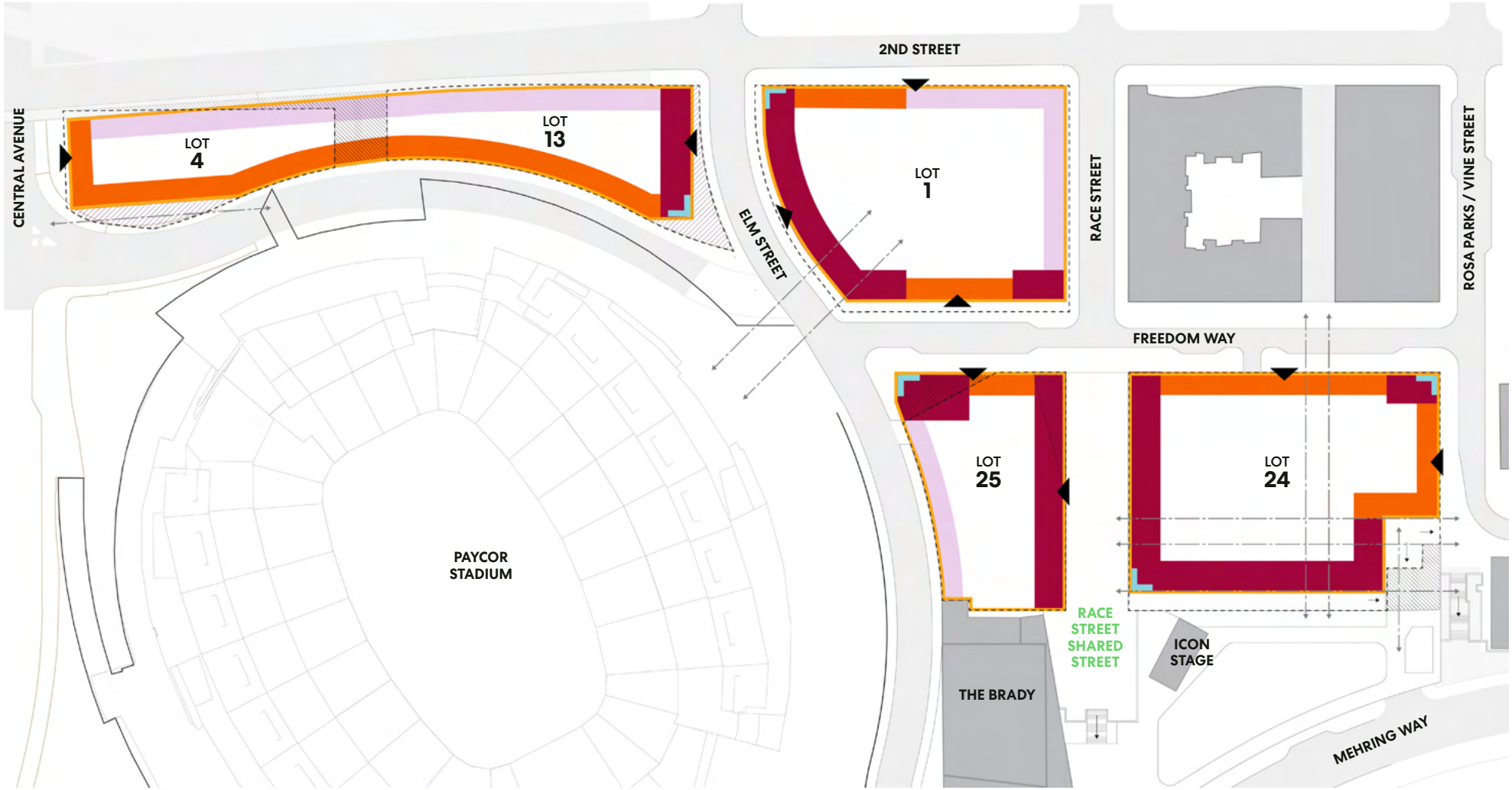
Ground floors must be clearly articulated through height, transparency, and material richness to support active uses. Upper levels should maintain rhythm and alignment across parcels, allowing variation while reinforcing order and coherence at the district scale. Ground-floor design should reinforce continuity along primary pedestrian corridors, provide frequent points of entry, and support visual transparency that connects interior activity with the public realm.

3.1 ACTIVE USE FRONTAGES AND ACTIVE CORNERS

Active Use Frontage refers to portions of a building's ground floor that are designed and occupied to promote visible activity and regular use. Active Use Frontages are characterized by frequent entrances, transparent façades, and uses that directly face and interact with adjacent streets, plazas, shared streets, or open spaces. Active uses include **Priority Retail Frontage** (where ideal uses include shops, restaurants, cafes, and bars) as well as other active uses as well as building lobbies, residential amenities, office/workplace, health/wellness.

Active Corners are ground-floor building corners located at the intersection of two public streets, a street and plaza, or other prominent pedestrian routes. Active Corners are intended to serve as highly visible points of activity and orientation within the district and are subject to the same activation requirements as Active Use Frontages, with an emphasis on enhanced visibility and entry. **Secondary Active Frontages** are typically located along secondary streets or less intense pedestrian corridors reinforce walkability and maintain visual continuity, while allowing greater flexibility in tenant type and programming than Primary Active Use Frontages.

Overall Ground Level Frontage Regulating Plan - All Lots



LEGEND

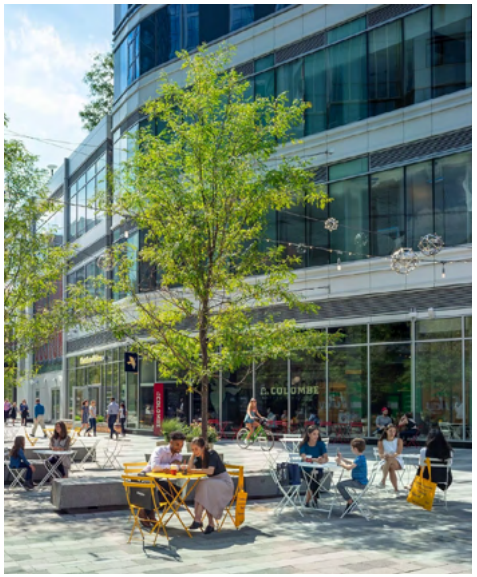
- Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions Explained
- Desired Building Separation for Circulation
- Priority Retail Frontage
- Active Use Frontage
- Secondary Active Frontage
- Corner with Active Uses
- Building Address Frontage











Seamless, activated streets connecting plazas to riverfront parks. Ground floors engage pedestrians year-round. Public spaces accommodate both everyday use and major events. Infrastructure—lighting, seating, paving—signals district quality and welcomes diverse users at all hours. (Credits forthcoming)


QUESNEL RIVER







3.2 BUILDINGS FRONTING FREEDOM WAY

Buildings fronting Freedom Way occupy the most active and visible edges of the district and play a critical role in shaping district identity, pedestrian experience, and event-day performance. These frontages are expected to support continuous activation, accommodate large volumes of pedestrian movement, and reinforce clear connections between Downtown, the riverfront, and major public destinations.

◊ Regulatory Standards

- Ground floors along these frontages should accommodate active, publicly-oriented uses and should not be occupied by parking, loading, or back-of-house function except where entirely enclosed from view, during a scheduled maintenance period, or controlled driveways accessing these functions within the core of the development block.
- A minimum of 60 percent of the ground-floor frontage along Freedom Way should be visually transparent between 2 and 12 feet above the 515 Datum, except where otherwise noted.
- Primary building entrances should front directly onto Freedom Way or Race Street south of Freedom Way and should be clearly identifiable from the public realm.
- Service access, garage entrances, and loading areas should be prohibited along these primary frontages unless explicitly identified on the regulating diagrams.
- Buildings along Freedom Way should accommodate spill-out activity, operable façades, and flexible thresholds to support festival, game-day, and event programming.

3.3 ESSENTIAL ACCESS, SERVICING, AND OPERATIONS

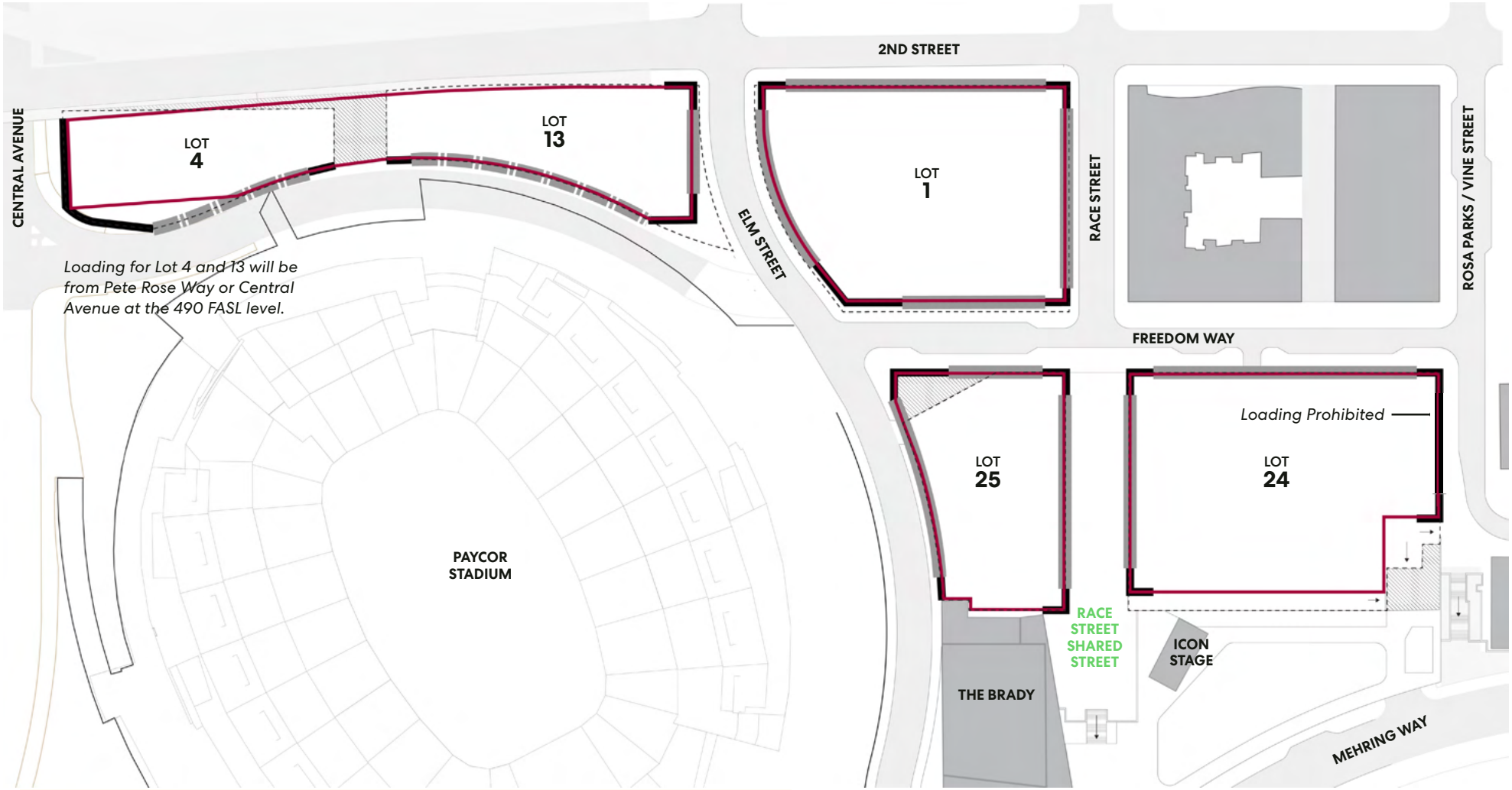
This section establishes requirements for loading, servicing, utilities, parking access, and vertical circulation to ensure that essential back-of-house and operational functions are accommodated efficiently without compromising pedestrian safety, public realm quality, or the performance of active frontages. Access and servicing infrastructure must support both everyday operations and peak event conditions while remaining visually and functionally secondary to streets, plazas, and primary pedestrian routes.

Vertical access elements—including stairs, ramps, and elevators—play a critical role in connecting the district's multi-level conditions, including transitions between the riverfront, stadium levels, and the 515 Datum, and should be designed as integral components of the public circulation network.

◊ Regulatory Standards

- Loading docks, service bays, and freight access should be shared across parcels where feasible to minimize redundancy and curb cuts.
- Servicing, loading, and back-of-house functions should not be located along required Active Frontages or Active Corners, unless explicitly permitted on the regulating plans.
- Trash, recycling, mechanical, and utility functions should be fully enclosed and screened from public view.
- Back-of-house access should be located away from primary pedestrian routes and key public spaces, wherever possible.
- Service access points should be consolidated wherever possible to reduce conflicts with pedestrian movement and public realm activity.
- Temporary modifications to parking access, loading, or servicing operations may be permitted during major events, provided pedestrian safety, emergency access, and active frontage requirements are maintained.

Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots



LEGEND

- Existing Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions
- Desired Building Separation for Circulation
- Potential Parking and Loading Entry Frontage (515 FASL)*
- Potential Parking and Loading Entry Frontage (490 FASL)*
- Loading Prohibited Zone (30' Minimum unless otherwise noted)

3.4 PEDESTRIAN ACCESS AND CIRCULATION

Pedestrian access and circulation establish the underlying structure that makes The Banks navigable and intuitive. This network connects streets, plazas, riverfront spaces, and stadium destinations across multiple elevations and supports safe, continuous movement through the district under both everyday and event conditions. Clear pedestrian routes provide the foundation for wayfinding by allowing people to orient themselves through visible paths, direct connections, and legible changes in grade.

◊ Regulatory Standards

- Vertical access elements connecting to the 515 Datum should be designed as visible and publicly legible components of the pedestrian circulation network.
- Stairs and ramps serving public circulation should front onto streets, plazas, or pedestrian passages and should not be fully internalized within buildings.
- Essential access, servicing, and operational infrastructure should be designed to accommodate peak event-day conditions without obstructing primary pedestrian routes, emergency access, or required active frontages.
- Vertical circulation elements should be visible from public spaces and designed to support intuitive, safe use without reliance on enclosed or hidden locations.



CLOCKWISE FROM LEFT
Bengals North Parking Concourse and Plaza
Pedestrian staircase leading from The Brady to Mehring Way
Vertical pedestrian circulation at eastern edge of Lot 24
Second Street Underground Transit Center pedestrian staircase to street level.
Second Street Underground Transit Center pedestrian access at street level.
Rear access stair on north side of The Brady from Elm Street to lower parking level






TO RACE & VINE STREETS




BUD
BUD
LIGHT
LIGHT

04 QUALITY OF PLACE

INCLUDED GUIDES

4.1 Architectural Character and Expression

4.2 Lighting and Nighttime Environment

4.3 Public Art and Placemaking Elements

4.4 Wayfinding and Signage

The Quality of Place chapter establishes expectations for the materials, lighting, wayfinding, and placemaking elements that shape first impressions and long-term perception of The Banks.

ARCHITECTURAL EXPRESSION AT THE BANKS

Cincinnati's architecture is inseparable from its geology, its river, and its immigrant history. Iron-rich clays produced the city's distinctive red brick. Limestone and sandstone anchored bridges, embankments, and river infrastructure. The result is a built environment shaped by available materials, skilled labor, and a practical understanding of durability. Buildings were made to work hard, age well, and hold their ground.

That legacy is most clearly expressed in the Over-the-Rhine neighborhood, where German-American immigrants built one of the largest and most intact collections of Italianate architecture in the country. These buildings share a clear architectural logic: vertically proportioned façades, finely worked masonry, pronounced cornices, pedimented windows and doors, and first floors treated as civic spaces rather than service zones. Architecture carried public responsibility. It expressed pride, order, and permanence.

At The Banks, this history is not a pattern book to replicate. It is a standard to meet. As Cincinnati completes its long reorientation to the river, new development must express the same clarity of structure, material honesty, and architectural confidence that defines the city at its best. These guidelines establish a contemporary framework—one that draws from Cincinnati's vernacular traditions while embracing modern construction, performance, and expression—to ensure that new buildings contribute to a cohesive, enduring riverfront district.

Masonry as the Celebrated Language

Masonry is central to Cincinnati's architectural identity. Red brick, in particular, gives the city much of its character and scale. At The Banks, masonry should be treated as a shared material language rather than a requirement. Variation in tone, coursing, and relief should support massing, proportion, and long-term performance, with lighter or contrasting masonry used selectively to mark hierarchy or key architectural moments.

Natural Edges as Transitional Moments

At The Banks, stone should be used to reinforce the relationship between architecture, landscape, and the public realm. Stone elements should feel embedded rather than applied. Changes in elevation, edges between hardscape and planting, and transitions between buildings and open space are opportunities to use stone to establish weight, texture, and tactile richness at the pedestrian scale.

Corners as Moments of Expression

Corners and block edges should reinforce structure and orientation. Drawing from the Italianate use of quoins, contemporary shifts in material, depth, or articulation should frame corners, create shadow, and clarify building geometry. Corner expression should strengthen legibility at intersections, plazas, and river-facing frontages.

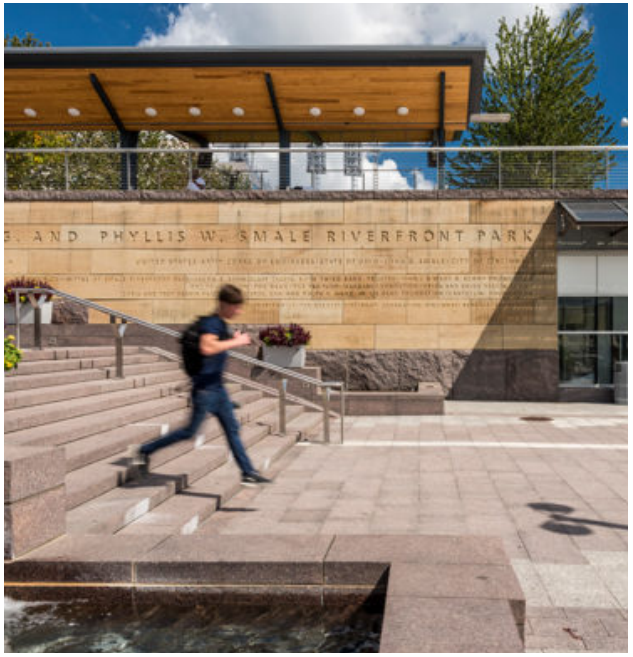
Stone, Metal, and Craft Accents

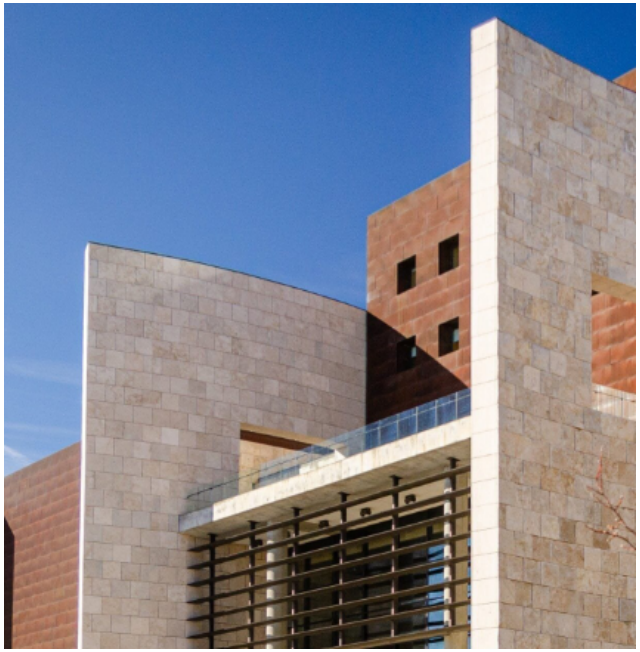
Stone, metal, and copper elements may highlight key architectural moments or anchor buildings to the ground plane. Drawing from Cincinnati's bridge and infrastructure legacy, these materials should be used deliberately, allowing weathering and age to contribute to character rather than relying on applied detail.

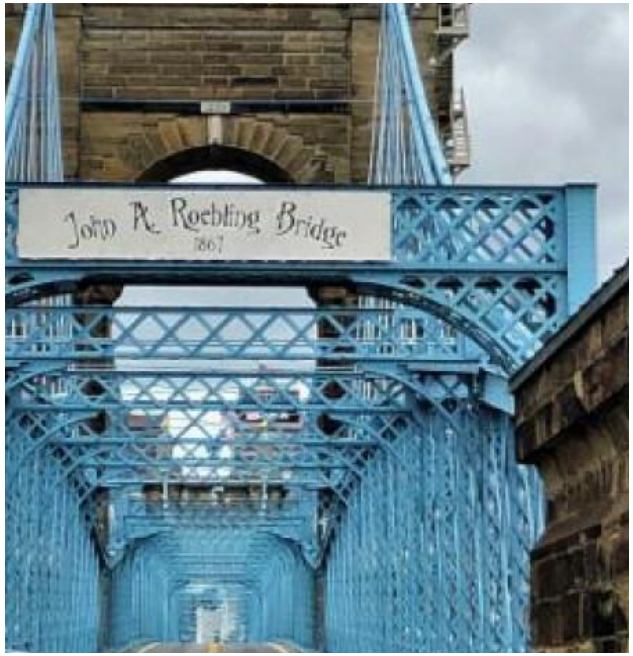
Lightness at the Ground Plane

Upper levels may convey mass and solidity, but the ground plane should remain open and permeable. Transparency, canopies, and finely detailed soffits should strengthen connections between buildings, streets, plazas, and the river, reinforcing The Banks as a welcoming and civic riverfront district.









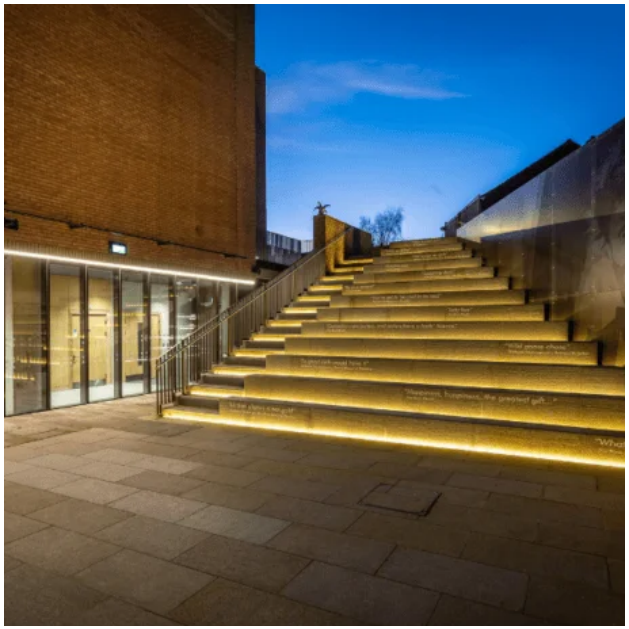




Example of Cincinnati Vernacular Material Palette and Area

4.1 ARCHITECTURAL CHARACTER AND EXPRESSION

Architectural character at The Banks should reflect its role as Cincinnati's premier riverfront district. Buildings are expected to be contemporary in expression, durable in materiality, and responsive to both civic significance and environmental conditions. Architectural style should emphasize compatibility across parcels, coherence at the district scale, and careful attention to human-scale detail where buildings meet streets, plazas, and public spaces. Architectural expression should reinforce the district's stepped massing framework and contribute to a legible skyline when viewed from streets, plazas, and the riverfront. New buildings at The Banks should read as the next durable layer in Cincinnati's architectural history—rooted, confident, and built to last.



CLOCKWISE FROM LEFT
Studiotech, staircase lighting
TÜV SÜD, Southgate Bath
Michael Grub, Whitfield Gardens
Planit-IE, Rochdale, UK
Plani, Catenary Pendant

◊ Design Guidance (Non-Regulatory):

- Buildings should employ durable, high-quality primary materials appropriate for a riverfront and high-traffic urban environment, with secondary materials used to articulate building mass and detail.
- Architectural articulation should reinforce vertical and horizontal transitions, particularly at the streetwall, mid-level massing, and upper building elements.
- Large building volumes should be visually modulated through massing shifts, material changes, or façade articulation to maintain visual interest and compatibility across parcels.
- Mechanical systems, vents, and rooftop equipment should be integrated into the architectural design and screened from public view.
- Building materials and façade systems should be selected with long-term durability and maintenance in mind.

4.2 LIGHTING AND NIGHTTIME ENVIRONMENT

Lighting plays a critical role in shaping safety, identity, and vibrancy at The Banks after dark. A coordinated nighttime environment should enhance wayfinding, highlight key public spaces and architectural features, and support both everyday use and major events. Lighting design should prioritize comfort and clarity at the pedestrian level while avoiding excessive brightness, glare, or visual clutter.

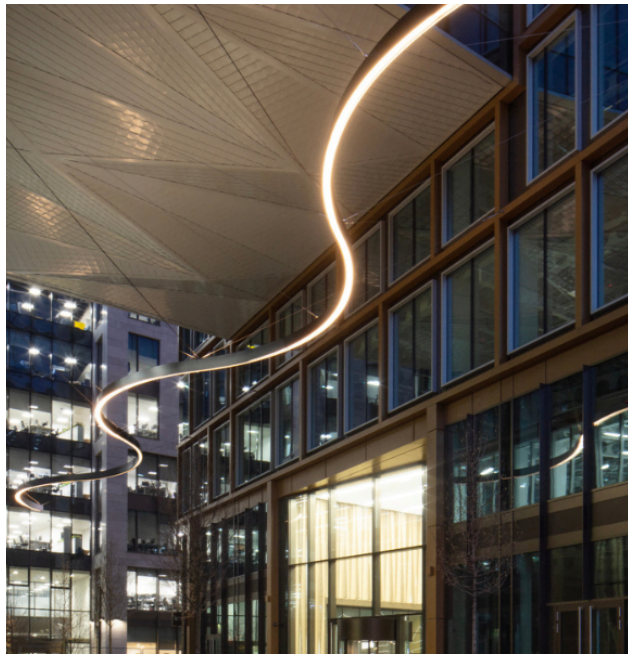
◊ Regulatory Standards:

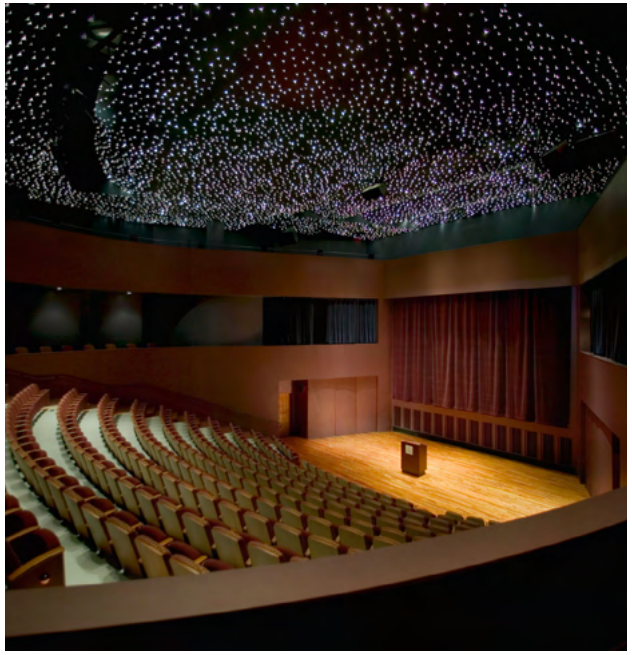
- Building-mounted and site lighting should prioritize pedestrian-scale illumination along sidewalks, plazas, and shared streets.
- Lighting levels should support safety and visibility without excessive brightness or spillover into adjacent uses or public spaces.
- Architectural lighting should emphasize building entries, vertical circulation elements, and significant corners.
- Pedestrian-scale lighting should be provided along primary pedestrian routes, plazas, shared streets, and vertical access points to ensure consistent visibility and comfort.
- Lighting systems should be capable of accommodating temporary adjustments for event-day operations and security requirements.
- Dynamic or color-changing lighting may be permitted where it supports district-wide placemaking or event programming, subject to review.
- Public spaces and pedestrian routes should be designed to maintain clear sightlines and avoid concealed areas, blind corners, or deep recesses.







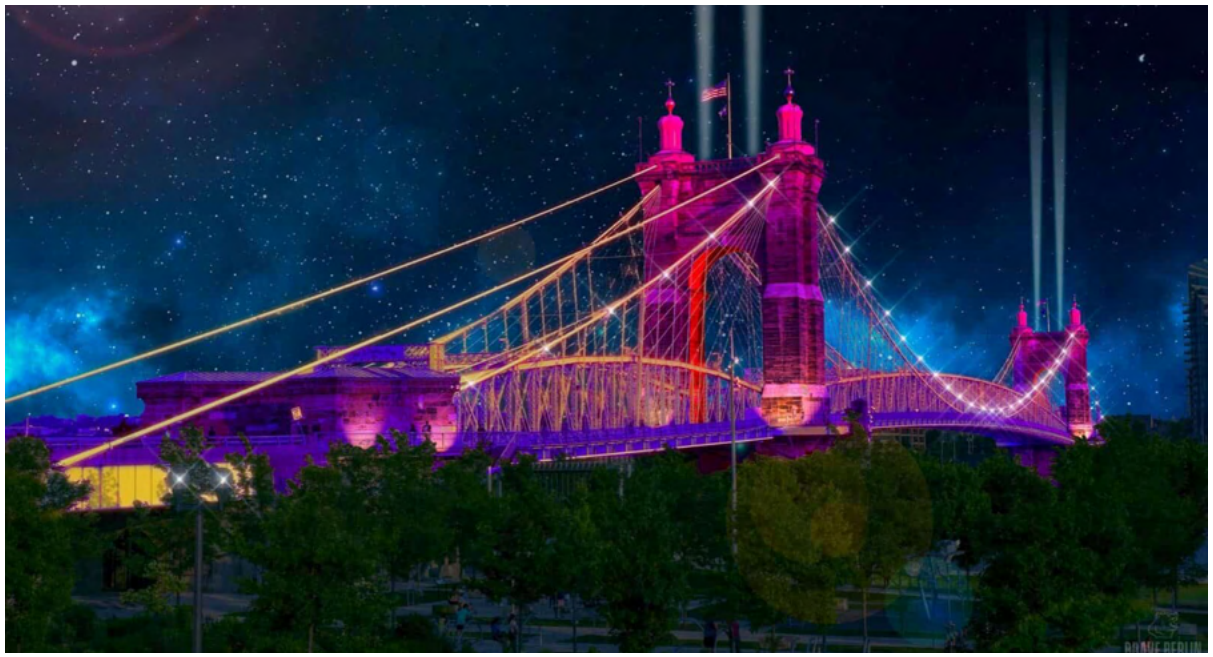





THE ANDREW J BRADY
MUSIC CENTER









4.3 PUBLIC ART AND PLACEMAKING ELEMENTS

Public art and integrated placemaking features are encouraged as tools to strengthen identity and enhance the experience of moving through the district. The Banks existing destinations like the Cincinnati Black Music Walk of Fame, offer examples of how light, art, and interactivity are already integrated into the public realm at The Banks.

◊ Design Guidance (Non-Regulatory):

- Public art is encouraged at stairs, ramps, plazas, and gateways to reinforce identity and create civic moments within the circulation network.
- Event overlays should be designed as a coordinated family of elements that can be deployed, removed, or adapted efficiently as part of stadium operations.
- Vertical circulation elements should be treated as placemaking opportunities and visible public amenities rather than purely utilitarian infrastructure.
- Public art and placemaking features located within circulation corridors or near stadium access points should be designed to accommodate event-day operations and should not interfere with security screening, queuing, or crowd flow requirements.

CLOCKWISE FROM LEFT
Underground Railroad Freedom Center, Harriet Tubman Theater
Cincinnati Black Music Walk of Fame, THP
Roebling Bridge BLINK night lighting activation
Anderson Pavilionand Cascading waterfall lighting
Barr Labaryth at Smale Riverfront Park

4.4 WAYFINDING AND SIGNAGE

Purpose of the Signage & Wayfinding Guidelines

The purpose of these Signage & Wayfinding Guidelines is to establish a clear, unified system that connects the entire Banks District into one cohesive experience. Wayfinding at The Banks is more than directional signage—it is a civic tool that reinforces district identity, links iconic destinations, and ensures every visitor, resident, and fan can move seamlessly from highway to hallway. A consistent system of graphics, materials, layouts, and messaging strengthens first impressions and builds lasting memory across parks, plazas, streets, and venues. This framework ensures that regulatory, safety, and informational signage functions with clarity and dignity— while supporting the larger district brand. Standardization across facilities creates cohesion without limiting the unique character of individual destinations.

District-Wide Coordination

It is recommended that The Banks adopt unified District Signage & Facility Design Guidelines to ensure long-term consistency, quality, and scalability as the district evolves. These guidelines:

- Define best practices for placement within public rights-of-way, parks, and facilities
- Establish signage typologies based on space type and function
- Provide resources for developers, consultants, contractors, and partners working within the district

Compliance & Standards

All signage must comply with applicable City of Cincinnati codes, including size, placement, accessibility, and safety requirements. Additional approvals may be required by the Department of Buildings & Inspections and Zoning. Where applicable, signage must also align with recognized city and industry standards, including:

- Manual on Uniform Traffic Control Devices (MUTCD) – Federal Highway Administration
- Society for Experiential Graphic Design (SEGD) professional standards
- City of Cincinnati Parks and DOTE signage guidelines
- City of Cincinnati Brand Guidelines
- County Parking Facilities

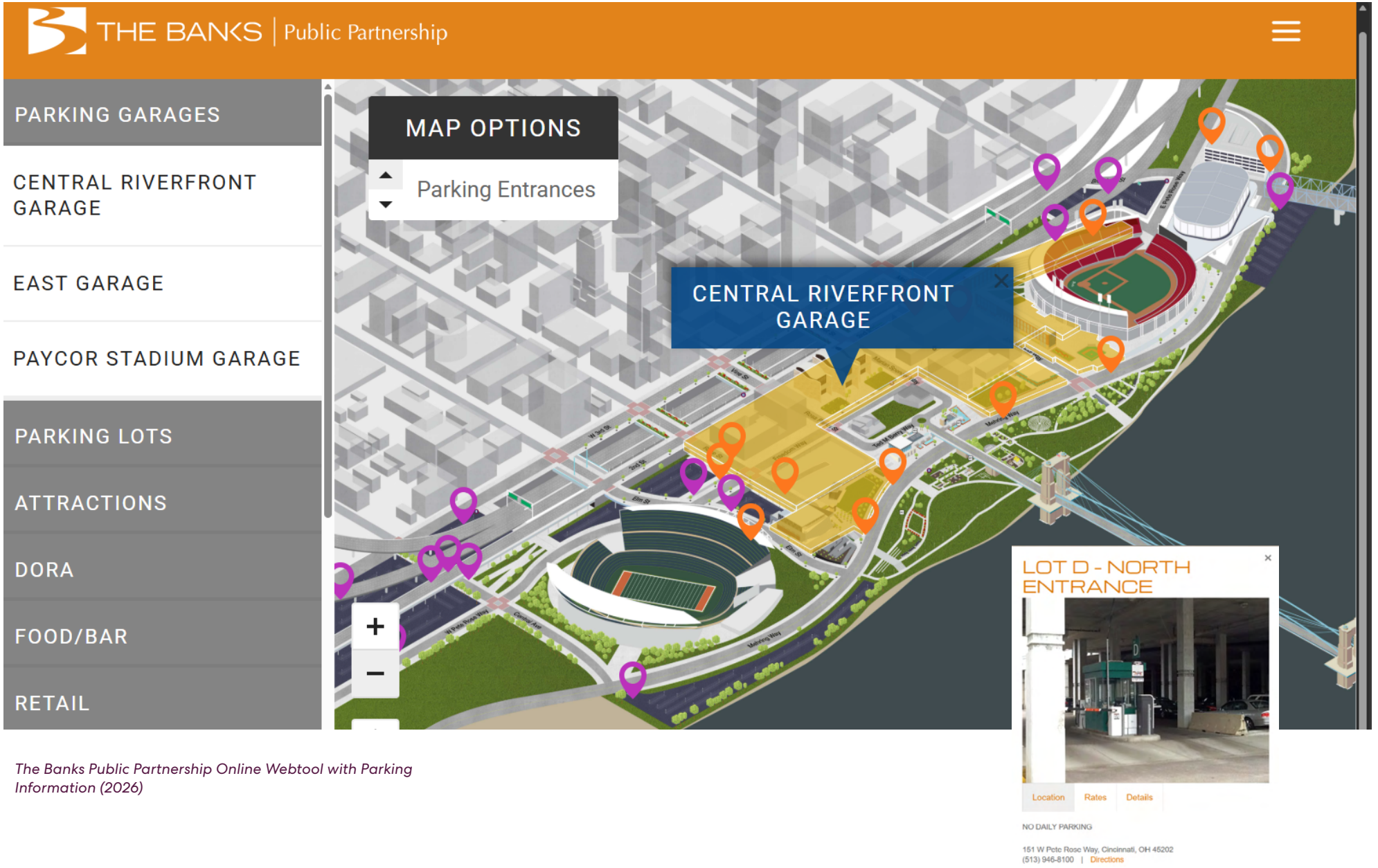
One Sign Family

The Banks signage system operates as one cohesive sign family—a clear, recognizable kit of parts that can be applied across streets, parks, promenades, plazas, and facilities. This unified system creates a seamless visitor experience while allowing flexibility to respond to the character and function of each space. The framework defines a range of sign types that work together visually and functionally— from gateway markers and directional signage to interpretive elements and regulatory messaging. Some sign types are universal across the district, establishing consistency and brand recognition. Others are tailored to specific site typologies, ensuring the system remains adaptable as the district evolves. Spaces with multiple typologies may integrate elements from more than one set, maintaining cohesion while supporting unique programming needs.

A clear, material framework distinguishes park, public, and private space types, helping visitors intuitively understand where they are within the district. This approach reinforces The Banks as one connected neighborhood—while allowing each destination to retain its identity within the larger civic story.

◊ Design Guidance (Non-Regulatory):

- District identity signage and gateway features should be coordinated across parcels to reinforce a cohesive visual language.
- Tenant signage should follow a clear hierarchy that supports legibility while minimizing visual clutter.
- Wayfinding elements should be integrated into architecture, landscape, and vertical access features rather than treated as standalone objects.
- Event-day signage, banners, temporary wayfinding, and operational overlays should be subject to review and approval in coordination with stadium operations and applicable City departments to ensure consistency with safety, security, and crowd management protocols in addition to visitor experience.
- Temporary event-related signage and placemaking elements may be permitted during major events, provided they do not obstruct required pedestrian routes, emergency access, vertical circulation, or required active frontages.
- Permanent wayfinding elements should prioritize primary pedestrian routes, vertical access points, and connections between public spaces, and should remain legible during both everyday and event conditions.



The Banks Public Partnership Online Webtool with Parking Information (2026)

THE BANKS | Public Partnership

APRIL 2026

SUBJECT: A report and recommendation on the proposed district plan, The Banks Urban Design Plan Update, as the guiding planning document for The Banks in the Central Business District.

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

- Exhibit A – *The Banks Urban Design Plan Update*

BACKGROUND:
It has been over 25 years since the *Central Riverfront Urban Design Master Plan (2000)* was published as the original guiding plan document for The Banks. That plan set the overall framework for the district, envisioning a 24-hour, seven-day-a-week, pedestrian-friendly neighborhood with over 1.5 million square feet of mixed-use buildings, from residential to office to retail to hotels. The plan led to the creation of Planned Development #43 (PD-43), The Banks, which set the zoning rules for development at The Banks. Since then, what started as parking lots, industrial land, and freeways has become a mixed-use entertainment hub. Between an award-winning riverfront park, modern stadia, live concert venues, a world-class museum, and dozens of popular bars and restaurants, The Banks is a key part of the Central Business District and the Cincinnati region that produces an estimated $89.4 million in annual state and local tax revenue.

While The Banks has seen significant positive change over the last 25 years, large portions of The Banks are still undeveloped. This untapped potential is why the City of Cincinnati and Hamilton County partnered in 2025 to begin the process of creating an updated plan document. The County selected a consultant team led by Perkins&Will with subconsultants MKSK, HR&A, Nelson/Nygaard, and Kolar Design, and the process officially kicked off in April 2025. The consultant team convened a steering committee with members from the City of Cincinnati, Hamilton County, the Cincinnati Reds, and the Cincinnati Bengals. Additionally, the consultant team brought together a district advisory group made up of major tenants, landowners, venue operators, and institutional partners to help guide the plan, which is officially called *The Banks Urban Design Plan Update.*

The final version of *The Banks Urban Design Plan Update* (the "Plan") was released in April 2026. The Plan recaps the history of The Banks, present challenges, and sets a vision with three "District Drivers" (p. 49):

1) A Banks District that is Bigger and Bolder
2) A Quality District that Drives Value
3) A Riverfront Built for Game Day, Designed for Everyday

The Plan states that the greatest risk to the future of The Banks is "uncoordinated incrementalism," which it describes as "the gradual erosion of district potential through isolated decisions — parcels developed without regard to shared space, infrastructure delivered without phasing alignment, programming added without operational strategy" (p. 7). The Plan's proposal to counteract that scenario is significant: 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail over the next decade, along

with a new centerpiece plaza and shared streets. The buildings would result in $750 to $800 million in development, but all these proposals would require public investment to be financially feasible.

The Banks Urban Design Plan Update is crucial to setting a coordinated future vision of The Banks for all major stakeholders. Importantly, the Plan also directly informs changes to the zoning of The Banks, since the City Planning Commission and City Council will consider changes to the Concept Plan and Development Program Statement for Planned Development #43 (PD-43), The Banks, with a Major Amendment submitted concurrently with this application for approval of the Plan. If the Plan and Major Amendment to PD-43 are approved by Cincinnati's City Planning Commission and City Council, it is anticipated that there will be a Request for Proposals (RFP) released in the Summer of 2026 for development proposals.

PLANNING PROCESS & COMMUNITY ENGAGEMENT:

The Banks Urban Design Plan Update planning process began with the selection of the consultant team in April 2025 and was followed by the creation of the Steering Committee and District Advisory Group. May to June 2025 consisted of an assessment of existing conditions and early concept ideation. July to September 2025 involved creating development options. The final version of the plan was crafted from October 2025 to January 2026.

Two polls were released during the planning process to understand public sentiment. The first poll was open from July-August 2025 and had 529 respondents, and the second poll was open from September-October 2025 and had 113 respondents. There were six Steering Committee and three District Advisory Group meetings throughout the planning process, in addition to presentations to the Equitable Growth and Housing Committee of Cincinnati City Council and the Hamilton County Board of County Commissioners in November 2025.

A notice of the May 15, 2026, City Planning Commission meeting was sent to all property owners both within PD-43 and within 400 feet of the PD boundary, as well as the Downtown Residents Council. A presentation about The Plan was given to the Downtown Residents Council on April 14, 2026, and the final version of the Plan was posted on the Department of City Planning and Engagement website on April 16, 2026.

PLAN OVERVIEW:

The Banks Urban Design Plan Update consists of 130 pages of history, existing conditions, market analysis, vision-setting, renderings of potential development, guidance for building form, and much more. The Plan is broken up into three chapters: Riverfront Context, The Banks Vision, and Design Guidelines. Together, the information in these chapters will guide the future of The Banks from zoning changes to investment in public amenities to major building projects. By having a coordinated vision, the Plan will help create a district that finally realizes its full potential.

Riverfront Context

This section begins by outlining the history of Cincinnati's riverfront, tracking the transition from an industrial center surrounded by highways to a place where rich civic life could occur. It discusses the past 30+ years of major planning efforts, starting with the 1994 Vision for Downtown Cincinnati and ending with the recent developments of The Andrew J. Brady Music Center (2021), ICON Festival Stage (2021), and the Cincinnati Black Music Walk of Fame (2023). It highlights the district's major assets as well as the main district users, such as event attendees, tourists, families, and locals coming for amenities. The Plan then reviews the public

perceptions gleaned from its 600+ survey responses. The major themes from the surveys were desires for enhanced safety and security, year-round activation beyond event days, mixed-use vitality with everyday services alongside entertainment uses, expanded cultural programming, family-friendly amenities, and an enhanced public realm with shade, seating, and spaces designed for lingering. The section then discusses a market analysis that recommends 860-1,260 units of high-rise, market-rate multi-family, 100-150 hotel rooms, and 60,000-80,000 square feet of retail. The Plan envisions this new construction to be focused on Lots 1, 4, 13, 24, and 25 (the "Development Lots"), which are clustered on the western half of The Banks. The section emphasizes that a coordinated district strategy is required, since the proposed developments will not fully be realized unless there is significant government investment into both the private and public realms.

The Banks Vision

This chapter starts by clearly stating the bold vision: "Designed to operate at both the everyday and the extraordinary, The Banks will support neighborhood life, regional events, and cultural expression within a flexible public realm and a development framework built to evolve. It is time to realize a bigger, bolder Banks Riverfront District" (p. 46). The chapter then outlines the three District Drivers that will help to close the financial gap for the envisioned developments, stating that "they're the conditions that determine whether The Banks succeeds or stalls." The District Drivers are (p. 49):

1) A Banks District that is Bigger and Bolder
2) A Quality District that Drives Value
3) A Riverfront Built for Game Day, Designed for Everyday

Within each driver, there are proposals to advance development of The Banks. These proposals include significant investment in the public realm, including a centerpiece plaza in front of the National Underground Railroad Freedom Center, a serpentine pedestrian bridge, multiple new shared streets, the creation of a Bengals Plaza, the expansion of the riverfront park, the addition of a marina, and the capping of Fort Washington Way, among others. These investments would help spur over 2.5 million gross square feet of mixed-use development that will make The Banks not only more vibrant, but a regional and national destination. The chapter concludes with recommendations for how to evolve The Banks's branded experience through better wayfinding and signage, art, promotion materials, and online presence.

Design Guidelines

The final chapter guides how various aspects of the public realm, including architecture, signage, and lighting, can create a rich pedestrian experience for the remaining development parcels of The Banks. The chapter consists of four sections that each have a three-part framework. The framework starts with "Principles or Framing Ideas," followed by "Regulatory Standards," and finally "Design Guidance (Non-Regulatory)." This framework distinguishes design intent, enforceable standards, and discretionary guidance for the district.

> ***District Massing Framework***
>
> This section establishes a consistent framework for building massing, height, and block coverage to support development while also protecting district-wide goals of creating an active street presence and view that define the district's identity. It provides specific guidance on preserving the "stepped skyline", creating view corridors, and setting height limits in relation to Paycor Stadium.

Architectural Form

The main objective of this section is to provide clear guidance on the building form to protect sightlines, primary pedestrian routes, and both present and future activity corridors. It includes guidelines related to ground-level streetwalls, building placement, spacing, step backs, and strategies to screen podium parking. The section ends with providing specific site guidance for the Development Lots (Lots 1, 4, 13, 24, and 25). This guidance ranges from the positioning of the towers to setting maximum heights to determining how the buildings interact with new public spaces and streets.

Ground Level Experience

This section focuses on how buildings relate to the public realm, emphasizing ground floor activation, the design of building frontages, and pedestrian access and circulation.

Quality of Place

The final section establishes expectations for materials, lighting, wayfinding, and placemaking to create a strong, cohesive expression of The Banks.

CONSISTENCY WITH PLAN CINCINNATI (2012):

The Banks Urban Design Plan Update is consistent with the comprehensive plan for the City of Cincinnati *Plan Cincinnati*, which was adopted by City Council in 2012. The Plan is consistent with all five Initiative Areas of *Plan Cincinnati*: Compete, Connect, Live, Sustain, and Collaborate. These Initiative Areas align with the Guiding Policy Principles by increasing our population, building on our assets, and being aggressive and strategic in future growth and development (p. 74).

Compete Initiative Area

The proposed plan is consistent with *Plan Cincinnati* Compete goals to "Cultivate our position as the most vibrant and economically healthiest part of our region" (p. 114) and to "Become nationally and internationally recognized as a vibrant and unique city" (p. 121) as well as the strategy to "Target investment to geographic areas where there is already economic activity" (p. 115). *The Banks Urban Design Plan Update* envisions a district that builds upon the past successes to become both a regional and national mixed-use entertainment destination.

Connect Initiative Area

The proposed plan is consistent with *Plan Cincinnati* Connect goal to "Develop an efficient multi-modal transportation system that supports neighborhood livability" (p. 129) and the strategy to "Expand options for non-automotive travel" (p. 130). *The Banks Urban Design Plan Update* recommends new shared streets, a pedestrian bridge, and an expanded riverfront park that will create a better overall environment for people to walk and bike.

Live Initiative Area

The proposed plan is consistent with *Plan Cincinnati* Live goals to "Build a robust public life" (p. 149), to "Create a more livable community" (p. 156), and to "Provide a full spectrum of housing options, and improve housing quality and affordability" (p. 164) as well as the strategies to "Develop and maintain

inviting and engaging public spaces to encourage social interaction between different types of people" (p. 150), to "Become more walkable" (p. 157), and to "Offer housing options of varied sizes and types for residents at all stages of life" (p. 169). *The Banks Urban Design Plan Update* proposes over 1,200 units of housing, along with retail, commercial, office, hotels, and restaurants. It also envisions significant government investment into the public realm to create a new centerpiece plaza, expand parks, and build new shared streets that will all enhance the quality of life of both residents and visitors.

Sustain Initiative Area

The proposed plan is consistent with *Plan Cincinnati* Sustain goal to "Preserve our natural and built environment" (p. 193) and the strategy to "Protect our natural resources" (p. 194). *The Banks Urban Design Plan Update* recommends replacing riverfront parking lots with new parks and green spaces to help restore and preserve the natural environment.

Collaborate Initiative Area

The proposed plan is consistent with *Plan Cincinnati* Collaborate goal to "Work in synergy with the Cincinnati community" (p. 209) and the strategy to "Unite our communities" (p. 210). *The Banks Urban Design Plan Update* provides a framework for collaboration between the City of Cincinnati, Hamilton County, and the numerous cultural, sports, entertainment, and commercial institutions at The Banks. Collaboration is essential for The Banks to achieve the bold vision set by the plan.

RECOMMENDATION:

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

APPROVE the proposed district plan, The Banks Urban Design Plan Update, as the guiding planning document for The Banks in the Central Business District.

Respectfully submitted:

Andrew Halt

Andrew Halt, AICP, PE, Senior City Planner
Department of City Planning & Engagement

Approved:

Katherine Keough-Jurs

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

Exhibit A

The Banks

URBAN DESIGN PLAN UPDATE

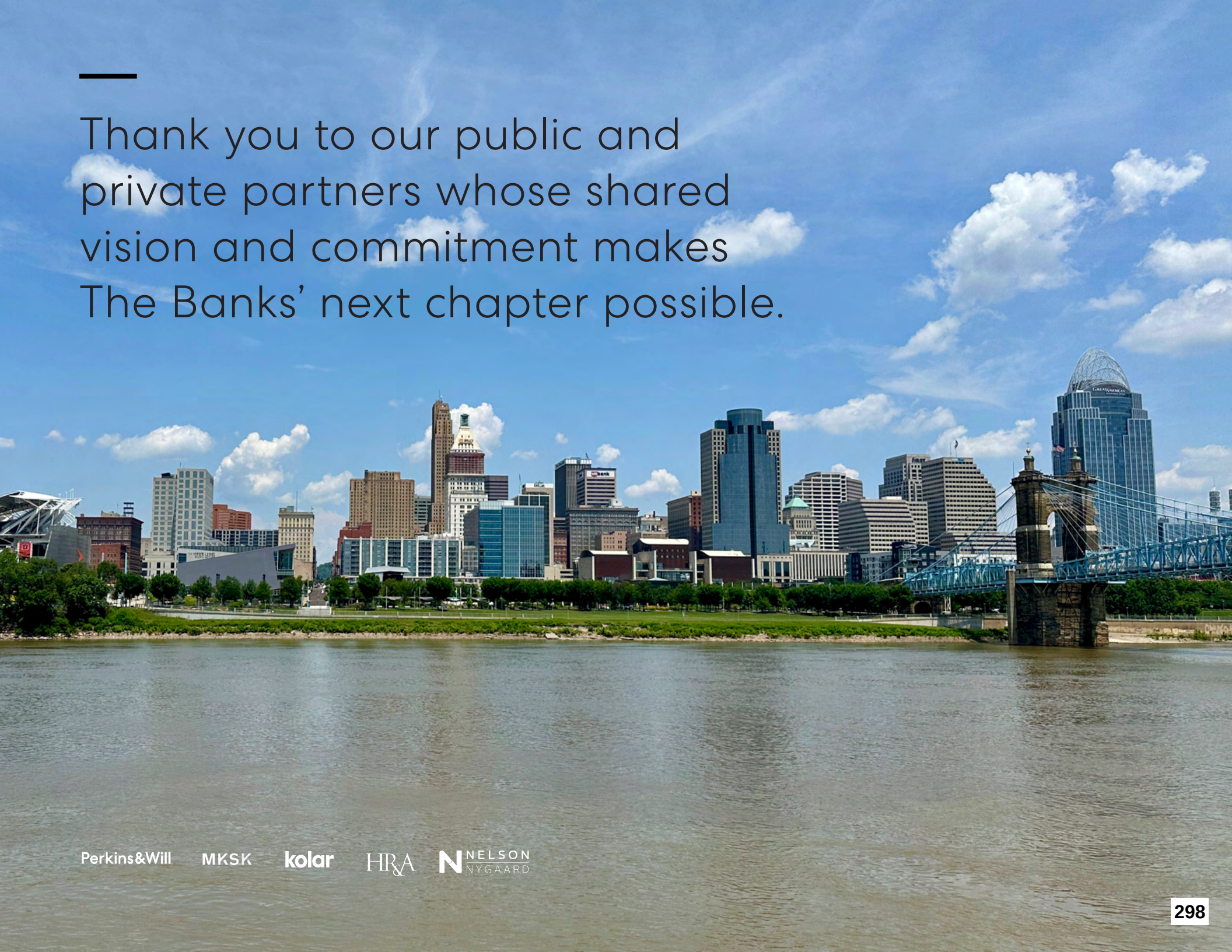
The Next Chapter for Cincinnati's Riverfront



THE BANKS | Public Partnership

APRIL 2026

Thank you to our public and private partners whose shared vision and commitment makes The Banks' next chapter possible.



Perkins&Will MKSK kolar HR&A NELSON NYGAARD

ACKNOWLEDGMENTS

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Steve Johns – Assistant Director, Planning & Development, Hamilton County
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Jason Barron – Director, Cincinnati Parks

DISTRICT ADVISORY GROUP MEMBERS

Major tenants, landowners, venue operators, institutional partners

Elizabeth Pierce – Executive Director, Cincinnati Museum Center / Freedom Center
Woody Keown Jr. – President, Freedom Center (recommended for DAG by EP)
Rob McDonald – Operations Lead, Freedom Center
Kristin Ropp – VP & GM, Heritage Bank Center & Cincinnati Cyclones
Greg Hardman – Owner, Cincinnati Lager House / Vice Chair, New Community Authority
Chase Mosijowsky – Downtown Residents Council
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PARTNERS OF THE BANKS PUBLIC PARTNERSHIP

THP Limited
Starboard Strategy
Game Day Communications
Ace Parking (CRG Parking Operator)

CONSULTING TEAM

Perkins&Will
MKSK
HR&A
Nelson/Nygaard
Kolar Design

THE BANKS URBAN DESIGN PLAN UPDATE

CONTENTS

EXECUTIVE SUMMARY 01

01 12

RIVERFRONT CONTEXT

02 46

THE BANKS VISION

03 75

DESIGN GUIDELINES

District Massing Framework

Architectural Form

Ground Level Experience

Quality of Place

The
Banks
URBAN DESIGN
PLAN UPDATE

EXECUTIVE SUMMARY

The Banks Urban Design Plan Update



EXECUTIVE SUMMARY
THE BANKS URBAN DESIGN PLAN UPDATE

The Banks Urban Design Plan Update ushers in a new era for Cincinnati's Riverfront. The Banks District must become a more desirable, more competitive, and more world-class place.

The Banks stands at a pivotal juncture. Our region has invested nearly three decades building the district—$2.5 billion in annual economic impact, 28,124 jobs, world-class sports venues and cultural destinations, and a transformational park. But the full potential of Cincinnati's central riverfront remains unrealized.

Future success depends on an high level of coordination among public, private, and philanthropic stakeholders. This is not a project that any single entity can deliver. It requires the City of Cincinnati, Hamilton County, private developers, venue operators, cultural institutions, existing tenants, philanthropic and community partners to move forward with shared purpose and synchronized action.

Each stakeholder controls critical pieces—land, infrastructure, programming, investment capital, regulatory approvals, and operational expertise. Only through deliberate alignment can we transform isolated assets into a cohesive, premier mixed-use entertainment district.

The stakes could not be higher. Done right, The Banks will become the region's signature destination—a place where residential density meets world-class entertainment, where families and visitors extend their stays, where our riverfront finally connects to our city. It will unlock $750-800 million in private development, generate substantial new tax revenue, and establish Cincinnati as a model for urban waterfront development.

THE BANKS ORIGIN STORY

Cincinnati was formed by the Ohio River. Glacial forces shaped the basin, and the river became the engine of trade, movement, and settlement. Yet over time, rail corridors, industrial uses, and highway infrastructure disconnected the city's neighborhoods and people from its waterfront. For more than a century, civic investments have worked to repair that disconnect. The Banks represents the most consequential step—completing the reorientation of Cincinnati toward the Ohio River through a unified district vision rather than incremental change.

RIGHT
A signature civic plaza fronting the National Underground Railroad Freedom Center, anchored by a sculptural canopy, creates a flexible space for activation and park-like extension to the river and linking Freedom Way shared street segments.


THE BANKS DISTRICT

THE BANKS TODAY

Today, The Banks is anchored by nationally recognized venues and public assets: Paycor Stadium, Great American Ball Park, Heritage Bank Center, the National Underground Railroad Freedom Center, Brady Music Center, and Småle Riverfront Park. These institutions define Cincinnati's most visible urban address and generate significant regional draw. On peak game days, visitation surges dramatically; on non-event days, activity drops off, exposing the need for stronger everyday uses.

The district's identity as both event venue and emerging neighborhood shapes its challenges and opportunities. Streets, access systems, and ground floors must accommodate large crowds while remaining clear, welcoming, and livable day to day. Realizing The Banks' full potential will require coordinated public and private action, increased residential density, and sustained public realm investment to transition the riverfront from episodic destination to complete urban district.

INVESTING IN THE BANKS IS INVESTING IN CINCINNATI

The Banks is underpinned by one of the most significant public infrastructure investments in Cincinnati's history, including the Central Riverfront Garage—a large-scale, below-grade parking system designed to support both daily activity and major events. This district-wide parking framework unlocked the redevelopment of Cincinnati's Riverfront. By absorbing event demand below grade, the garage preserves valuable land for tax-generating uses above. The result is a riverfront district that concentrates regional visitation, drives sales and hospitality revenue, strengthens the City and County tax base, and positions The Banks as a long-term economic engine for downtown.

A signature riverfront district defined by world-class sports venues, cultural institutions, iconic public spaces that collectively anchor Cincinnati's most visible urban address.



ABOVE
Lot 25 looking toward Paycor Stadium


DUKE ENERGY CONVENTION CENTER
FOUNTAIN SQUARE
LYTLE PARK
3rd St.
2nd St.
Race St.
Rosa Parks St.
71
Marian Spencer Way
Joe Nuxhall Way
E. Pete Rose Way
Lot 4
Lot 13
Lot 1
Freedom Way
Lot 25
Lot 24
Broadway St.
HERITAGE BANK
GREAT AMERICAN BALL PARK
BENGALS PRACTICE FIELD
Central Ave.
Elm St.
PAYCOR STADIUM
Mehring Way
SMALE RIVERFRONT PARK
Taylor Southgate Bridge
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
John A. Roebling Suspension Bridge
OHIO RIVER
Clay Wade Bailey Bridge

The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

Uncoordinated incrementalism is the greatest risk to The Banks' future.

Uncoordinated incrementalism is the gradual erosion of district potential through isolated decisions—parcels developed without regard to shared space, infrastructure delivered without phasing alignment, programming added without operational strategy. Parcel-by-parcel development without a unified framework could fill in the district without ever fully forming it.

The remaining parcels are too significant to evolve independently. Without a coordinated framework, the district could fill in without ever fully forming. This plan establishes clear expectations for sequence, public realm investment, and development performance so that each move reinforces the whole rather than competing with it.

There is broad alignment across stakeholders that The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

The opportunity is significant: up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail can be supported by market demand over the next decade. Remaining parcels (Lots 4, 13, 24, and 25) represent approximately 2.5 million gross square feet of potential development. The proposed development amounts to $750 to $800 million in vertical development and it will require public investment to be financially feasible. Public- investment in infrastructure can catalyze private investment in development.





A COORDINATED VISION FOR THE BANKS DISTRICT

The Banks will transition from event venue to urban district through coordinated action: high-density residential to drive everyday activity, strategic public realm investment to create distinction, and development sequencing that builds momentum rather than fills gaps. The next chapter will complete and deliver a riverfront neighborhood that connects Cincinnati to the Ohio River not just physically, but culturally and economically, every day of the week.

Advancing Place

- There is a unified desire to reinvigorate The Banks
- Improve public safety by injecting more vibrancy and quality development
- Connect the city to the river and the river to the city

Setting Priorities

- Defining the riverfront as the mixed-use entertainment district in Cincinnati
- There's a need for prioritization and coordination for sports and cultural venue investments

Clarifying Presence

- Multiple brand experiences exist and activate the district
- There's a critical need to get the experience in the public realm right

Future Market Niche and Phasing

- Premier mixed use entertainment district
- Increased residential density and verticality
- Diversity of entertainment venues with sports orientation
- Experiential retail serving diverse users

1-4 YEARS — Development fundamentals with 2-3 buildings, infrastructure, and placemaking investments

5-10 YEARS — Substantiative, but not complete buildout with 2-3 Development blocks complete.

11+ YEARS —Fundamentally transformed market with entirety of development realized.


IT IS TIME TO REALIZE A BIGGER,
BOLDER BANKS DISTRICT
SEVEN HILLS
STEAK & SEAFOOD
THE BANKS DISTRICT
Paycor STADIUM
FREEDOM CENTER

A BANKS DISTRICT THAT IS BIGGER AND BOLDER

The Banks has the opportunity now to advance market value in alignment with transformational civic life in Cincinnati.

A QUALITY DISTRICT THAT DRIVES VALUE

Investing in our public realm will raise the long-term value of future development. The District will be a place for people connected by cohesive projects.

A RIVERFRONT BUILT FOR GAMEDAY, DESIGNED FOR EVERYDAY

The Banks is designed for dual performance, seamlessly supporting daily life and high-capacity events as a regional destination. Evolving the district brand programming and operations will enhance the experience.

LEFT
View looking west between the ICON Stage and Lot 24 showing a pedestrian walk fronted by new restaurants.

RIGHT
Development Concept Highlighting a mix of uses across the Development Sites.

DEVELOPMENT OPPORTUNITY FRAMEWORK

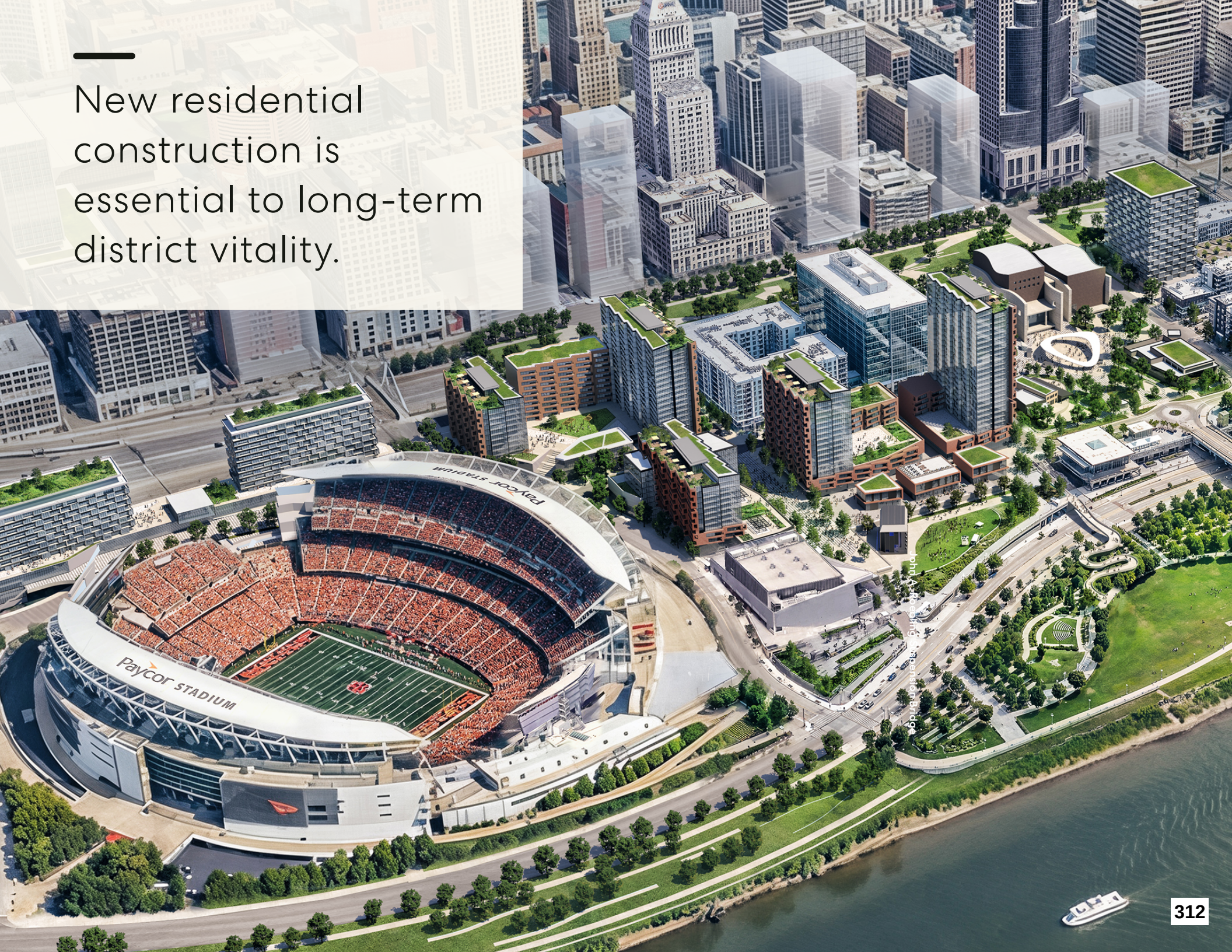
The framework begins at the ground. Streets and open spaces set the armature. Buildings rise from that structure with clear roles to play. Riverfront parcels carry the highest value due to views and visibility. Back-row parcels can absorb height without diminishing the waterfront experience. This approach establishes clear expectations for performance while leaving room for phasing, market shifts, and architectural expression.

THE OPPORTUNITY REALIZED

The Banks completes the connection. Two forces that have pressed toward each other for decades—the city reaching toward the river, the river reaching back toward the city—finally converge. The district activates the threshold where they meet, transforming a gap into a destination.



New residential construction is essential to long-term district vitality.





Aerial view of The Banks rendered showing development and open space concepts

A QUALITY DISTRICT THAT DRIVES VALUE

The Banks must be a quality district that drives value at every scale—civic, cultural, and economic. Strategic investment in public space and architecture elevates experience and fuels long-term return. Småle Riverfront Park, already a regional jewel, will be amplified by an expanded riverwalk and a constellation of plazas that stitch the district together. As the public realm rises in quality, real estate value follows—desirability increases, demand strengthens, and private investment accelerates.

The Banks Urban Design Plan Update calls for bold vertical density and a dynamic mix of residential, retail, hotel, and office uses to realize a truly walkable, urban neighborhood. By building up—and building well—the district fulfills its original promise as a premier live/work/play environment that is active beyond event days.

The skyline, too, becomes part of the strategy. Carefully stepped heights and a composition of varied forms preserve Cincinnati's iconic views while introducing new ones. An iconic tower at Freedom Way and Rosa Parks Street signals confidence—marking the riverfront with ambition and completing Cincinnati's reorientation to the Ohio River.





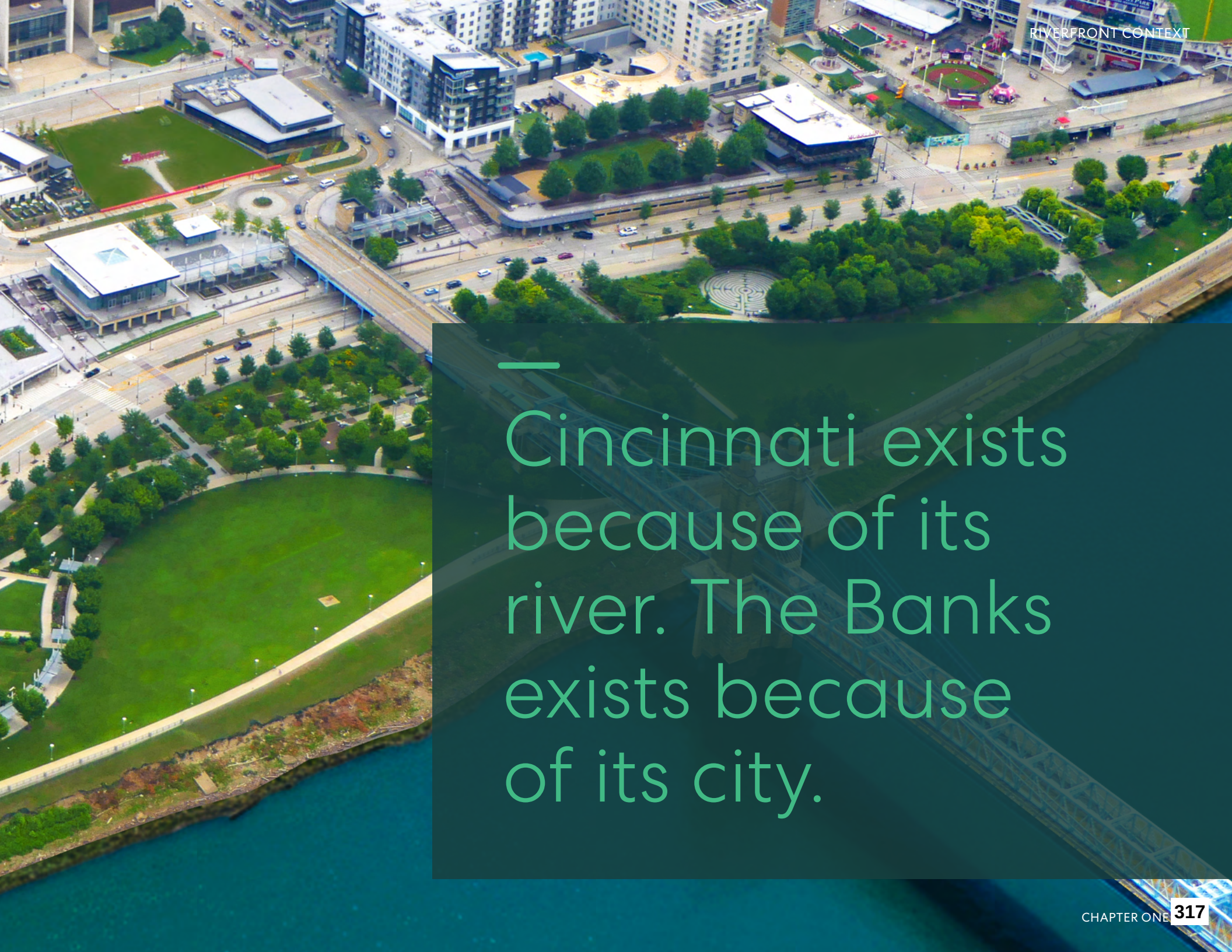
Conceptual renderings (ground level & birdseye) of Freedom Way Shared Street Concept and conceptual new public plaza fronting The National Underground Railroad Freedom Center connecting the east and west segments of Freedom Way.

01 Riverfront Context

The Banks is the 'front door' to Cincinnati, the gateway to the city along the shores of the Ohio River. Its identity is shaped by over 25-years of important civic investments — parks, sports venues, museums, music venues, infrastructure — and the district isn't finished yet.


PARKING


PAYCOR STADIUM



Cincinnati exists because of its river. The Banks exists because of its city.

PROJECT UNDERSTANDING
THE BANKS RIVERFRONT DISTRICT

The Banks Urban Plan Update represents a renewed commitment to realizing the full potential of Cincinnati's historic riverfront. This concept plan and design guidelines will elevate the future to a bigger and bolder Riverfront District.

Cincinnati exists because the river exists. Long before streets or buildings, glaciers carved the Ohio River Valley, scraping away younger soils and revealing some of the oldest geological layers in the state. As the ice retreated, it shaped the hills, valleys, and thresholds that still define the city today. The river was not just a scenic edge—it was the reason this place formed, the engine of movement, trade, and settlement.

Yet as Cincinnati grew, its relationship to the river shifted. Early planning decisions turned Cincinnati's back to the water, treating the river as a working edge rather than a civic front door. Rail infrastructure, industrial uses, and later highway investments reinforced this orientation, pulling activity inland and away from the riverfront.

Over the last century, Cincinnati has taken a series of incremental steps to repair that disconnect—parks, stadiums, cultural destinations, and public spaces that gradually brought people back to the river and brought the river back into civic life.

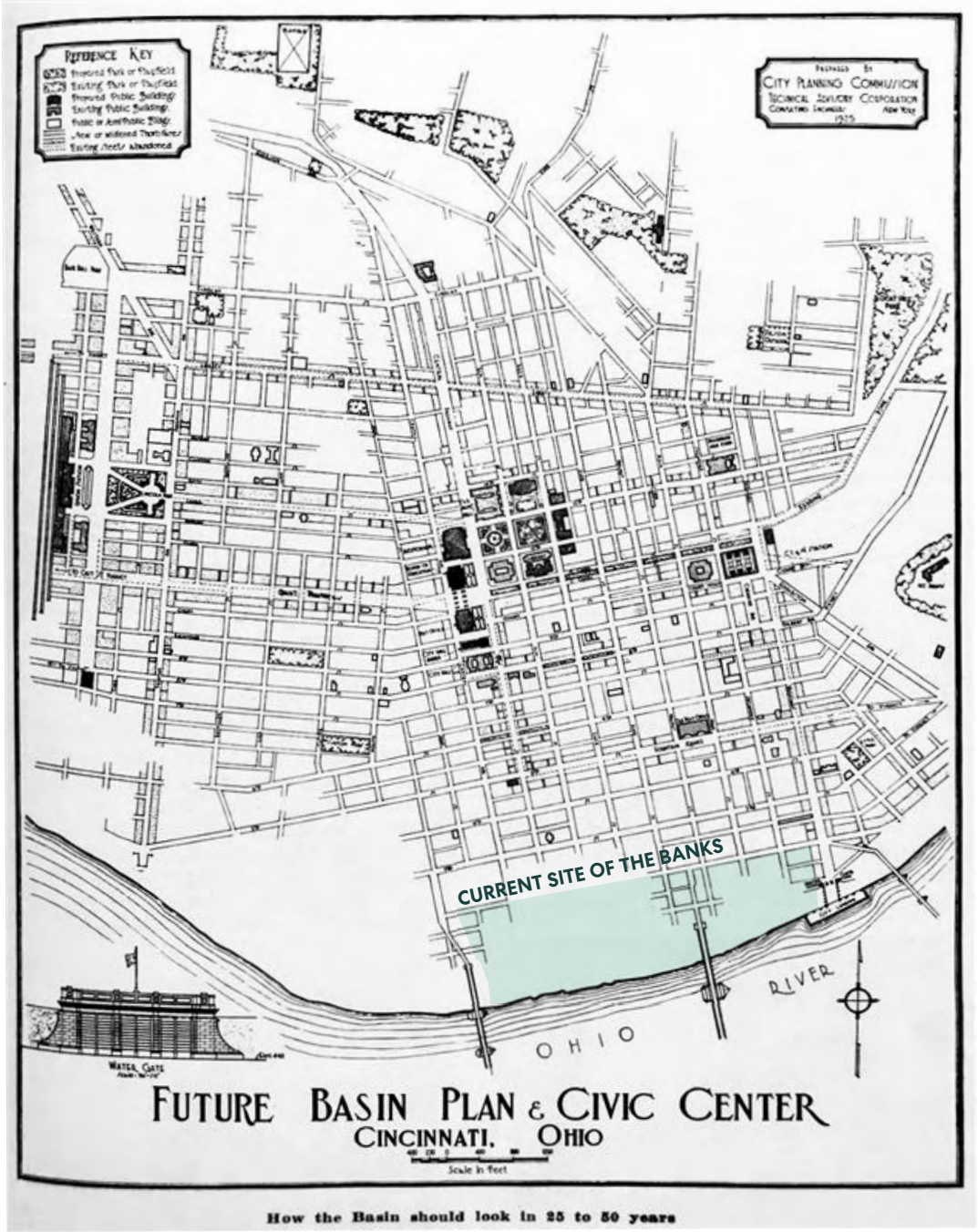
The Banks represents the final and most consequential step in that long reorientation. This is not another incremental adjustment. It is a bold, comprehensive move that completes the arc—connecting the river to the city and the city to the river at once. By treating the remaining riverfront parcels as a single, integrated district,the plan rejects piecemeal development in favor of a unified vision that aligns landscape, public realm, architecture, and development.

The Banks is where centuries of natural forces and decades of civic ambition converge. It is the moment Cincinnati fully faces its river again—and, in doing so, defines a new future rooted in its deepest origins.

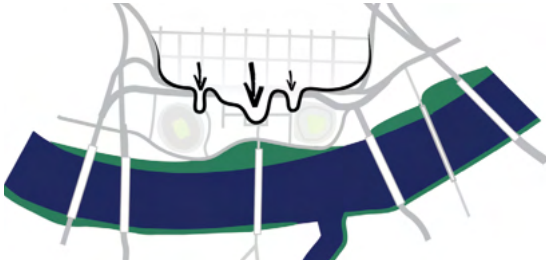


ABOVE
1904 Cincinnati Riverfront, Cincinnati, Ohio.

RIGHT
1925 city planners view of the Cincinnati Basin and Civic Center (Ohio Historical Society Collections, Ohio History Connection)

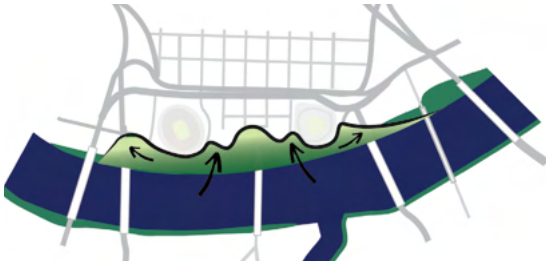


How the Basin should look in 25 to 50 years



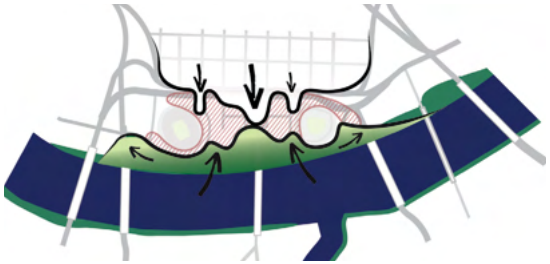
PULL THE CITY TO THE RIVER

Fort Washington Way was reconstructed and sunk into its current below-grade configuration in 2000. The threshold it creates further disconnects the waterfront from Downtown's core.



PULL THE RIVER & SMÅLE PARK TO THE CITY

Småle Park completed a critical missing link in the chain of riverfront parks and trails. This catalytic investment is a huge draw , but connectivity to this asset is lacking.



THE OPPORTUNITY

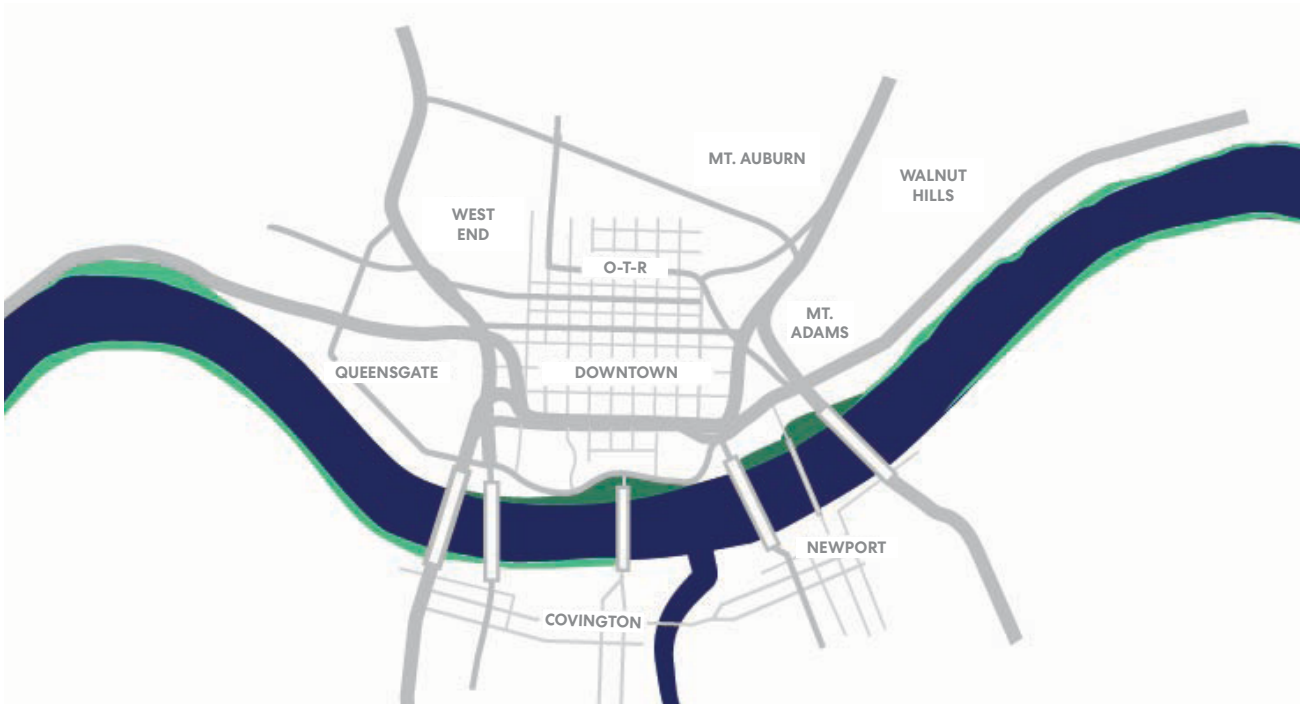
Two forces converge at The Banks: the city reaching toward the river, the river reaching back toward the city. The district's opportunity lies in activating this threshold and completing the connection.

Cincinnati's Riverfront

The Cincinnati Riverfront has a long history of flooding tied to the Ohio River's variable stages.

Since April 1, 1922, the officially recorded flood stage at Cincinnati has been 52 feet, and the Ohio has exceeded that level more than 100 times since then; water above 65 feet is considered a major flood. In the worst event on record, the 1937 flood peaked near 80 feet, submerging significant waterfront areas and disrupting commerce and neighborhoods along the river. Persistent flood risk shaped subsequent riverfront planning and infrastructure investments.

Redevelopment of The Banks in the late 1990s and 2000s included elevated infrastructure and the Central Riverfront Garage (CRG) designed above historic flood levels to support parking, transit access, and riverfront development. Construction of this critical garage and broader public infrastructure was funded jointly by the City of Cincinnati and Hamilton County through grants, local revenues, and tax increment financing, anchoring flood resilience and mixed-use growth.



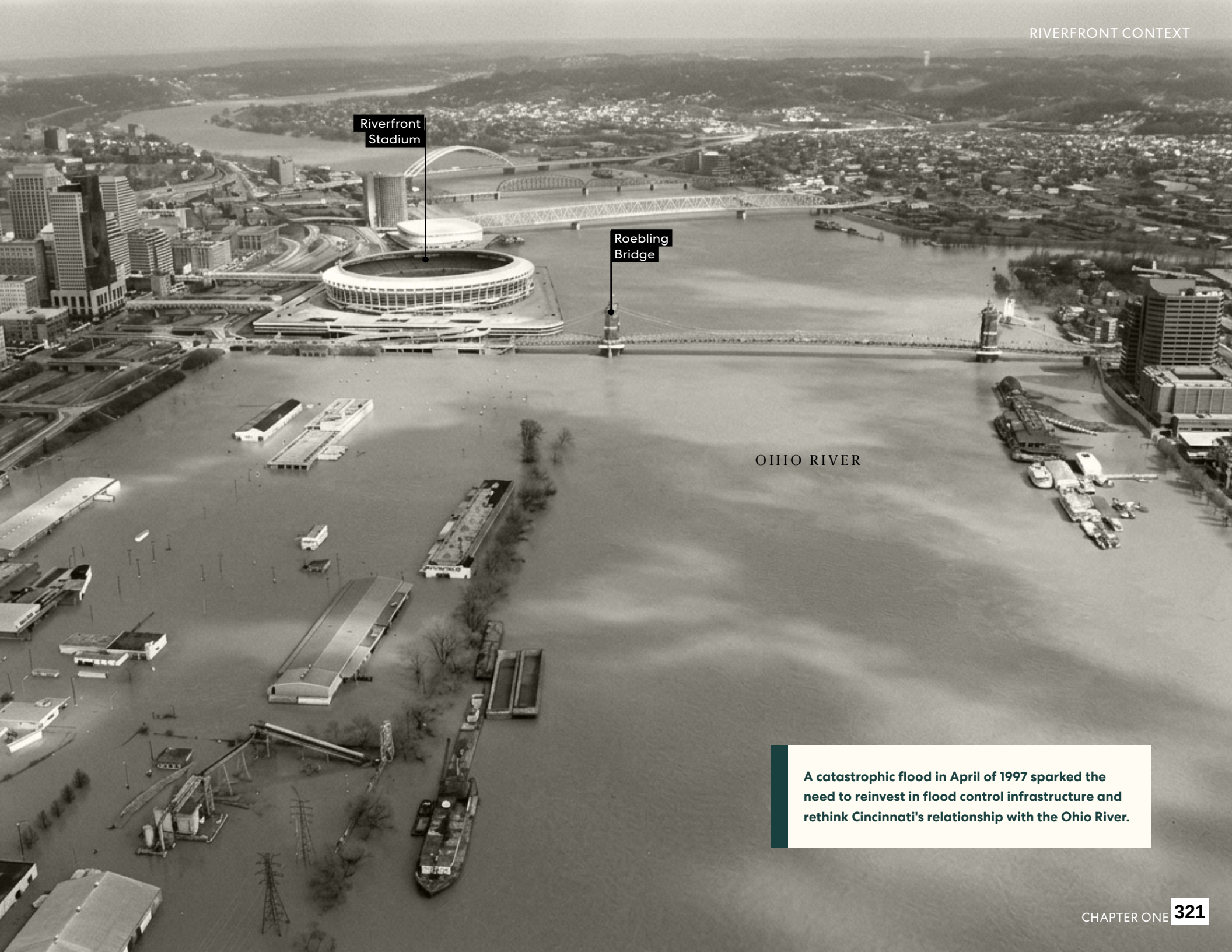
PROJECT BACKGROUND

The Banks has evolved through a series of coordinated public actions, private development efforts, and zoning amendments over nearly three decades. Each phase reshaped the district's physical form, market expectations, and regulatory framework.

Early phases delivered the stadiums, Småle Riverfront Park, the National Underground Railroad Freedom Center, and initial mixed-use development. Those investments reshaped the riverfront's physical form and reintroduced the city to its edge. What never fully took hold was the everyday district life those plans anticipated. Development arrived unevenly.

Ground floors struggled outside peak events. Several parcels remain undeveloped, still governed by entitlements written for a different market moment. Today, The Banks is defined more by its anchors than by a shared identity.

The Banks Urban Plan Update represents a renewed commitment to realizing the full potential of Cincinnati's historic riverfront. Stadium reinvestments are underway. Freedom Way is poised for change. Federal infrastructure funding is opening doors long thought closed. Public and private stakeholders are aligned around the need for a clearer path forward. This plan responds to that moment by aligning market opportunity, civic goals, and design intent.



A catastrophic flood in April of 1997 sparked the need to reinvest in flood control infrastructure and rethink Cincinnati's relationship with the Ohio River.

PLANNING HISTORY OF THE BANKS

The Banks has evolved through a series of coordinated public actions, private development efforts, and zoning amendments over nearly three decades. Each phase reshaped the district's physical form, market expectations, and regulatory framework.

The last 20 years of planning along Cincinnati's riverfront area is underpinned by The 1994 Vision for Downtown Cincinnati was a comprehensive strategic planning document commissioned by the City to guide reinvestment, connectivity, and riverfront transformation during a pivotal period of downtown transition. The 1994 Vision reset Downtown's trajectory at a time of disinvestment. It framed the riverfront as a development opportunity rather than a barrier and established the long-term strategic logic that influenced the reconstruction of Fort Washington Way, the creation of Småle Riverfront Park, and the eventual development of The Banks district.



A multipurpose Riverfront Stadium was constructed between 1968 and 1970 and officially opened on June 30, 1970, as a multipurpose venue for both the Cincinnati Reds and Cincinnati Bengals. 1997 Aerial Imagery Cincinnati Riverfront, Google Earth imagery © Google (Accessed 2025)

1997-2005

ESTABLISHING THE VISION & BUILDING ANCHORS

The 1997 Concept Plan and 2000 Central Riverfront Urban Design Master Plan (Urban Design Associates) established the original framework for The Banks.

The plan envisioned approximately 1.5 million square feet of mixed-use development, including:

- 900–1,300 residential units
- 400,000–500,000 square feet of retail and entertainment
- 100,000–200,000 square feet of office
- A 200–400-room hotel

Blocks were primarily low- to mid-rise. Building heights generally stepped down toward the river. The vision emphasized a 24-hour, pedestrian-oriented urban neighborhood that would reconnect downtown to the Ohio River through civic space, active ground floors, and a diverse mix of uses.

Between 1998 and 2003, Cincinnati replaced the Riverfront Stadium with two sport-specific facilities—Paul Brown Stadium (now Paycor Stadium, 2000) and Great American Ball Park (2003)—fundamentally reshaping the central riverfront. The National Underground Railroad Freedom Center opened in 2004. These projects anchored a new era of reinvestment and set the physical and economic framework for The Banks district.

This plan set the urban design logic that still structures the district today.

2006 - 2016

DEVELOPMENT EXPANSION & PLAN AMENDMENTS

In 2006, the Central Riverfront Park Plan was approved, defining the open space and landscape armature that became Småle Riverfront Park. That framework reshaped how the district met the river and formalized the relationship between development blocks and public space.

In 2006, a major amendment to Planned Development #43 (PD-43) significantly increased allowable development capacity in response to evolving market assumptions. Total permitted square footage increased to approximately 2.8 million square feet—an expansion of roughly 1.35 million square feet over the original 2000 plan.

Maximum heights increased to 30 stories in select locations. Land use ranges were broadened to provide flexibility:

- Office: 200,000 to 1,000,000 square feet
- Retail: 200,000 to 400,000 square feet
- Hotel: 200,000 to 400,000 square feet
  Lot 13 was formally added into PD-43 after being unintentionally omitted in the initial zoning adoption.

This period marked a shift from modest urban infill to high-density vertical development potential. These investments transformed the physical environment and established The Banks as a regional destination.

2012-2022

DELIVERY OF CULTURAL AND PARK ANCHORS

During this period, major civic investments reshaped the riverfront:

- Småle Riverfront Park (initial phase opened, 2012; subsequent phases completes 2013-2015)
- The initial mixed-use phases along Freedom Way: North side (2013). South side (2015), 25 East and additional residential/ office (2018), and The Foundry / later residential additions (2020-2021)

The 2019 PD-43 amendment broadened permitted uses across key sites, including Lots 1, 13, 18, 23, 24, 25, 27, and 28. The amendment increased flexibility to respond to contemporary market conditions and formalized entitlements for:

- The Andrew J. Brady Music Center (2021)
- The ICON Festival Stage (2021)
- Cincinnati Black Music Walk of Fame (2023)
  Related entertainment and event uses

This phase reinforced The Banks' role as an entertainment destination while further expanding regulatory flexibility for remaining parcels. However, development occurred in phases, often tied to event-driven demand. Several parcels remained undeveloped. Ground-floor vitality outside peak events remained inconsistent.

2024 - TODAY

THE BANKS DISTRICT PLAN UPDATE

With only five development parcels remaining and major entertainment anchors preparing for reinvestment, The Banks Public Partnership initiated an update to the urban plan to clarify the district's next chapter. The focus centers on refined Design Guidelines for the final parcels—establishing clear expectations for density, form, materiality, and public realm performance.

The Banks District Plan Update (2026) sets a decisive, implementation-driven framework to complete the riverfront as a cohesive urban neighborhood—one defined by residential intensity, enduring public spaces, disciplined architectural standards, and a development pathway grounded in market reality and long-term stewardship.

Refer to Appendix for The Banks' Lot numbers

WHERE THE DISTRICT STANDS TODAY

Today, The Banks reflects the layered outcomes of these planning decisions:

- A strong park and public realm framework
- Significant vertical density entitlements
- Major cultural and sports anchors
- Remaining undeveloped parcels governed by high-capacity zoning
- A shared structural platform (CRG) shaping how development occurs

The original vision of a 24-hour, seven-day-a-week mixed-use neighborhood remains only partially realized. The regulatory envelope allows substantial additional development. The market conditions have evolved. The public realm expectations have increased.

This Urban Plan Update builds on efforts of the past. It aligns market reality, infrastructure investment, and design intent to ensure that the remaining phases of The Banks move from incremental build-out to coordinated completion.

The Banks as currently built has not achieved the desired residential densities envisioned in past plans.

ORIGINAL VISION

The 2000 Master Plan Vision stated:

- The Banks should create a 24-hour, seven-day-a-week diverse pedestrian-friendly urban neighborhood.
- The design of The Banks should foster a diverse welcoming, pedestrian friendly urban character.
- A diverse, pedestrian friendly urban neighborhood with a mix of uses, including residential housing, specialty-retail stores, restaurants and entertainment, office and boutique hotel space.

2000 Masterplan Vision for The Banks, UDA (2000)

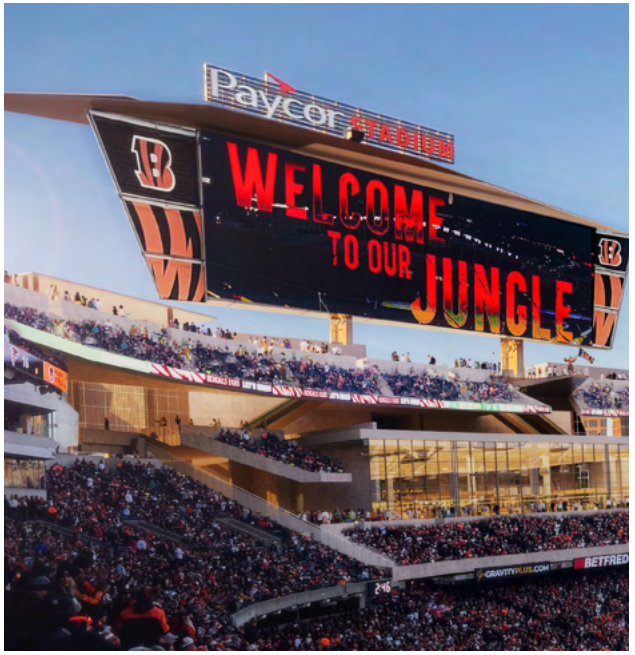




The Banks Today

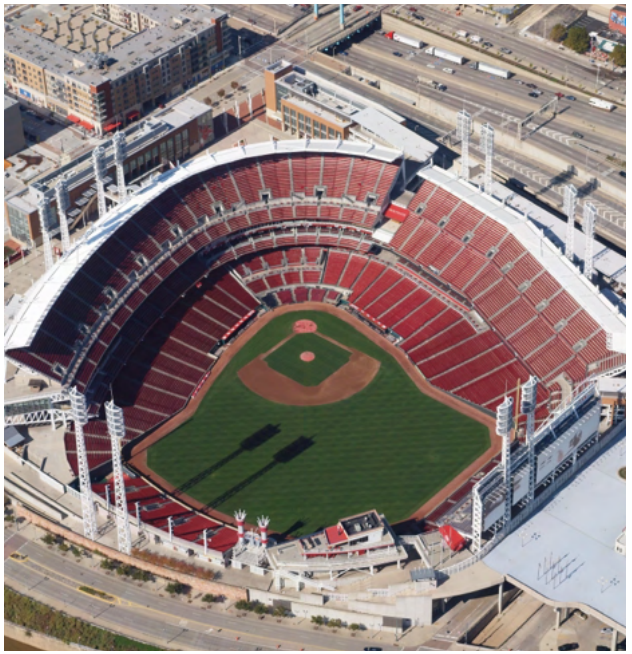
A signature riverfront district defined by world-class sports venues, cultural institutions, iconic public spaces that collectively anchor Cincinnati's most visible urban address.

The economic impact of The Banks is huge and growing. According to a 2025 study conducted by the University of Cincinnati, the district generates approximately $2.5 billion in combined direct and indirect economic output each year, supporting 28,124 jobs and nearly $1.3 billion in total earnings across the Cincinnati metropolitan area. In addition to employment and income impacts, district activity produces an estimated $89.4 million in annual state and local tax revenue, reinforcing the public return on decades of investment in riverfront infrastructure, civic venues, and placemaking.









BY COLUMN

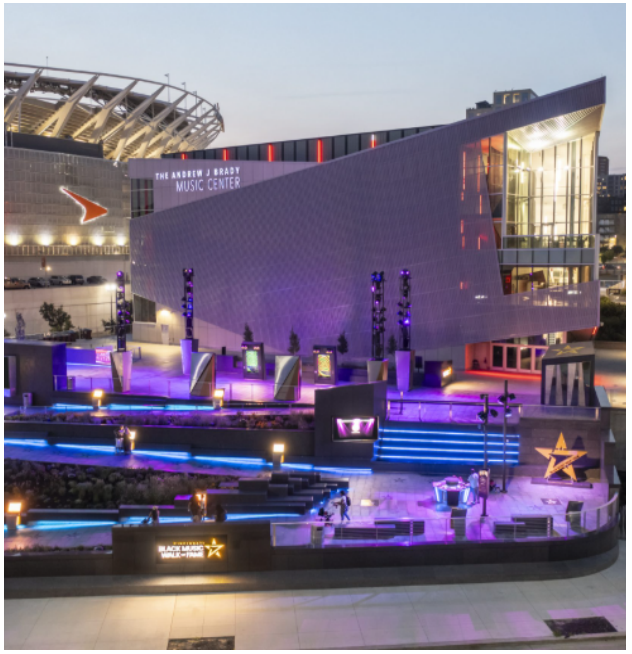
1. Paycor Stadium (MSA)
2. The Andrew J Brady Music Center (Hamilton County)
3. National Underground Railroad Freedom Center (WikiCommons)
4. The Great American Ball Park (CINFAB)













BY COLUMN

1. Småle Riverfront Park (Sasaki)
2. AC Hotel Cincinnati at The Banks (Marriott)

3. Heritage Bank (Cincinnati Cyclones)
4. Cincinnati Black Music Walk of Fame

5. Carol Ann's Carousel Pavilion (Sasaki)
6. Current at The Banks

BANKS ANCHORS AND ASSETS

Paycor Stadium anchors the west end and sets the rhythm for major events. The Stadium 2.0 concept signals long-term investment and renewed attention to fan experience. Gate D remains the primary front door, underscoring the need for a civic plaza that feels intentional rather than leftover. Any nearby development must preserve fan access, honor lease obligations, and complement the stadium rather than compete with it.

Great American Ball Park anchors the eastern edge of The Banks and remains one of Cincinnati's most important civic and economic drivers. The Cincinnati Reds organization has consistently championed improvements that enhance fan experience, pedestrian safety, and connectivity throughout the district. Long-standing conversations around elevating Freedom Way as a premier fan promenade. Opening Day and other high-attendance events demonstrate the district's capacity to bring the city together, activating surrounding streets and public spaces.

Heritage Bank Center sits at a pivotal location with an uncertain future. Stakeholders are divided between retrofit and full redevelopment. Concepts range from a re-imagined arena to mixed-use redevelopment tied to Småle Park and the marina. The site represents one of the district's most transformative opportunities.

The National Underground Railroad Freedom Center occupies a unique place here, anchored physically and symbolically at the river's edge. The museum confronts the struggle for freedom and honors those who sought it, its presence marked by Freedom's Eternal Flame, a powerful emblem of perseverance that silently calls for remembrance and action in every season.

The Banks destinations bring nearly 8-million people to Cincinnati's 'front door' each year.

Brady Center and ICON Stage drive spring-through-fall programming but lack the surrounding uses needed to support pre- and post-event activity. Noise complaints and thin ground-floor offerings point to the need for a more deliberate public realm strategy that pulls visitors deeper into the district.

Småle Riverfront Park is the district's emotional center. The John G. and Phyllis W. Småle Riverfront Park—named for the Småle family's transformative philanthropy—creates open, accessible space that frames these stories against the Ohio River and connects people to one another, to the water, and to the city's pulse. Families, runners, and visitors use it daily. Its edges remain poorly stitched to adjacent blocks, limiting the benefit of its success. Stakeholders see strong potential to enhance gateways, extend connections east, and better integrate park programming with surrounding development.

The Cincinnati Black Music Walk of Fame is located along the riverfront promenade at The Banks, positioned between Paycor Stadium and Great American Ball Park near the Andrew J. Brady Music Center. The installation features permanent medallions embedded in the pavement recognizing inductees with ties to Cincinnati's music legacy. Interpretive signage and gathering space allow visitors to learn about each artist's impact on genres ranging from funk and R&B to jazz and gospel. Integrated directly into a primary pedestrian route, the Walk of Fame strengthens the district's cultural identity while contributing to year-round public realm activity.

> There were **7.9-million total visits to The Banks in 2024**, with 3-million unique visitors. Of theses visits, nearly half were by people who visited **more than 5 times** in one year. Many of these repeat visits may be attributed toward seasonal ticket holders and game seasons. (Placer.ai, Project Report 2025)


DUKE ENERGY CONVENTION CENTER
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THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
John A. Roebling Suspension Bridge
Taylor Southgate Bridge
Clay Wade Bailey Bridge
OHIO RIVER

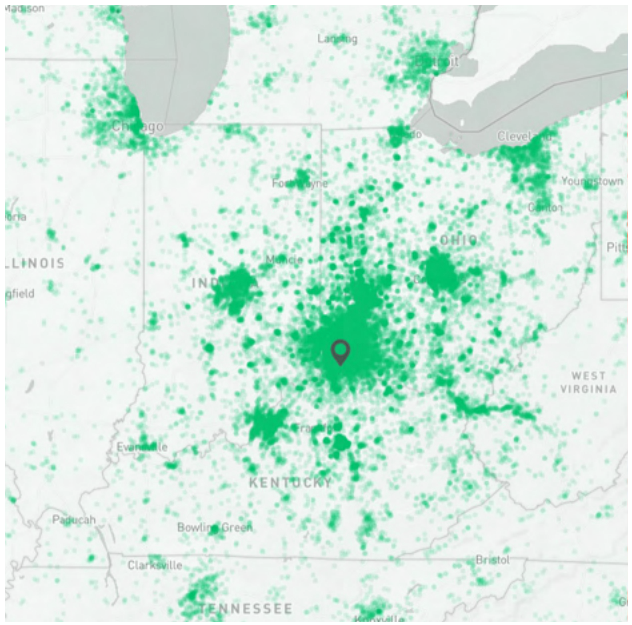
Sports is Civic Pride

The rhythm of The Banks shifts dramatically between event days and ordinary days. Streets transform, curb access changes, and parking demand spikes during games and concerts.

Bengals fans flood the district on autumn Sundays with chants and orange pride, celebrating a franchise that has carried Cincinnati into multiple playoff seasons and an AFC Championship appearance, making fall not just game day but part of the city's seasonal rhythm. Reds fans bring a different cadence: the crack of the bat at Great American Ball Park, decades of baseball lore, and the shared joy of Opening Day that signals spring's arrival. These experiences aren't mere entertainment—they're threads in Cincinnati's shared identity, connecting generations through collective memory.



On non-event days, quieter sidewalks expose the need for stronger everyday uses. Land ownership within The Banks is shared among multiple public and private entities, including interests associated with Paycor Stadium and other major civic facilities. These ownership conditions, combined with the presence of large-scale event venues, introduce operational requirements that directly affect development form, access, and circulation. This plan treats that dual identity as a design challenge rather than a liability. Streets, ground floors, and access systems must flex without becoming confusing or hostile to daily users.



RIGHT
Dot Density map of Home Location of Visitors who made at least 1 visit to The Banks in 2024 (Placer.ai)

ABOVE
View of a game night at The Banks (The Banks)

RIGHT
Paycor Stadium, home of The Bengals. (Courtesy of The Bengals)

BELOW
The block party outside the Cincinnati Reds' Great American Ball Park on Opening Day 2014. (Cincinnati Reds)

Daily visitation at The Banks shifts substantially based on event programming. According to Placer.ai analysis in 2024, visitation increases to approximately 91,000 on Bengals home game days (11 days, including preseason) and 44,000 on Reds home game days (81 days), compared to 12,000 on non-game days (273 days).





VENUE	SEATING CAPACITY	DETAILS
Paycor Stadium	65,515 seats	Record attendance: 67,260
Heritage Bank Center	17,556 seats	Largest indoor arena in Greater Cincinnati
Great American Ball Park	43,500 seats	Includes premium seating areas and club access

The Banks is tuned to game day but needs to evolve for every day vitality.

DEFINING DISTRICT USERS

The Banks attracts a wide range of audiences, each with distinct needs. Game day fans expect clarity, capacity and tradition as they navigate stadiums. Residents need consistency, services, and a sense of home as they maneuver through the District for day-to-day needs. Downtown workers look for convenience and safe midday streets that connect them to their patrons and place of work. Visitors depend on clear gateways and intuitive paths for exploration. Families seek comfort, shade, and places to pause for multiple ages and abilities. For each group, The Banks must maintain some essential strong, flexible systems: Circulation must remain legible under capacity pressure. Ground floors must work harder than a single tenant type. Buildings must absorb operational demands without letting them dominate the public face of the district.

Expectedly, The Banks has consistently inclined its urban landscape toward event-goers, supporting periodic peaks in high-volume, seasonal visitorship. When we examine The Banks today, eight key users contribute to the district's performance, including game day fans, non-sports event-goers, tourists and visitors, hospitality and destination patrons, families, outdoor recreators, local residents, the downtown workforce.

While each user holds separate needs, many share overlapping journeys between destinations, formulating distinct groups such as major event attendees, culture-seekers, people at play, and those seeking amenities and convenience. Calibrated toward this user framework, design interventions and future development will better achieve an active, sustained, and generative public realm. The Banks must attend to comprehensive visitor experiences and improve cross-pollination between district destinations.



Major Event Attendees

This journey is made up of places build to handle a crowd while still feeling like a *place*.

1. **Game Day Fans —** Bengals and Reds attendees, tailgaters, out-of-town visitors who need:
   - Clear parking access + tailgating space (non-negotiables)
   - Safe and intuitive pedestrian circulation
   - High-capacity food & beverage options
   - Temporary closures that support but don't confuse
2. **Event-Goers (Non-Sports) —** Attendees at Brady Center, ICON Stage, Freedom Center, festivals who need:
   - Places to eat, drink, and gather before/after shows
   - Coordinated event wayfinding + programming
   - Safe and welcoming nighttime environment
   - Seamless transit, rideshare, or walk access



Culture Seekers

This journey has a natural itinerary, effortless to navigate and impossible to forget.

3. **Tourists & Visitors —** Regional day-trippers, hotel guests, museum and event attendee who need:
   - Clear gateways and intuitive navigation
   - Safe pedestrian routes (especially from garages or bridges)
   - Strong retail and cultural offerings
   - Public space that invites lingering

4. **Hospitality & Destination Patrons —** Hotel guests, conference attendees, prospective tenants/investors need:
   - Easy access to hotels and transportation
   - Memorable first impressions of the district
   - Amenities like cafes, walking routes, and scenic views
   - A vibrant district identity that feels worth returning to



People at Play

This journey has close-proximity parking, with a welcoming district that makes planning and playing easy for all ages.

5. **Families —** Local or regional families using Småle Park, attending events, or exploring the riverfront who need:
   - Public restrooms, shaded seating, easy stroller access
   - Family-serving food options
   - Experiences that go beyond the playground
   - Safe play areas and informal kid-friendly zones

6. **Outdoor Recreation —** Local or regional families using Småle Park, attending events, or exploring the riverfront who need:
   - Family-serving food options
   - Public restrooms, shaded seating, easy stroller access
   - Experiences that go beyond the playground



Amenity and Convenience

This journey has direct access, convenience, and variety that makes mid-day meals, errands and moments better.

7. **Local Residents —** People living at or near The Banks, future residential populations need:
   - Access to groceries, green space, services and amenities that reinforce the premier Downtown location.
   - Safe, clean, neighborhood feel year-round
   - Protection from noise, congestion, and event spillover
   - Buildings with personality—not just stadium backdrops

8. **Downtown Workforce —** Employees in nearby office buildings, government centers, and service jobs who need:
   - Lunch spots, grab-and-go food, coffee
   - Quick in-out parking for short retail stays
   - Safe and efficient midday walkability
   - Transit access and clear wayfinding
   - Plazas or pocket parks for quick breaks

The Banks Today

Interconnected yet illegible, The Banks has an existing network of streets and sidewalks, but circulation within the District is far more complex than it appears on the map.

While The Banks benefits from a traditional street grid and a continuous network of sidewalks, circulation within the district is far more complex than it appears on a map. The Central Riverfront Garage (CRG) introduces multiple vertical layers—below-grade parking, elevated platforms, stadium entries, and grade changes—that disrupt intuitive wayfinding. Access points are dispersed and often visually understated. Pedestrian routes shift between curbside sidewalks, raised decks, interior garage connections, and event-controlled streets. Signage and directional cues are inconsistent across ownership boundaries, creating confusion for first-time visitors and inefficiencies during peak events.

The result is a district that functions, but not always legibly. For a place that serves tens of thousands of visitors clarity of access must become as intentional as the architecture itself.

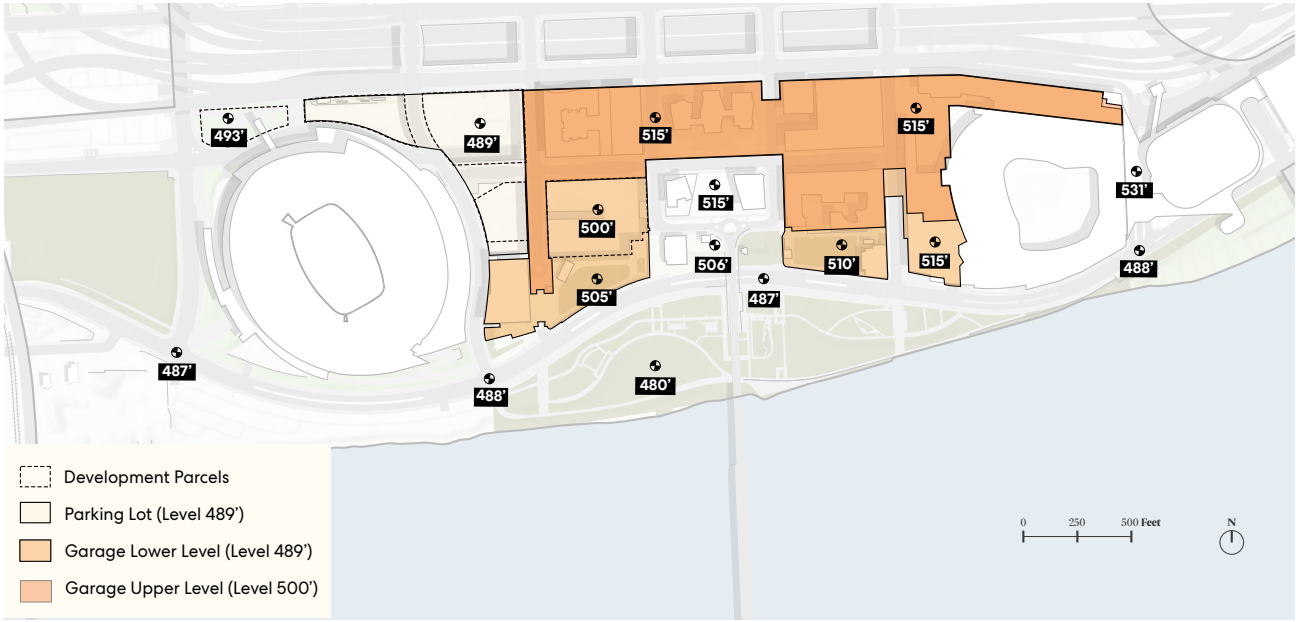
DISTRICT LEVELS

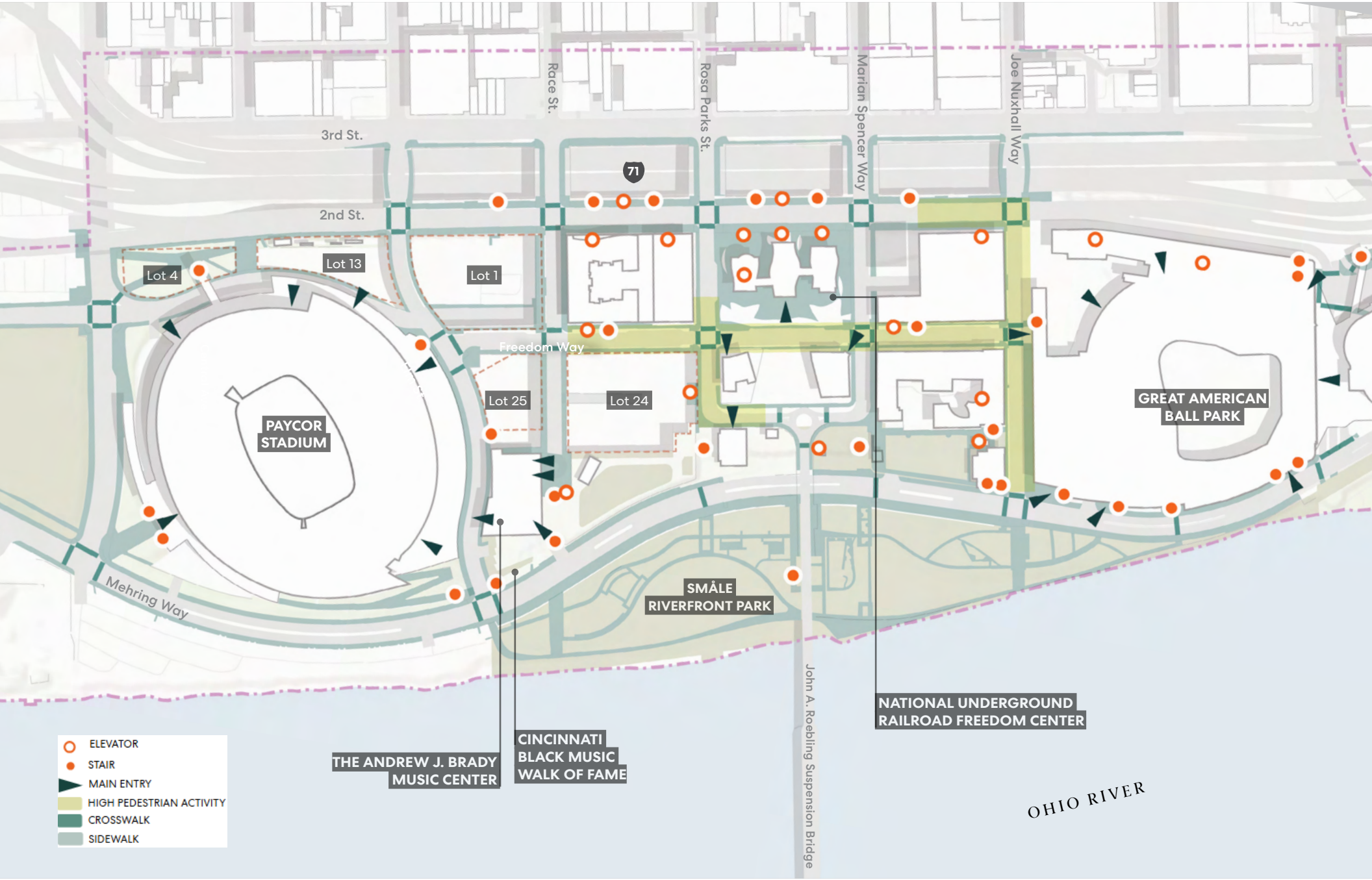
The 515' datum refers to an approximate elevation of 515 feet above sea level (FASL) that functions as the effective ground plane across much of The Banks district. Established during construction of the Central Riverfront Garage (CRG), this elevation forms a continuous structural platform above historic flood levels and supports the primary street network, plazas, and building entries.

As one crosses The Banks from Downtown toward the Riverfront edge, you can notice that the district retail frontages and destinations sits above portions of the riverfront infrastructure and garage systems below. As a result, circulation occurs across multiple vertical layers, with stairs, ramps, and internal connections linking the elevated platform to lower riverfront paths and garage levels.

RIGHT
Pedestrian Circulation, Vertical Access, and Building Access

BELOW
Generalized Elevation of Banks Area




Race St.
Rosa Parks St.
Marian Spencer Way
Joe Nuxhall Way
3rd St.
2nd St.
71
Lot 4
Lot 13
Lot 1
Freedom Way
Lot 25
Lot 24
PAYCOR STADIUM
GREAT AMERICAN BALL PARK
Mehring Way
SMALE RIVERFRONT PARK
John A. Roebling Suspension Bridge
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
OHIO RIVER
ELEVATOR
STAIR
MAIN ENTRY
HIGH PEDESTRIAN ACTIVITY
CROSSWALK
SIDEWALK



LEFT *Walnut Street Staircase leading from The Banks to the riverfront. (Courtesy of The Banks)*

PUBLIC PERCEPTION: A CRITICAL FACTOR

Since planning for this major riverfront development began over 25 years ago, public perception of the area we know as The Banks has been tied to broader social determinants affecting metropolitan life--the economy, health, employment, education, housing, recreation, and public safety. As these conditions have vacillated between positive and negative extremes, so too has public perception of The Banks' personal experience, economic performance, and safety.

Before groundbreaking, skeptics pointed to what they claimed was a slow start and concluded not much would result. Yet between 2000 and 2025, with construction completed on all but five lots available for development, public sentiment has generally supported The Banks as a viable mixed-use neighborhood with dining, education, sports, residential, and award-winning greenspace. This evolution demonstrates the district's resilience, even as perception continues to be shaped by immediate conditions on the ground.

Public Perception Today

Public perception feedback for this planning process was collected through a combination of stakeholder polling, targeted surveys, and facilitated Steering Committee discussions, capturing perspectives from residents, visitors, partners, and civic stakeholders. Recent polling reveals a clear gap between the scale of investment at The Banks and how the district is currently perceived by the public. Survey responses consistently describe The Banks as highly recognizable and strongly associated with major events, yet less frequently viewed as a comfortable, everyday place to visit outside of game days or concerts.

Safety concerns, limited reasons to linger during non-event periods, and a sense that the district "shuts down" at certain times emerge repeatedly in the data. While respondents acknowledge the district's assets--its riverfront setting, cultural anchors, and public spaces--those strengths are often overshadowed by concerns about experience, management, and consistency. This feedback underscores that public perception is shaped less by individual destinations and more by how the district performs as a whole.

The public's attitude toward safety has proven particularly influential in shaping perception of The Banks. Polling conducted in July 2025 showed that public perception of personal safety was notably negative, with only 40% of respondents rating safety above 5 on a 10-point scale. This translated directly to fewer visitors, fewer patrons, and reduced economic impact. By August, polling on safety showed signs of rebound, albeit slowly, further emphasizing both the importance of safety and the power of public perception in creating and sustaining economic growth.

When asked to describe what The Banks "re-imagined" would become, respondents clearly identified "enhanced safety and security" as a major theme--underscoring that addressing perception requires confronting real conditions on the ground.

Engagement Pathways

The Riverfront Plan Update included a public engagement process designed to give stakeholders--those with a vested interest in the success of The Banks and a revitalized Riverfront--an opportunity to engage in visioning and developing "what's next."

Since 2008, The Banks Public Partnership has maintained consistent communication channels with the community. Initially focused on documenting construction progress through monthly reports covering safety, inclusion, schedule, and budget, the communication program evolved to include information about economic impact, the growing entertainment district, expansion of Småle Riverfront Park, and new features adding to visitor appeal.

For this planning process, a dedicated engagement platform at RiverfrontUpdate.com invited users of The Banks and members of the general public to respond to questions about their current experience and their vision for the future. Online polls, conducted periodically throughout the Plan Update process, invited community members to offer input on various aspects of The Banks as it exists today, The Banks of the future, and specifics of how to grow and sustain a vibrant place that welcomes all.

RESULTS SUMMARY

Two polls conducted during the planning process reveal an important arc in public sentiment:

The First Poll (July-August 2025, 529 respondents) captured community perspectives during a period marked by high-profile safety incidents. When asked if they would recommend The Banks to a friend, colleague, or visitor to the city, responses ranged widely, with 19% rating it 0 (extremely unlikely) and 10% rating it 10 (extremely likely). When asked to describe how they felt during their last visit in a single word, safety concerns dominated--the theme of "unsafe" appeared three times more frequently than "fun."

However, positive comments also emerged. Respondents described the district as convenient ("Parking was convenient to the restaurant and it was quick and easy to get where I wanted to go"), energized ("I usually go down for sporting events, so the energy is always high and enthusiastic"), and enjoyable ("Energized, vibrant, diverse, wide range of people and events"). Negative comments cited unsafe feelings, concerns about homelessness and drug use, and unpredictable youth gatherings.

The Second Poll (September-October 2025, 113 respondents) showed a marked shift toward optimism. While safety remained a prominent concern, responses expanded to envision a re-imagined development built on mixed-use programming, increased cultural and recreational activities, improved accessibility and inclusivity, and vibrant community spaces.

"An incredibly lively destination with retail shops and bars/ restaurants. A place that is safe. All ages come to visit, both residents and visitors."

"Safe, entertained, and bring about a sense of community."

"It should feel like you're at Cincinnati's epicenter of culture, fun, and community—cool, unique, and stress free."

"Welcome. Safe. Innovative. Clean and vibrant. Family-friendly. Unique. A must-do."

"Alive with activity year-round; concerts, sports, more housing, more office space."

Aspirations from respondents when asked how The Banks should make them feel in 10 years. (2025)

Emergent Themes

Several clear themes emerged from the engagement process: enhanced safety and security as the foundation for all improvements; year-round activation beyond event days; mixed-use vitality with everyday services alongside entertainment uses; expanded cultural programming; family-friendly amenities; and an enhanced public realm with shade, seating, and spaces designed for lingering.

This public input directly shaped the consultant recommendations for design guidelines, district massing, architectural form, ground-level experience, and overall quality of place. As the plan moves toward implementation and developer selection, these themes will continue to guide decision-making, ensuring that The Banks evolves into the welcoming, safe, and vibrant riverfront destination that the community envisions for its future.

Market Potential

Early conversations with City and County staff and active developers set a clear tone: New residential construction is essential to long-term vitality.

The Banks' remaining parcels offer the opportunity for ground up construction that can deliver a new and unique residential product in the Cincinnati market. Primarily competing with residential conversions elsewhere in Downtown, a popular, fast and cost-efficient building type, new construction offers the potential for broader amenities, new energy and identity needed in the district. Today, parking and infrastructure costs, more than zoning allowances, are the primary barriers to feasibility.

REGIONAL ENTERTAINMENT DISTRICTS

The Cincinnati region hosts a diverse collection of entertainment districts, each with its own character, draw, and market niche. Over-the-Rhine offers a rich historic and cultural fabric, civic spaces like Washington Park and Findlay Market, with mostly low- to mid-scale buildings. The Fountain District is at the heart of Cincinnati's downtown, hosting free civic events and destination dining for office workers and the growing residential population. Districts like Newport on the Levee and Norwood's Factory 52 function as regional and suburban lifestyle destinations with dining, entertainment, and family friendly attractions. Lastly, the emerging FC Cincinnati district will add a stadium anchored district that blends sports, hospitality, and mixed-use development. Collectively, these places contribute to a competitive landscape in which residents, workers, and visitors have many choices for where to live and spend time and money.

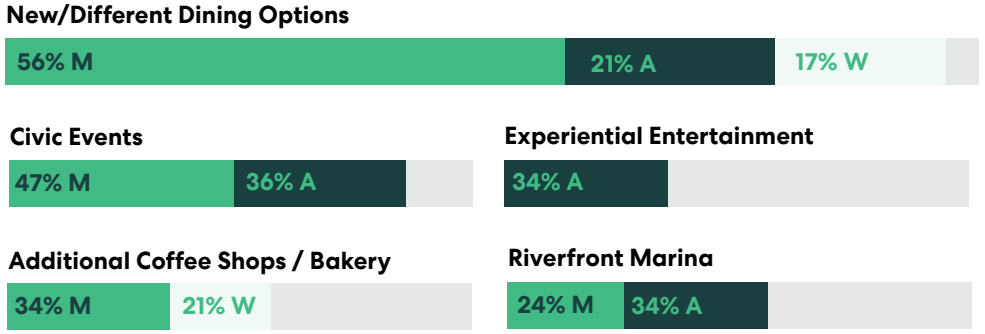
Despite this strong regional lineup, none of these districts combine all the ingredients that The Banks is uniquely positioned to offer. As a riverfront district co-located with major sports and cultural institutions (including Paycor Stadium, Great American Ball Park, the Andrew J. Brady Music Center, Småle Riverfront Park, and the National Underground Railroad Freedom Center), The Banks sits at the nexus of some of the region's highest-volume visitor destinations. Unlike other districts that are primarily low- or mid-scale, or oriented around a single asset type, The Banks can evolve into a truly mixed-use entertainment district on an urban scale, integrating high-rise homes, experiential retail, signature event venues, and direct access to and views of the Ohio River. The introduction of new high-rise, market-rate housing, paired with neighborhood-serving retail, can deliver a resident base that ensures consistent activity and economic stability. This is a critical competitive advantage: while other regional districts may excel during evenings, weekends, or special events, they do not combine living, working, entertainment, and waterfront recreation in one cohesive environment.

The site's riverfront setting further distinguishes it within the region. The combination of iconic open space, active parks, and water access creates a backdrop that other Cincinnati districts do not replicate. It provides the physical space required to host a broad range of experiences that will attract new residents, like festivals and concerts, or family-friendly activities and everyday recreation, while still accommodating thousands of game-day attendees.

The proposed vision for The Banks must occupy a distinct niche: a dense, mixed-use, riverfront entertainment district anchored by sports and culture, and sustained by a diverse user base supporting all-day, all-season activity. The Banks, when fully developed, can complement the broader regional ecosystem while offering an experience that no other district in the Greater Cincinnati area can match.

DISTRICT CASE STUDIES

While the Cincinnati region features several entertainment hubs, there is no truly mixed-use entertainment district at an urban scale with residential density. Case studies of Cincinnati's four districts revealed priority qualities for regional residents and visitors. When asked what new attractions would increase visit frequency to The Banks specifically, survey respondents rated new dining options, civic events (outdoor theater, festivals, etc), experiential entertainment, additional coffee shops and bakeries, and a riverfront marina as high-interest attractions. Frequency was measured for Monthly (M), Annual (A), and Weekly (W) visitation. (Right)





Over-the-Rhine

- Low to mid-scale
- Neighborhood feel
- Cultural and historic roots
- Artistic venues
- Civic spaces — Washington Park and Findlay Market



Fountain District

- Office-Heavy CBD
- Free civic events
- Destination dining
- Office-to-residential conversions provide nascent downtown population



Newport on the Levee

- Low to mid-scale
- Casual dining
- Free classes/concerts
- Movie theater
- Newport Aquarium
- Esports, Immersive Gamebox
- 100K SF office



Factory 52 (Norwood)

- Low to mid-scale
- Historic redevelopment
- Light residential population
- Food Hall, brewery
- Pickleball court complex

MARKET GROUNDING

HR&A worked with the team to test realistic program assumptions for residential, hotel retail, office, and entertainment uses. The team's analysis attempts to answer practical questions about the potential for real estate development at The Banks. Stakeholders were consistent in their message: The Banks should have a distinct identity from other neighborhoods or entertainment districts across the Cincinnati region because it has a collection of assets unlike any other in the region, including and especially, direct access to the Riverfront.

The Banks is Cincinnati's only urban riverfront district and therefore presents a unique opportunity to introduce premium high-density, high-rise living options that offer incredible views of the city and unparalleled access to the river as well as the collection of sports, entertainment, and cultural assets at The Banks. Collectively, this proposed mix of sports and entertainment venues, cultural institutions, tailored neighborhood services and amenities, and high-density, high-rise residential represents The Banks' competitive advantage and market distinction.

HR&A recommends three programs: Multifamily, Hotel and Retail and Entertainment.

Note — Office: No demand for speculative office in the current market, though it is possible that with the right investments that The Banks could be an appealing site for a HQ location.

1

Multifamily

860 – 1,210 units of new luxury, high-rise, market-rate housing



2

Hotel

100 – 150 hotel rooms, effectively representing at least one new hotel product to complement the onsite AC Hotel



3

Retail & Entertainment

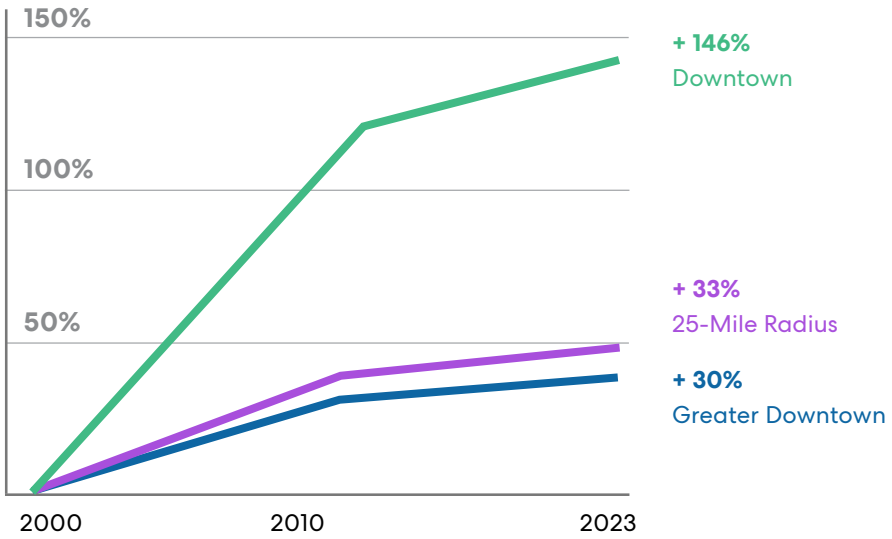
60,000 – 80,000 SF of retail, introducing retail providing neighborhood services, alongside potential entertainment options.



DEMOGRAPHIC & REAL ESTATE ANALYSIS

HR&A analyzed demographic and real estate trends for three study areas: (1) Downtown Cincinnati, (2) Greater Downtown (Downtown plus Over-the-Rhine, Covington, and Newport), and 3) the Cincinnati Region, as represented by a 25-mile radius surrounding Downtown.

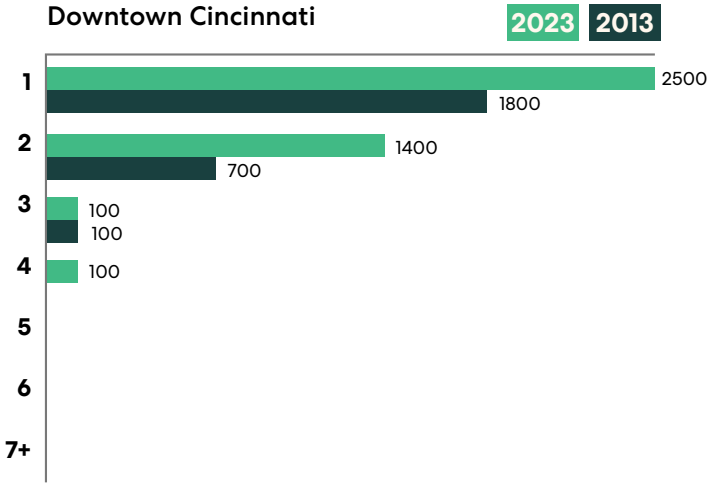
Currently, Downtown's population boasts 6,400 residents and has grown by 146% since 2000, almost five times faster than population growth in Greater Downtown and the Cincinnati Region. Specifically, this growth is largely concentrated in 1- and 2-person households, among younger college graduates, and in wealthier income brackets over $100,000.

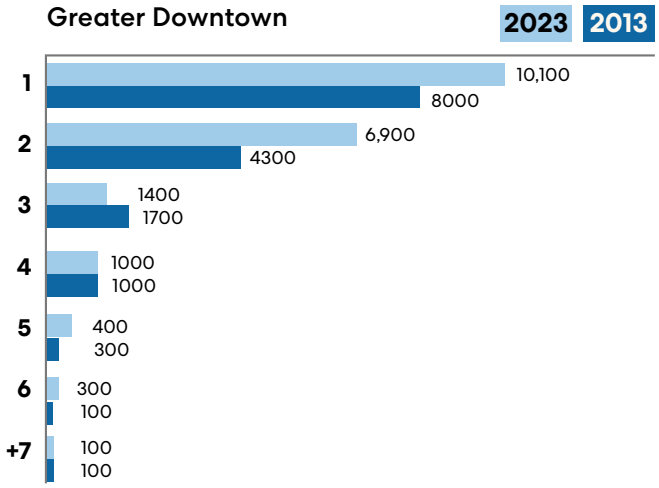


Source: U.S Census Bureau. Household by household and population figures rounded to the nearest hundred. Data collected by HR&A Advisors.

Households by Household Size (2023, 2013)

Over the last decade, Downtown Cincinnati's (and Greater Downtown's) population growth has been driven by one and-two person households





MARKET PROGRAM ANALYSIS

Residential

This growth trend in particular is reflective in demand for multi-family rental housing. Not only has the market grown by thousands of units, there are currently 1,480 units under construction and close to 2,800 additional units proposed. Over half of the housing currently under construction is considered adaptive re-use, a strong trend in Cincinnati, as the Cincinnati market is second only to Manhattan (New York City), in office-to-residential conversions since 2016.

In addition to rental housing, there is also an opportunity to deliver for-sale product. There is a dearth of new condominium housing product in Cincinnati as 97% of all condo sales over the last five years are at least 10 years old. Meanwhile, newer condos delivered across the Ohio River in Kentucky sell at nearly twice the price premium (on average, per square foot) compared to those in Cincinnati, with some condos selling for as much as $2.8 million.

Introducing more housing onsite is critical to the future of The Banks. Purpose-built housing supports retail, brings users onsite daily, and ensures that there is more regular activity on non-event days. Given the clear demand for downtown housing, HR&A's recommendation for up to 1,210 units onsite translates to a approximately 1.5 million square feet of residential, primarily delivered as rental housing with for-sale condo product as a possible later phase delivery once the district matures.

New residential construction is essential to long-term district vitality.

Hotel

Cincinnati hotels have largely recovered from the shock brought on by the pandemic, as average daily hotel rates are up 24% over pre-pandemic rates and occupancy rates have reached pre-pandemic levels. Over 900 hotel rooms have been delivered in the Greater Downtown study area since 2015 and there are another 2,700 rooms proposed by pipeline projects.

Between three major sports facilities, cultural institutions, entertainment venues, and signature open space, The Banks hosts hundreds of events every year and millions of visitors that bring natural demand for onsite hotel stays. In fact, it is often common for sports-anchored districts to feature multiple nearby hotels, often introduced across multiple phases.

With one hotel currently at The Banks (AC Hotel) with above average occupancy, our team recommends the introduction of at least one more hotel product with approximately 100-150 rooms.

Retail

The Banks already features a significant retail presence of over 140,000 square feet, but it is primarily composed of sports bars, pubs, fast casual and chain restaurants and situated on the eastern side of the district. While this retail serves sports event attendees well, it does not necessarily attend to the needs of cultural event attendees, park users, onsite residents and workers, and families.

Introducing more neighborhood-serving uses can provide key services and amenities to future residents, and Food and Beverage/entertainment uses can provide attractions for residents, visitors, and families. If thoughtfully curated and located, this mix of retail options can serve The Banks' diverse user set. Ultimately, potential demand can support up to 80,000 square feet of neighborhood-serving retail.





A number of office-to-residential projects are already underway in the downtown region, including Fourth and Walnut Center. (Courtesy of the Cincinnati Enquirer)

Office market has changed dramatically and past forecasts no longer apply to needs and growth of The Banks today.

Office

Cincinnati's office market is still struggling post-COVID. Given low office demand, developers and property owners are converting vacant office space to residential uses. Further, the office building that formerly contained the GE Global Operations Center is now mostly vacant. However, there are some market indicators that suggest small, but positive trends in Downtown office. Newer Class A buildings deliver strong rent premiums and boast vacancy rates below 4%. Local Cincinnati employers like Paycor, Fifth-Third Bank, and Procter & Gamble have each recently invested in their downtown spaces.

Ultimately, the indicators are not strong enough to support demand for speculative office development. However, should development and placemaking efforts at The Banks contribute to the transformation of the district, The Banks could become the type of neighborhood that actively attracts talent, companies, and investment. Our team does not recommend a specific office program but plans for onsite land use should remain flexible to allow for future development if an anchor tenant emerges or market conditions improve.

DEVELOPMENT FEASIBILITY

The development market is facing significant headwinds. Construction cost increases along with the relatively high interest rates have made it difficult to advance financially feasible development. Cincinnati is not immune to these conditions, as the currently proposed development program at The Banks is projected to require public investment to achieve feasibility. However, the right mix of investments to improve onsite open space, infrastructure, parking, and placemaking can create value and attract new users and activity. Introducing dense, amenity-rich real estate development uses will also bring additional activity to The Banks and create value in the form of a vibrant, dense, walkable, and well-connected neighborhood that can make later phase development more viable.

DEVELOPMENT SITES POTENTIAL

Remaining development parcels vary widely in size, constraints, and opportunity. Collectively, the remaining sites (Lots 24, 25, 1, 13, and 4) are assumed to accommodate approximately 2.18 million gross square feet of new buildings, plus 315,000 gross square feet of structured or podium parking, for a total of roughly 2.5 million gross square feet of new construction above street level. Some parcels sit directly on the river with premium views and fewer constraints. Others play essential roles in circulation, stadium access, or garage operations. Each site requires a tailored approach that balances feasibility, public benefit, and district coherence.

COMPLEXITY OF THE DEVELOPMENT PARCELS

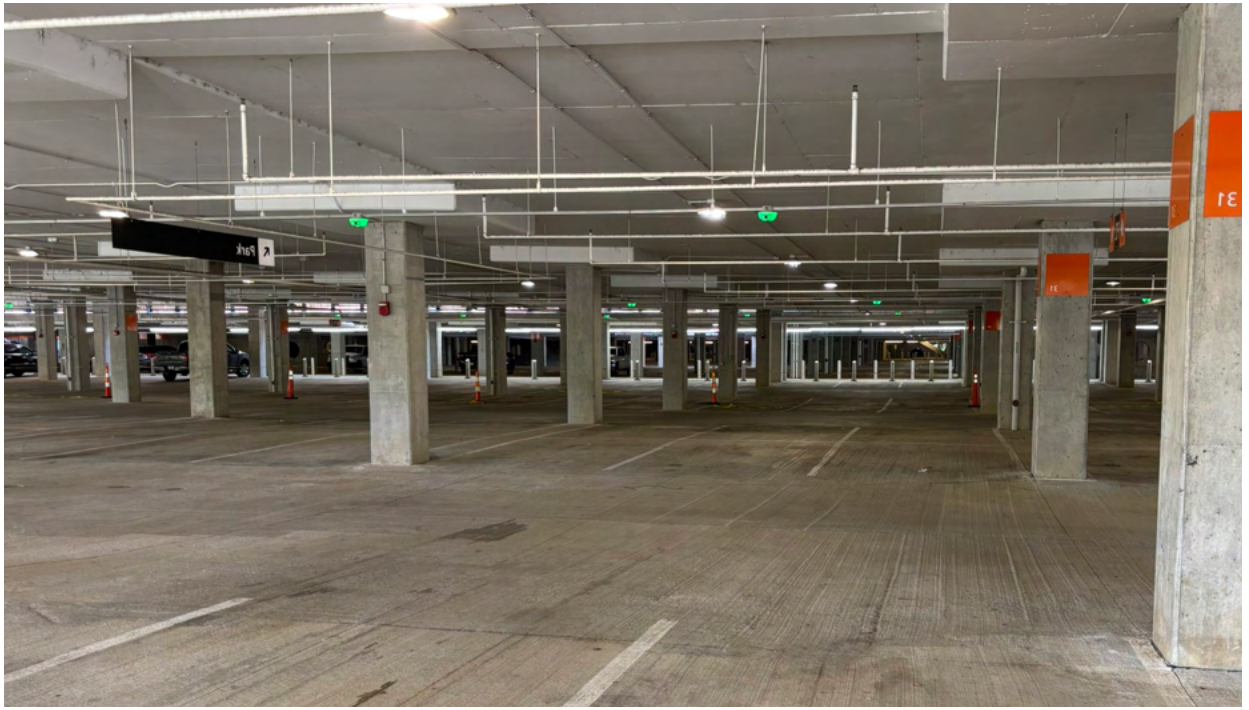
The Banks is constructed over the Central Riverfront Garage (CRG), a shared parking and structural system serving both stadium operations and district-wide demand. Conceived as a long-term public parking resource for The Banks and Downtown Cincinnati, the CRG was built in phases and remains incomplete. If fully realized as originally designed, it would accommodate more than 6,000 vehicles, making it one of the largest underground parking facilities in the country.

The garage establishes an elevated structural platform across much of the district. This overbuild condition directly shapes how development can occur above it. Structural grid spacing, load capacity, vertical circulation, loading zones, and service access all influence building placement and massing. Parking within the CRG functions as a shared district resource rather than being dedicated to individual parcels, requiring coordinated access, shared operations, and careful alignment between private development and public infrastructure.

VALUE OF PARKING TO FUTURE DEVELOPMENT

Naturally, each real estate use requires sufficient parking. Each use will need an appropriate density of onsite parking to serve residents, workers, and visitors alike. The presence of the Central Riverfront Garage presents a powerful opportunity to potentially share some parking between the existing sports, cultural, and entertainment uses and planned development to reduce the amount of new parking required. If stakeholders can agree to a shared parking structure such that new development can benefit from existing parking that will ultimately improve the development's projected financials.





ABOVE
Lot 25 looking toward Paycor Stadium

BELOW
Inside Central Riverfront Garage



ABOVE
Lot 24 looking toward Roebling Bridge

The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

Uncoordinated incrementalism is the greatest risk to The Banks' future.

Uncoordinated incrementalism is the gradual erosion of district potential through isolated decisions—parcels developed without regard to shared space, infrastructure delivered without phasing alignment, programming added without operational strategy. Parcel-by-parcel development without a unified framework could fill in the district without ever fully forming it.

The remaining parcels are too significant to evolve independently. Without a coordinated framework, the district could fill in without ever fully forming. This plan establishes clear expectations for sequence, public realm investment, and development performance so that each move reinforces the whole rather than competing with it.

There is broad alignment across stakeholders that The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

The opportunity is significant: up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail can be supported by market demand over the next decade. Remaining parcels (Lots 4, 13, 24, and 25) represent approximately 2.5 million gross square feet of potential development.

The proposed development amounts to $750 to $800 million in vertical development and it will require public investment to be financially feasible. Public- investment in infrastructure can catalyze private investment in development.





A COORDINATED VISION FOR THE BANKS DISTRICT

The Banks will transition from event venue to urban district through coordinated action: high-density residential to drive everyday activity, strategic public realm investment to create distinction, and development sequencing that builds momentum rather than fills gaps. We will deliver what past plans envisioned but never achieved—a riverfront neighborhood that connects Cincinnati to the Ohio River not just physically, but culturally and economically, every day of the week.

Advancing Place

- There is a unified desire to reinvigorate The Banks
- Improve public safety by injecting more vibrancy and quality development
- Connect the city to the river and the river to the city

Setting Priorities

- Defining the riverfront as the mixed-use entertainment district in Cincinnati
- There's a need for prioritization and coordination for sports and cultural venue investments

Clarifying Presence

- Multiple brand experiences exist and activate the district
- There's a critical need to get the experience in the public realm right

Future Market Niche and Phasing

- Premier mixed use entertainment district
- Increased residential density and verticality
- Diversity of entertainment venues with sports orientation
- Experiential retail serving diverse users

1-4 YEARS — Development fundamentals with 2-3 buildings, infrastructure, and placemaking investments

5-10 YEARS — Substantiative, but not complete build-out with 2-3 Development blocks complete.

11+ YEARS —Fundamentally transformed market with entirety of development realized.

02 District Vision

Designed to operate at both the everyday and the extraordinary, The Banks will support neighborhood life, regional events, and cultural expression within a flexible public realm and a development framework built to evolve over time. **It is time to realize a bigger, bolder Banks Riverfront District.**



CREATING A FRAMEWORK FOR THE BANKS RIVERFRONT DISTRICT

As Cincinnati's showpiece riverfront--and the city's first impression for many visitors--The Banks must display confidence, clarity, and civic ambition.

The framework is the 'road map' for the total conceptual development of the district. It describes the public realm experience--streets, plazas, parks, in between spaces--integrated with blocks for new development. In composite, the framework plan creates a more cohesive district.

Design excellence at The Banks is not optional; it is the defining requirement of any future development. As Cincinnati's showpiece riverfront—and the city's first impression for many visitors—The Banks must signal confidence, clarity, and civic ambition at every scale.

The opportunity is not to recreate another neighborhood or to compete directly with nearby entertainment districts. It is to complete Cincinnati's riverfront with a mixed-use district that feels legible, durable, and alive well beyond scheduled events.

Public space leads this vision. Streets, plazas, and connections shape the experience of The Banks more than any single building. Future development must think beyond individual parcels and commit to a bold, coherent framework that establishes The Banks as a finished, world-class district worthy of its setting and significance.

DISTRICT DRIVERS

Design drivers translate analysis into action. They distill market realities, site constraints, and stakeholder priorities into clear principles that guide every decision in this plan.

Chapter One documented what The Banks is and what it needs. Market analysis showed demand for residential density and neighborhood-serving uses—but only if the public realm justifies the investment.

User groups emerged, each with competing needs that must coexist on the same streets, plazas, and edges. Feasibility testing confirmed that development requires bold moves to close the gap between cost and value.

Three drivers rose directly from that work. The first addresses scale and ambition. The second addresses quality and economics—public realm investment isn't overhead, it's the asset that makes development viable. The third addresses operational complexity—this district must perform seamlessly whether serving 80,000 fans or 800 residents on a quiet Tuesday.

These aren't arbitrary themes. They're the conditions that determine whether The Banks succeeds or stalls. Every guideline, massing decision, and public space strategy traces back to one or more of these drivers.

1

A BANKS DISTRICT THAT IS BIGGER AND BOLDER

The Banks has the opportunity now to advance market value in alignment with transformational civic life in Cincinnati.

2

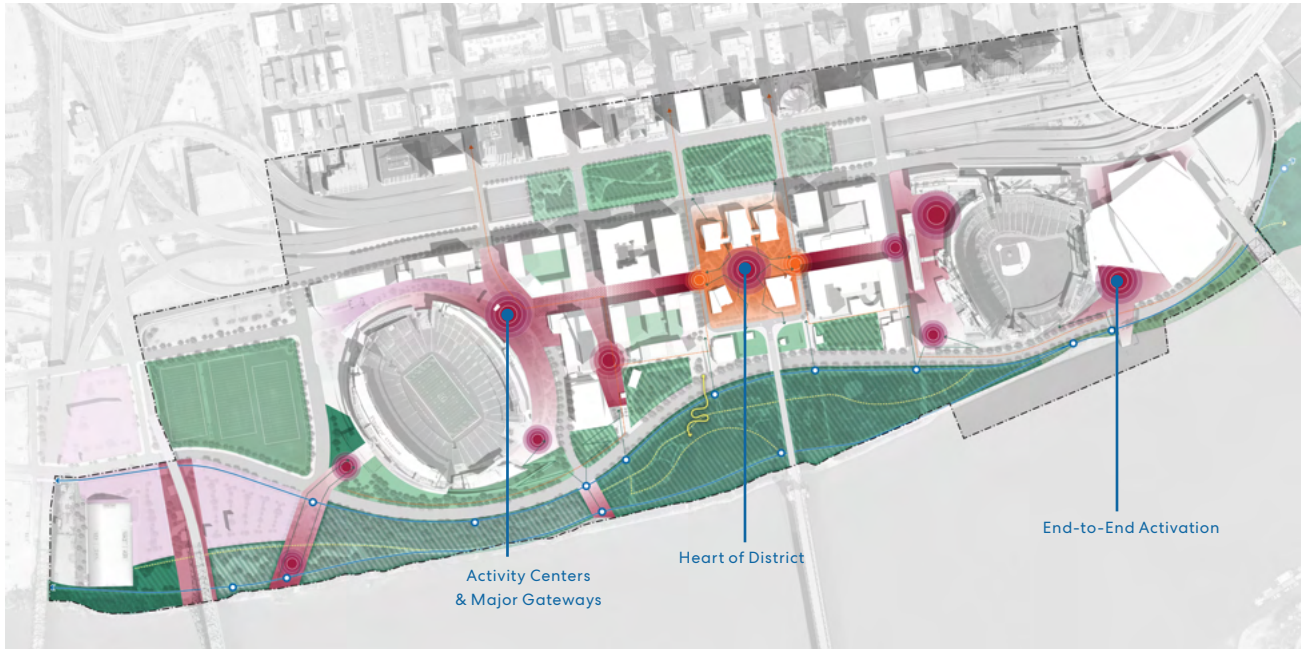
A QUALITY DISTRICT THAT DRIVES VALUE

Investing in our public realm will raise the long-term value of future development. The District will be a place for people, connected by cohesive projects.

3

A RIVERFRONT BUILT FOR GAME DAY, DESIGNED FOR EVERYDAY

The Banks is designed for dual performance, seamlessly supporting daily life and high-capacity events as a regional destination. Evolving the district brand, programming, and operations will enhance the experience.



THE OPPORTUNITY REALIZED

The Banks completes the connection. Two forces that have pressed toward each other for decades—the city reaching toward the river, the river reaching back toward the city—finally converge. The district activates the threshold where they meet, transforming a gap into a destination.

DEVELOPMENT OPPORTUNITY FRAMEWORK

The framework begins at the ground. Streets and open spaces set the armature. Buildings rise from that structure with clear roles to play. Riverfront parcels carry the highest value due to views and visibility. Back-row parcels can absorb height without diminishing the waterfront experience. This approach establishes clear expectations for performance while leaving room for phasing, market shifts, and architectural expression.

DESIGN DEVELOPMENT PROCESS

The design team used an iterative workflow that moved continuously between a physical study model and market-grounded development scenarios. In parallel, development scenarios informed by market feasibility and operational constraints were used to test what forms and programs could realistically perform. Insights from each informed the other.

01 IT IS TIME TO REALIZE A **BIGGER, BOLDER BANKS DISTRICT**

The Banks District must become, in its next chapter, a more desirable, more competitive, and more world-class place. As Cincinnati and its region competes to attract investment, grow population, and enhance quality of life, The Banks District is one central piece of several in the quest for regional competitiveness and quality experience. It is time to think bigger and bolder.

Designed to operate at both the everyday and the extraordinary, The Banks supports neighborhood life, regional events, and cultural expression within a flexible public realm and a development framework built to evolve over time. By pairing bold public spaces with investable, adaptable development, The Banks sets a new standard for how riverfront districts perform, endure, and represent the city's aspirations.

The future Banks is active without feeling chaotic. Ground floors operate as civic space first. Buildings step and shift to protect key sightlines while opening larger footprints where value is strongest. Height becomes a tool that supports feasibility and funds public improvements rather than an end in itself.

The Banks occupies a rare position. It combines riverfront access, regional visibility, and direct adjacency to major civic venues. Its niche is vertical living paired with entertainment, culture, and public space. The district can support density where views, access, and infrastructure allow it to perform, while maintaining a human-scaled public realm.



RIGHT
View looking west between the ICON Stage and Lot 24 showing a pedestrian walk fronted by new restaurants.


the ROEBLING ROOM
at the Banks
SEVEN HILLS
STEAK & SEAFOOD
THE BANKS DISTRICT
Paycor STADIUM


3rd St.
71
Elm St.
Race St.
Vine St.
Walnut St.
2nd St.
Lot 4
Lot 13
Lot 1
National Underground
Railroad Freedom Center
Central Ave.
Rosa Parks St.
Main St.
Spencer Way
Bengals
Practice Field
Paycor Stadium
Paycor STADIUM
Lot 25
Lot 24
Mehring Way
Smale
Riverfront Park
John A. Roebling Suspension Bridge
The Andrew J. Brady
Music Center
Cincinnati
Black Music
Walk of Fame



LEFT
Illustrative plan shows new vision for the future of The Banks

THE BANKS DISTRICT CONCEPT PLAN

The updated plan builds on the legacy of planning for The Banks and the riverfront, advancing a purposeful urban development and neighborhood framework that brings together streets, parks, public spaces, and new development into a cohesive and highly connected whole.

The plan prioritizes the public realm as the primary experience. Streets, plazas, and connections do more than link buildings—they define how people move, gather, and remember this place. Buildings step deliberately from podium to tower, protecting views and framing spaces while achieving the density needed to support feasibility and fund shared infrastructure. Ground floors operate as civic space first, with transparency, activity, and public orientation required at every edge.

This is not incremental infill. It is a comprehensive framework that rejects piecemeal development in favor of coordinated moves: a signature civic plaza elevating the Freedom Center, a sculptural pedestrian bridge eliminating the barrier to Småle Park, activated streets flexing between everyday use and peak events, and development scaled to create critical mass without overwhelming the public realm.

The result is a district that feels like a neighborhood on ordinary days and a destination during extraordinary ones—a place that works for families, residents, visitors, and workers alike, reflecting Cincinnati's ambition to claim its riverfront as a defining civic asset for the next century.


Paycor STADIUM
Paycor STADIUM



02 A QUALITY DISTRICT THAT **DRIVES VALUE**

A QUALITY DISTRICT THAT DRIVES VALUE

Investing in The Banks District's public spaces and new buildings drives value—civic, cultural, and economic value. People will experience existing places and new plazas and parks in a more seamless and comfortable way. Småle Park—a jewel in the district and for the region—will be augmented by an expanded riverwalk park and complemented with smaller plazas across the district. Real estate investment will follow placemaking strategies as quality-of-life goals and increased desirability will spur demand.

ENABLING A WALKABLE URBAN DISTRICT

The concept plan sets forth an aspirational density and mix of uses to encourage urban vibrancy and foster private investment. By increasing vertical density on the remaining available lots, The Banks District can achieve its original density goals. Introducing new residential, retail, hotel, and office uses engenders a live/work/play neighborhood—harkening back to the original goals for the district as a premier walkable, urban district.

CULTIVATING THE SKYLINE

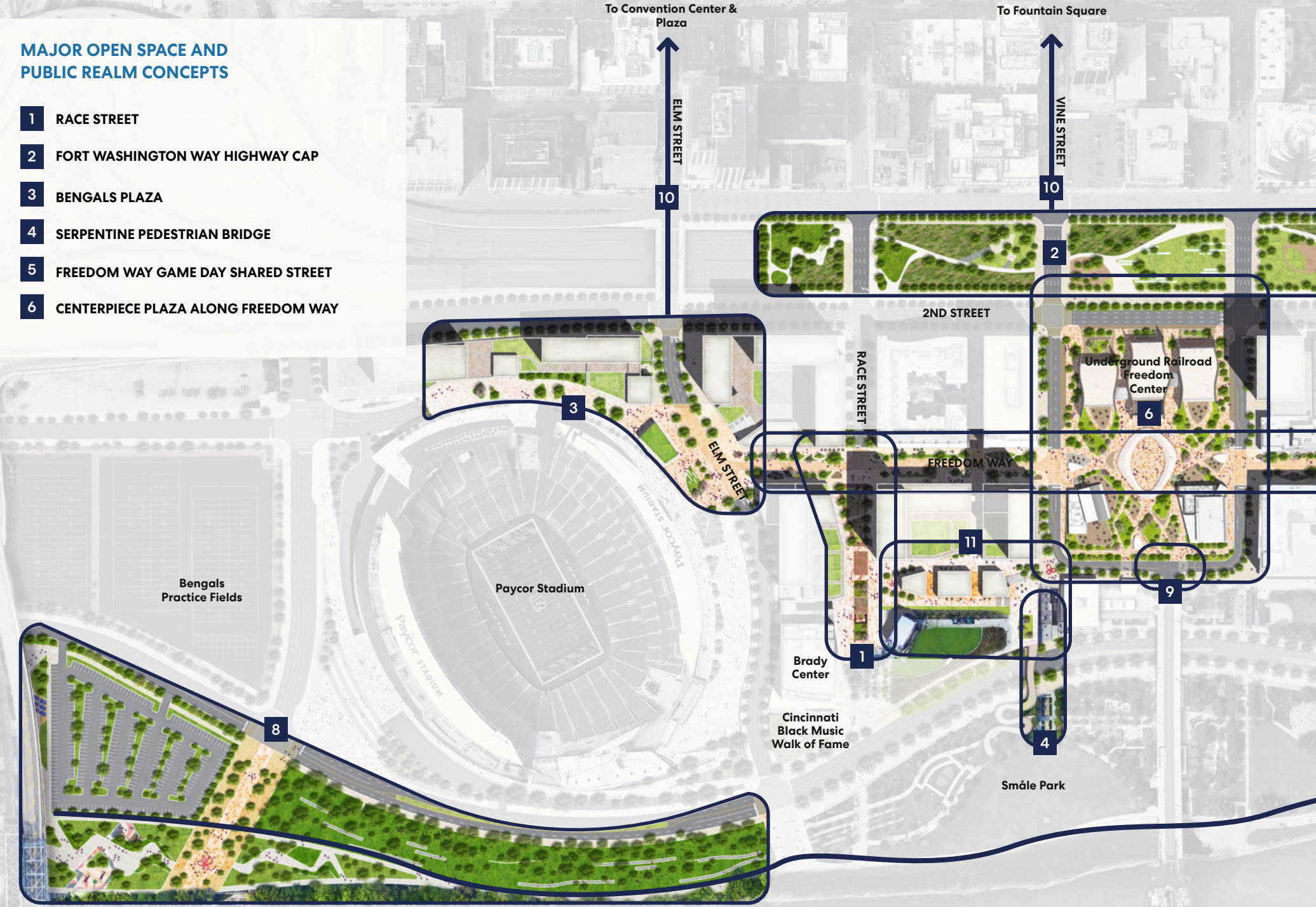
Cincinnati has an historic downtown skyline with icons including Carew Tower, the Fourth and Vine Tower (PNC Bank Building), and Great American Tower. Further designing the skyline in The Banks District enhances the overall skyline in two ways (1) by carefully 'stepping' building heights from Vine Street to the west towards Paycor Stadium and (2) by grouping future buildings with a range of heights that provide new views while preserving others. The Banks District deserves its own iconic tower and the most fitting location is at Freedom Way and Rosa Parks Street (the terminus of Vine Street). This site has excellent visibility and access to Småle Park and is a fitting backdrop for the future plaza in front of the Freedom Center.

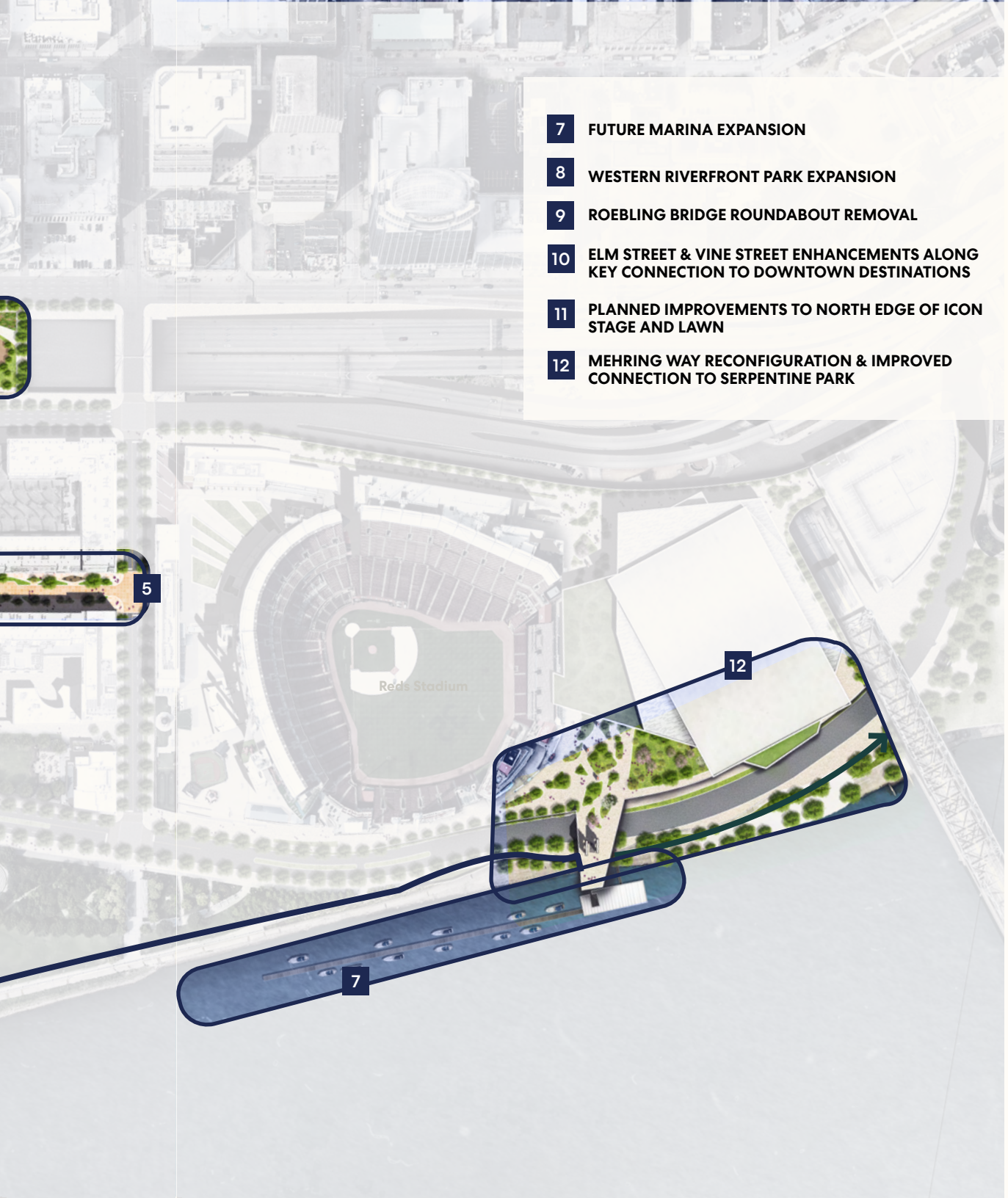
DEVELOPMENT SUMMARY

- 2.18 million gross square feet of new buildings plus 315,000 gross square feet of structured parking for a total of 2.5 million gross square feet of new construction above street level.
- 1.5 million square feet residential; 154,000 square feet of hotel, 147,000 square feet of ground level active-uses including retail, restaurant food and beverage, and other commercial activity; 202,000 square feet of office in the last phase of development (market dependent)

MAJOR OPEN SPACE AND PUBLIC REALM CONCEPTS

1. RACE STREET
2. FORT WASHINGTON WAY HIGHWAY CAP
3. BENGALS PLAZA
4. SERPENTINE PEDESTRIAN BRIDGE
5. FREEDOM WAY GAME DAY SHARED STREET
6. CENTERPIECE PLAZA ALONG FREEDOM WAY





GROUND LEVEL EXPERIENCE

At The Banks, the public realm is the experience. More than any individual building, it's the streets, plazas, edges, and in-between spaces that shape how people move, gather, and remember this district. Freedom Way evolves into a festival street that can flex between daily calm and event-day celebration, and a central civic plaza anchors district identity and activates surrounding development. Ground floors operate as extensions of the sidewalk, designed to support diverse uses and seamless engagement. Together, these moves create a continuous, legible network that works for 800 residents on a Tuesday morning and 80,000 fans on a Saturday night.

CIRCULATION AND CONNECTIVITY

Mobility at The Banks is strengthened through a highly connected network of streets, public spaces, and transportation options that make movement intuitive, safe, and enjoyable for all users. The plan builds on existing assets including transit, a strong street grid, and a growing system of great streets designed to work for pedestrians, vehicles, residents, and visitors alike.

Throughout the district, streets balance access and livability, connecting parking, transit, residences, and destinations with clarity and comfort. This integrated approach reinforces The Banks as a livable neighborhood and an attractive place for new development, with mobility serving as a defining asset that supports economic vitality, tourism, and long-term growth.

DESCRIPTION OF MAJOR OPEN SPACE AND PUBLIC REALM CONCEPTS

RACE STREET CONCEPT



Race Street creates an intimate linear plaza emphasizing river and skyline views. Designed at a smaller scale than Freedom Way, the street prioritizes pedestrian comfort through generous sidewalk zones, seating areas, and landscape enclosure. The design encourages lingering and informal gathering while maintaining flexibility for small events and pre-show activation. Race Street links The Banks directly to entertainment venues along Mehring Way, strengthening the connection between the district and Cincinnati's music and cultural corridor.

BENGALS PLAZA CONCEPT



Bengals Plaza is envisioned as a new signature sports event plaza at Paycor Stadium, drawing inspiration from the successful pre-game and event experiences at Great American Ball Park and other best-in-class stadium districts around the country. The plaza accommodates high-density crowds during games while remaining open and welcoming on non-event days. Flexible hardscape zones support food vendors, entertainment, and fan activations. The plaza creates a new retail interface with Paycor Stadium at general entry level and offers Lots 4 and 13 an opportunity for highly-valuable retail facing this new "front".

SERPENTINE PEDESTRIAN BRIDGE CONCEPT



A **sculptural pedestrian bridge** crosses Mehring Way, eliminating the primary barrier between The Banks and Småle Riverfront Park. The bridge's serpentine form creates a distinctive visual landmark while framing views of the river, skyline, and surrounding district. Designed exclusively for pedestrians, the bridge removes vehicle conflicts and significantly improves safety and comfort. The structure functions as both infrastructure and destination, creating a memorable crossing experience that reinforces district identity.

FORT WASHINGTON WAY HIGHWAY CAP CONCEPTS



Highway caps bridge over Fort Washington Way, transforming the visual and physical barrier into usable public space. The caps create seamless connections between downtown and The Banks while expanding the district's open space network. Tree canopy, lawn, and hardscape zones replace highway views, reducing noise and creating pedestrian-scale environments. The caps unlock development potential on adjacent parcels by improving access and eliminating the highway edge condition.

WESTERN RIVERFRONT PARK EXPANSION

Improves and expanded park space and riverfront trail with game day parking serving Bengals fans on game days. Concept also envisions an enhanced pathway approach to the southeast entry of Paycor Stadium from the Southwest.

FUTURE ARENA OVERLOOK CONCEPT & CONNECTION TO SAWYER POINT PARK AND YEATMAN'S COVE

The project addresses a critical gap in the district's year-round activation. During Reds and Bengals off-season, a modern arena sustains restaurants, bars, and retail at The Banks by hosting 125+ annual events. The facility positions The Banks as a complete entertainment destination—sports, culture, conventions, and riverfront experience in one walkable district. Strategic demolition and reconstruction create opportunities for enhanced ground-floor activation, improved pedestrian connections to the new centerpiece civic plaza and the riverfront, and a signature architectural statement that anchors the district's eastern edge.

FUTURE MARINA EXPANSION

A new reef marina planned near the Public Landing will add 42 boat slips and a floating restaurant to the riverfront. Though currently stalled pending U.S. Army Corps of Engineers approval of anchoring systems, the project strengthens The Banks' waterfront activation by adding recreational boating and river-level dining visible from Småle Park, the serpentine bridge, and development parcels. Planned independently by Cincinnati Parks, the marina aligns with The Banks vision of a connected, active riverfront.

ROEBLING BRIDGE ROUNDABOUT REMOVAL

While roundabouts can support pedestrian flow in typical conditions, this location offers minimal mid-crossing refuge space and creates ambiguous yielding patterns between drivers and pedestrians. The tight geometry leaves people exposed with no safe pause point. An all-way stop creates clear, controlled crossings at a critical junction serving event-day surges and daily riverfront access.

FREEDOM WAY

Freedom Way transforms from a conventional street into a curbless festival corridor that operates as both daily connector and event venue. The street features a flush surface with no curbs, allowing complete closure for festivals and game days while functioning as a pedestrian-priority street during normal operations. Controlled access points and bollards support managed closures. Heavy tree canopy and high-quality paving establish a strong identity while supporting ground-floor retail, restaurants, and activation. The street connects Paycor Stadium directly to Great American Ball Park and new central civic plaza, creating the district's primary east-west spine.

CENTERPIECE PLAZA ALONG FREEDOM WAY

The new central civic plaza establishes a new signature civic space fronting the National Underground Railroad Freedom Center. A sculptural canopy structure provides shade and identity while supporting flexible programming from farmers markets to concerts. Dense tree canopy frames views to the river and city while creating year-round comfort. The plaza integrates directly into the street grid via Freedom Way and connects to surrounding development parcels, restaurants, and venues. Flexible food and beverage zones support activation during events and daily use, positioning the plaza as the district's civic front porch.





RIGHT
Conceptual renderings (ground level & birdseye) of Freedom Way Shared Street Concept and conceptual new public plaza fronting The National Underground Railroad Freedom Center connecting the east and west segments of Freedom Way.



RIGHT
Ground Floor Activation and Public realm Interface between remaining Development Parcels



The Battery, *Atlanta GA, Home stadium of the Atlanta Braves.*



The Wharf Marina*, Washington D.C.*



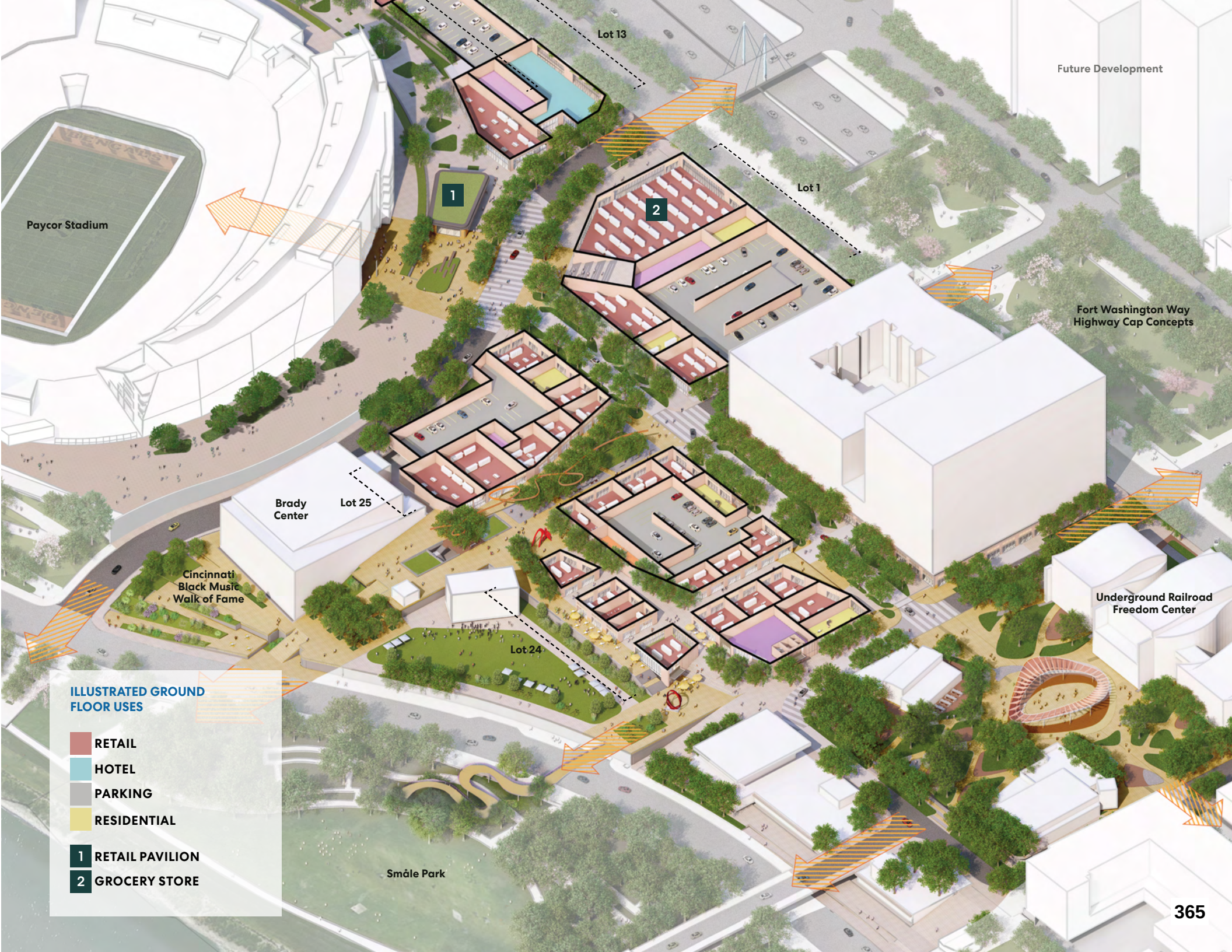
Titletown District, *home of the Green Bay Packers, Green Bay, WI.*



Chicago Riverwalk*, a 1.25-mile promenade through the heart of downtown Chicago*

CASE STUDY LESSON: VALUE THE PUBLIC REALM

Comparable districts show that success depends less on signature architecture and more on ground-level performance. Active edges, flexible streets, and clear circulation determine whether investment sustains itself over time. Height and density work best when tied to public benefit and shared value.


Lot 13
Future Development
Paycor Stadium
1
2
Lot 1
Fort Washington Way
Highway Cap Concepts
Brady
Center
Lot 25
Cincinnati
Black Music
Walk of Fame
Underground Railroad
Freedom Center
Lot 24
Smale Park
ILLUSTRATED GROUND
FLOOR USES
RETAIL
HOTEL
PARKING
RESIDENTIAL
1 RETAIL PAVILION
2 GROCERY STORE

DEVELOPMENT FEASIBILITY

Initial feasibility analysis was conducted to test the financial performance of the proposed development, given current conditions. This analysis included a residual land value analysis of each component of the development program to determine how the proposed value of the project compares to the costs. Proposed costs of development including hard costs, soft costs, financing costs, and required developer profit were compared against the project's value represented by the relationship between projected revenues and costs over time. In an ideal case, the project value is greater than the project cost, which indicates positive land value. With positive land value, a developer can construct a project and expect to generate value beyond its costs and profits.

However, financial analysis suggests that for the proposed development plan, the costs outstrip the project value, indicating a feasibility gap and negative land value. Based on estimates from the financial analysis, the projected development gap is approximately $47 million for a project with an overall estimated cost of approximately $770 million to $800 million. Without outside sources to close this feasibility gap, it's unlikely that the developer would pursue the project.

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- 1.5 million square feet residential; 154,000 square feet of hotel, 147,000 square feet of ground level active-uses including retail, restaurant food and beverage, and other commercial activity; 202,000 square feet of office in the last phase of development (market dependent).

RIGHT
Development Concept illustrating graduated heights and stepped massing across the Development Sites.


Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Future Development
Paycor Stadium
Fort Washington Way
Highway Cap Concepts
Brady
Center
Cincinnati
Black Music
Walk of Fame
Underground Railroad
Freedom Center
Småle Park

PHASING CONSIDERATIONS

Phasing of redevelopment at The Banks should emphasize uses mist feasible and establishing a sense of place, creating a market for later uses.

W ← E

Development should generally proceed from east to west. This grows the existing district from the east and ensures that new development is not isolated. The exception to this is the high-rise structure currently shown on the eastern portion of Lot 24.

Midrise development should occur first, taking advantage of cost efficiencies of that typology, and bringing residents onsite to enhance activity and support ground floor retail.

Should current market conditions persist, it may be practical to deliver the hotel product sooner (in Phase 2) and put off office development until the last phase.

Early investments in open space, placemaking, and site security will improve user experience and draw more activity to The Banks.

INTENTIONAL MIX OF USES

New development rising from Lots 1, 24, and 25 are mixed-use residential with a combination of ground floor retail/commercial space and residential lobby and amenities. The residential developments increase the density of people living in the district, and these three lots are critical to supporting residential neighborhood living.

RIGHT
Development Concept Highlighting a mix of uses across the Development Sites.


Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Paycor Stadium
Brady Center
Cincinnati Black Music Walk of Fame
Smale Park
Future Development
Fort Washington Way Highway Cap Concepts
Underground Railroad Freedom Center
ILLUSTRATED USES
RETAIL
HOTEL
PARKING
RESIDENTIAL
OFFICE
INSTITUTIONAL

03 A RIVERFRONT BUILT FOR GAMEDAY, **DESIGNED FOR EVERYDAY**

A central civic plaza occupies one of the most symbolically charged sites in Cincinnati. It must operate as a place of gathering and celebration on game days, yet remain deeply respectful of the National Underground Railroad Freedom Center's civic and moral weight. This is a balancing act.

The plaza sits beneath the watch of Freedom's Eternal Flame, a quiet and constant reminder of the struggle for liberty and human dignity. To the south, the John A. Roebling Suspension Bridge at the base of the District, an engineering landmark that has endured for more than a century and frames the river horizon. Between these two symbols stands the public realm.

On Bengals Sundays and Reds Opening Day, the space can absorb crowd density, fan rituals, and shared civic pride. On quieter days, it must offer shade, seating, reflection, and unobstructed frontage that honors the museum's entrance and preserves sightlines to the river and bridge.

The new centerpiece civic plaza cannot feel like an extension of stadium infrastructure. Nor can it feel static or ceremonial. It must activate, but it must also anchor. Its materials, scale, and programming should support celebration while maintaining dignity—ensuring that festivity never overwhelms meaning.

When designed correctly, the plaza and Freedom Way by extension becomes both threshold and destination: a civic stage capable of holding the city's loudest cheers and its most reflective moments within the same space.



RIGHT
Freedom Way connects Paycor Stadium directly to Great American Ball Park through a new central civic plaza, activating the district's primary east-west spine. This signature gathering space becomes a daily connector and destination in its own right.


Findlay Fry Co

CONNECTION OF CULTURE AND COMMUNITY

Creating a successful entertainment district today means more than attracting crowds—it means shaping a complete neighborhood story. The work begins by defining the district's identity, then designing layered, mini-experiences for diverse audiences—families, fans, residents, students, tourists—and ultimately expressing that vision in the built environment.

Cincinnati already expects art and culture to live in its public realm. From the murals of Over-the-Rhine to the immersive scale of BLINK, the city embraces public art as part of everyday life. That expectation sets the standard for The Banks. Culture cannot feel programmed onto the district—it must feel embedded within it.

Culture and program are inseparable from place. A weekday promenade becomes a weekend festival. A pre-game gathering becomes a civic singalong. Reflection at the Freedom Center transitions to discovery along the riverwalk. Public art, lighting, signage, and programming work together to create continuity—bridging everyday life and major civic moments.

The goal is not just activation—it is orchestration. Each space contributes to the larger narrative. Each moment builds belonging. Every visit—whether for game day or a quiet afternoon—should feel part of a cohesive, living story.

When done well, the district does not simply host events. It produces experiences. It becomes a neighborhood that lives beyond the lights and belongs to the city every day.



RIGHT
A signature civic plaza fronting the National Underground Railroad Freedom Center, anchored by a sculptural canopy, creates a flexible space for activation and park-like extension to the river and linking Freedom Way shared street segments.


THE BANKS DISTRICT

BRAND EVOLUTION NOT REVOLUTION

The goal is a unified, integrated brand experience—aligned across physical, spatial, and digital experiences. Today, powerful individual brands thrive within the district: The Cincinnati Reds, the Bengals, the Freedom Center, Småle Riverfront Park, the Cincinnati Black Music Walk of Fame, and DORA. Each is strong on its own. The opportunity now is to bring them together under one cohesive district strategy—one brand that amplifies all. Through coordinated public realm design, consistent wayfinding, and shared programming for everyday and game-day activation, The Banks can move from a collection of destinations to a singular, recognizable urban experience.

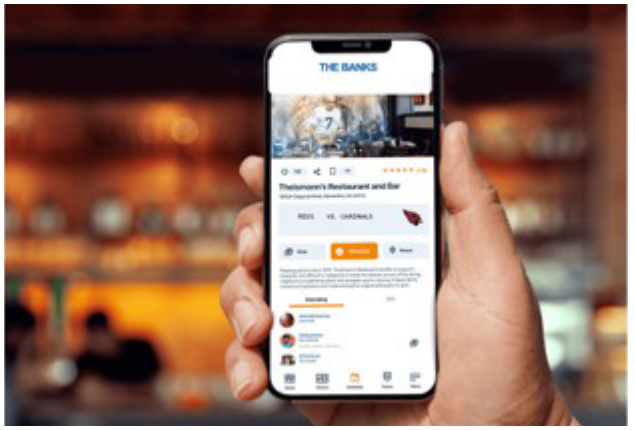
As residential growth, retail energy, and public space investment expand, the brand should evolve in step with the built environment. The Banks doesn't need a new story—it needs to fully realize the one it already has. From event venue to complete urban district—this is brand evolution, intentionally built together.

Through digital platforms, analog experiences, wayfinding systems, monuments, gateways to art, hand-painted murals, and curated "Instagram moments," we layer storytelling into the physical environment to create memorable, shared experiences. These elements are not decoration—they are tools that elevate the district, spark delight, and foster connection among residents, visitors, and fans alike.

Entertainment districts like The Banks are inherently complex ecosystems, made up of diverse operators, brands, and public partners. Success requires more than a master plan; it demands alignment. From establishing the overarching district framework to integrating each restaurant, club, shop, and venue into a cohesive vision—while still honoring their individual identities—we create a unified story that feels intentional, vibrant, and unmistakably of place.



ABOVE
What Is a Branded Experience?
The explicit management of all the ways an organization represents itself – in actions and expressions to each of its audiences.





FROM TOP
Example of branded digital space that mirrors the experience of the built environment and surrounds.
Example of simple, iconic wayfinding beacon with night-lighting feature.

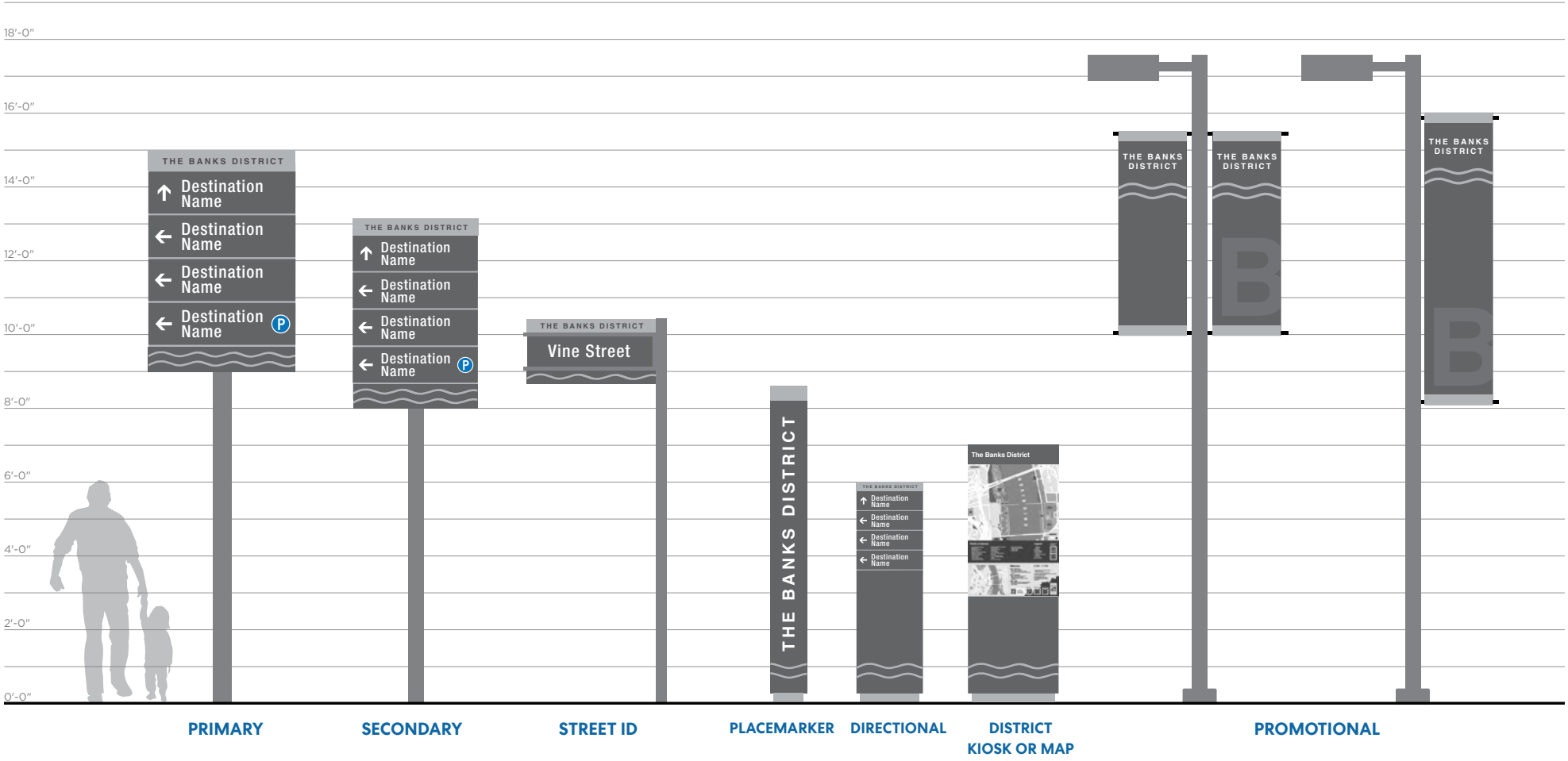
BRAND FOLLOWS EXPERIENCE

Brand grows from experience, and experience deepens through story. When a place carries meaning, movement becomes memory and activity becomes belonging. Through layered wayfinding and thoughtfully crafted touchpoints, a district transforms—no longer just a stop along the way, but a destination woven into the life of the city.

Our city is increasingly defined by intentional districts—the Convention Center District, Fountain Square District, and the historic Brewery District—each offering residents and visitors a clear narrative and authentic sense of place. These districts help people understand where they are, what matters there, and how it fits into Cincinnati's broader story, strengthening cultural tourism and civic identity.

At The Banks, brand evolution is about performance and experience. When streets are

active beyond game days, public spaces are clean and programmed, and residential life is visible and stable, perception shifts naturally. But experience must be anchored in a cohesive story—one that connects the river, history, sports, music, and freedom into a unified brand.



HIGHWAY TO HALLWAY ™

This strategy is more than navigation—it is a connected civic brand ecosystem. It guides people from reputation to arrival, from experience to advocacy, ensuring each touchpoint reinforces the promise of The Banks. Like Hansel and Gretel following a breadcrumb trail, every step must be intentional. If one breadcrumb is missing, the story breaks.

1. Reputation — The Cultural Narrative - Before someone searches or arrives, the district already lives in the civic imagination. Is it safe? Vibrant? Meaningful? Reputation shapes expectation—formed through media, memory, and word of mouth before marketing begins.

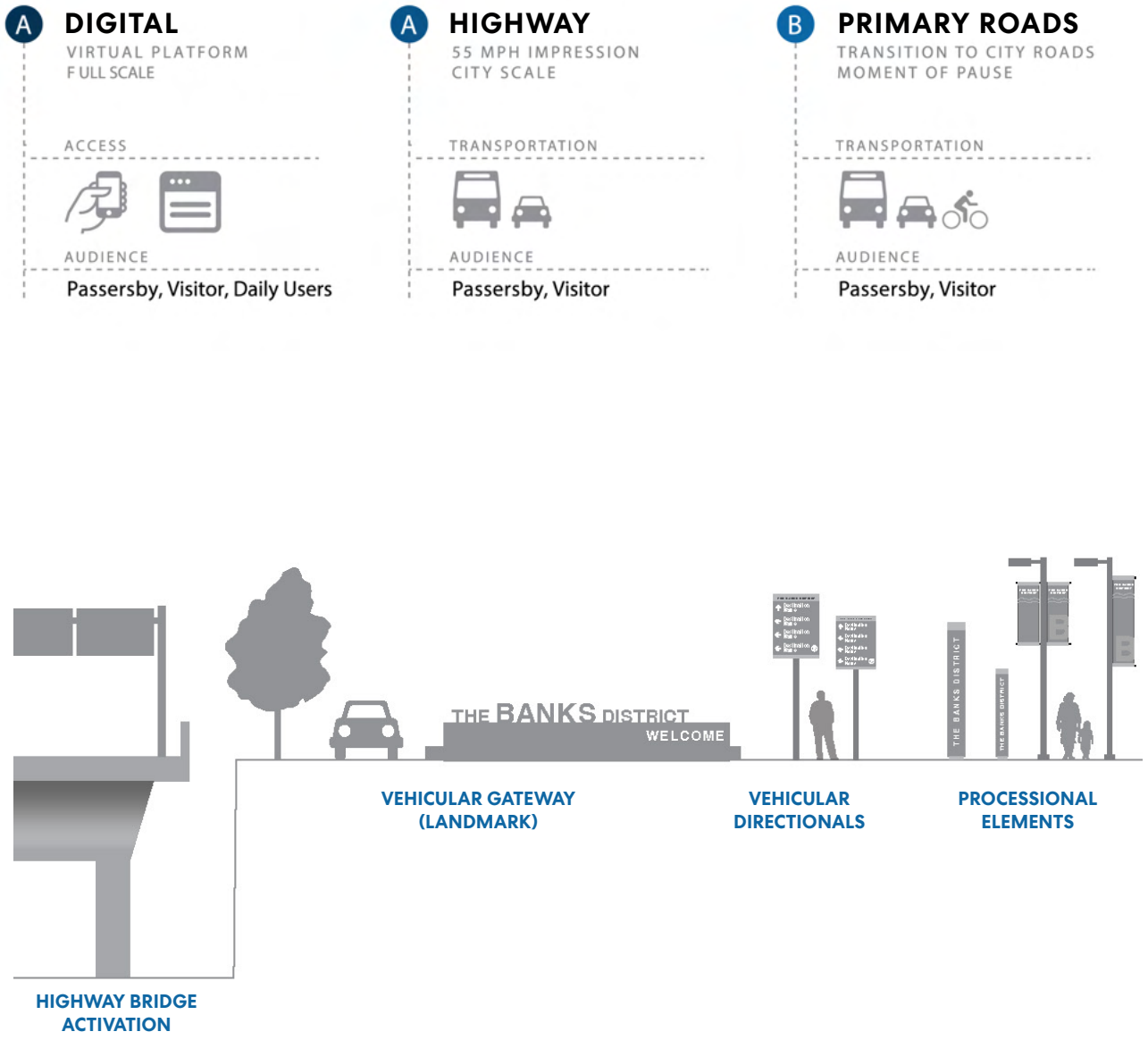
2. Discovery — The Zero Moment of Truth (ZMOT) - This is the digital highway. Social media, press, search, influencers, and reviews shape belief before visitors arrive. Positioning and perception are set here. If the narrative is unclear, the journey begins with confusion.

3. Arrival — The First Moment of Truth (FMOT)- Digital expectation meets physical reality. Is parking easy? Do visitors feel safe? Is wayfinding intuitive? This is the friction test. If arrival fails, loyalty is lost before the experience begins.

4. Experience — The Second Moment of Truth (SMOT) Now they are here—walking the Cincinnati Black Music Walk of Fame, gathering before a Bengals game, entering the Reds Hall of Fame, reflecting at the Freedom Center, strolling the river. Emotion anchors memory. The sequence of spaces and moments must feel cohesive.

5. Amplification — The Shared Moment - The journey extends beyond the district.Do they post? Recommend? Return with others? Murals, gateways, lighting, and digital moments are shareable breadcrumbs extending the brand.

6. Belonging — The Civic Loyalty - The final stage is ownership. Does the district feel like theirs? Do residents return on non-event days? Can the space hold both celebration and contemplation?



C GATEWAY ARRIVAL

ARRIVAL INSIDE DESTINATION
PRIMARY ROADS

TRANSPORTATION

AUDIENCE

Passersby, Visitor

D WAYFINDING

GUIDE TO DESTINATIONS
AND VISITOR PARKING

TRANSPORTATION

AUDIENCE

Visitors, Daily Users

E PARKING / PEDESTRIAN

ARRIVE AT DESTINATIONS
AND VISITOR PARKING

TRANSPORTATION

AUDIENCE

Visitors, Daily Users

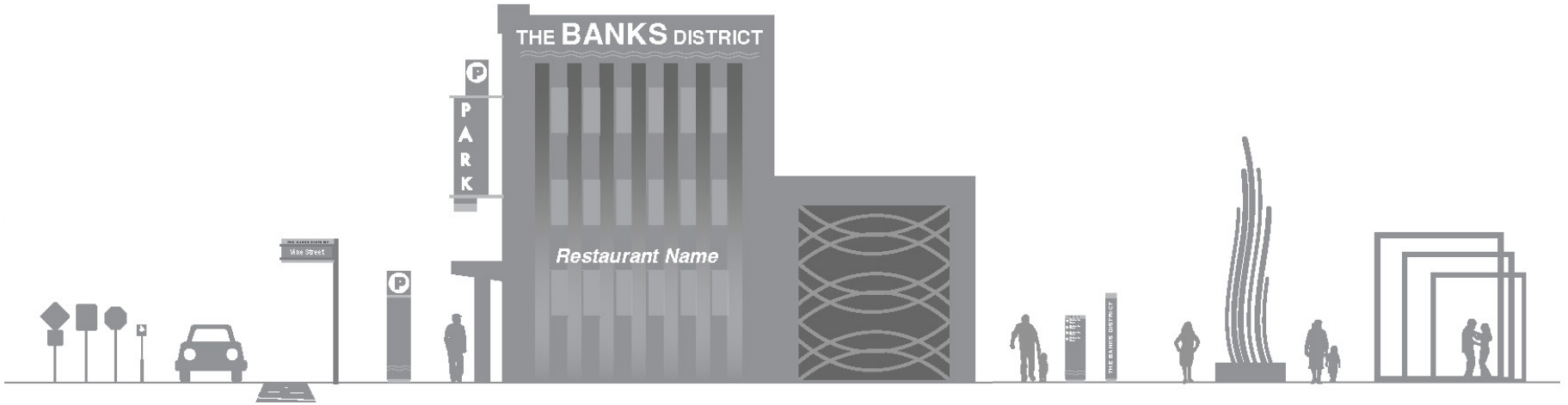
F INTERIOR / HALLWAY

GUIDE TO INTERIOR DESTINATION
MOVEMENT BETWEEN DESTINATIC

TRANSPORTATION

AUDIENCE

Visitors, Daily Users



When belonging is achieved, the district evolves from destination to neighborhood.

Highway to Hallway™ ensures that from first impression to lifelong advocacy, each breadcrumb leads forward—never lost, never accidental. When aligned, The Banks builds memory, meaning, and a living civic brand.

03 Design Guidelines

These guidelines are the shared language that allows diverse architecture to form a coherent district. They distinguish The Banks from conventional development by establishing minimum expectations for public realm quality, building performance, and pedestrian experience that reflect the significance of this location.


PAYCOR STADIUM

THE BANKS
DESIGN GUIDELINES

These guidelines emphasize a public-realm–first structure for both the district and site-level development controls. This will ensure that future development in The Banks will embody the rich and vibrant spatial, experiential, and qualitative attributes that will define it as Cincinnati's premier riverfront district long into the future.

This Design Guidelines document is intentionally streamlined to focus only on the essential controls necessary to shape future development outcomes for the remaining parcels at The Banks.

The intent of these Guidelines is not to over-regulate architectural expression or constrain innovation, but rather to establish a clear and consistent framework that protects the district's most critical public-facing outcomes—particularly where development decisions have lasting implications for the public realm, views, and district experience.

Sections not directly tied to essential aspects of future development's form, interconnections, experience, and quality have been removed to maintain clarity, flexibility, and ease of application.

The Design Guidelines Chapter is organized into four complementary sections that together establish a clear framework for future development at The Banks. Each section addresses a distinct dimension of how buildings are shaped, experienced, and perceived, translating district-wide planning objectives into clear, implementable guidance for the remaining development parcels.

ORGANIZATION

The Design Guidelines Chapter is organized into four sub-sections:

Design Massing Framework

Establishes district-wide principles for building height, bulk, block coverage, and the protection of key views and sightlines.

Architectural Form

Guides building massing, streetwall conditions, stepbacks, and the organization of base and upper building elements at the parcel scale.

Ground Level Experience

Addresses ground-floor design, activation, circulation, programming, and the relationship between buildings and streets, plazas, and public spaces.

Quality of Place

Establishes expectations for architectural materials, lighting, wayfinding, signage, and other public-facing elements that contribute to the overall character and identity of The Banks.



Contents

INTRODUCTION

01 DISTRICT MASSING FRAMEWORK

1.1 Preserve the “Stepped Skyline”

1.2 Stadium Views and Sightlines

1.3 Preservation of View Corridors

ARCHITECTURAL FORM

2.1 Build-to Expectation

2.2 Ground Level Streetwall

2.3 Mid-Level Massing

2.4 Tower Placement & Spacing

2.5 Podium Parking

GROUND LEVEL EXPERIENCE

3.1 Active Use Frontages and Active Corners

3.2 Buildings Fronting Freedom Way

3.3 Essential Access Servicing and Operations

3.4 Pedestrian Access and Circulation

QUALITY OF PLACE

4.1 Architectural Character and Expression

4.2 Lighting and Nighttime Environment

4.3 Public Art and Placemaking Elements

4.4 Wayfinding and Signage

STRUCTURE OF EACH SECTION

Each Design Guidelines section is organized using a consistent three-part framework that clearly distinguishes design intent, enforceable standards, and discretionary guidance.

Principles or Framing Ideas

Following the subsection title, a narrative establishes the design intent for each topic area and defines the outcomes the Design Guidelines are intended to achieve. This section offers high-level framing to guide design decision-making and is supported by illustrative diagrams, precedent imagery, and conceptual graphics that convey desired conditions and performance objectives.

Regulatory Standards

The Regulatory Standards subsection sets forth the minimum design requirements applicable to future development on the remaining parcels. These standards are intended to be clear, measurable, and enforceable, and will be used by the City and County as the primary basis for evaluating compliance during development review.

Design Guidance (Non-Regulatory)

The Design Guidance subsection provides non-mandatory recommendations that offer additional direction on achieving high-quality design outcomes. While not requirements, this guidance may be considered by the City and County when evaluating contextual appropriateness, overall design quality, and consistency with the vision for The Banks.

DESIGNING IN THE STADIUM DISTRICT

Stadium-related uses require coordinated approaches to crowd management, security, service access, and event-day movement. Portions of the district currently support essential stadium functions, including vertical circulation, garage access, and controlled entry points. These functions must continue to operate safely and efficiently as additional development occurs.

Future development is expected to coordinate closely with stadium operations to ensure that building design, access strategies, and ground-floor uses support both daily activity and event-day performance. The Design Guidelines establish a framework for aligning private development with these operational realities while strengthening the district's role as an active, mixed-use riverfront neighborhood.

LOCAL CODE AMENDMENT

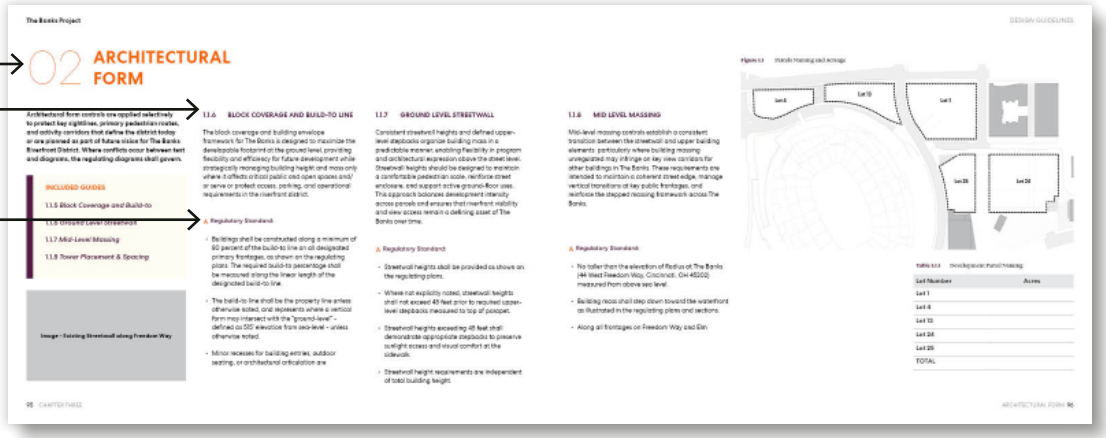
The Banks is governed by a Planned Development (PD). The Banks Urban Design Plan Update (this plan) will inform a future concept plan sponsored by the County to amend the existing PD to reflect zoning regulations as laid out here.

NAVIGATING THE DESIGN GUIDELINES

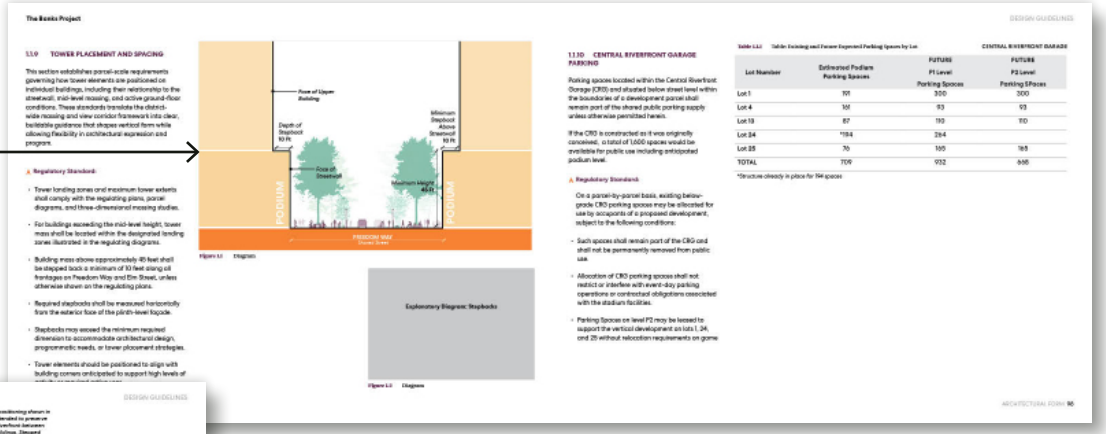
Sub Section

General Guidance

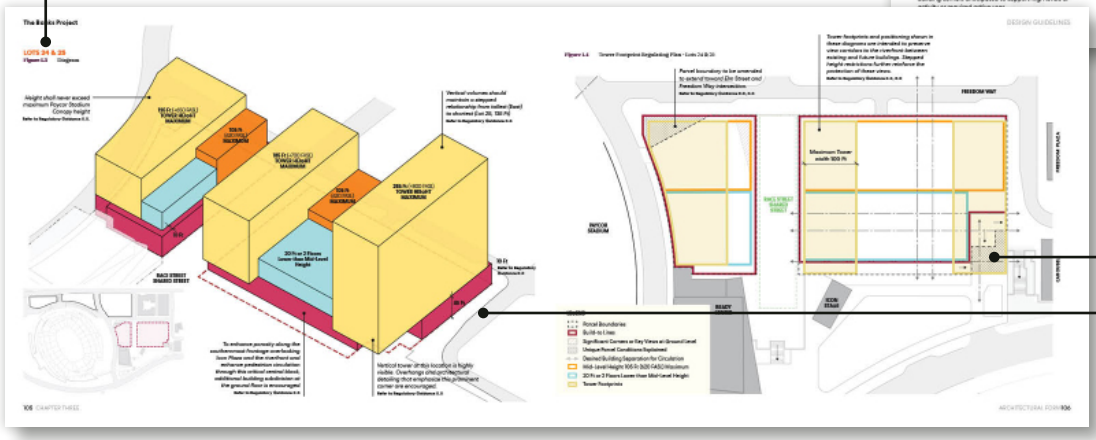
Regulatory Standards



Diagrammatic Illustration
of general standards



Applied Regulatory Standards
Illustrating Guidance on Lot 1
and Lot Groups 24/25 & 4/13



Site-Level Guidance
Illustrating Guidance on Lot 1
and Lot Groups 24/25 & 4/13

- **Ground & Podium Level Plan**
- **Tower Level Plan**
- **Isometric Illustration**

01 DISTRICT MASSING FRAMEWORK

The District Massing Framework section establishes a clear and predictable framework for building massing, height, and block coverage that supports long-term development value while protecting the most important district-wide outcomes at The Banks.

These guidelines are intended to provide certainty around building envelopes, height transitions, and protected views—particularly those related to the riverfront, stadiums, and Småle Riverfront Park—so that development can proceed efficiently and with confidence. Requirements focus on shaping a consistent and active street presence, managing height in relation to surrounding civic anchors, and preserving key sightlines that define the district's identity. Beyond these essentials, flexibility is preserved to allow architectural expression, program mix, and innovation to respond to market conditions and individual development strategies.

INCLUDED GUIDES

1.1 Preserve the "Stepped Skyline"

1.2 Stadium Views and Sightlines

1.3 Preservation of View Corridors

PROTECTING CINCINNATI'S CIVIC IDENTITY

The Banks occupies a critical position between Cincinnati's riverfront and its Downtown skyline, where views to iconic civic landmarks reinforce orientation, identity, and a strong sense of arrival. Protecting these visual relationships ensures that new development contributes to—rather than competes with—the city's most recognizable structures and preserves the waterfront's role as a civic front door. This guidance prioritizes the framing of landmark elements that define Cincinnati's skyline and cultural identity when viewed from public spaces within The Banks and along the riverfront.

Protecting views of the John A. Roebling Suspension Bridge is critical to maintaining the civic identity and visual continuity of Cincinnati's waterfront, where the bridge serves as a primary gateway and defining landmark for The Banks.

From the riverfront and The Banks, Cincinnati's skyline is defined by a mix of iconic historic towers and contemporary landmarks that collectively establish the city's identity and sense of place. Notable buildings include the Great American Tower at Queen City Square (301 East 4th Street) – The tallest building in the city and the most prominent contemporary marker on the skyline. In addition to the Carew Tower (441 Vine Street), Fifth Third Center, Scripps Center (312 Walnut), "PNC Tower"/Fourth and Vine Tower (1 West 4th Street),

1.1 PRESERVE THE "STEPPED SKYLINE"

The stepped massing framework establishes a clear hierarchy of building height and form that supports efficient development while maximizing long-term value across the district. Building heights are calibrated to step up toward the existing Downtown fabric, allowing taller elements to capitalize on premium riverfront views while reinforcing continuity with adjacent urban blocks.

◊ **Regulatory Standard:**

Building height and massing should comply with the Stepped Massing Framework illustrated in the regulating plans and sections. Development parcels should be organized to step up in height such that vertical forms are lowest along the Bengals Stadium and increase approaching Downtown's 3rd Street frontage and the Freedom Center, Development should remain within the maximum envelopes established by the regulating sections and protected view planes.

Note: Regulatory standards for height limitations for each development parcel and allowed vertical structures is outlined in Section 1.2 Stadium Views and Sightlines

In Chapter 03: Design Guidelines, where conflicts occur between narrative standards and the regulating diagrams, the diagrams should govern.

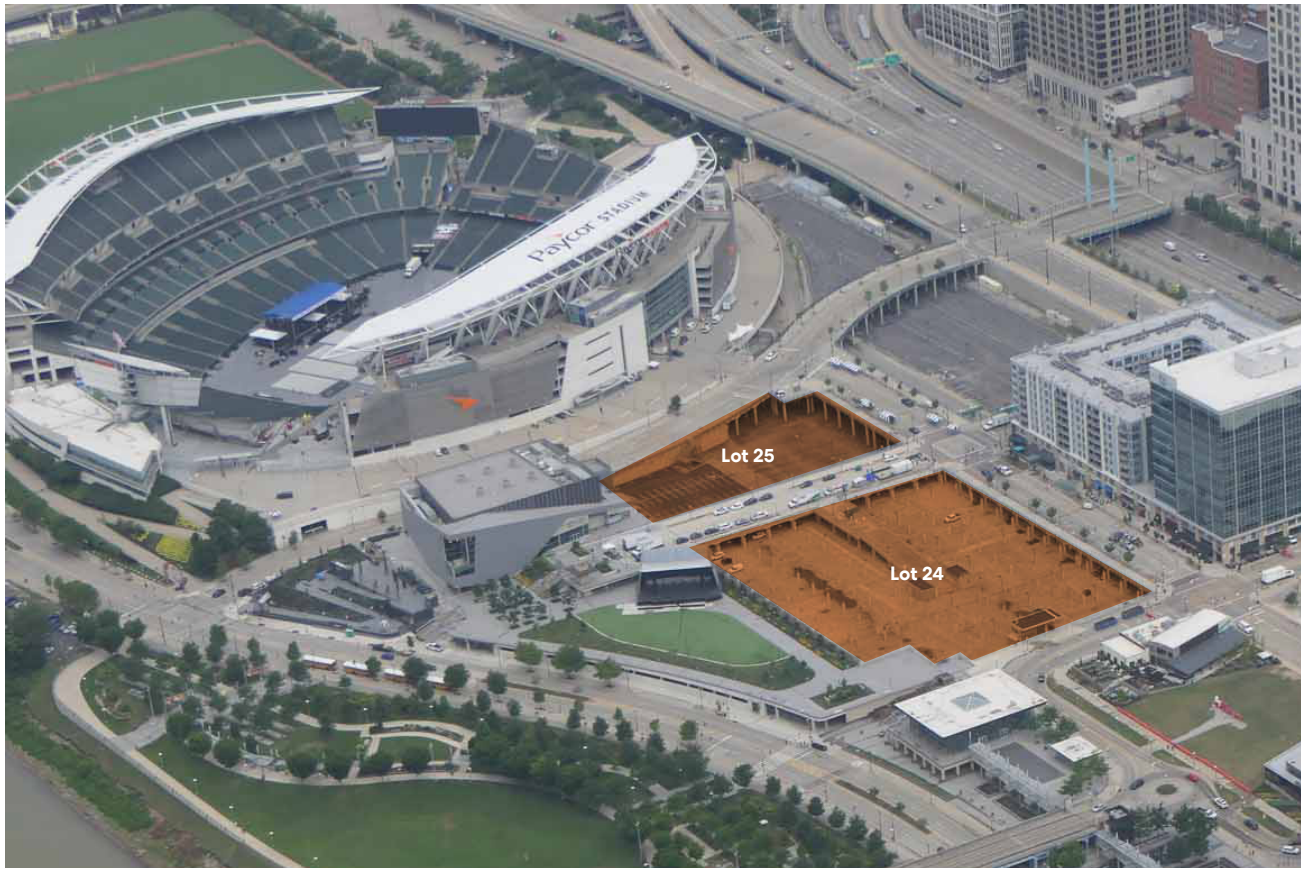


Rendering of Concept Plan Identifying Key Buildings on the Skyline

1.2 STADIUM VIEWS AND SIGHTLINES

A protected view plane is established to preserve the privacy, security, and operational integrity of Paycor Stadium during games, practices, and other events. The view plane originates from the playing field at the 50-yard line and extends upward at a defined angle to the highest point of the stadium structure. Development within adjacent parcels should be configured to remain below this plane, ensuring that no building has direct visibility onto the playing field.

This requirement supports stadium operations, broadcast integrity, and security protocols while establishing clear, predictable height envelopes for surrounding development. The resulting buildable volumes vary by parcel location and distance from the stadium and are illustrated in the regulating plans and sections that follow.

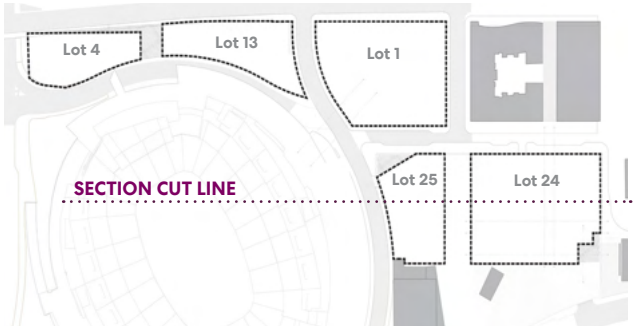


Aerial Image, Banks Public Partnership

◊ Regulatory Standard:

- No portion of any building should have direct line-of-sight visibility onto the playing field, except where expressly authorized by the stadium ownership and operating entity. Building heights should not exceed the protected stadium view plane extending from the playing field at field level, as illustrated in District Massing Framework East-West Section (opposite page), to the highest point of the Paycor Stadium structure.
- No building on Lot 25 should exceed the overall height of Paycor Stadium canopy. No building on Lot 24 should exceed a 22.5 degree plane extending from height of the maximum allowed tower footprint perimeter on Lot 25 at the Paycor canopy elevation.

KEY PLAN



Great American Tower
663 Ft (+1,178 FASL)

No building on Lot 25 should exceed the overall height of Paycor Stadium canopy.

Maximum Height in District
285 Ft (+800 FASL)

MAX HEIGHT

22.5 Degree Angle

MAX HEIGHT
185 Ft
(~ +700 FASL)

MAX HEIGHT
135 Ft
(+650 FASL)

Maximum Height Lot 25
135 Ft (+650 FASL)

Paycor Canopy Structure
~135 Ft (+650 FASL)
Highest Seat
~118 Ft (633 FASL)
Level 700 Club
~74 Ft (589 FASL)

22.5 Degree Angle

Minimum Streetwall Height
45 Ft (+560 FASL)

(510 FASL)
30 Ft Above Field

0 Ft (+515 FASL Datum)

Central Riverfront Garage

District Massing Framework in East-West Section

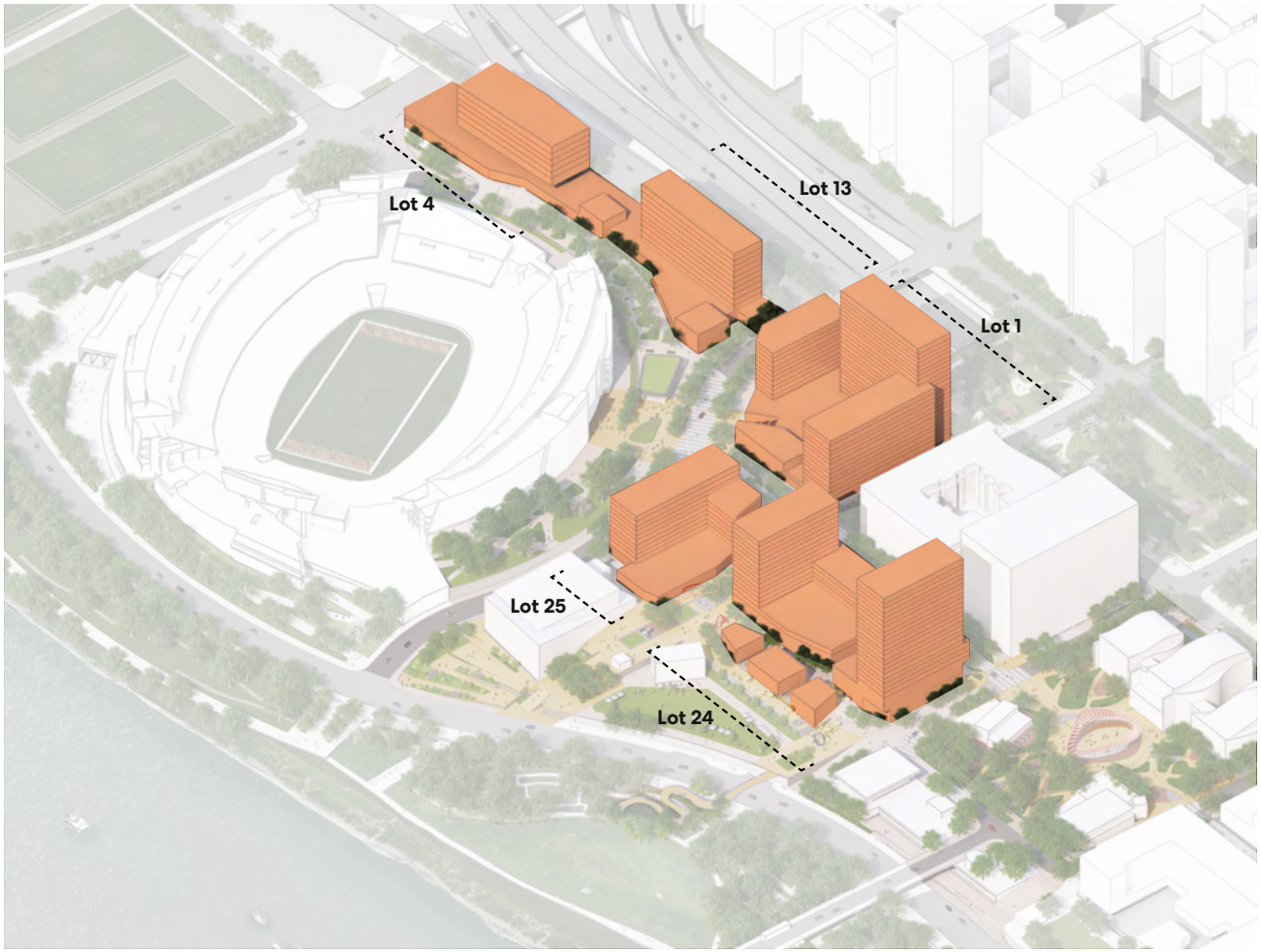
1.3 PRESERVATION OF VIEW CORRIDORS

This section establishes district-scale requirements governing the placement, scale, and spacing of tower elements across multiple parcels to preserve view corridors between buildings and maintain visual connections to the riverfront and Downtown skyline. These standards are intended to ensure that taller building elements are arranged to protect shared views, avoid excessive clustering, and support a legible and permeable skyline when viewed from public spaces within The Banks.

For the purposes of these Design Guidelines, a tower is defined as any portion of a building extending above the maximum permitted streetwall height.

◊ **Regulatory Standard:**

- Tower locations, maximum extents, and inter-parcel spacing should comply with the regulating plans, parcel diagrams, and three-dimensional massing studies.
- Tower elements should be contained within designated building envelopes and should not encroach into protected view planes or required separation areas identified in the regulating sections.
- Maximum tower floor plates should be limited to ensure slender tower forms and preserve view corridors.
- Where conflicts occur between narrative standards and regulating plans, sections, or diagrams, the regulating graphics should govern.



Concept Plan Illustration of Stepped Skyline at The Banks

CENTRAL RIVERFRONT GARAGE (CRG)

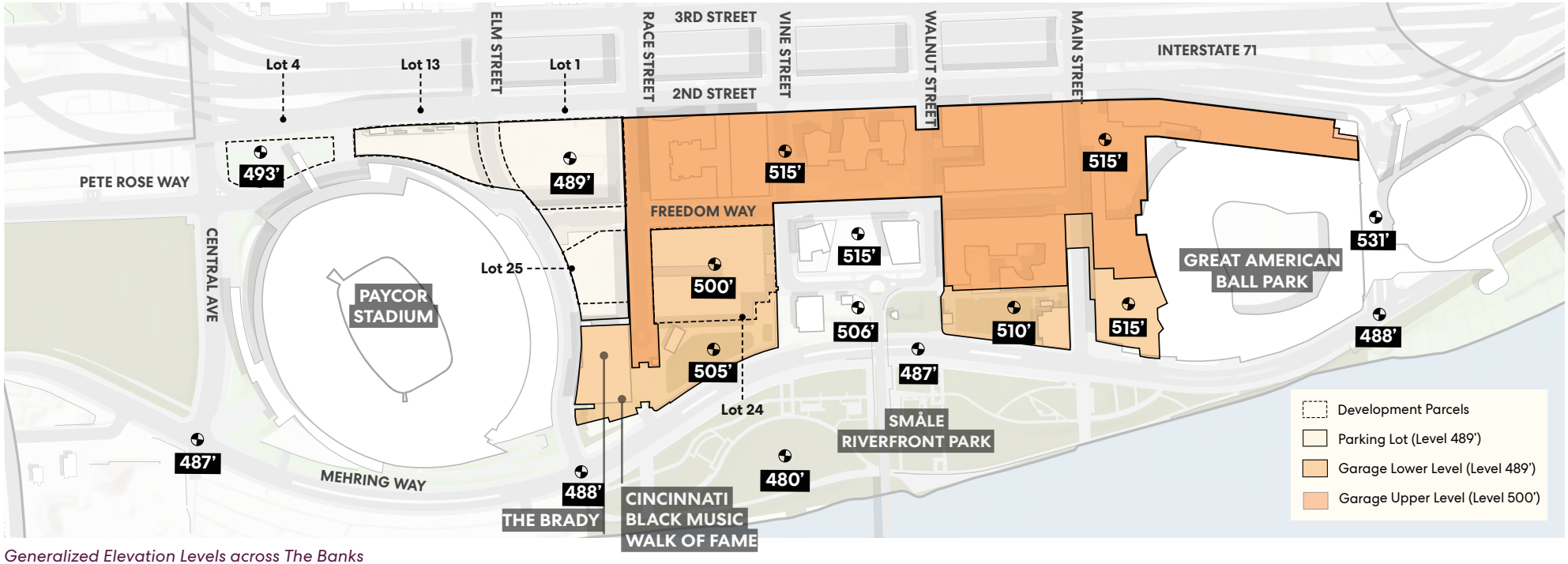
The Central Riverfront Garage (CRG) was conceived as a shared parking resource serving The Banks and Downtown Cincinnati. Constructed in phases, the garage remains incomplete. If built as originally designed, the CRG would accommodate more than 6,000 vehicles, making it one of the largest underground parking facilities in the country. The CRG currently supports a range of users, including daily visitors and event-day stadium patrons, through existing lease agreements between Hamilton County and the stadium operators. Parking below the viaduct street level (notionally +515 elevation) within the garage is intended to function as a public resource and remains subject to these agreements and other contractual arrangements. Exclusive parking needs of future development should be provided at and/or above the CRG facility.

Consistent with the Urban Parking Overlay District, established by Cincinnati City Council in 2018, there are no parking minimum requirements for new development at The Banks. Future development may pursue the use of existing below-grade CRG parking spaces to support building occupants, subject to availability and applicable agreements.

Because development parcels within The Banks are constructed over the garage, future building and overbuild structural design may require selective reconfiguration of the CRG, which could affect overall parking capacity. Additional guidance related to new podium or structured parking is addressed separately in Section2.5.

GROUND LEVEL DATUM 515’

The 515’ Datum is a district-wide elevation reference set at approximately 515 feet above sea level (FASL) also referred to as “ground Level” throughout this chapter unless otherwise noted. This elevation extends across the entire district and serves as an organizing rationale for circulation, aligning streets, plazas, and building ground floors to support intuitive, accessible movement between public spaces. It also provides a consistent vantage point for framing views and massing decisions, allowing building form and sightlines to be evaluated from a shared, human-scale reference.



Generalized Elevation Levels across The Banks

02 ARCHITECTURAL FORM

Architectural form controls are applied selectively to protect key sightlines, primary pedestrian routes, and activity corridors that define the district today or are planned as part of future vision for The Banks District. Where conflicts occur between text and diagrams, the regulating diagrams should govern.

INCLUDED GUIDES

2.1 *Build-to Expectation*

2.2 *Ground Level Streetwall*

2.3 *Mid-Level Massing*

2.4 *Tower Placement & Spacing*

2.5 *Podium Parking*

2.1 BUILD-TO EXPECTATION

The building envelope framework for The Banks is designed to maximize the developable footprint at the ground level, providing flexibility and efficiency for future development while strategically managing building height and mass only where it affects critical public and open spaces and/or serve or protect access, parking, and operational requirements in the riverfront district.

◊ **Regulatory Standard:**

- Buildings should be constructed along 80 to 100 percent of the build-to line on all frontages, or as shown on the regulating plans, except where a setback or pedestrian or shared pathway is designed to create additional active, public space at the ground level. The required build-to percentage should be measured along the linear length of the designated build-to line.
- The build-to line should be the property line unless otherwise noted, and represents where a vertical form may intersect with the "ground-level" - defined as 515' elevation from sea-level - unless otherwise noted. Minor recesses for building entries, outdoor seating, or architectural articulation are encouraged to provide streetwall continuity is maintained.

2.2 GROUND LEVEL STREETWALL

Consistent streetwall heights and defined upper-level stepbacks organize building mass in a predictable manner, enabling flexibility in program and architectural expression above the street level. Streetwall heights should be designed to maintain a comfortable pedestrian scale, reinforce street enclosure, and support active ground-floor uses. This approach balances development intensity across parcels and ensures that riverfront visibility and view access remain a defining asset of The Banks over time.

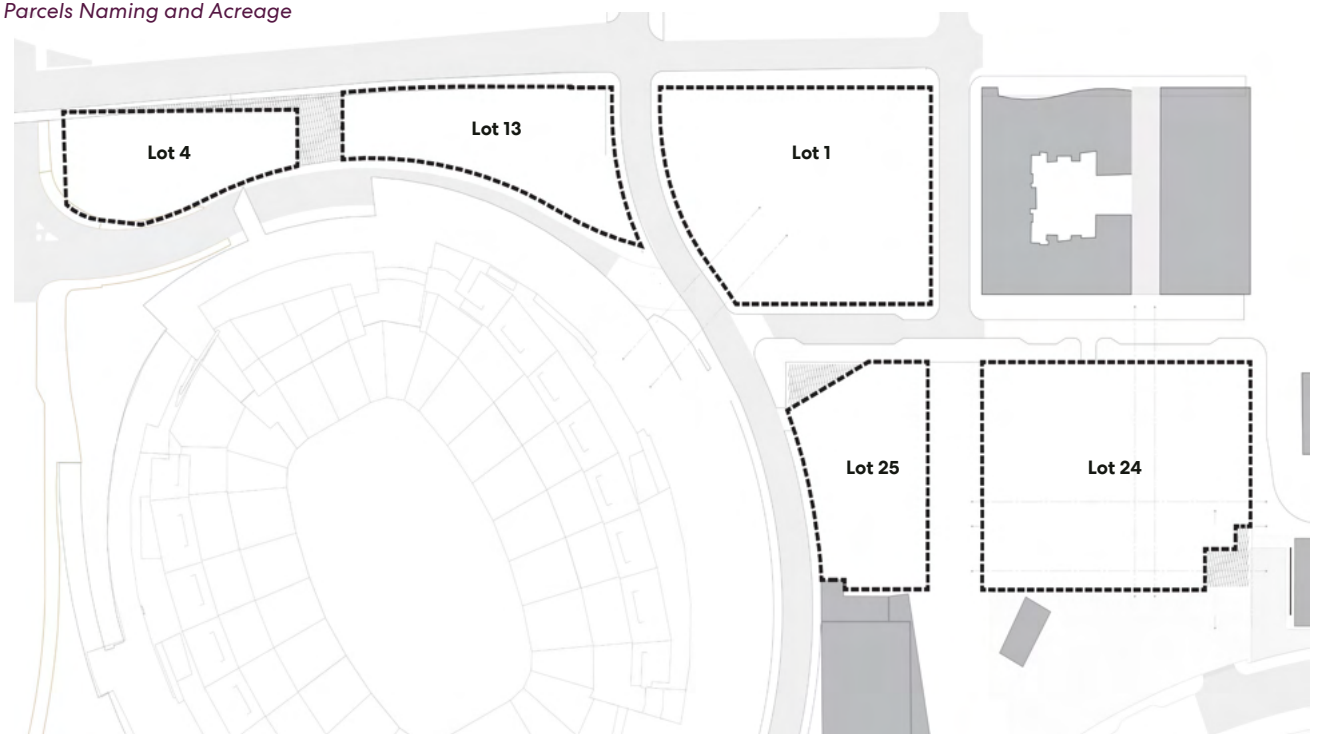
◊ **Regulatory Standard:**

- Streetwall heights should be provided as shown on the regulating plans.
- Where not explicitly noted, streetwall heights should not exceed 45 feet prior to required upper-level stepbacks measured to top of parapet.
- Streetwall heights exceeding 45 feet should demonstrate appropriate stepbacks to preserve sunlight access and visual comfort at the sidewalk.

2.3 MID-LEVEL MASSING

Mid-level massing controls establish a consistent transition between the streetwall and upper building elements particularly where building massing unregulated may infringe on key view corridors for other buildings in The Banks. These requirements are intended to maintain a coherent street edge, manage vertical transitions at key public frontages, and reinforce the stepped massing framework across The Banks.

Parcels Naming and Acreage



◊ Regulatory Standard:

- Mid-Level massing should be no taller than the elevation of Radius at The Banks (44 West Freedom Way, Cincinnati, OH 45202) measured from above sea level (620 feet).
- Building mass should step down toward the waterfront as illustrated in the regulating plans and sections.
- Along all frontages on Freedom Way and Elm Street, building mass above the podium level should be stepped back a minimum horizontal distance of 10 feet from the street-facing façade unless otherwise noted on regulatory diagrams.



Development Parcel Naming

Lot Number	Approximate Acres
Lot 1	2.27 Acres
Lot 4	0.94 Acres
Lot 13	1.19 Acres
Lot 24	2.60 Acres
Lot 25	1.15 Acres
TOTAL	8.15 Acres

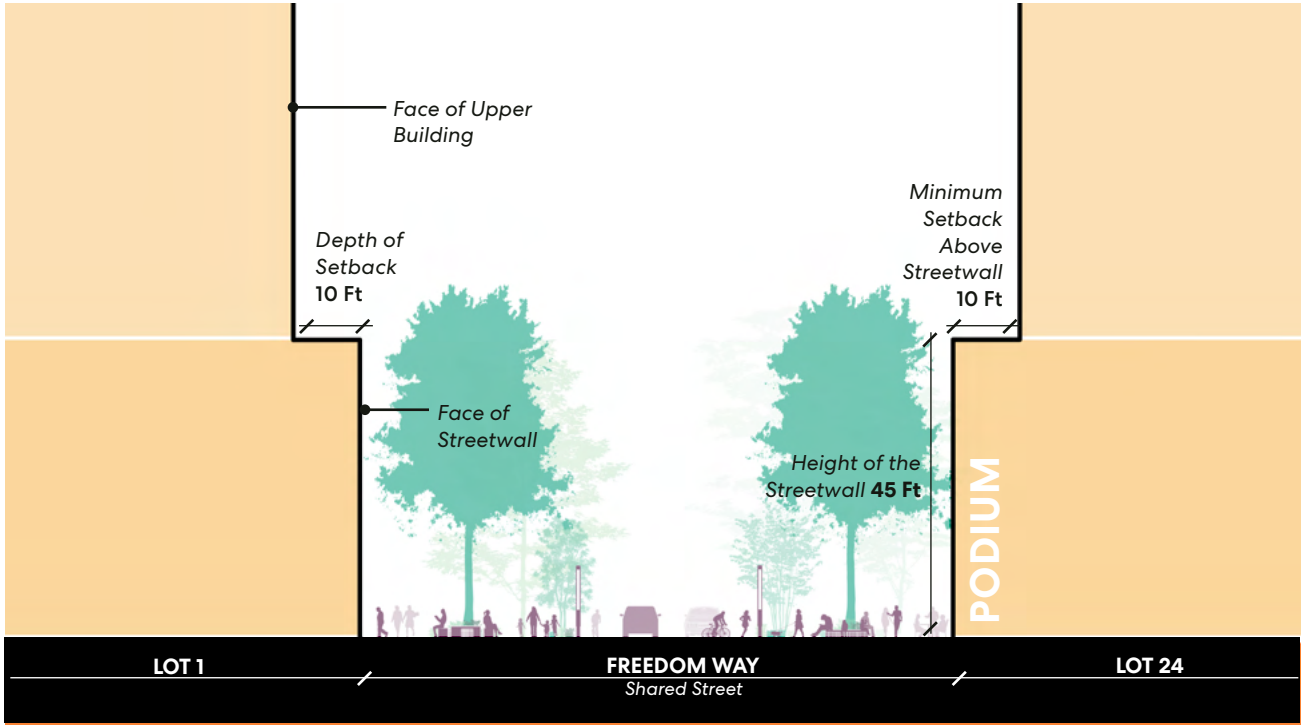
2.4 TOWER PLACEMENT AND SPACING

This section establishes parcel-scale requirements governing how tower elements are positioned on individual buildings, including their relationship to the streetwall, mid-level massing, and active ground-floor conditions. These standards translate the district-wide massing and view corridor framework into clear, buildable guidance that shapes vertical form while allowing flexibility in architectural expression and program.

◊ Regulatory Standard:

- Tower landing zones and maximum tower extents should comply with the regulating plans, parcel diagrams, and three-dimensional massing studies.
- For buildings exceeding the mid-level height, tower mass should be located within the designated landing zones illustrated in the regulating diagrams.
- Building mass above approximately 45 feet should be stepped back a minimum of 10 feet along all frontages on Freedom Way and Elm Street, unless otherwise shown on the regulating plans.
- Stepbacks may exceed the minimum required dimension to accommodate architectural design, programmatic needs, or tower placement strategies.
- Tower elements should be positioned to align with building corners anticipated to support high levels of activity or required active uses.

Stepback Diagram illustrating Streetwall along Freedom Way



Existing Streetscape on Vine Street



2.5 PODIUM PARKING

This section governs the location and visibility of structured or podium parking (located within a building) constructed above the CRG and within The Banks so as to reinforce the district's shared underground parking strategy. The intent is to accommodate necessary parking supply while preventing parking facilities from interrupting active frontages, public spaces, or the pedestrian experience.

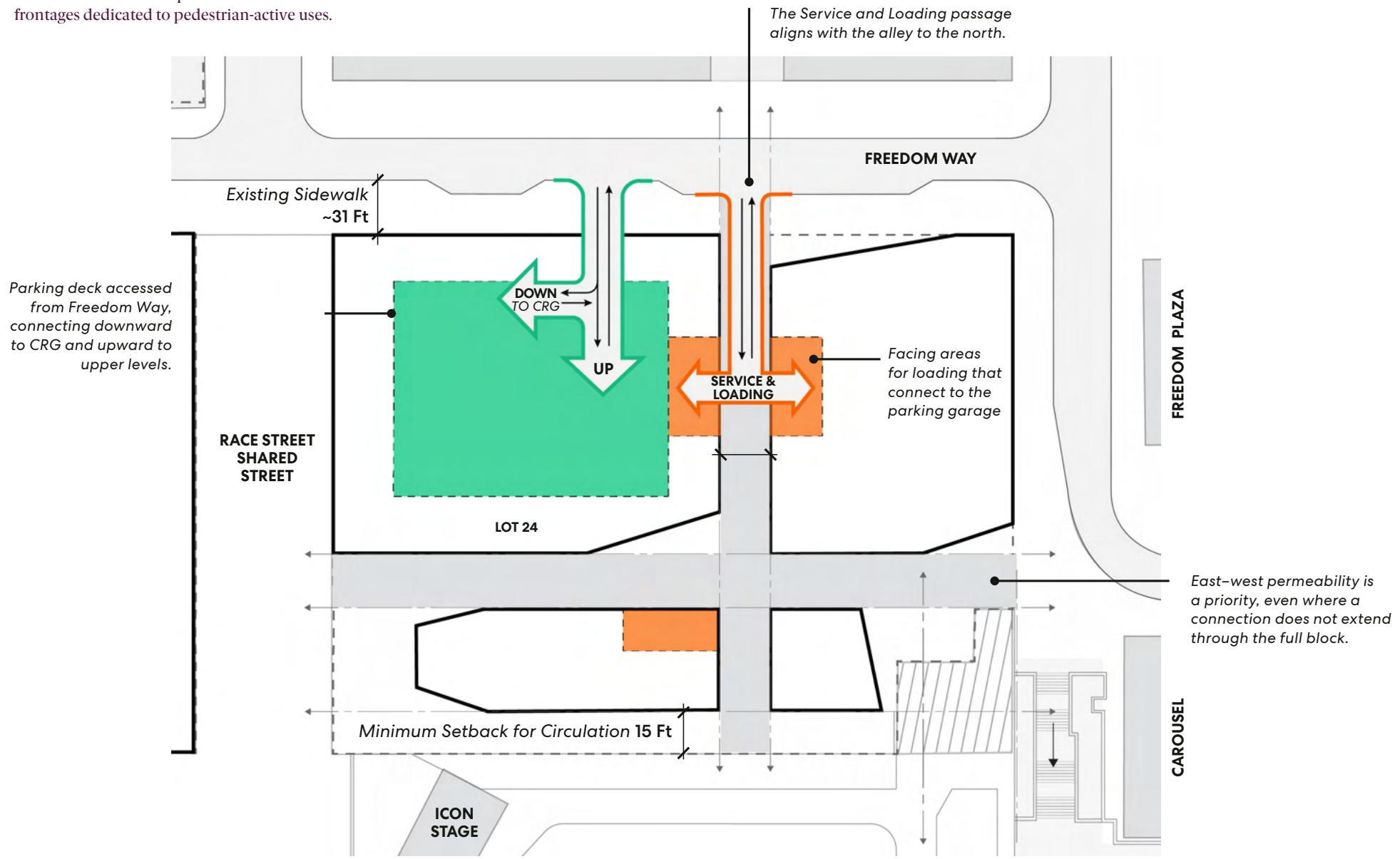
In recent zoning reforms (e.g., Connected Communities and Urban Parking Overlay), Cincinnati has reduced or eliminated parking minimum requirements in the central business district and other urban core areas, reflecting a policy shift toward reduced parking dependency and more walkable environments. Given it's location above the existing Central Riverfront Garage, new public parking is not required to be built in the district by the City or County. However, CRG parking spaces cannot be dedicated to an individual unit or building except under specified circumstances. Developers exercising the option to build podium parking above the CRG will have full control of how those spaces are accessed and distributed among tenants and uses.

◊ Regulatory Standard:

- Stand-alone above-grade parking structures are not permitted within the district.
- Any above-grade structured parking should be wrapped a minimum of 80 percent across all street-facing elevations by a minimum of 20 feet depth of active or occupiable building space, including residential, office, hotel, or commercial uses, except where clearly identified on the regulating diagrams for each site. Refer to *Plan and Section Depiction of Podium Parking Guidance (*pages 92 & 93) and *Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots* (page 113) for additional guidance.
- Where podium parking is not required to be wrapped by occupiable space, parking garages must comply with minimum screening standards set in Section 4 Quality of Place (page 116).
- Parking and parking access are prohibited at the ground floor along Active Frontages and Active Corners except where indicated on *Overall Ground Level Frontage Regulating Plan - All Lots* (page 109) and *Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots* (page 113)
- Where full wrapping is infeasible due to structural or floodplain constraints, alternative screening methods may be approved, provided parking is appropriately screened from the public realm.

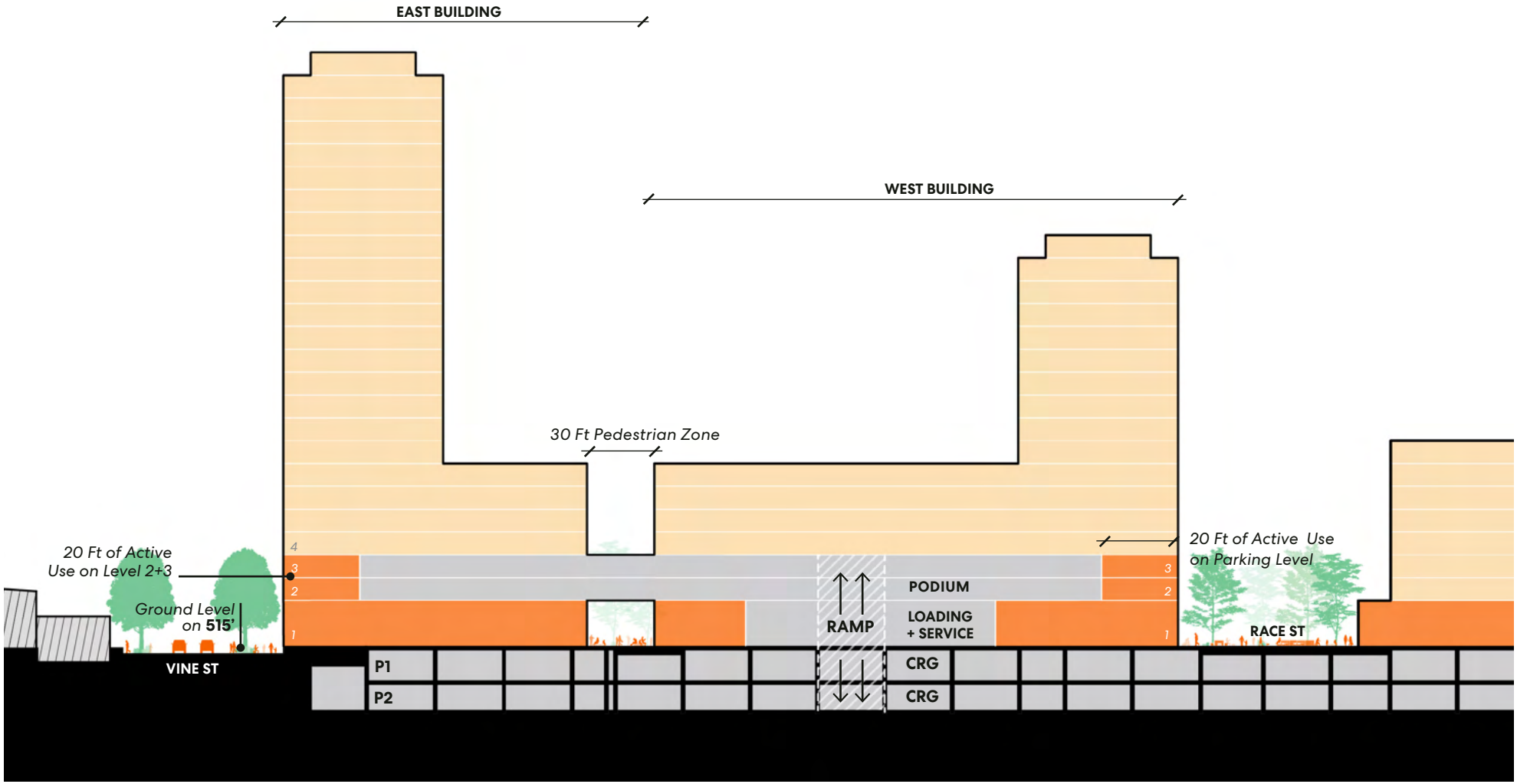
Plan Depiction of Podium Parking Guidance

Plan showing parking and loading internalized within the building core, accessed through a shared interior drive. Service functions hidden from public view. Ground-floor street frontages dedicated to pedestrian-active uses.



Section Depiction of Podium Parking Guidance

Section illustrating how 20-foot-deep active uses wrap podium parking to screen garage visibility and activate street frontages. Example wrapping uses include residential corridors, amenity spaces, back-of-house office functions, fitness centers, or retail storage—programmed depth that shields parking from public view.



02 ARCHITECTURAL FORM
SITE LEVEL GUIDANCE

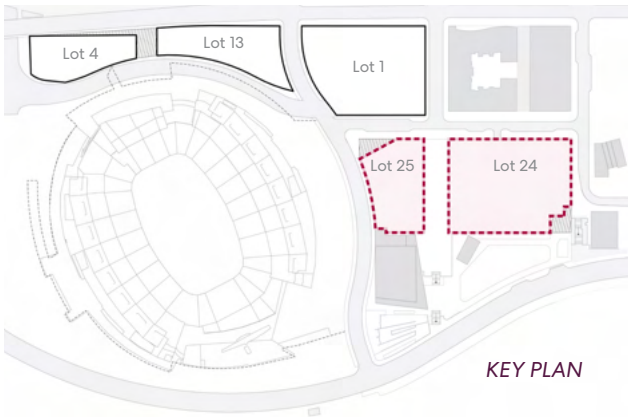
SITE-LEVEL GUIDANCE

The preceding district diagrams establish the overall organization of height, massing, and protected views across all development parcels, while the parcel-level graphics translate this framework into specific, site-responsive guidance that reflects each parcel's location, context, and constraints. These graphics illustrate permitted building envelopes, stepback conditions, and height limits as they apply to individual development sites. Unless otherwise noted, the parcel-level diagrams and sections constitute the primary regulatory guidance for bulk form and should govern over narrative text. Supporting text is provided to clarify intent and application, and to identify any limited exceptions or additional requirements.

LOTS 24 & 25

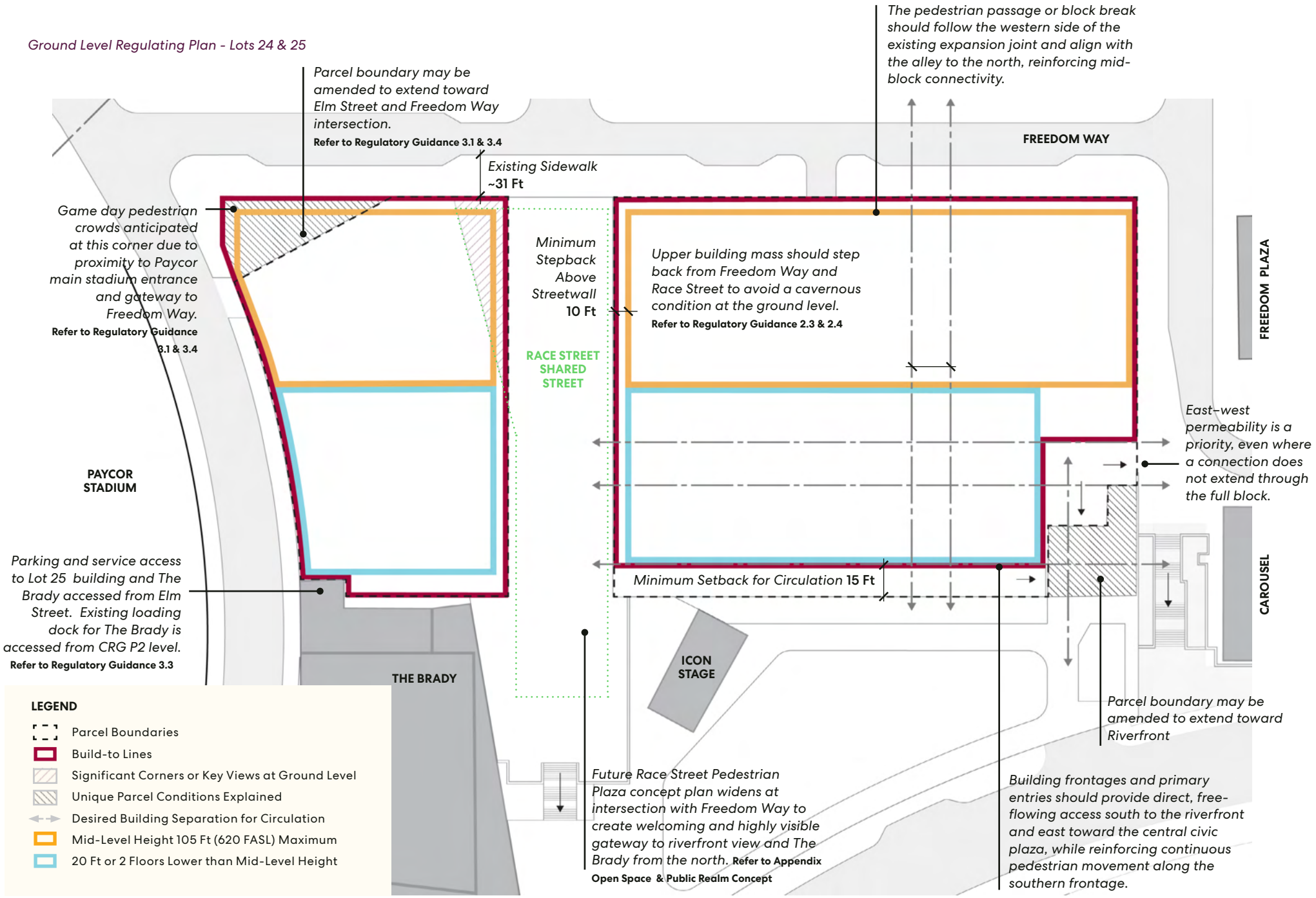
Lots 24 and 25 represent one of the most strategically important development opportunities within The Banks, occupying a highly visible location between the riverfront, Freedom Way, and the district's primary event and entertainment destinations. Together, the parcels anchor the southernmost face of vertical development in the district and play a critical role in shaping first impressions from the waterfront and Downtown. Developing Lots 24 and 25 as a coordinated site allows for a unified massing strategy, efficient use of the shared Central Riverfront Garage, and stronger continuity of active ground-floor frontages. A combined approach also enables clearer view corridors to the river, more flexible programming, and a cohesive public-realm experience across this pivotal block.

New public spaces along Race Street and a re-imagining of the ICON Stage lawn and interplay with the future Central civic plaza will enliven this area and reinforce its future role as a destination retail experience in The Banks.



KEY PLAN

Ground Level Regulating Plan - Lots 24 & 25



LOTS 24 & 25



Images showing the existing structure built on Lot 24, south corner looking northeast.





TOP LEFT
Images showing the existing structure built on Lot 25 looking south.

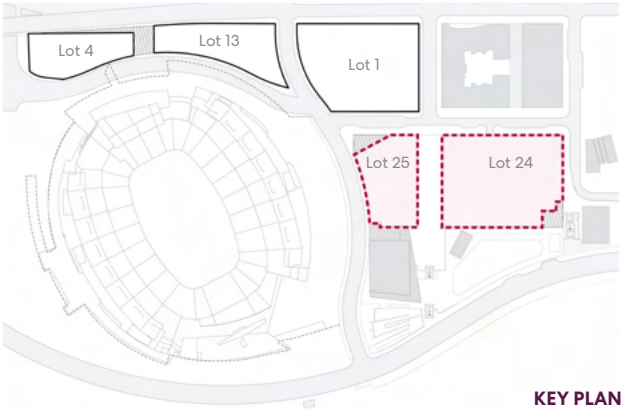
TOP RIGHT
Images showing the existing structure built on Lot 25 looking northwest.

BOTTOM LEFT
Images showing the existing structure built on Lot 24 looking northwest

BOTTOM RIGHT
Freedom Way sidewalk along north edge of Lot 24 looking towards the Great American Ball Park.



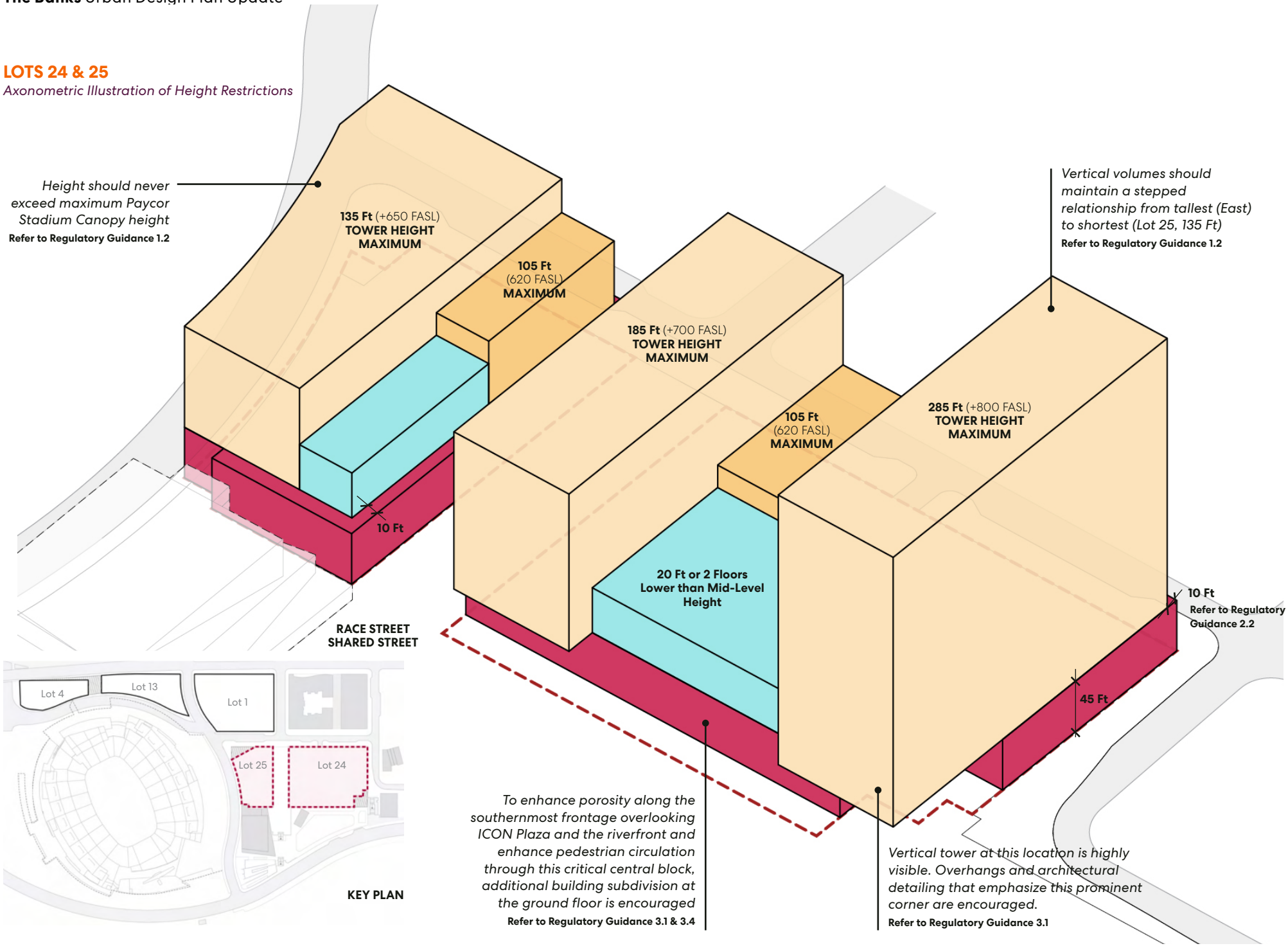




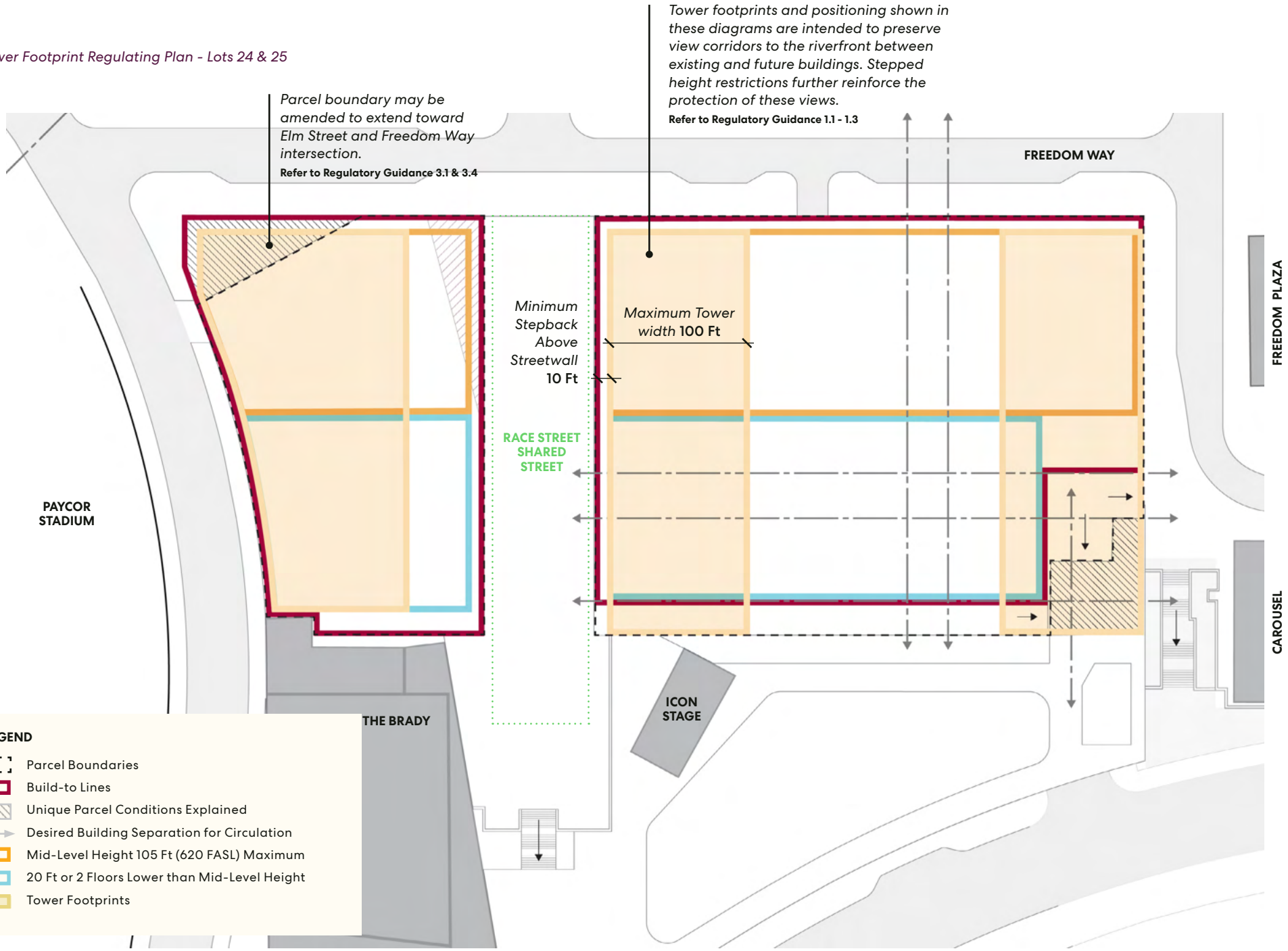
KEY PLAN

LOTS 24 & 25

Axonometric Illustration of Height Restrictions



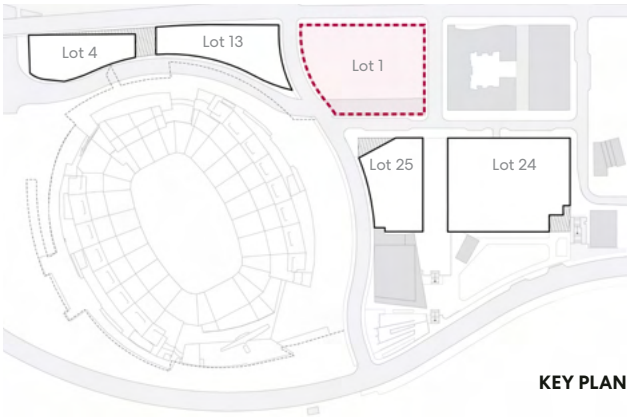
Tower Footprint Regulating Plan - Lots 24 & 25



LOT 1

Lot 1 is the largest and most flexible development parcel within The Banks and plays a critical role in the district's long-term evolution. Its size, regular geometry, and location along Second Street position it to accommodate larger floorplate uses that are difficult to support elsewhere in the district. This makes Lot 1 uniquely well suited for a neighborhood-serving anchor at the ground level, such as an urban-format grocery or other use with dedicated servicing and parking demands that support daily activity beyond event peaks.

Lot 1 also presents the strongest opportunity for a podium or structured parking asset that could serve on-site uses while supporting adjacent parcels, reinforcing a shared parking strategy across the district. Located along the back row of The Banks, the site can accommodate additional height without obstructing riverfront view corridors, allowing vertical intensity to be placed where it delivers the greatest value. Future development on Lot 1 should balance its role as an anchor for everyday use with its capacity to absorb density in a way that supports district-wide feasibility and public realm performance.



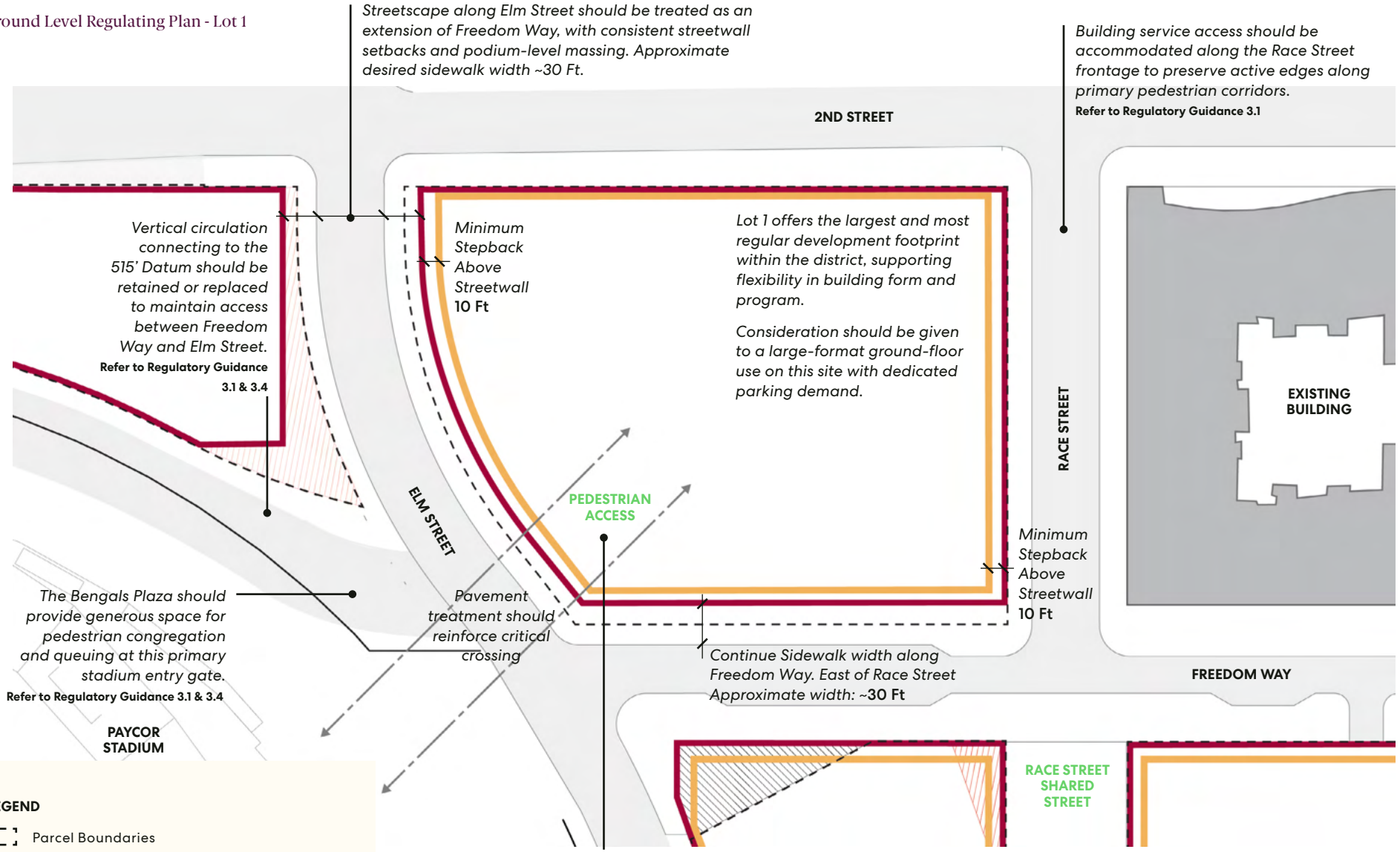
KEY PLAN





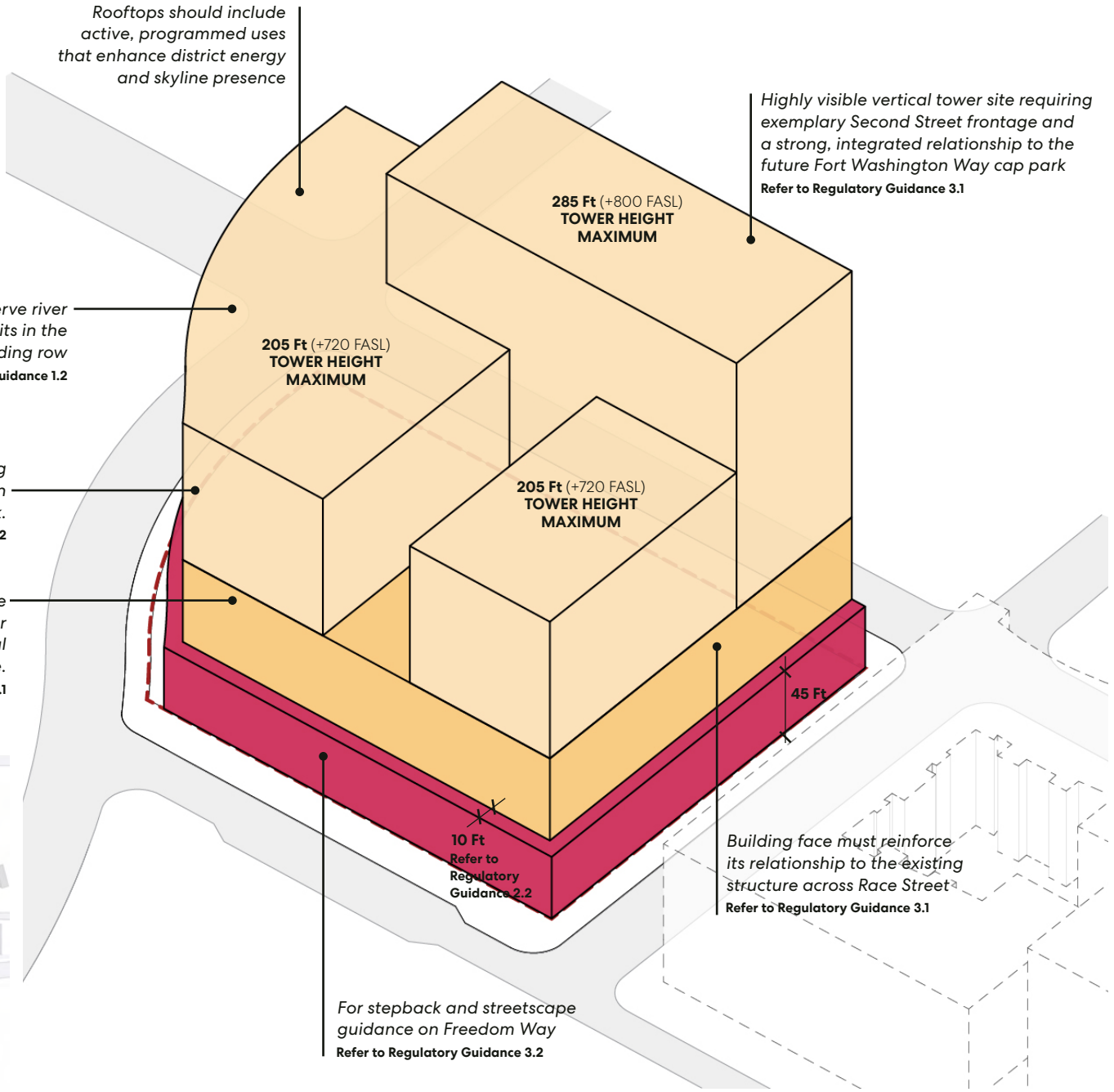


Ground Level Regulating Plan - Lot 1

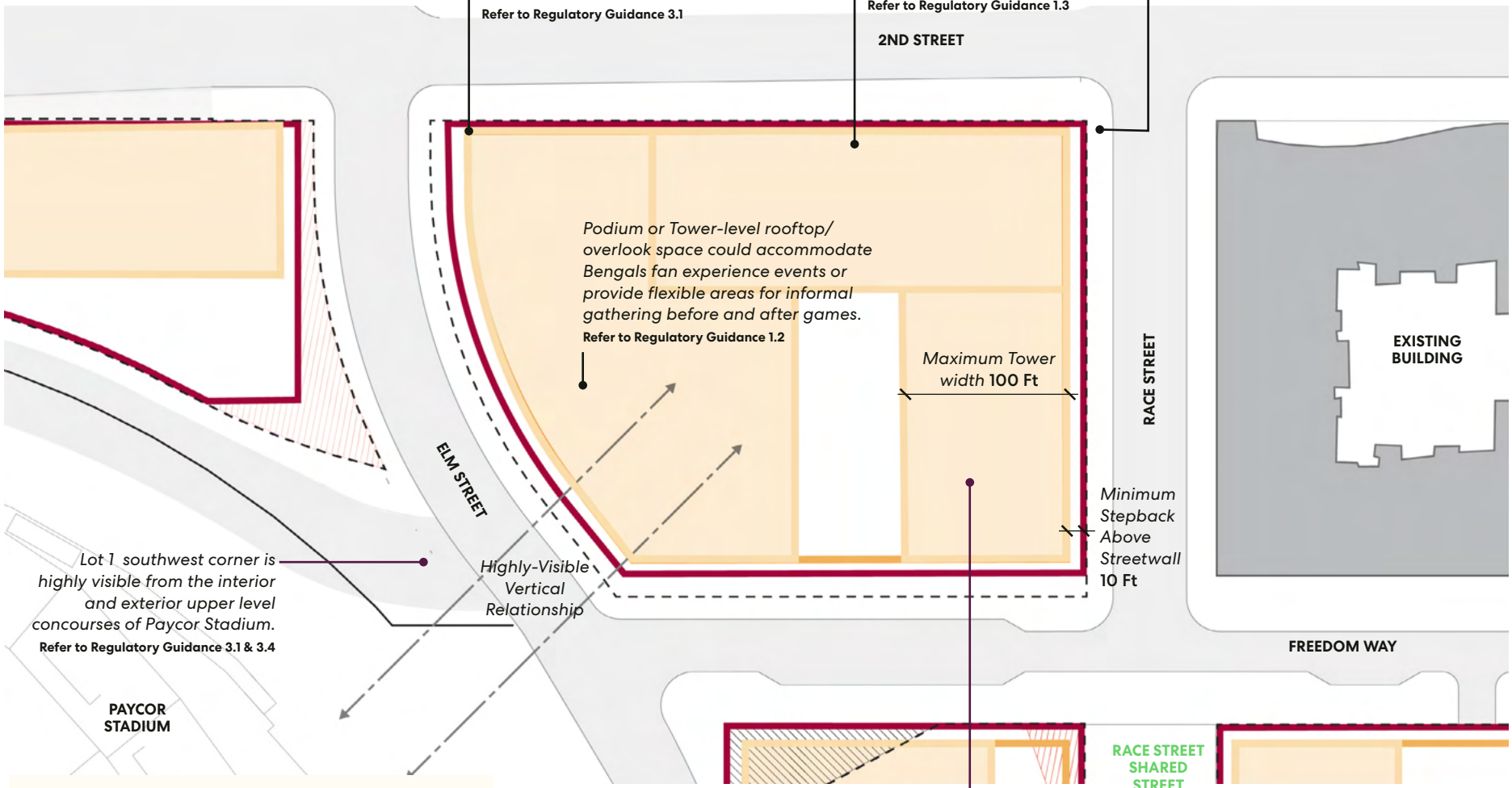


LOT 1

Axonometric Illustration of Height Restrictions



Tower Footprint Regulating Plan - Lot 1

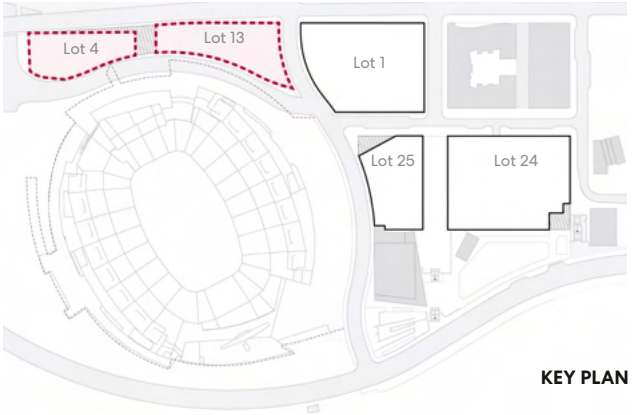


LOTS 4 & 13

Lots 4 and 13 occupy a highly strategic position along the northern face of The Banks, directly adjacent to Paycor Stadium and the future Bengals North Frontage Plaza. Today, these parcels play an essential operational and circulation role, supporting the movement of fans from W Pete Rose Way up to the 515' Datum and Elm Street, where a primary public stadium entrance is located. Existing parking lots on these sites also accommodate controlled access for VIPs and team-related operations, making them integral to stadium functionality on event days.

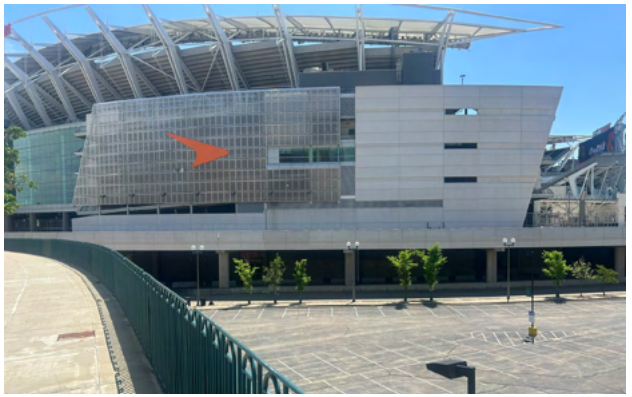
Lots 4 and 13 represent a significant opportunity to transform a largely utilitarian edge into an active, highly visible frontage. Their exposure along Fort Washington Way, combined with adjacency to the stadium and future plaza, positions these sites well for a destination-oriented vertical use such as a hotel or mixed-use tower. Future development should reinforce safe, intuitive pedestrian circulation, frame the future Bengals North Frontage Plaza as a civic gathering space, and introduce active ground-floor uses that contribute to both everyday district life and peak event performance.



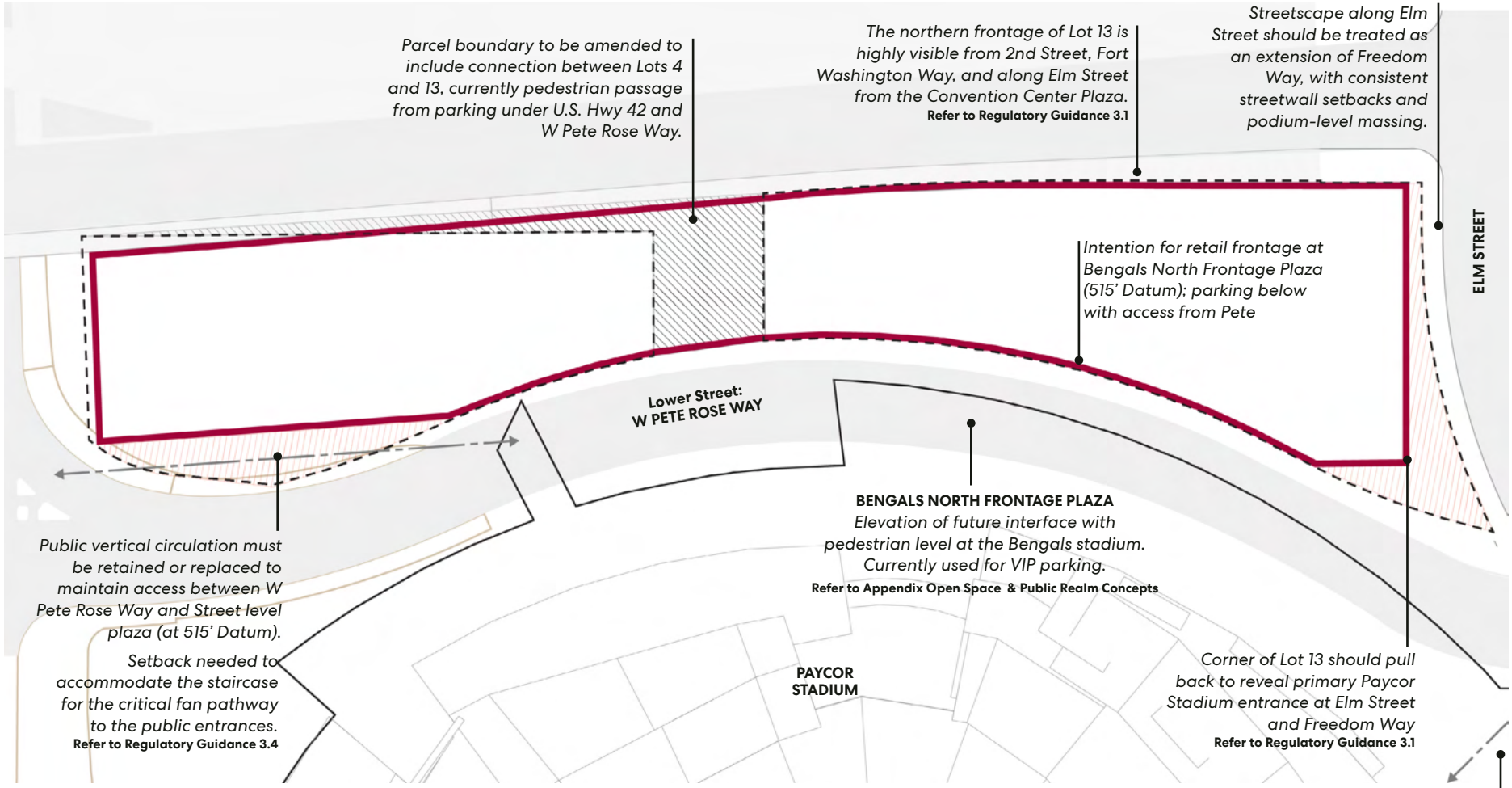


KEY PLAN



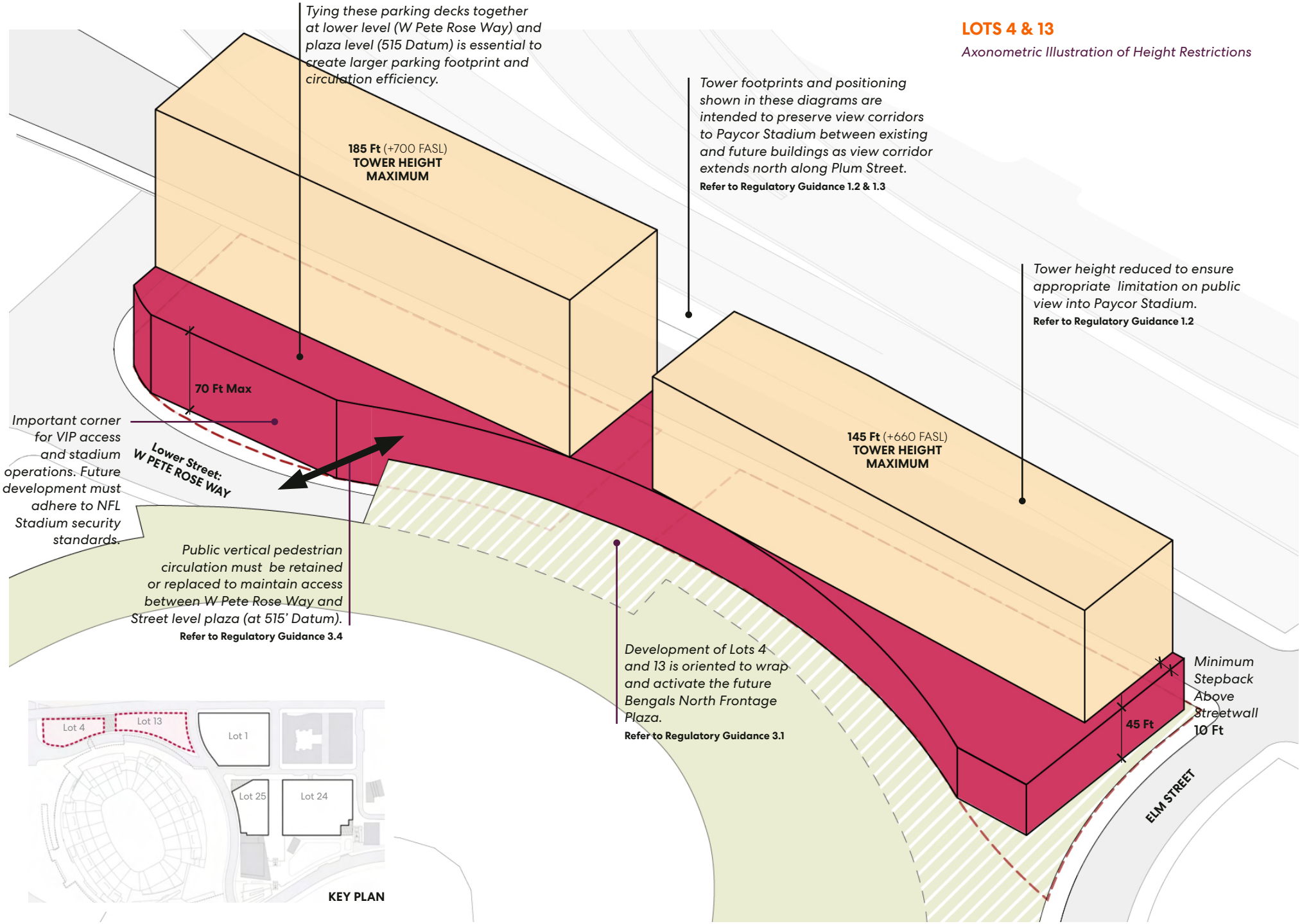


Ground Level Regulating Plan - Lots 4 & 13

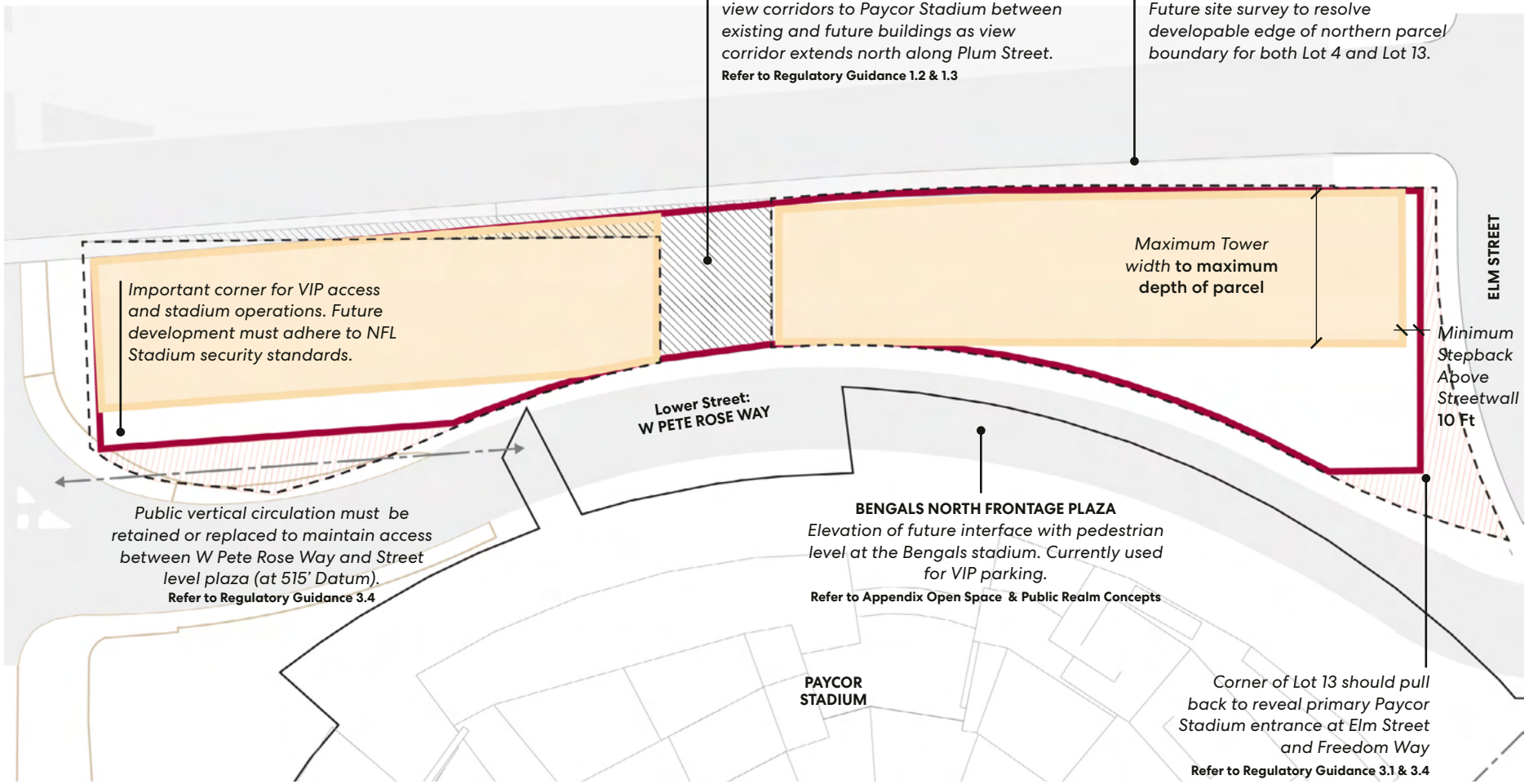


LOTS 4 & 13

Axonometric Illustration of Height Restrictions



Tower Footprint Regulating Plan - Lots 4 & 13



LEGEND

- Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions Explained
- Desired Building Separation for Circulation
- Tower Footprints

03 GROUND LEVEL EXPERIENCE

INCLUDED GUIDES

3.1 Active Use Frontages and Active Corners

3.2 Buildings Fronting Freedom Way

3.3 Essential Access Servicing and Operations

3.4 Pedestrian Access and Circulation

The Experience section focuses on how development contributes to the everyday and event-driven success of The Banks as a place people want to visit, spend time, and return to. It addresses the relationship between buildings and the public realm, with particular emphasis on ground-floor activation, frontage design, access, and circulation.

GROUND FLOOR ACTIVATION

Active ground floors are essential to sustaining The Banks as a year-round, walkable, and destination-oriented riverfront district. Ground-level spaces are expected to support daily activity, event-day surges, and intuitive pedestrian movement between streets, plazas, and riverfront amenities. This section establishes clear requirements for where ground-floor activation is required and how it must be delivered, while allowing flexibility in tenant mix and interior programming.

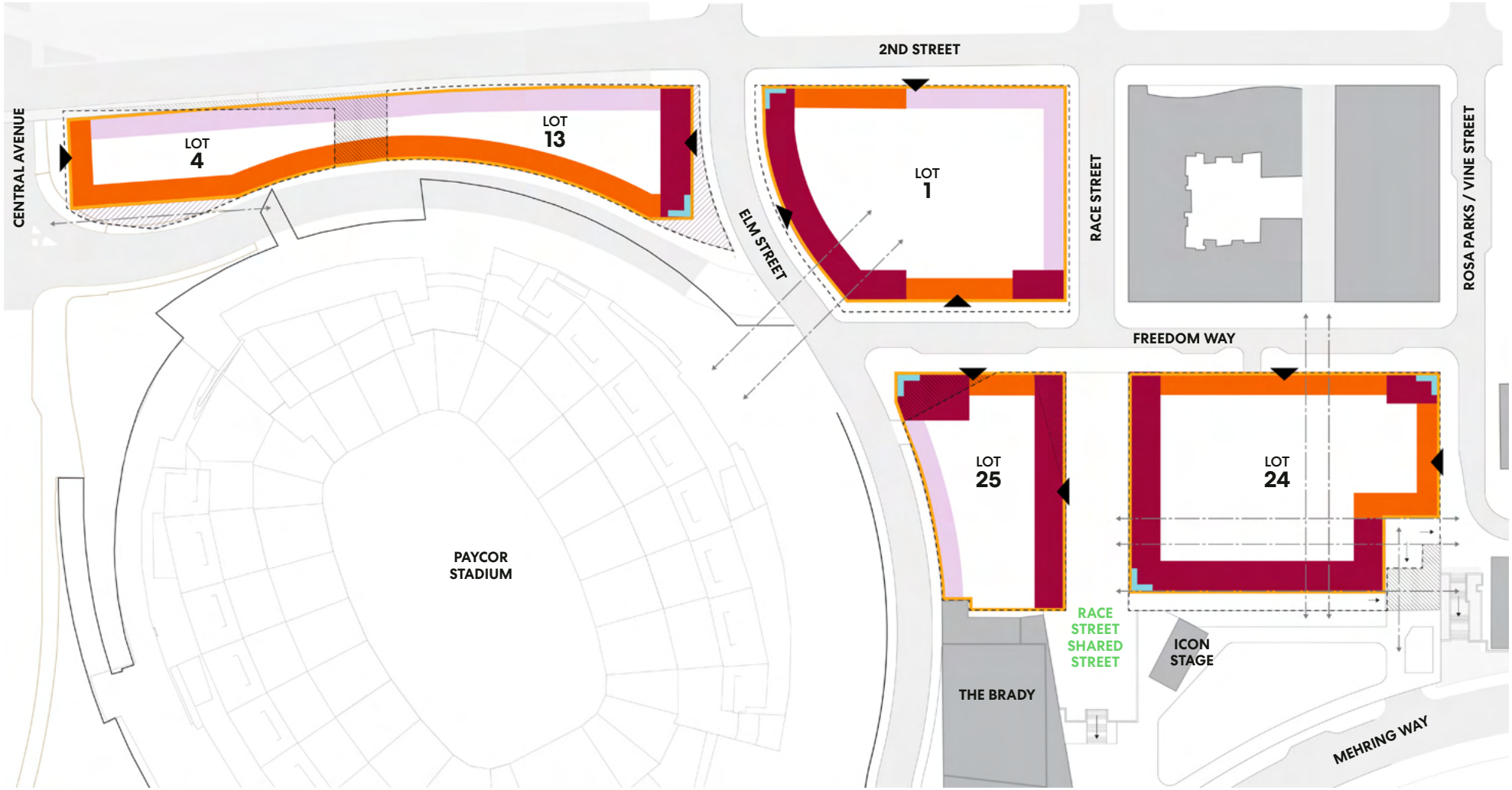
Ground floors must be clearly articulated through height, transparency, and material richness to support active uses. Upper levels should maintain rhythm and alignment across parcels, allowing variation while reinforcing order and coherence at the district scale. Ground-floor design should reinforce continuity along primary pedestrian corridors, provide frequent points of entry, and support visual transparency that connects interior activity with the public realm.

3.1 ACTIVE USE FRONTAGES AND ACTIVE CORNERS

Active Use Frontage refers to portions of a building's ground floor that are designed and occupied to promote visible activity and regular use. Active Use Frontages are characterized by frequent entrances, transparent façades, and uses that directly face and interact with adjacent streets, plazas, shared streets, or open spaces. Active uses include **Priority Retail Frontage** (where ideal uses include shops, restaurants, cafes, and bars) as well as other active uses as well as building lobbies, residential amenities, office/workplace, health/wellness.

Active Corners are ground-floor building corners located at the intersection of two public streets, a street and plaza, or other prominent pedestrian routes. Active Corners are intended to serve as highly visible points of activity and orientation within the district and are subject to the same activation requirements as Active Use Frontages, with an emphasis on enhanced visibility and entry. **Secondary Active Frontages** are typically located along secondary streets or less intense pedestrian corridors reinforce walkability and maintain visual continuity, while allowing greater flexibility in tenant type and programming than Primary Active Use Frontages.

Overall Ground Level Frontage Regulating Plan - All Lots



LEGEND

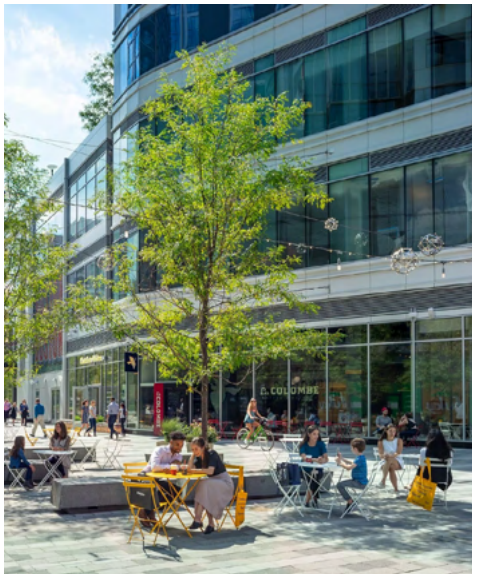
- Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions Explained
- Desired Building Separation for Circulation
- Priority Retail Frontage
- Active Use Frontage
- Secondary Active Frontage
- Corner with Active Uses
- Building Address Frontage











Seamless, activated streets connecting plazas to riverfront parks. Ground floors engage pedestrians year-round. Public spaces accommodate both everyday use and major events. Infrastructure—lighting, seating, paving—signals district quality and welcomes diverse users at all hours. (Credits forthcoming)


QUESNEL RIVER







3.2 BUILDINGS FRONTING FREEDOM WAY

Buildings fronting Freedom Way occupy the most active and visible edges of the district and play a critical role in shaping district identity, pedestrian experience, and event-day performance. These frontages are expected to support continuous activation, accommodate large volumes of pedestrian movement, and reinforce clear connections between Downtown, the riverfront, and major public destinations.

◊ Regulatory Standards

- Ground floors along these frontages should accommodate active, publicly-oriented uses and should not be occupied by parking, loading, or back-of-house function except where entirely enclosed from view, during a scheduled maintenance period, or controlled driveways accessing these functions within the core of the development block.
- A minimum of 60 percent of the ground-floor frontage along Freedom Way should be visually transparent between 2 and 12 feet above the 515 Datum, except where otherwise noted.
- Primary building entrances should front directly onto Freedom Way or Race Street south of Freedom Way and should be clearly identifiable from the public realm.
- Service access, garage entrances, and loading areas should be prohibited along these primary frontages unless explicitly identified on the regulating diagrams.
- Buildings along Freedom Way should accommodate spill-out activity, operable façades, and flexible thresholds to support festival, game-day, and event programming.

3.3 ESSENTIAL ACCESS, SERVICING, AND OPERATIONS

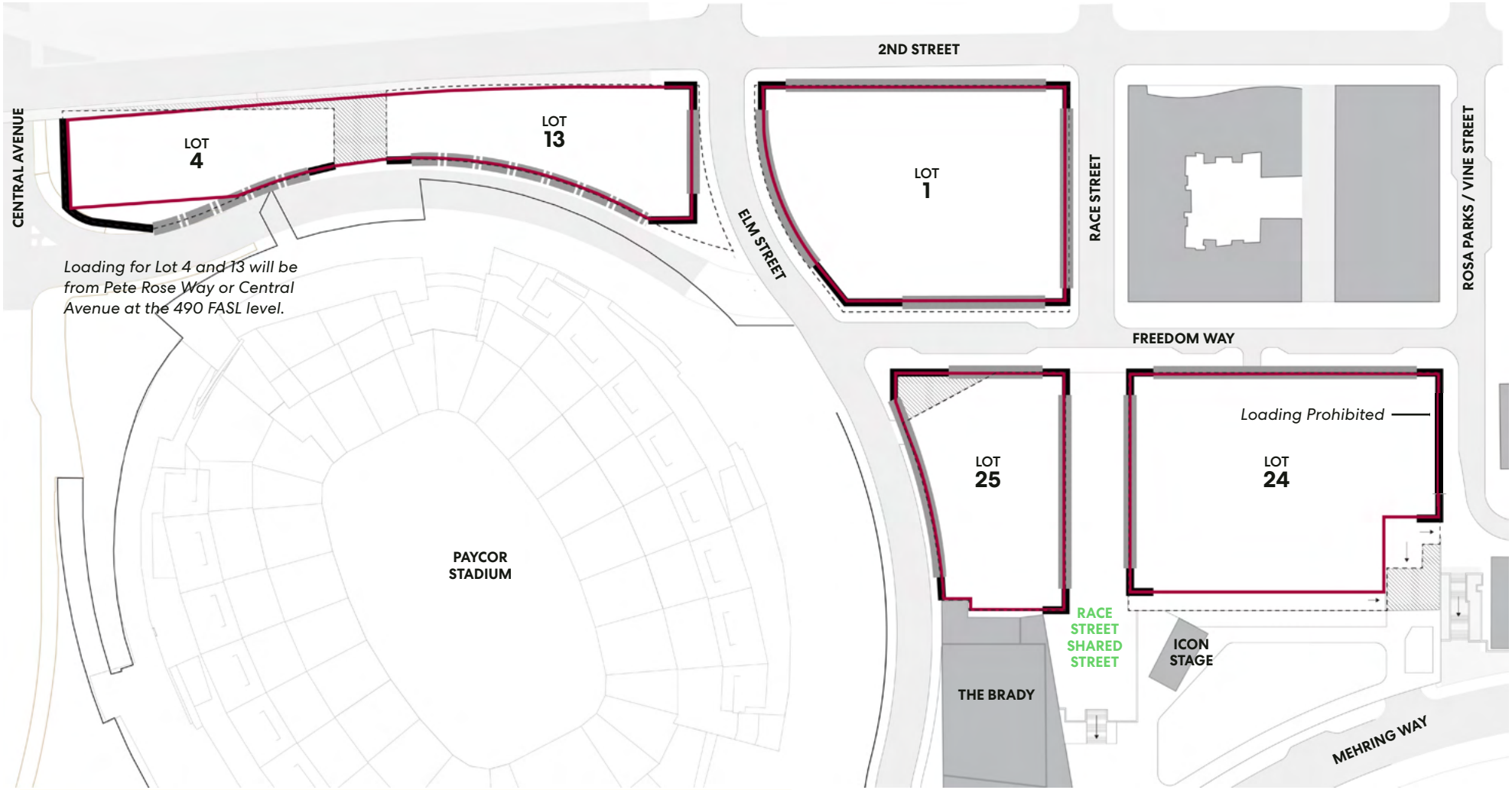
This section establishes requirements for loading, servicing, utilities, parking access, and vertical circulation to ensure that essential back-of-house and operational functions are accommodated efficiently without compromising pedestrian safety, public realm quality, or the performance of active frontages. Access and servicing infrastructure must support both everyday operations and peak event conditions while remaining visually and functionally secondary to streets, plazas, and primary pedestrian routes.

Vertical access elements—including stairs, ramps, and elevators—play a critical role in connecting the district's multi-level conditions, including transitions between the riverfront, stadium levels, and the 515 Datum, and should be designed as integral components of the public circulation network.

◊ Regulatory Standards

- Loading docks, service bays, and freight access should be shared across parcels where feasible to minimize redundancy and curb cuts.
- Servicing, loading, and back-of-house functions should not be located along required Active Frontages or Active Corners, unless explicitly permitted on the regulating plans.
- Trash, recycling, mechanical, and utility functions should be fully enclosed and screened from public view.
- Back-of-house access should be located away from primary pedestrian routes and key public spaces, wherever possible.
- Service access points should be consolidated wherever possible to reduce conflicts with pedestrian movement and public realm activity.
- Temporary modifications to parking access, loading, or servicing operations may be permitted during major events, provided pedestrian safety, emergency access, and active frontage requirements are maintained.

Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots



LEGEND

- Existing Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions
- Desired Building Separation for Circulation
- Potential Parking and Loading Entry Frontage (515 FASL)*
- Potential Parking and Loading Entry Frontage (490 FASL)*
- Loading Prohibited Zone (30' Minimum unless otherwise noted)

3.4 PEDESTRIAN ACCESS AND CIRCULATION

Pedestrian access and circulation establish the underlying structure that makes The Banks navigable and intuitive. This network connects streets, plazas, riverfront spaces, and stadium destinations across multiple elevations and supports safe, continuous movement through the district under both everyday and event conditions. Clear pedestrian routes provide the foundation for wayfinding by allowing people to orient themselves through visible paths, direct connections, and legible changes in grade.

◊ Regulatory Standards

- Vertical access elements connecting to the 515 Datum should be designed as visible and publicly legible components of the pedestrian circulation network.
- Stairs and ramps serving public circulation should front onto streets, plazas, or pedestrian passages and should not be fully internalized within buildings.
- Essential access, servicing, and operational infrastructure should be designed to accommodate peak event-day conditions without obstructing primary pedestrian routes, emergency access, or required active frontages.
- Vertical circulation elements should be visible from public spaces and designed to support intuitive, safe use without reliance on enclosed or hidden locations.



CLOCKWISE FROM LEFT
Bengals North Parking Concourse and Plaza
Pedestrian staircase leading from The Brady to Mehring Way
Vertical pedestrian circulation at eastern edge of Lot 24
Second Street Underground Transit Center pedestrian staircase to street level.
Second Street Underground Transit Center pedestrian access at street level.
Rear access stair on north side of The Brady from Elm Street to lower parking level






TO RACE & VINE STREETS




BUD
LIGHT

04 QUALITY OF PLACE

INCLUDED GUIDES

4.1 Architectural Character and Expression

4.2 Lighting and Nighttime Environment

4.3 Public Art and Placemaking Elements

4.4 Wayfinding and Signage

The Quality of Place chapter establishes expectations for the materials, lighting, wayfinding, and placemaking elements that shape first impressions and long-term perception of The Banks.

ARCHITECTURAL EXPRESSION AT THE BANKS

Cincinnati's architecture is inseparable from its geology, its river, and its immigrant history. Iron-rich clays produced the city's distinctive red brick. Limestone and sandstone anchored bridges, embankments, and river infrastructure. The result is a built environment shaped by available materials, skilled labor, and a practical understanding of durability. Buildings were made to work hard, age well, and hold their ground.

That legacy is most clearly expressed in the Over-the-Rhine neighborhood, where German-American immigrants built one of the largest and most intact collections of Italianate architecture in the country. These buildings share a clear architectural logic: vertically proportioned façades, finely worked masonry, pronounced cornices, pedimented windows and doors, and first floors treated as civic spaces rather than service zones. Architecture carried public responsibility. It expressed pride, order, and permanence.

At The Banks, this history is not a pattern book to replicate. It is a standard to meet. As Cincinnati completes its long reorientation to the river, new development must express the same clarity of structure, material honesty, and architectural confidence that defines the city at its best. These guidelines establish a contemporary framework—one that draws from Cincinnati's vernacular traditions while embracing modern construction, performance, and expression—to ensure that new buildings contribute to a cohesive, enduring riverfront district.

Masonry as the Celebrated Language

Masonry is central to Cincinnati's architectural identity. Red brick, in particular, gives the city much of its character and scale. At The Banks, masonry should be treated as a shared material language rather than a requirement. Variation in tone, coursing, and relief should support massing, proportion, and long-term performance, with lighter or contrasting masonry used selectively to mark hierarchy or key architectural moments.

Natural Edges as Transitional Moments

At The Banks, stone should be used to reinforce the relationship between architecture, landscape, and the public realm. Stone elements should feel embedded rather than applied. Changes in elevation, edges between hardscape and planting, and transitions between buildings and open space are opportunities to use stone to establish weight, texture, and tactile richness at the pedestrian scale.

Corners as Moments of Expression

Corners and block edges should reinforce structure and orientation. Drawing from the Italianate use of quoins, contemporary shifts in material, depth, or articulation should frame corners, create shadow, and clarify building geometry. Corner expression should strengthen legibility at intersections, plazas, and river-facing frontages.

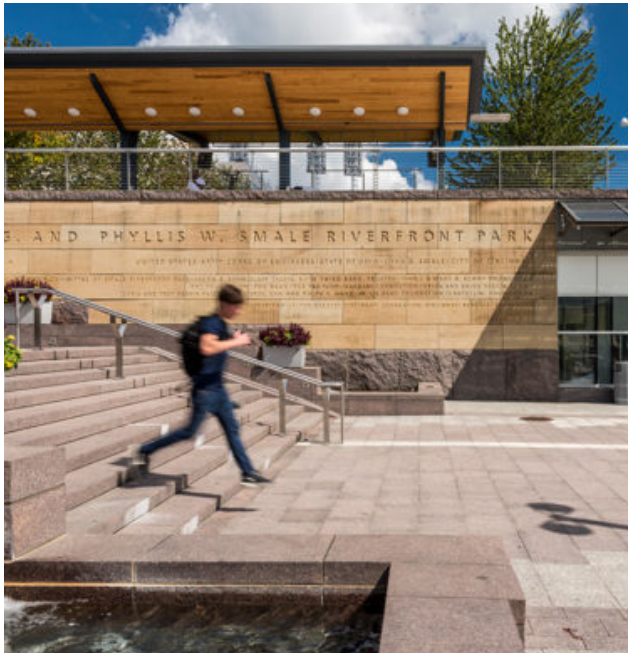
Stone, Metal, and Craft Accents

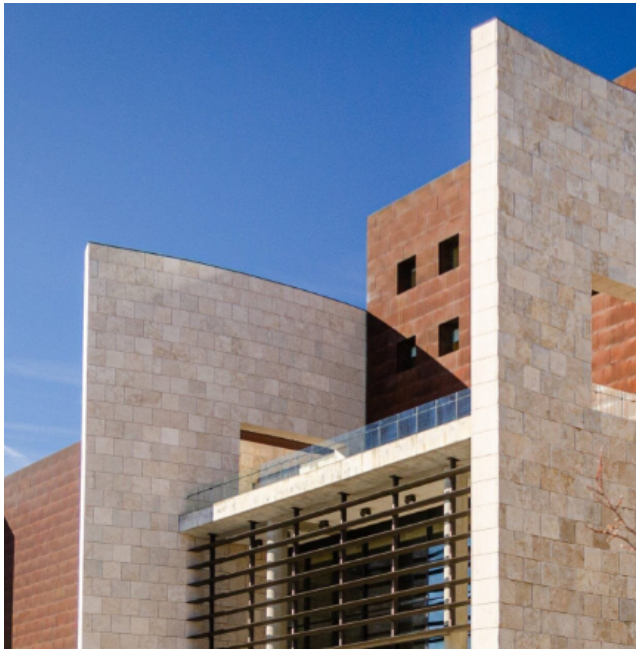
Stone, metal, and copper elements may highlight key architectural moments or anchor buildings to the ground plane. Drawing from Cincinnati's bridge and infrastructure legacy, these materials should be used deliberately, allowing weathering and age to contribute to character rather than relying on applied detail.

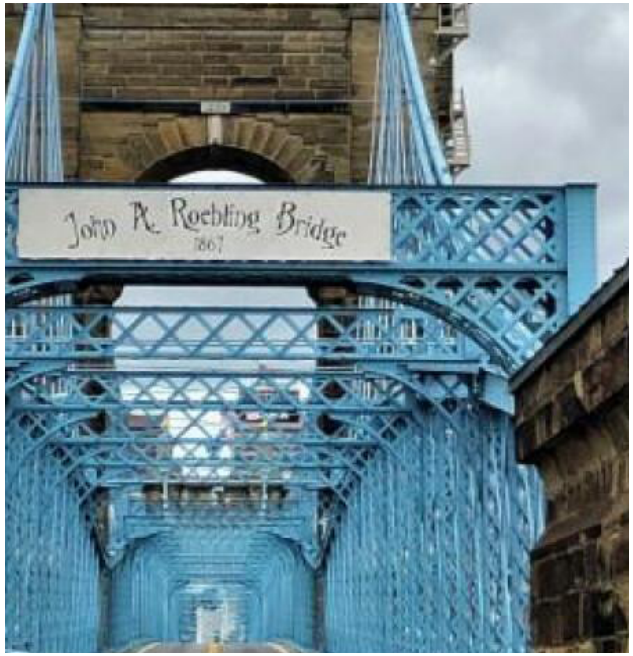
Lightness at the Ground Plane

Upper levels may convey mass and solidity, but the ground plane should remain open and permeable. Transparency, canopies, and finely detailed soffits should strengthen connections between buildings, streets, plazas, and the river, reinforcing The Banks as a welcoming and civic riverfront district.









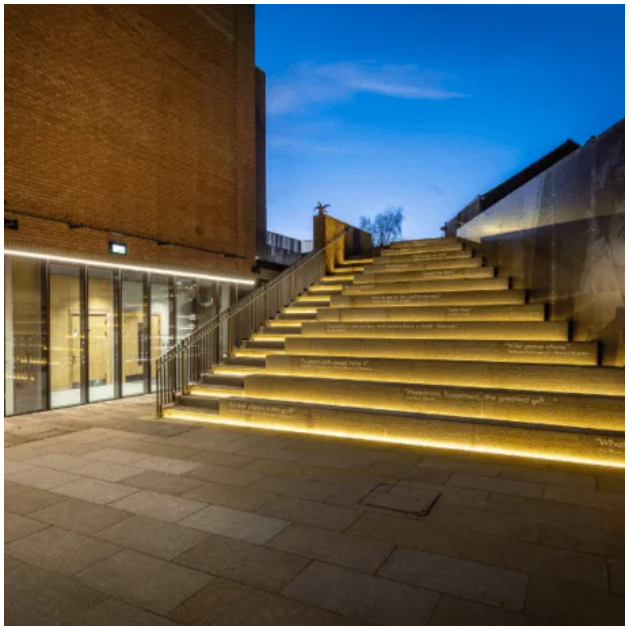




Example of Cincinnati Vernacular Material Palette and Area

4.1 ARCHITECTURAL CHARACTER AND EXPRESSION

Architectural character at The Banks should reflect its role as Cincinnati's premier riverfront district. Buildings are expected to be contemporary in expression, durable in materiality, and responsive to both civic significance and environmental conditions. Architectural style should emphasize compatibility across parcels, coherence at the district scale, and careful attention to human-scale detail where buildings meet streets, plazas, and public spaces. Architectural expression should reinforce the district's stepped massing framework and contribute to a legible skyline when viewed from streets, plazas, and the riverfront. New buildings at The Banks should read as the next durable layer in Cincinnati's architectural history—rooted, confident, and built to last.



◊ Design Guidance (Non-Regulatory):

- Buildings should employ durable, high-quality primary materials appropriate for a riverfront and high-traffic urban environment, with secondary materials used to articulate building mass and detail.
- Architectural articulation should reinforce vertical and horizontal transitions, particularly at the streetwall, mid-level massing, and upper building elements.
- Large building volumes should be visually modulated through massing shifts, material changes, or façade articulation to maintain visual interest and compatibility across parcels.
- Mechanical systems, vents, and rooftop equipment should be integrated into the architectural design and screened from public view.
- Building materials and façade systems should be selected with long-term durability and maintenance in mind.

CLOCKWISE FROM LEFT
Studiotech, staircase lighting
TÜV SÜD, Southgate Bath
Michael Grub, Whitfield Gardens
Planit-IE, Rochdale, UK
Plani, Catenary Pendant

4.2 LIGHTING AND NIGHTTIME ENVIRONMENT

Lighting plays a critical role in shaping safety, identity, and vibrancy at The Banks after dark. A coordinated nighttime environment should enhance wayfinding, highlight key public spaces and architectural features, and support both everyday use and major events. Lighting design should prioritize comfort and clarity at the pedestrian level while avoiding excessive brightness, glare, or visual clutter.

◊ Regulatory Standards:

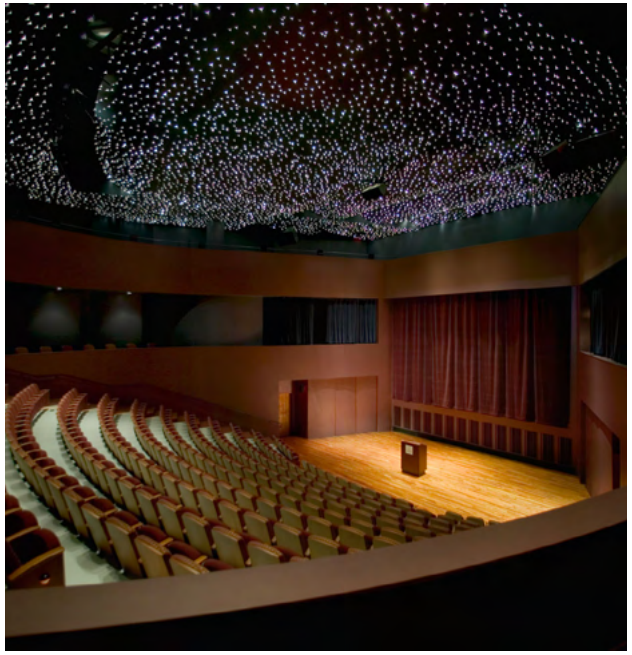
- Building-mounted and site lighting should prioritize pedestrian-scale illumination along sidewalks, plazas, and shared streets.
- Lighting levels should support safety and visibility without excessive brightness or spillover into adjacent uses or public spaces.
- Architectural lighting should emphasize building entries, vertical circulation elements, and significant corners.
- Pedestrian-scale lighting should be provided along primary pedestrian routes, plazas, shared streets, and vertical access points to ensure consistent visibility and comfort.
- Lighting systems should be capable of accommodating temporary adjustments for event-day operations and security requirements.
- Dynamic or color-changing lighting may be permitted where it supports district-wide placemaking or event programming, subject to review.
- Public spaces and pedestrian routes should be designed to maintain clear sightlines and avoid concealed areas, blind corners, or deep recesses.







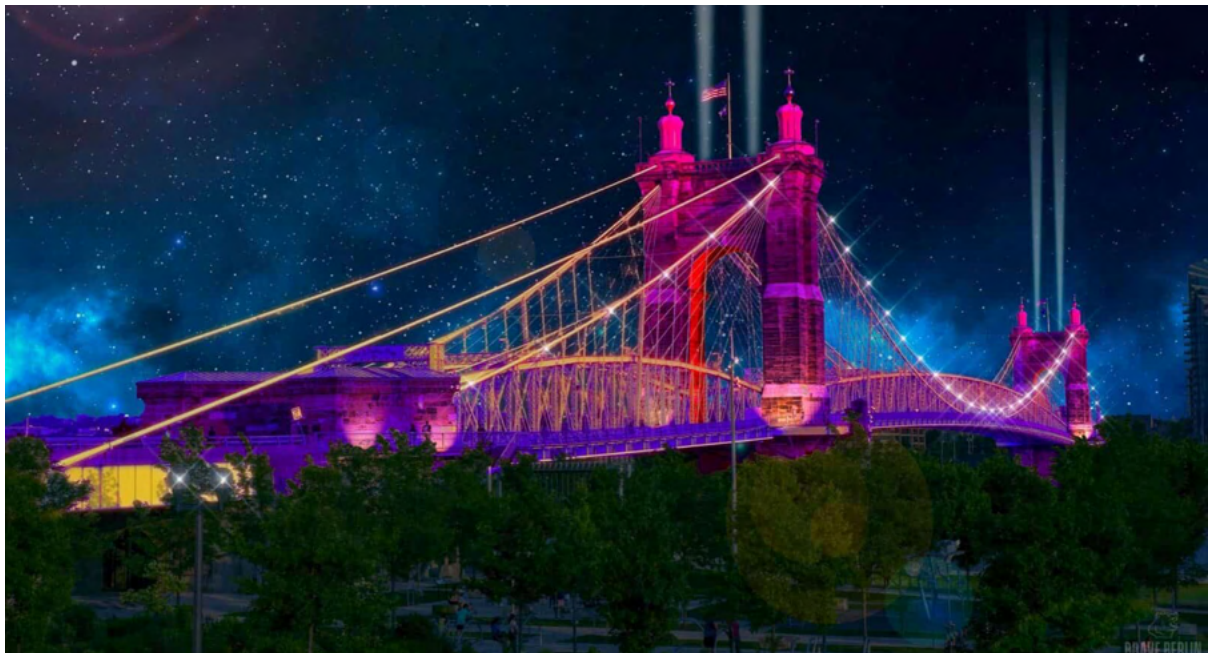





THE ANDREW J BRADY
MUSIC CENTER









4.3 PUBLIC ART AND PLACEMAKING ELEMENTS

Public art and integrated placemaking features are encouraged as tools to strengthen identity and enhance the experience of moving through the district. The Banks existing destinations like the Cincinnati Black Music Walk of Fame, offer examples of how light, art, and interactivity are already integrated into the public realm at The Banks.

◊ Design Guidance (Non-Regulatory):

- Public art is encouraged at stairs, ramps, plazas, and gateways to reinforce identity and create civic moments within the circulation network.
- Event overlays should be designed as a coordinated family of elements that can be deployed, removed, or adapted efficiently as part of stadium operations.
- Vertical circulation elements should be treated as placemaking opportunities and visible public amenities rather than purely utilitarian infrastructure.
- Public art and placemaking features located within circulation corridors or near stadium access points should be designed to accommodate event-day operations and should not interfere with security screening, queuing, or crowd flow requirements.

CLOCKWISE FROM LEFT
Underground Railroad Freedom Center, Harriet Tubman Theater
Cincinnati Black Music Walk of Fame, THP
Roebling Bridge BLINK night lighting activation
Anderson Pavilionand Cascading waterfall lighting
Barr Labaryth at Smale Riverfront Park

4.4 WAYFINDING AND SIGNAGE

Purpose of the Signage & Wayfinding Guidelines

The purpose of these Signage & Wayfinding Guidelines is to establish a clear, unified system that connects the entire Banks District into one cohesive experience. Wayfinding at The Banks is more than directional signage—it is a civic tool that reinforces district identity, links iconic destinations, and ensures every visitor, resident, and fan can move seamlessly from highway to hallway. A consistent system of graphics, materials, layouts, and messaging strengthens first impressions and builds lasting memory across parks, plazas, streets, and venues. This framework ensures that regulatory, safety, and informational signage functions with clarity and dignity— while supporting the larger district brand. Standardization across facilities creates cohesion without limiting the unique character of individual destinations.

District-Wide Coordination

It is recommended that The Banks adopt unified District Signage & Facility Design Guidelines to ensure long-term consistency, quality, and scalability as the district evolves. These guidelines:

- Define best practices for placement within public rights-of-way, parks, and facilities
- Establish signage typologies based on space type and function
- Provide resources for developers, consultants, contractors, and partners working within the district

Compliance & Standards

All signage must comply with applicable City of Cincinnati codes, including size, placement, accessibility, and safety requirements. Additional approvals may be required by the Department of Buildings & Inspections and Zoning. Where applicable, signage must also align with recognized city and industry standards, including:

- Manual on Uniform Traffic Control Devices (MUTCD) – Federal Highway Administration
- Society for Experiential Graphic Design (SEGD) professional standards
- City of Cincinnati Parks and DOTE signage guidelines
- City of Cincinnati Brand Guidelines
- County Parking Facilities

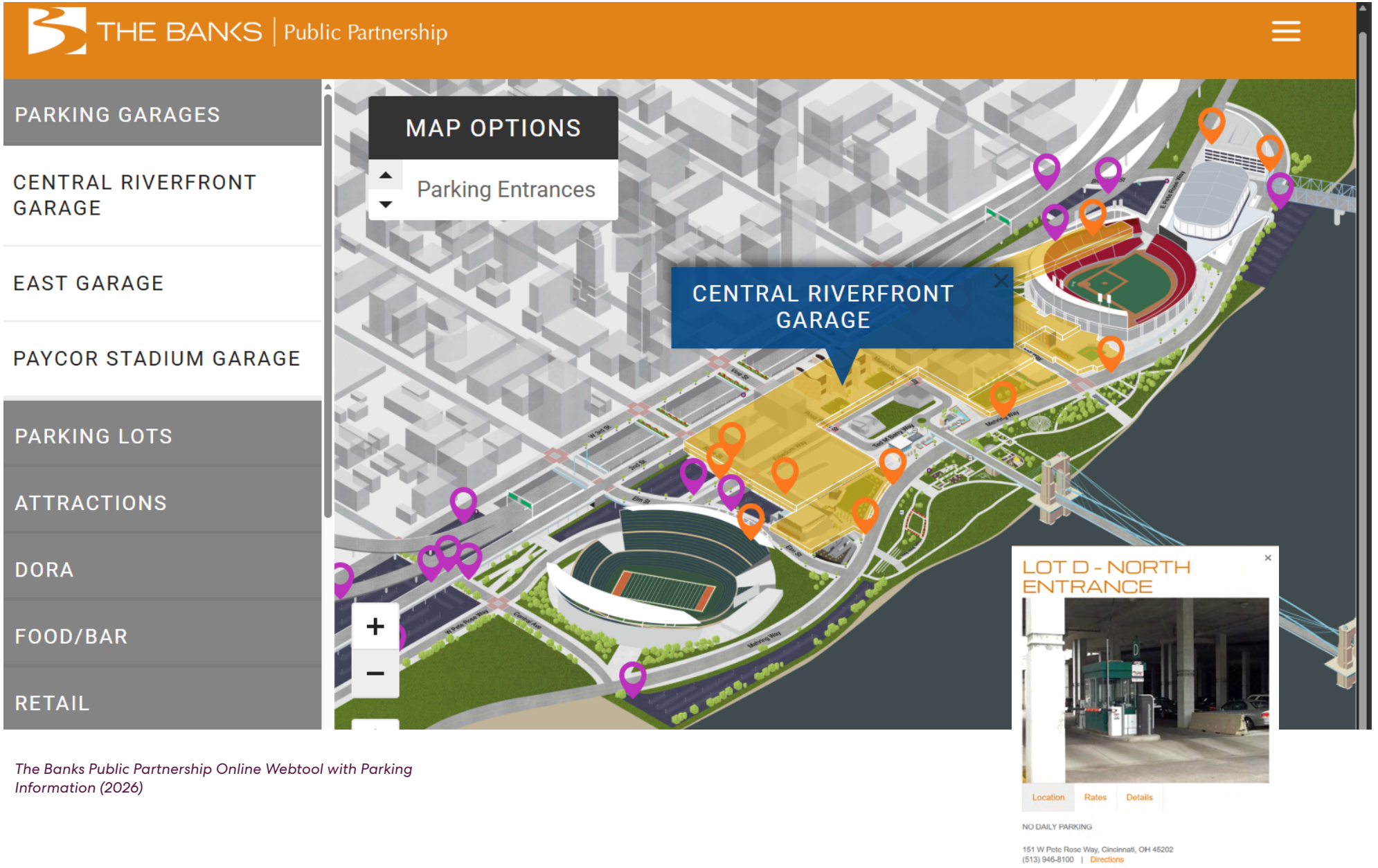
One Sign Family

The Banks signage system operates as one cohesive sign family—a clear, recognizable kit of parts that can be applied across streets, parks, promenades, plazas, and facilities. This unified system creates a seamless visitor experience while allowing flexibility to respond to the character and function of each space. The framework defines a range of sign types that work together visually and functionally— from gateway markers and directional signage to interpretive elements and regulatory messaging. Some sign types are universal across the district, establishing consistency and brand recognition. Others are tailored to specific site typologies, ensuring the system remains adaptable as the district evolves. Spaces with multiple typologies may integrate elements from more than one set, maintaining cohesion while supporting unique programming needs.

A clear, material framework distinguishes park, public, and private space types, helping visitors intuitively understand where they are within the district. This approach reinforces The Banks as one connected neighborhood—while allowing each destination to retain its identity within the larger civic story.

◊ Design Guidance (Non-Regulatory):

- District identity signage and gateway features should be coordinated across parcels to reinforce a cohesive visual language.
- Tenant signage should follow a clear hierarchy that supports legibility while minimizing visual clutter.
- Wayfinding elements should be integrated into architecture, landscape, and vertical access features rather than treated as standalone objects.
- Event-day signage, banners, temporary wayfinding, and operational overlays should be subject to review and approval in coordination with stadium operations and applicable City departments to ensure consistency with safety, security, and crowd management protocols in addition to visitor experience.
- Temporary event-related signage and placemaking elements may be permitted during major events, provided they do not obstruct required pedestrian routes, emergency access, vertical circulation, or required active frontages.
- Permanent wayfinding elements should prioritize primary pedestrian routes, vertical access points, and connections between public spaces, and should remain legible during both everyday and event conditions.



The Banks Public Partnership Online Webtool with Parking Information (2026)

THE BANKS | Public Partnership

APRIL 2026

Additional Correspondence

Hamilton County
Board of County Commissioners

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Stephanie Summerow Dumas
Phone: 513-946-4410

Vice President
Alicia Reece
Phone: 513-946-4401

Commissioner
Denise Driehaus
Phone: 513-946-4406

Administrator
Jeffrey W. Aluotto
Phone: 513-946-4436

Clerk of the Board
Kristie Reschel, Interim
Phone: 513-946-4453

May 13, 2026

Cincinnati Planning Commission
805 Central Avenue
Cincinnati, OH 45202

To the Cincinnati Planning Commission,

This is an exciting time for The Banks project. In nearly three decades, our region has built approximately 60% of the district, resulting in $2.5 billion in annual economic impact, 28,124 jobs, world-class sports venues and cultural destinations, and a transformational park. As great as this is, the full potential of Cincinnati's central riverfront is yet to come.

As evidenced to date, our future success depends on a high level of coordination among the City of Cincinnati, Hamilton County, private developers, venue operators, cultural institutions, existing tenants, philanthropic and community partners all moving forward with shared purpose and synchronized action.

Each stakeholder controls critical pieces - land, infrastructure, programming, investment capital, regulatory approvals, and operational expertise. Only through deliberate alignment can we transform isolated assets into a cohesive, premier mixed-use entertainment district.

Starting with The Banks Public Partnership of the City and County, The Banks will become the region's signature destination - a place where residential density meets world-class entertainment, where families and visitors extend their stays, where our riverfront finally connects to our city. It will unlock $750-800 million in private development, generate substantial new tax revenue, and establish Cincinnati as a model for urban waterfront development.

Please accept this letter in support of both The Banks Urban Design Plan Update dated April 2026 and the Major Amendment to the Concept Plan for PD-43 (The Banks) dated April 2026 as a request that the Cincinnati Planning Commission approve this stage of the process on May 15, 2026.

If you have any questions, or need any additional information, please let me know.

Sincerely,

Jeffrey W. Aluotto
County Administrator

May 14, 2026

City of Cincinnati Planning Commission
Cincinnati City Council
801 Plum Street
Cincinnati, OH 45202

Re: DRC Support for the Banks Urban Design Plan

Dear Members of the City of Cincinnati Planning Commission,

On behalf of the Downtown Residents' Council (DRC), I am writing to express our support for the proposed Banks Urban Design Plan update. As presented at our general meeting, this visionary plan for The Banks offers a generational opportunity to see new housing, retail, commercial, and leisure space downtown. As The Banks currently stands, it is an underwhelming gateway to our city with unfinished or empty parcels. The DRC strongly believes this project will contribute to the vitality and economic growth of our urban core. We appreciate the time Phil Beck, Katherine Keough-Jurs, Andrew Halt, and the external consulting team shared with us to present this vision with our community council.

At the same time, our support is contingent on the continuation of meaningful community engagement throughout the planning process. Concerns were raised about this project such as questions on connectivity to transit, the heavy cost of structured parking and reliance on public financing. Ultimately, Downtown Residents' Council voted in support as we align with the larger vision for this area of downtown. We look forward to continued collaboration with the planning team and future developers of these parcels.

Thank you for your leadership in advancing this transformative project.

Sincerely,

Andrew S. Naab

Andrew S. Naab
President, Downtown Residents Council

116 WEST THIRD STREET LLC
2199 VICTORY PARKWAY
CINCINNATI OH 45206

302 WEST THIRD TEI INVESTORDS LLC
55 FITH AVE
15TH
NEW YORK NY 10003

310 RACE STREET PARTNERS LLC
7700 OLD GEORGETOWN RD
STE 700
BETHESDA MD 20814

312 ELM STREET OWNER LLC
312 ELM ST
CINCINNATI OH 45202

312 PLUM STREET OWNER LLC
312 PLUM ST
CINCINNATI OH 45202

312 WALNUT LLC
312 WALNUT STREET
SUITE #1510
CINCINNATI OH 45202

3M GARAGE LLC
1008 MARSHALL AVE
STE 2
CINCINNATI OH 45225

9 FILSON PLACE LLC
318 W 3RD ST
CINCINNATI OH 45202

ANTAEUS INC
305 SYCAMORE ST
CINCINNATI OH 45202

ARENA MANAGEMENT HOLDINGS LLC
805 OAKWOOD DR
SUITE # 275
ROCHESTER MI 48307

ATRIUM TOWER ONE LP
222 463 MOUNTAIN VIEW DR
COLCHESTER VT 05446

BANZ STUDIOS LLC
1033 CELESTIAL ST
CINCINNATI OH 45202

BLUE GRASS DEVELOPMENT OF OHIO LLC
8190 BEECHMONT AVE
SUITE # 355
CINCINNATI OH 45255

BRENDANO LLC & LADISA CORP
2945 ALPINE TERRACE
CINCINNATI OH 45208

BUCKEYE POWER FUNDING COMPANY LLC
155 NORTH WACKER DR
SUITE 4250
CHICAGO IL 60606

CARELL OHIO LLC
95 WHITE BRIDGE RD
STE # 514
NASHVILLE TN 37205

CH BANKS COMMERCIAL ACQUISITION LLC
6640 RIVERSIDE DR
STE 500
DUBLIN OH 43017

CINCINNATI GAS & ELECTRIC CO
400 S TRYON ST
CHARLOTTE NC 28285

CLC 300 MAIN STREET LLC
655 PLUM ST
CINCINNATI OH 45202

CURRENT ACQUISTION LLC
6640 RIVERSIDE DR
STE 500
DUBLIN OH 43017

DIXIE TERMINAL CORPORATION
49 E FOURTH ST
STE 200
CINCINNATI OH 45202-3801

FORT WASH HILLS LLC
310 CULVERT ST
STE 500
CINCINNATI OH 45202

FOURTH NATIONAL REALTY LLC
2199 VICTORY PKWY
CINCINNATI OH 45206

HAMILTON COUNTY BOARD OF COMMRS
138 E COURT ST
ROOM 603
CINCINNATI OH 45202

MAIN HOSPITALITY HOLDINGS LLC
400 BROADWAY
CINCINNATI OH 45202

NAP WILLIAMS OFFICE BUILDING LLC
212 E THIRD ST
STE 300
CINCINNATI OH 45202

NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
50 E FREEDOM WAY
CINCINNATI OH 45202

NIC LOT 19 LLC
3825 EDWARDS
SUITE 200
CINCINNATI OH 45209

PORT OF GREATER CINCINNATI DEVELOPMENT AUTHORITY
3 E 4TH ST
STE 300
CINCINNATI OH 45202

RADIUS ACQUISTION LLC
6640 RIVERSIDE DR
SUITE 500
DUBLIN OH 43017

ROYAL WALNUT LLC
8111 DOUGLAS AVE
STE 600
DALLAS TX 75225

SPIRIT MASTER FUNDING X LLC
11995 EL CAMINO REAL
ATTN PM DEPT 15522
SAN DIEGO CA 92130

STATE OF OHIO
505 S STATE ROUTE 741
LEBANON OH 45036

SYCAMORE & THIRD REALTY LLC
212 E THIRD ST
CINCINNATI OH 45202

TORRENCE INVESTMENT
COMPANY LTD
PO BOX 621137
CINCINNATI OH 45262-1137

WATSON WILLAIM LLOYD
218 WEST THIRD ST
CINCINNATI OH 45202

ZUSSMAN ASSOCIATES LLC
4695 LAKE FOREST DR
SUITE 100
CINCINNATI OH 45242

DOWNTOWN RESIDENTS
COUNCIL
PO Box 868
CINCINNATI OH 45201

Cincinnati Center City
Development Corporation
1203 Walnut Street
4th Floor
CINCINNATI OH 45202

May 20th, 2026

Cincinnati City Council
Council Chambers, City Hall
Cincinnati, Ohio 45202

Dear Mayor and Members of the Housing and Growth Committee:

We are transmitting herewith a Resolution captioned as follows:

> **APPROVING** The Banks Urban Design Plan Update as the planning guide for The Banks in the Central Business District neighborhood.

Summary:
The City of Cincinnati and Hamilton County partnered to create *The Banks Urban Design Plan Update* as the guiding planning document for The Banks district. This plan update is crucial in creating a coordinated future vision for The Banks for all major stakeholders, and the plan specifically discusses three "District Drivers" to pursue: A Banks District that is Bigger and Bolder, A Quality District that Drives Value, and A Riverfront Built for Game Day, Designed for Everyday. The plan recaps the district's history and envisions a bold future with new construction of up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail over the next decade, along with a new centerpiece plaza and shared streets. The plan also provides design guidelines and recommendations for how to improve branding and to create a high-quality place.

The City Planning Commission recommended the following on May 15, 2026 to City Council:

> **APPROVE** the proposed district plan, The Banks Urban Design Plan Update, as the guiding planning document for The Banks in the Central Business District.

Motion to Approve:	Mr. Dansby	Ayes:	Ms. Albi
Seconded:	Mr. Weber		Ms. Beltran
			Mr. Dansby
			Mr. Eby
			Mr. Samad
			Mr. Weber
		Excused:	Ms. Sesler

THE CITY PLANNING COMMISSION

Katherine Keough-Jurs

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

city of CINCINNATI
Interdepartment Correspondence Sheet

May 20th, 2026

To: Mayor and Members of City Council

202601640

From: Sheryl M. M. Long, City Manager

Subject: Ordinance – Approving a major amendment to the concept plan and development program statement for Planned Development District No. 43, "The Banks" in the Central Business District.

Transmitted is an Ordinance captioned:

> **APPROVING** a major amendment to the concept plan and development program statement governing Planned Development District No. 43, "The Banks," to expand the boundary of the planned development and to establish development parameters to align with The Banks Urban Design Plan Update (2026) in the Central Business District neighborhood.

The City Planning Commission recommended approval of the designation at its May 15, 2026 meeting.

Summary

The petitioner is proposing a Major Amendment to the Concept Plan and Development Program Statement for the entirety of Planned Development No. 43, The Banks, in the Central Business District. This reset for PD-43 compiles the rules governing development in one place, which provides clarity considering the numerous Major Amendments over the 20-year history of The Banks. The rules governing Lots 1, 4, 13, 24, and 25 are modified in this reset of the Concept Plan to reflect the changes of *The Banks Urban Design Plan Update (2026*), including expanding the PD boundary, and changing heights, permitted uses, and parking standards. Meanwhile, the rules governing the rest of The Banks are amended and restated in the proposed Major Amendment for clarity.

The City Planning Commission recommended the following on May 15, 2026 to City Council:

1. **ADOPT** the Department of City Planning and Engagement Findings as detailed in this report; and

2. **APPROVE** the proposed Major Amendment to the Concept Plan and Development Program Statement for Planned Development #43 (PD-43), The Banks, in the Central Business District as outlined in this report.

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

APPROVING a major amendment to the concept plan and development program statement governing Planned Development District No. 43, "The Banks," to expand the boundary of the planned development and to establish development parameters to align with The Banks Urban Design Plan Update (2026) in the Central Business District neighborhood.

WHEREAS, pursuant to Ordinance No. 141-2006 adopted on May 17, 2006, Council rezoned certain property within the Central Business District neighborhood to Planned Development District No. 43 ("PD-43"); and

WHEREAS, the PD-43 currently consists of a riverfront park, modern stadia, live concert venues, museums, and dozens of bars and restaurants; and

WHEREAS, the Hamilton County Board of County Commissioners, has petitioned the City to approve a major amendment to the PD-43 concept plan and development program statement to expand the boundary of PD-43 and to establish new development parameters to align with The Banks Urban Design Plan Update (2026) which would allow for the creation of up to 1,300 new residential housing units, 100-150 new hotel rooms, and 60,000-80,000 square feet of new neighborhood-serving retail; and

WHEREAS, the proposed major amendment to the PD-43 concept plan and development program statement will support the quality of life for current and future residents, help maintain aesthetic characteristics, attract new visitors, and improve compatibility with the surrounding neighborhood and land uses; and

WHEREAS, Section 1429-12(b) of the Zoning Code provides that expansion of the boundaries of a planned development as well as changes in development parameters constitute a major amendment to the concept plan that requires approval of the City Planning Commission and Council in the same manner as a zoning map amendment; and

WHEREAS, at its regularly scheduled meeting on May 15, 2026, the City Planning Commission recommended approval of the proposed major amendment to the concept plan and development program statement for PD-43; and

WHEREAS, a committee of Council held a public hearing on the major amendment to the concept plan and development program statement for PD-43 following due and proper notice pursuant to Cincinnati Municipal Code Section 111-1, and the committee approved the major amendment, finding it in the interest of the public's health, safety, morals, and general welfare; and

WHEREAS, the proposed major amendment to the concept plan and development program statement for PD-43 is in accordance with Plan Cincinnati (2012), and the "Compete" initiative area with the goal to "[t]arget investment to geographic areas where there is already economic

activity" (page 115) and the "Live" initiative area with the goal to "[p]rovide a full spectrum of housing options, and improve housing quality and affordability" (page 164); and

WHEREAS, the proposed major amendment to the concept plan and development program statement for PD-43 is in accordance with The Banks Urban Design Plan Update (2026), including the goals to "seamlessly support daily life and high-capacity events as a regional destination" (page 49) and to "[e]nable a walkable urban district" (page 55); and

WHEREAS, Council considers the major amendment to the PD-43 concept plan and development program statement to be in the best interest of the City and the general 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 the Council hereby adopts as its own independent findings the Department of City Planning and Engagement and the Cincinnati Planning Commission's findings that the major amendment to Planned Development District No. 43 ("PD-43") further described herein conforms to the requirements of Cincinnati Municipal Code Sections 1429-05, 1429-09, and 1429-11.

Section 2. That the concept plan and development program statement for PD-43 are hereby amended to incorporate the concept plan and development program statement amendments, attached hereto as Attachment A and incorporated herein by reference.

Section 3. That, to the extent the concept plan and development program statement for PD-43 are not amended herein, they shall remain in full force and effect.

Section 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

Attachment A

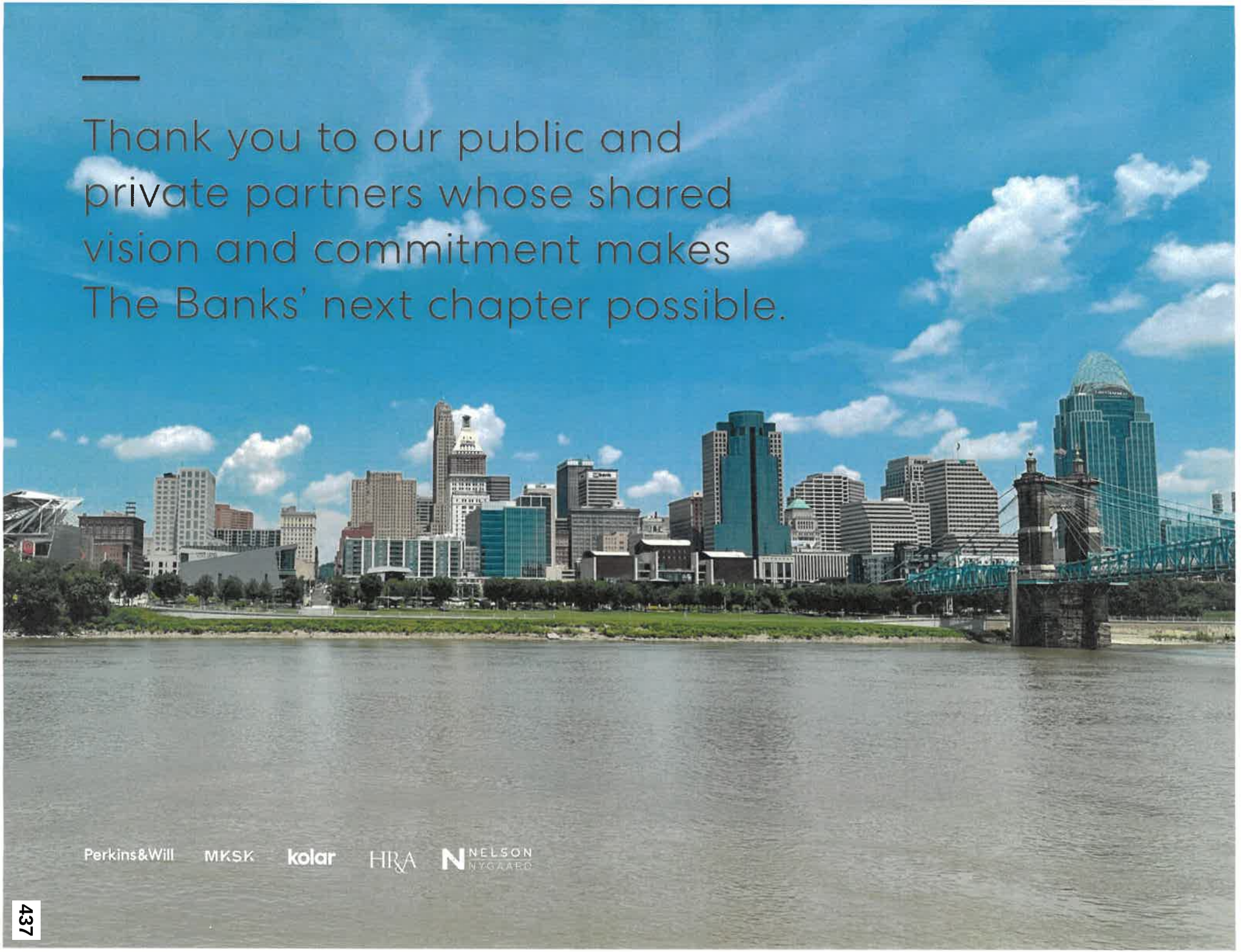
The Banks
URBAN DESIGN PLAN UPDATE

The Next Chapter for Cincinnati's Riverfront



THE BANKS | Public Partnership

APRIL 2026


Thank you to our public and private partners whose shared vision and commitment makes The Banks' next chapter possible.
Perkins&Will
MKSK
kolar
HIRA
NELSON NYGAARD

ACKNOWLEDGMENTS

STEERING COMMITTEE MEMBERS

Phil Beck – Project Executive, The Banks Public Partnership
Richard Tranter - Partner, Dinsmore, Legal Counsel, The Banks Public Partnership
Roger Friedmann - Assistant Prosecuting Attorney, Hamilton County, Ohio
Kelly Adamson – Sr. Economic Development Officer, Hamilton County
Caroline Blackburn – Sr. Manager, Digital Strategy, Cincinnati Bengals
Markiea Carter – Director, Community & Economic Development, City of Cincinnati
Phil Castellini – President & CEO, Cincinnati Reds
Holly Christmann – Assistant County Administrator, Hamilton County
Katherine Keough-Jurs – Director, City Planning & Engagement
Timothy Lynch – Supervising Attorney, Economic Development, City of Cincinnati
Steve Johns – Assistant Director, Planning & Development, Hamilton County
William "Bill" Weber – Assistant City Manager, City of Cincinnati
Jason Barron – Director, Cincinnati Parks

DISTRICT ADVISORY GROUP MEMBERS

Major tenants, landowners, venue operators, institutional partners

Elizabeth Pierce – Executive Director, Cincinnati Museum Center / Freedom Center
Woody Keown Jr. – President, Freedom Center (recommended for DAG by EP)
Rob McDonald – Operations Lead, Freedom Center
Kristin Ropp – VP & GM, Heritage Bank Center & Cincinnati Cyclones
Greg Hardman – Owner, Cincinnati Lager House / Vice Chair, New Community Authority
Chase Mosijowsky – Downtown Residents Council
Andrew Naab – Downtown Residents Council
Tracy Schwegmann – Marketing Director, Anderson Real Estate / NCA Events
JR Anderson – Director of Development, Anderson Real Estate
Matthew Starr – EVP, Commercial Real Estate, Crawford Hoying
Nicholas Veneman – Assistant Property Manager, NAI Hiffman
Rob Pritz – Associate Director, NAI Hiffman

PARTNERS OF THE BANKS PUBLIC PARTNERSHIP

THP Limited
Starboard Strategy
Game Day Communications
Ace Parking (CRG Parking Operator)

CONSULTING TEAM

Perkins&Will
MKSK
HR&A
Nelson/Nygaard
Kolar Design

CONTENTS

EXECUTIVE SUMMARY 01

12

01

RIVERFRONT CONTEXT

46

02

THE BANKS VISION

75

03

DESIGN GUIDELINES

District Massing Framework

Architectural Form

Ground Level Experience

Quality of Place

The Banks
URBAN DESIGN PLAN UPDATE

EXECUTIVE SUMMARY

The Banks Urban Design Plan Update



EXECUTIVE SUMMARY
THE BANKS URBAN DESIGN PLAN UPDATE

The Banks Urban Design Plan Update ushers in a new era for Cincinnati's Riverfront. The Banks District must become a more desirable, more competitive, and more world-class place.

The Banks stands at a pivotal juncture. Our region has invested nearly three decades building the district—$2.5 billion in annual economic impact, 28,124 jobs, world-class sports venues and cultural destinations, and a transformational park. But the full potential of Cincinnati's central riverfront remains unrealized.

Future success depends on an high level of coordination among public, private, and philanthropic stakeholders. This is not a project that any single entity can deliver. It requires the City of Cincinnati, Hamilton County, private developers, venue operators, cultural institutions, existing tenants, philanthropic and community partners to move forward with shared purpose and synchronized action.

Each stakeholder controls critical pieces—land, infrastructure, programming, investment capital, regulatory approvals, and operational expertise. Only through deliberate alignment can we transform isolated assets into a cohesive, premier mixed-use entertainment district.

The stakes could not be higher. Done right, The Banks will become the region's signature destination—a place where residential density meets world-class entertainment, where families and visitors extend their stays, where our riverfront finally connects to our city. It will unlock $750-800 million in private development, generate substantial new tax revenue, and establish Cincinnati as a model for urban waterfront development.

THE BANKS ORIGIN STORY

Cincinnati was formed by the Ohio River. Glacial forces shaped the basin, and the river became the engine of trade, movement, and settlement. Yet over time, rail corridors, industrial uses, and highway infrastructure disconnected the city's neighborhoods and people from its waterfront. For more than a century, civic investments have worked to repair that disconnect. The Banks represents the most consequential step—completing the reorientation of Cincinnati toward the Ohio River through a unified district vision rather than incremental change.

RIGHT
A signature civic plaza fronting the National Underground Railroad Freedom Center, anchored by a sculptural canopy, creates a flexible space for activation and park-like extension to the river and linking Freedom Way shared street segments.


THE BANKS DISTRICT

THE BANKS TODAY

Today, The Banks is anchored by nationally recognized venues and public assets: Paycor Stadium, Great American Ball Park, Heritage Bank Center, the National Underground Railroad Freedom Center, Brady Music Center, and Småle Riverfront Park. These institutions define Cincinnati's most visible urban address and generate significant regional draw. On peak game days, visitation surges dramatically; on non-event days, activity drops off, exposing the need for stronger everyday uses.

The district's identity as both event venue and emerging neighborhood shapes its challenges and opportunities. Streets, access systems, and ground floors must accommodate large crowds while remaining clear, welcoming, and livable day to day. Realizing The Banks' full potential will require coordinated public and private action, increased residential density, and sustained public realm investment to transition the riverfront from episodic destination to complete urban district.

INVESTING IN THE BANKS IS INVESTING IN CINCINNATI

The Banks is underpinned by one of the most significant public infrastructure investments in Cincinnati's history, including the Central Riverfront Garage—a large-scale, below-grade parking system designed to support both daily activity and major events. This district-wide parking framework unlocked the redevelopment of Cincinnati's Riverfront. By absorbing event demand below grade, the garage preserves valuable land for tax-generating uses above. The result is a riverfront district that concentrates regional visitation, drives sales and hospitality revenue, strengthens the City and County tax base, and positions The Banks as a long-term economic engine for downtown.

A signature riverfront district defined by world-class sports venues, cultural institutions, iconic public spaces that collectively anchor Cincinnati's most visible urban address.



ABOVE
Lot 25 looking toward Paycor Stadium


DUKE ENERGY CONVENTION CENTER
FOUNTAIN SQUARE
LYTLE PARK
3rd St.
2nd St.
Race St.
Rosa Parks St.
71
Marian Spencer Way
Joe Nuxhall Way
E. Pete Rose Way
Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Freedom Way
Central Ave.
Elm St.
BENGALS PRACTICE FIELD
PAYCOR STADIUM
GREAT AMERICAN BALL PARK
Broadway St.
HERITAGE BANK
Mehring Way
SMALE RIVERFRONT PARK
Taylor Southgate Bridge
John A. Roebling Suspension Bridge
Clay Wade Bailey Bridge
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
OHIO RIVER

The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

Uncoordinated incrementalism is the greatest risk to The Banks' future.

Uncoordinated incrementalism is the gradual erosion of district potential through isolated decisions—parcels developed without regard to shared space, infrastructure delivered without phasing alignment, programming added without operational strategy. Parcel-by-parcel development without a unified framework could fill in the district without ever fully forming it.

The remaining parcels are too significant to evolve independently. Without a coordinated framework, the district could fill in without ever fully forming. This plan establishes clear expectations for sequence, public realm investment, and development performance so that each move reinforces the whole rather than competing with it.

There is broad alignment across stakeholders that The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

The opportunity is significant: up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail can be supported by market demand over the next decade. Remaining parcels (Lots 4, 13, 24, and 25) represent approximately 2.5 million gross square feet of potential development. The proposed development amounts to $750 to $800 million in vertical development and it will require public investment to be financially feasible. Public- investment in infrastructure can catalyze private investment in development.





A COORDINATED VISION FOR THE BANKS DISTRICT

The Banks will transition from event venue to urban district through coordinated action: high-density residential to drive everyday activity, strategic public realm investment to create distinction, and development sequencing that builds momentum rather than fills gaps. The next chapter will complete and deliver a riverfront neighborhood that connects Cincinnati to the Ohio River not just physically, but culturally and economically, every day of the week.

Advancing Place

- There is a unified desire to reinvigorate The Banks
- Improve public safety by injecting more vibrancy and quality development
- Connect the city to the river and the river to the city

Setting Priorities

- Defining the riverfront as the mixed-use entertainment district in Cincinnati
- There's a need for prioritization and coordination for sports and cultural venue investments

Clarifying Presence

- Multiple brand experiences exist and activate the district
- There's a critical need to get the experience in the public realm right

Future Market Niche and Phasing

- Premier mixed use entertainment district
- Increased residential density and verticality
- Diversity of entertainment venues with sports orientation
- Experiential retail serving diverse users

1-4 YEARS — Development fundamentals with 2-3 buildings, infrastructure, and placemaking investments

5-10 YEARS — Substantiative, but not complete buildout with 2-3 Development blocks complete.

11+ YEARS —Fundamentally transformed market with entirety of development realized.


IT IS TIME TO REALIZE A BIGGER, BOLDER BANKS DISTRICT
SEVEN HILLS
STEAK & SEAFOOD
THE BANKS DISTRICT
FREEDOM

DISTRICT DRIVERS

A BANKS DISTRICT THAT IS BIGGER AND BOLDER

The Banks has the opportunity now to advance market value in alignment with transformational civic life in Cincinnati.

A QUALITY DISTRICT THAT DRIVES VALUE

Investing in our public realm will raise the long-term value of future development. The District will be a place for people connected by cohesive projects.

A RIVERFRONT BUILT FOR GAMEDAY, DESIGNED FOR EVERYDAY

The Banks is designed for dual performance, seamlessly supporting daily life and high-capacity events as a regional destination. Evolving the district brand programming and operations will enhance the experience.

LEFT
View looking west between the ICON Stage and Lot 24 showing a pedestrian walk fronted by new restaurants.

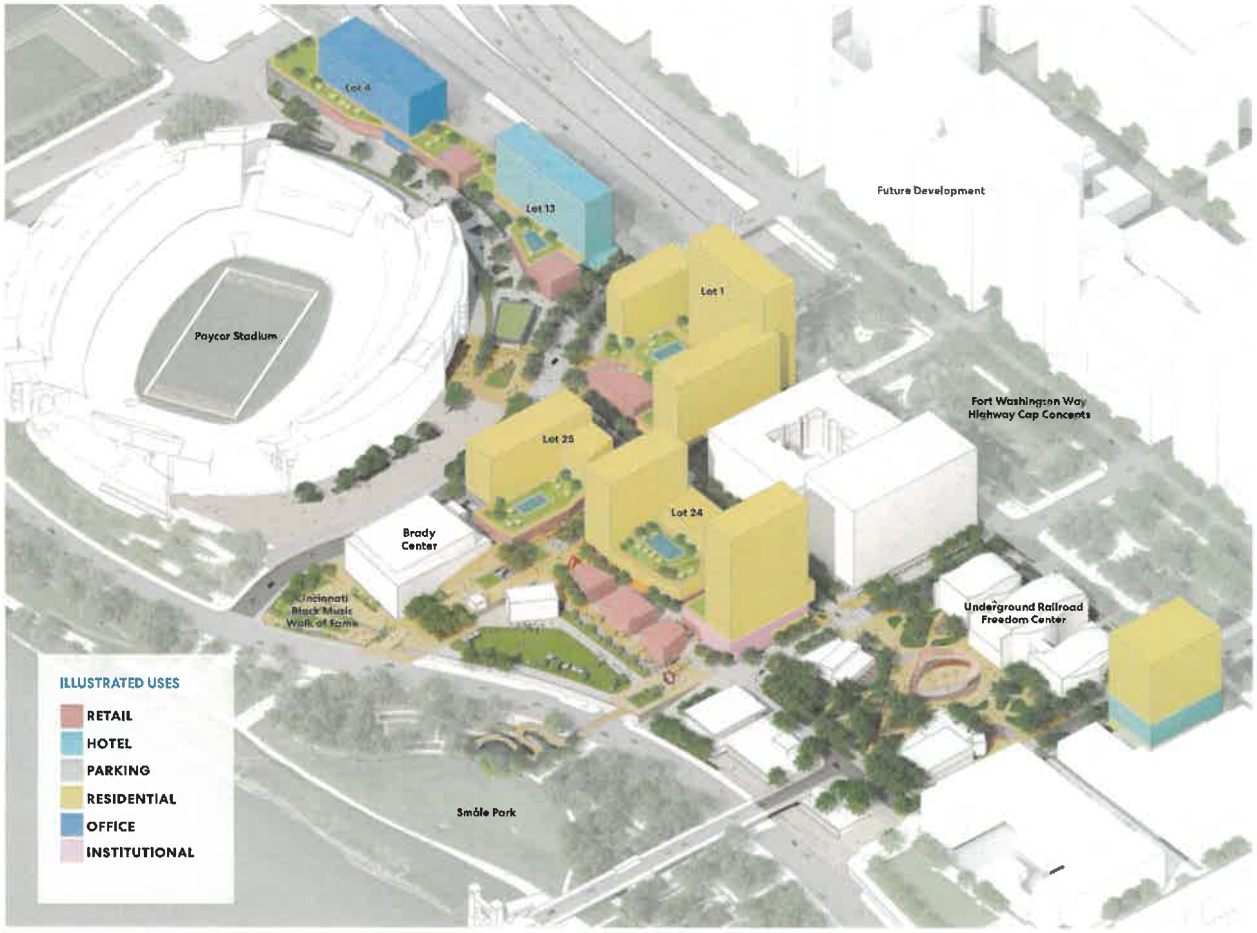
RIGHT
Development Concept Highlighting a mix of uses across the Development Sites.

DEVELOPMENT OPPORTUNITY FRAMEWORK

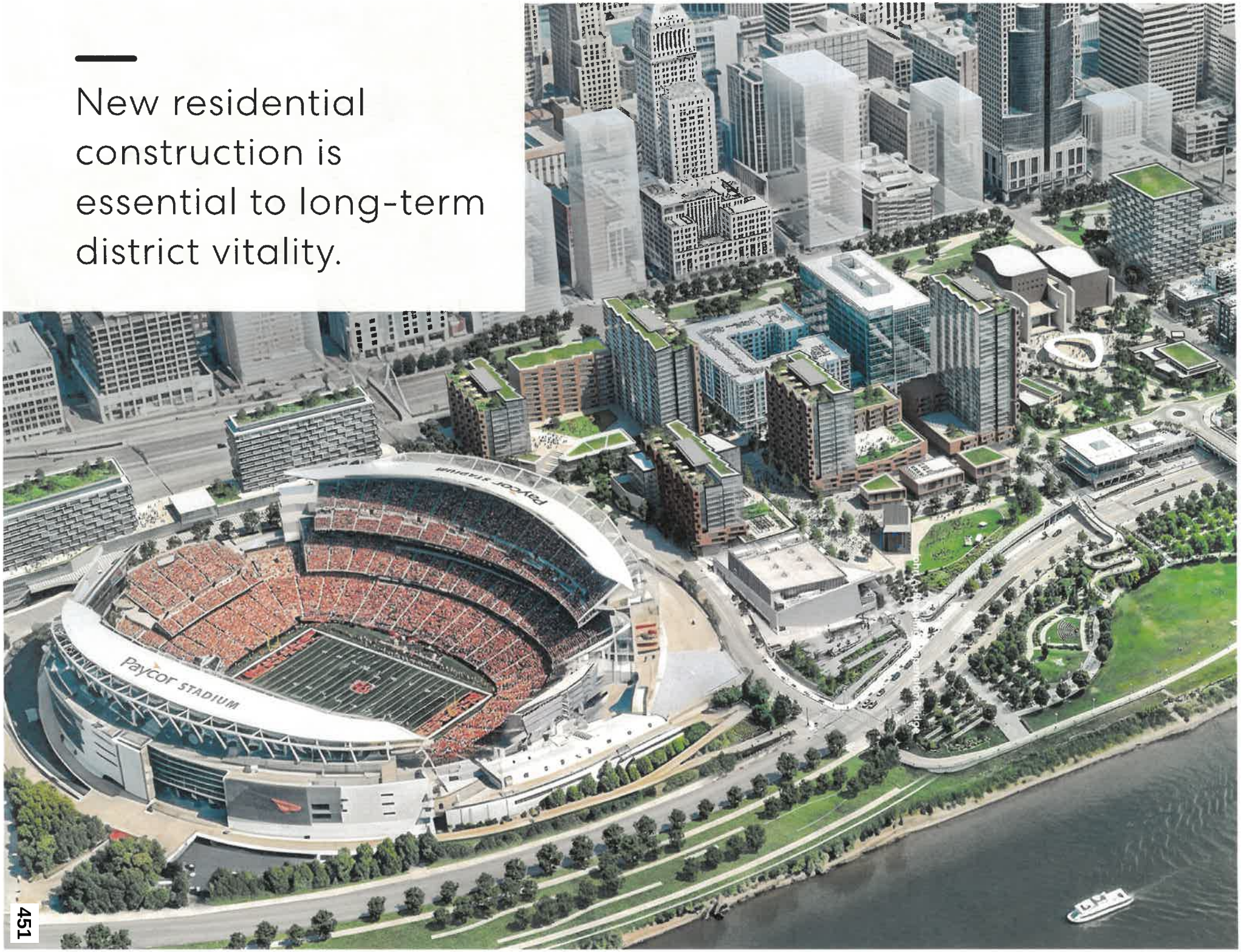
The framework begins at the ground. Streets and open spaces set the armature. Buildings rise from that structure with clear roles to play. Riverfront parcels carry the highest value due to views and visibility. Back-row parcels can absorb height without diminishing the waterfront experience. This approach establishes clear expectations for performance while leaving room for phasing, market shifts, and architectural expression.

THE OPPORTUNITY REALIZED

The Banks completes the connection. Two forces that have pressed toward each other for decades—the city reaching toward the river, the river reaching back toward the city—finally converge. The district activates the threshold where they meet, transforming a gap into a destination.



New residential construction is essential to long-term district vitality.





Aerial view of The Banks rendered showing development and open space concepts

452

A QUALITY DISTRICT THAT DRIVES VALUE

The Banks must be a quality district that drives value at every scale—civic, cultural, and economic. Strategic investment in public space and architecture elevates experience and fuels long-term return. Småle Riverfront Park, already a regional jewel, will be amplified by an expanded riverwalk and a constellation of plazas that stitch the district together. As the public realm rises in quality, real estate value follows—desirability increases, demand strengthens, and private investment accelerates.

The Banks Urban Design Plan Update calls for bold vertical density and a dynamic mix of residential, retail, hotel, and office uses to realize a truly walkable, urban neighborhood. By building up—and building well—the district fulfills its original promise as a premier live/work/play environment that is active beyond event days.

The skyline, too, becomes part of the strategy. Carefully stepped heights and a composition of varied forms preserve Cincinnati's iconic views while introducing new ones. An iconic tower at Freedom Way and Rosa Parks Street signals confidence—marking the riverfront with ambition and completing Cincinnati's reorientation to the Ohio River.



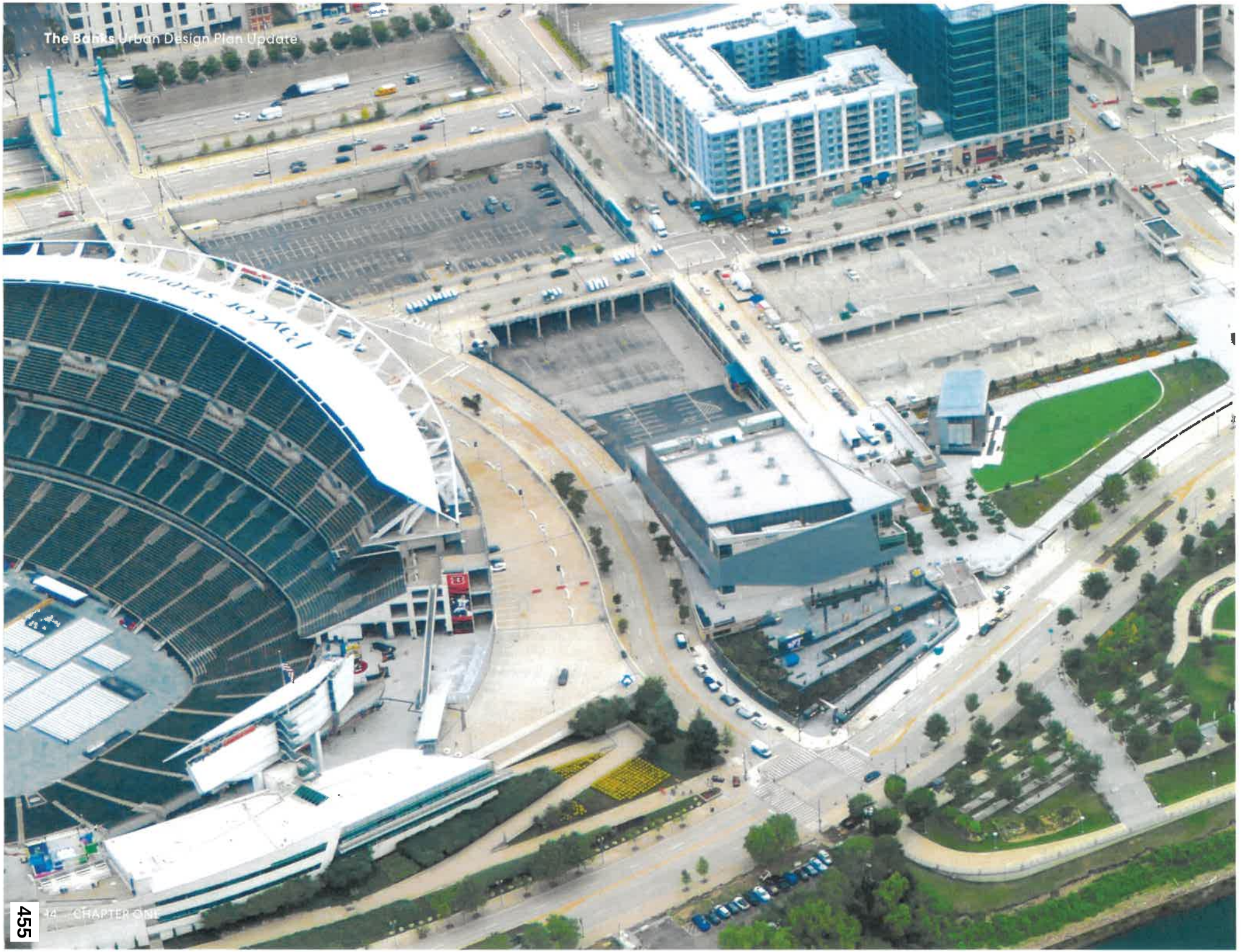


Conceptual renderings (ground level & birdseye) of Freedom Way Shared Street Concept and conceptual new public plaza fronting The National Underground Railroad Freedom Center connecting the east and west segments of Freedom Way.

01 Riverfront Context

The Banks is the 'front door' to Cincinnati, the gateway to the city along the shores of the Ohio River. Its identity is shaped by over 25-years of important civic investments — parks, sports venues, museums, music venues, infrastructure — and the district isn't finished yet.


PARKING





— Cincinnati exists because of its river. The Banks exists because of its city.

PROJECT UNDERSTANDING
THE BANKS RIVERFRONT DISTRICT

The Banks Urban Plan Update represents a renewed commitment to realizing the full potential of Cincinnati's historic riverfront. This concept plan and design guidelines will elevate the future to a bigger and bolder Riverfront District.

Cincinnati exists because the river exists. Long before streets or buildings, glaciers carved the Ohio River Valley, scraping away younger soils and revealing some of the oldest geological layers in the state. As the ice retreated, it shaped the hills, valleys, and thresholds that still define the city today. The river was not just a scenic edge—it was the reason this place formed, the engine of movement, trade, and settlement.

Yet as Cincinnati grew, its relationship to the river shifted. Early planning decisions turned Cincinnati's back to the water, treating the river as a working edge rather than a civic front door. Rail infrastructure, industrial uses, and later highway investments reinforced this orientation, pulling activity inland and away from the riverfront.

Over the last century, Cincinnati has taken a series of incremental steps to repair that disconnect—parks, stadiums, cultural destinations, and public spaces that gradually brought people back to the river and brought the river back into civic life.

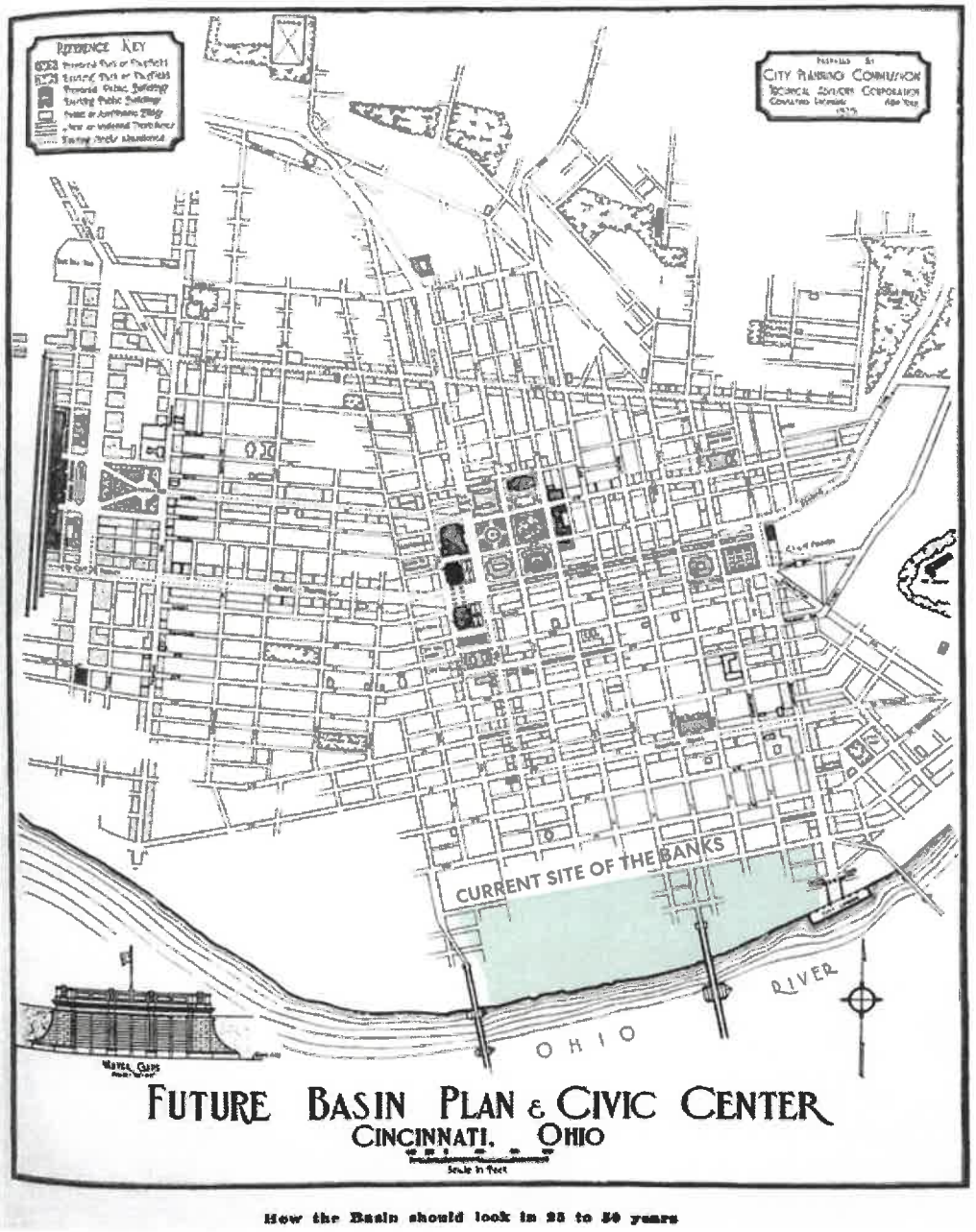
The Banks represents the final and most consequential step in that long reorientation. This is not another incremental adjustment. It is a bold, comprehensive move that completes the arc—connecting the river to the city and the city to the river at once. By treating the remaining riverfront parcels as a single, integrated district,the plan rejects piecemeal development in favor of a unified vision that aligns landscape, public realm, architecture, and development.

The Banks is where centuries of natural forces and decades of civic ambition converge. It is the moment Cincinnati fully faces its river again—and, in doing so, defines a new future rooted in its deepest origins.

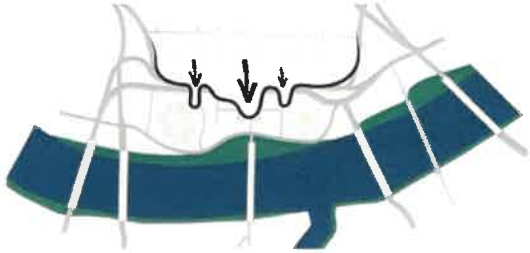


ABOVE
1904 Cincinnati Riverfront, Cincinnati, Ohio.

RIGHT
1925 city planners view of the Cincinnati Basin and Civic Center (Ohio Historical Society Collections, Ohio History Connection)

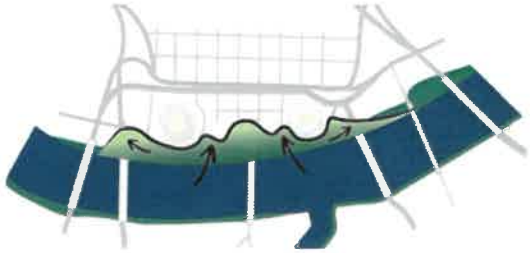


How the Basin should look in 25 to 50 years



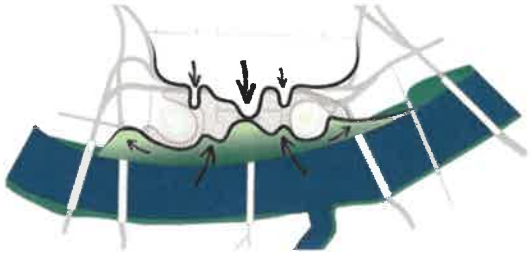
PULL THE CITY TO THE RIVER

Fort Washington Way was reconstructed and sunk into its current below-grade configuration in 2000. The threshold it creates further disconnects the waterfront from Downtown's core.



PULL THE RIVER & SMÅLE PARK TO THE CITY

Småle Park completed a critical missing link in the chain of riverfront parks and trails. This catalytic investment is a huge draw , but connectivity to this asset is lacking.



THE OPPORTUNITY

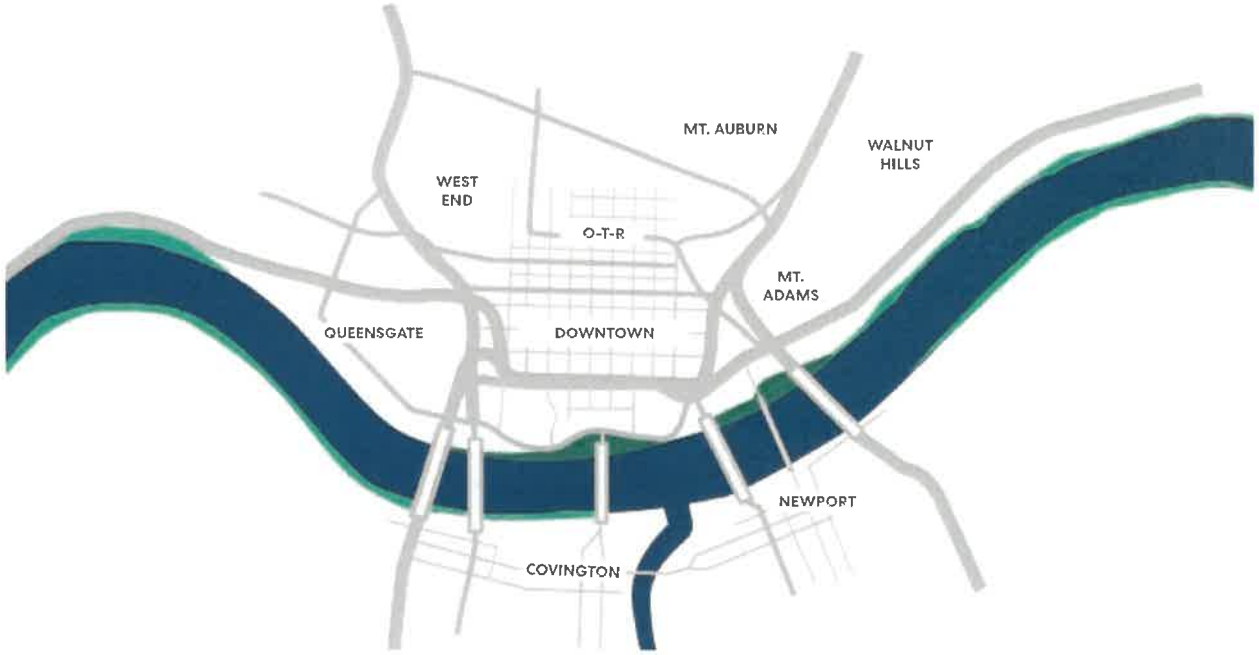
Two forces converge at The Banks: the city reaching toward the river, the river reaching back toward the city. The district's opportunity lies in activating this threshold and completing the connection.

Cincinnati's Riverfront

The Cincinnati Riverfront has a long history of flooding tied to the Ohio River's variable stages.

Since April 1, 1922, the officially recorded flood stage at Cincinnati has been 52 feet, and the Ohio has exceeded that level more than 100 times since then; water above 65 feet is considered a major flood. In the worst event on record, the 1937 flood peaked near 80 feet, submerging significant waterfront areas and disrupting commerce and neighborhoods along the river. Persistent flood risk shaped subsequent riverfront planning and infrastructure investments.

Redevelopment of The Banks in the late 1990s and 2000s included elevated infrastructure and the Central Riverfront Garage (CRG) designed above historic flood levels to support parking, transit access, and riverfront development. Construction of this critical garage and broader public infrastructure was funded jointly by the City of Cincinnati and Hamilton County through grants, local revenues, and tax increment financing, anchoring flood resilience and mixed-use growth.



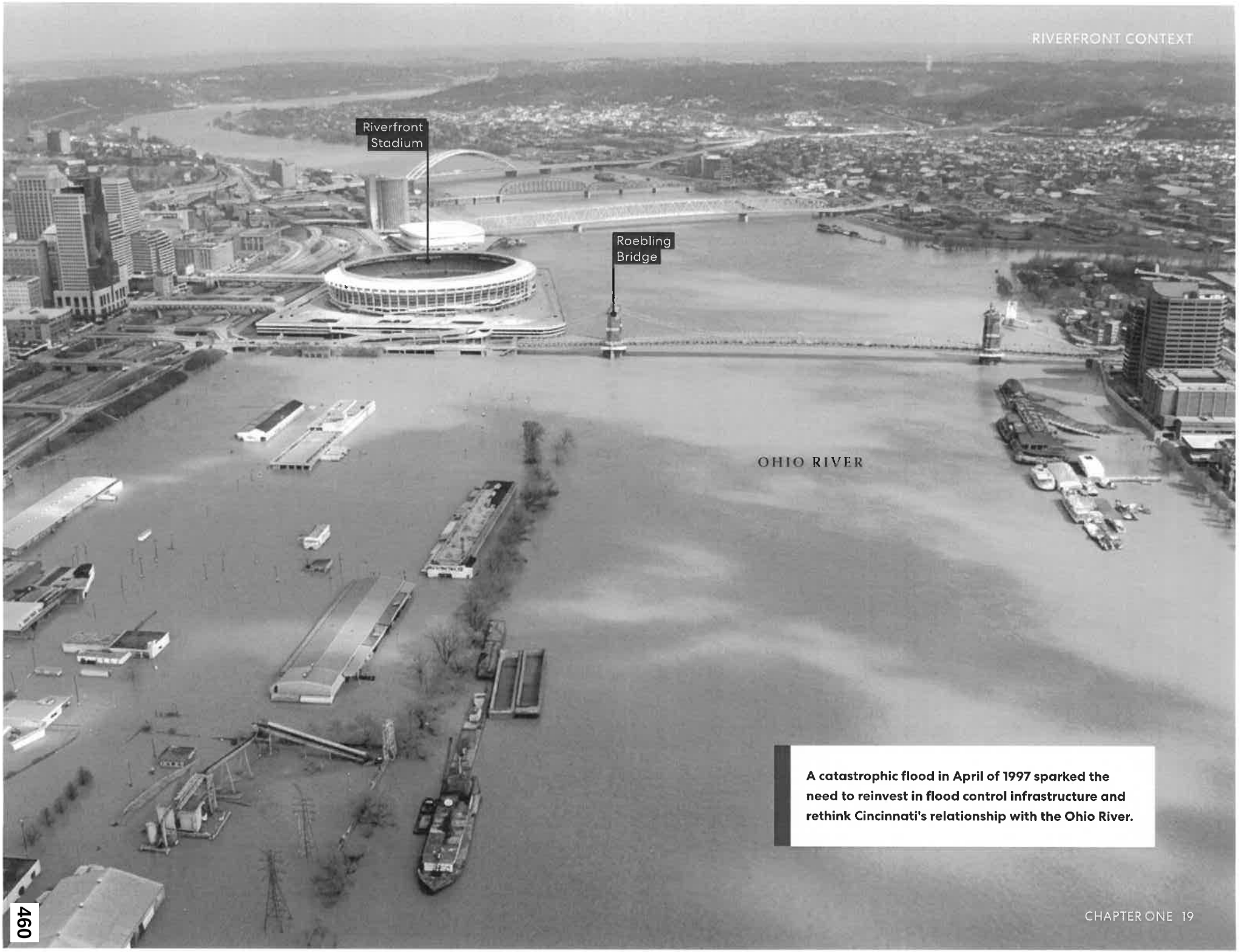
PROJECT BACKGROUND

The Banks has evolved through a series of coordinated public actions, private development efforts, and zoning amendments over nearly three decades. Each phase reshaped the district's physical form, market expectations, and regulatory framework.

Early phases delivered the stadiums, Smale Riverfront Park, the National Underground Railroad Freedom Center, and initial mixed-use development. Those investments reshaped the riverfront's physical form and reintroduced the city to its edge. What never fully took hold was the everyday district life those plans anticipated. Development arrived unevenly.

Ground floors struggled outside peak events. Several parcels remain undeveloped, still governed by entitlements written for a different market moment. Today, The Banks is defined more by its anchors than by a shared identity.

The Banks Urban Plan Update represents a renewed commitment to realizing the full potential of Cincinnati's historic riverfront. Stadium reinvestments are underway. Freedom Way is poised for change. Federal infrastructure funding is opening doors long thought closed. Public and private stakeholders are aligned around the need for a clearer path forward. This plan responds to that moment by aligning market opportunity, civic goals, and design intent.



A catastrophic flood in April of 1997 sparked the need to reinvest in flood control infrastructure and rethink Cincinnati's relationship with the Ohio River.

PLANNING HISTORY OF THE BANKS

The Banks has evolved through a series of coordinated public actions, private development efforts, and zoning amendments over nearly three decades. Each phase reshaped the district's physical form, market expectations, and regulatory framework.

The last 20 years of planning along Cincinnati's riverfront area is underpinned by The 1994 Vision for Downtown Cincinnati was a comprehensive strategic planning document commissioned by the City to guide reinvestment, connectivity, and riverfront transformation during a pivotal period of downtown transition. The 1994 Vision reset Downtown's trajectory at a time of disinvestment. It framed the riverfront as a development opportunity rather than a barrier and established the long-term strategic logic that influenced the reconstruction of Fort Washington Way, the creation of Smale Riverfront Park, and the eventual development of The Banks district.



A multipurpose Riverfront Stadium was constructed between 1968 and 1970 and officially opened on June 30, 1970, as a multipurpose venue for both the Cincinnati Reds and Cincinnati Bengals. 1997 Aerial Imagery Cincinnati Riverfront, Google Earth imagery © Google (Accessed 2025)

1997-2005

ESTABLISHING THE VISION & BUILDING ANCHORS

The 1997 Concept Plan and 2000 Central Riverfront Urban Design Master Plan (Urban Design Associates) established the original framework for The Banks.

The plan envisioned approximately 1.5 million square feet of mixed-use development, including:

- 900–1,300 residential units
- 400,000–500,000 square feet of retail and entertainment
- 100,000–200,000 square feet of office
- A 200–400-room hotel

Blocks were primarily low- to mid-rise. Building heights generally stepped down toward the river. The vision emphasized a 24-hour, pedestrian-oriented urban neighborhood that would reconnect downtown to the Ohio River through civic space, active ground floors, and a diverse mix of uses.

Between 1998 and 2003, Cincinnati replaced the Riverfront Stadium with two sport-specific facilities—Paul Brown Stadium (now Paycor Stadium, 2000) and Great American Ball Park (2003)—fundamentally reshaping the central riverfront. The National Underground Railroad Freedom Center opened in 2004. These projects anchored a new era of reinvestment and set the physical and economic framework for The Banks district.

This plan set the urban design logic that still structures the district today.

2006 - 2016

DEVELOPMENT EXPANSION & PLAN AMENDMENTS

In 2006, the Central Riverfront Park Plan was approved, defining the open space and landscape armature that became Småle Riverfront Park. That framework reshaped how the district met the river and formalized the relationship between development blocks and public space.

In 2006, a major amendment to Planned Development #43 (PD-43) significantly increased allowable development capacity in response to evolving market assumptions. Total permitted square footage increased to approximately 2.8 million square feet—an expansion of roughly 1.35 million square feet over the original 2000 plan.

Maximum heights increased to 30 stories in select locations. Land use ranges were broadened to provide flexibility:

- Office: 200,000 to 1,000,000 square feet
- Retail: 200,000 to 400,000 square feet
- Hotel: 200,000 to 400,000 square feet
  Lot 13 was formally added into PD-43 after being unintentionally omitted in the initial zoning adoption.

This period marked a shift from modest urban infill to high-density vertical development potential. These investments transformed the physical environment and established The Banks as a regional destination.

2012-2022

DELIVERY OF CULTURAL AND PARK ANCHORS

During this period, major civic investments reshaped the riverfront:

- Småle Riverfront Park (initial phase opened, 2012; subsequent phases completes 2013-2015)
- The initial mixed-use phases along Freedom Way: North side (2013). South side (2015), 25 East and additional residential/ office (2018), and The Foundry / later residential additions (2020-2021)

The 2019 PD-43 amendment broadened permitted uses across key sites, including Lots 1, 13, 18, 23, 24, 25, 27, and 28. The amendment increased flexibility to respond to contemporary market conditions and formalized entitlements for:

- The Andrew J. Brady Music Center (2021)
- The ICON Festival Stage (2021)
- Cincinnati Black Music Walk of Fame (2023)
  Related entertainment and event uses

This phase reinforced The Banks' role as an entertainment destination while further expanding regulatory flexibility for remaining parcels. However, development occurred in phases, often tied to event-driven demand. Several parcels remained undeveloped. Ground-floor vitality outside peak events remained inconsistent.

2024 - TODAY

THE BANKS DISTRICT PLAN UPDATE

With only five development parcels remaining and major entertainment anchors preparing for reinvestment, The Banks Public Partnership initiated an update to the urban plan to clarify the district's next chapter. The focus centers on refined Design Guidelines for the final parcels—establishing clear expectations for density, form, materiality, and public realm performance.

The Banks District Plan Update (2026) sets a decisive, implementation-driven framework to complete the riverfront as a cohesive urban neighborhood—one defined by residential intensity, enduring public spaces, disciplined architectural standards, and a development pathway grounded in market reality and long-term stewardship.

Refer to Appendix for The Banks' Lot numbers

WHERE THE DISTRICT STANDS TODAY

Today, The Banks reflects the layered outcomes of these planning decisions:

- A strong park and public realm framework
- Significant vertical density entitlements
- Major cultural and sports anchors
- Remaining undeveloped parcels governed by high-capacity zoning
- A shared structural platform (CRG) shaping how development occurs

The original vision of a 24-hour, seven-day-a-week mixed-use neighborhood remains only partially realized. The regulatory envelope allows substantial additional development. The market conditions have evolved. The public realm expectations have increased.

This Urban Plan Update builds on efforts of the past. It aligns market reality, infrastructure investment, and design intent to ensure that the remaining phases of The Banks move from incremental build-out to coordinated completion.

The Banks as currently built has not achieved the desired residential densities envisioned in past plans.

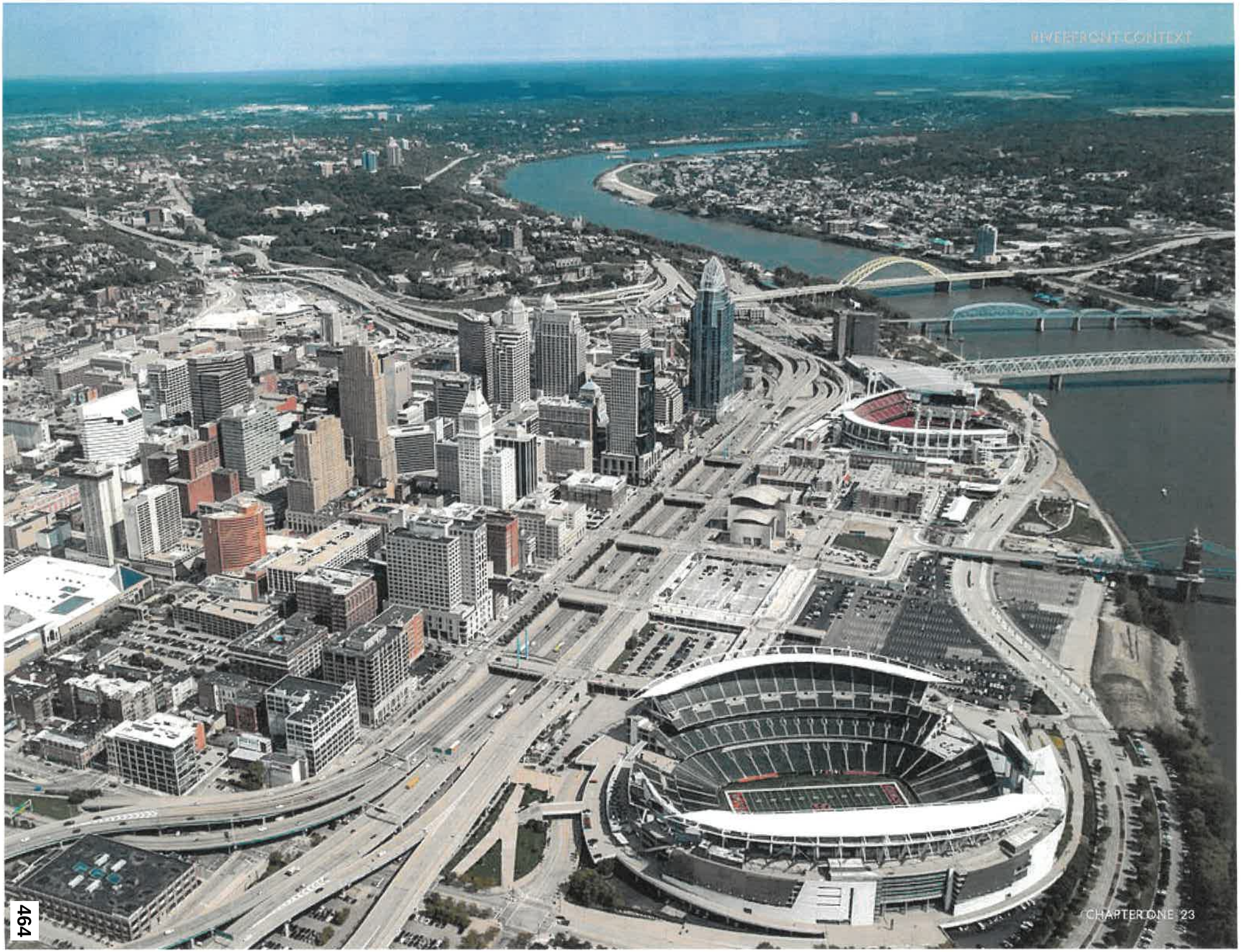
ORIGINAL VISION

The 2000 Master Plan Vision stated:

- The Banks should create a 24-hour, seven-day-a-week diverse pedestrian-friendly urban neighborhood.
- The design of The Banks should foster a diverse welcoming, pedestrian friendly urban character.
- A diverse, pedestrian friendly urban neighborhood with a mix of uses, including residential housing, specialty-retail stores, restaurants and entertainment, office and boutique hotel space.

2000 Masterplan Vision for The Banks, UDA (2000)




RIVERFRONT CONTEXT

The Banks Today

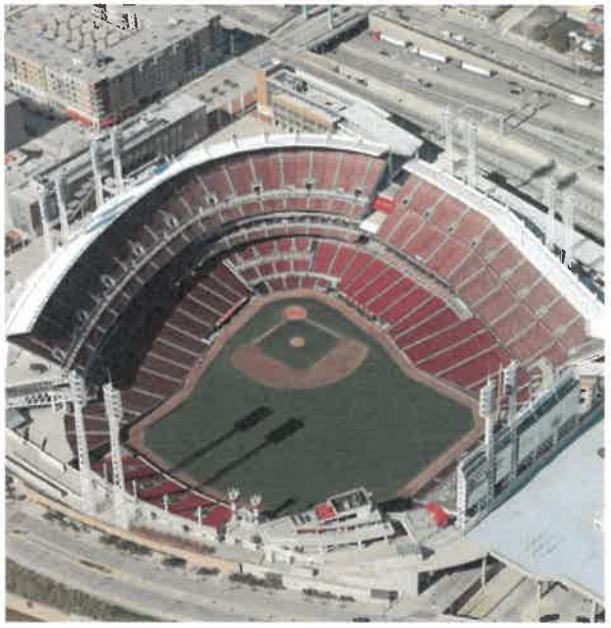
A signature riverfront district defined by world-class sports venues, cultural institutions, iconic public spaces that collectively anchor Cincinnati's most visible urban address.

The economic impact of The Banks is huge and growing. According to a 2025 study conducted by the University of Cincinnati, the district generates approximately $2.5 billion in combined direct and indirect economic output each year, supporting 28,124 jobs and nearly $1.3 billion in total earnings across the Cincinnati metropolitan area. In addition to employment and income impacts, district activity produces an estimated $89.4 million in annual state and local tax revenue, reinforcing the public return on decades of investment in riverfront infrastructure, civic venues, and placemaking.



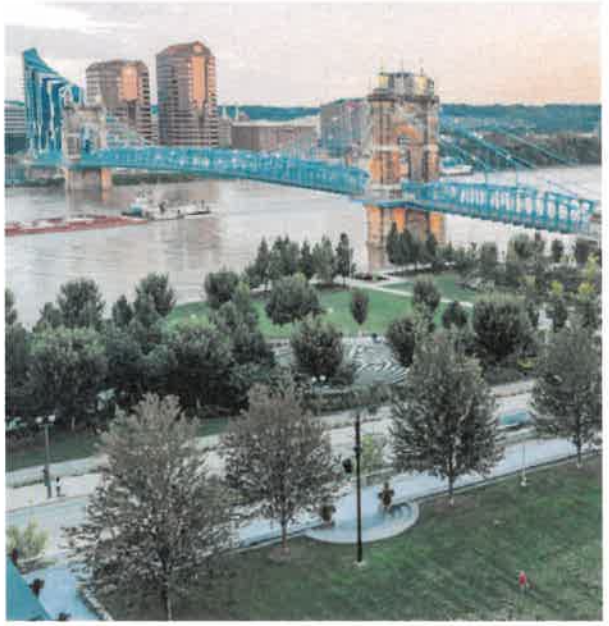


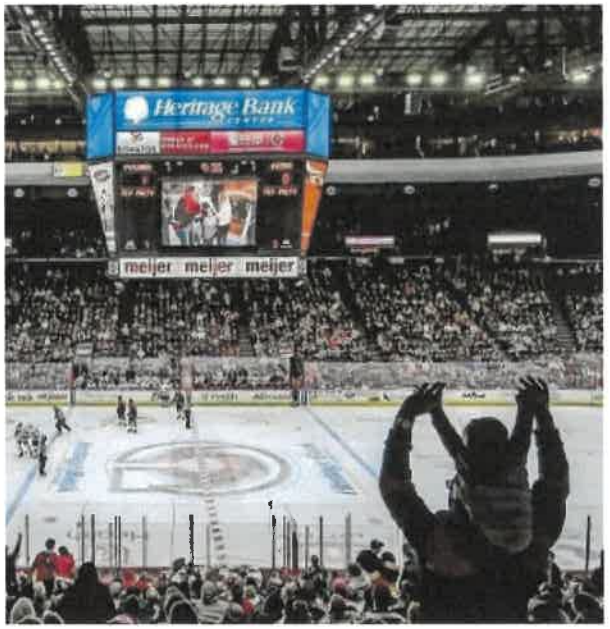




BY COLUMN

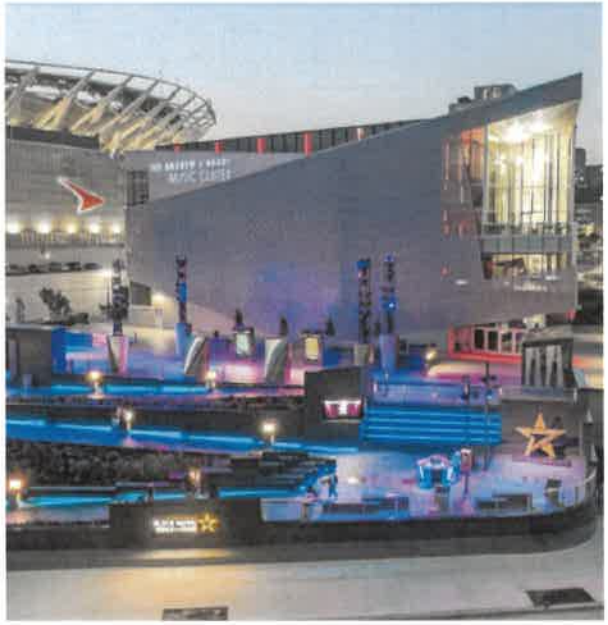
1. Paycor Stadium (MSA)
2. The Andrew J Brady Music Center (Hamilton County)
3. National Underground Railroad Freedom Center (WikiCommons)
4. The Great American Ball Park (CINFAB)













BY COLUMN

1. Småle Riverfront Park (Sasaki)
2. AC Hotel Cincinnati at The Banks (Marriott)

3. Heritage Bank (Cincinnati Cyclones)
4. Cincinnati Black Music Walk of Fame

5. Carol Ann's Carousel Pavilion (Sasaki)
6. Current at The Banks

BANKS ANCHORS AND ASSETS

Paycor Stadium anchors the west end and sets the rhythm for major events. The Stadium 2.0 concept signals long-term investment and renewed attention to fan experience. Gate D remains the primary front door, underscoring the need for a civic plaza that feels intentional rather than leftover. Any nearby development must preserve fan access, honor lease obligations, and complement the stadium rather than compete with it.

Great American Ball Park anchors the eastern edge of The Banks and remains one of Cincinnati's most important civic and economic drivers. The Cincinnati Reds organization has consistently championed improvements that enhance fan experience, pedestrian safety, and connectivity throughout the district. Long-standing conversations around elevating Freedom Way as a premier fan promenade. Opening Day and other high-attendance events demonstrate the district's capacity to bring the city together, activating surrounding streets and public spaces.

Heritage Bank Center sits at a pivotal location with an uncertain future. Stakeholders are divided between retrofit and full redevelopment. Concepts range from a re-imagined arena to mixed-use redevelopment tied to Småle Park and the marina. The site represents one of the district's most transformative opportunities.

The National Underground Railroad Freedom Center occupies a unique place here, anchored physically and symbolically at the river's edge. The museum confronts the struggle for freedom and honors those who sought it, its presence marked by Freedom's Eternal Flame, a powerful emblem of perseverance that silently calls for remembrance and action in every season.

The Banks destinations bring nearly 8-million people to Cincinnati's 'front door' each year.

Brady Center and ICON Stage drive spring-through-fall programming but lack the surrounding uses needed to support pre- and post-event activity. Noise complaints and thin ground-floor offerings point to the need for a more deliberate public realm strategy that pulls visitors deeper into the district.

Småle Riverfront Park is the district's emotional center. The John G. and Phyllis W. Småle Riverfront Park—named for the Småle family's transformative philanthropy—creates open, accessible space that frames these stories against the Ohio River and connects people to one another, to the water, and to the city's pulse. Families, runners, and visitors use it daily. Its edges remain poorly stitched to adjacent blocks, limiting the benefit of its success. Stakeholders see strong potential to enhance gateways, extend connections east, and better integrate park programming with surrounding development.

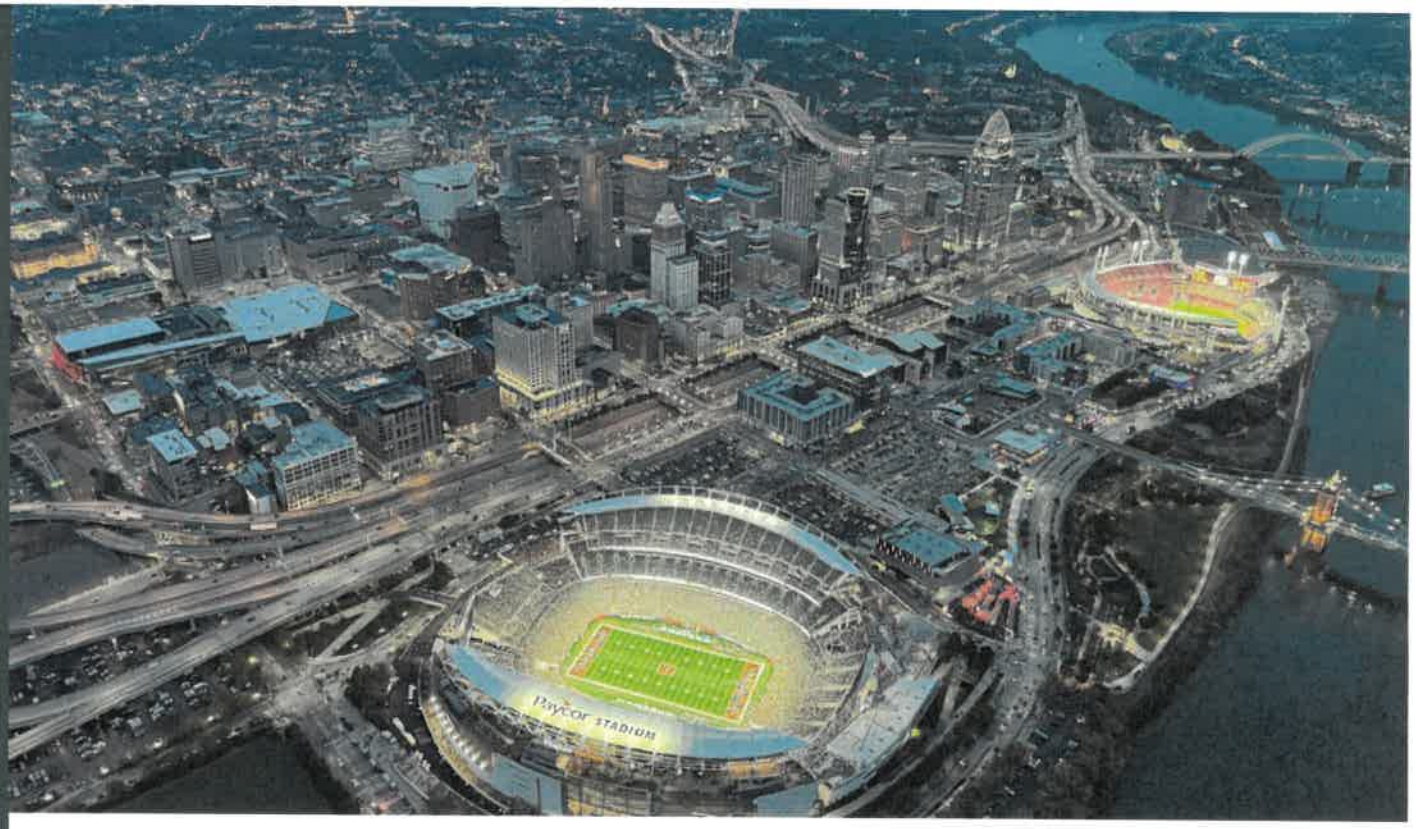
The Cincinnati Black Music Walk of Fame is located along the riverfront promenade at The Banks, positioned between Paycor Stadium and Great American Ball Park near the Andrew J. Brady Music Center. The installation features permanent medallions embedded in the pavement recognizing inductees with ties to Cincinnati's music legacy. Interpretive signage and gathering space allow visitors to learn about each artist's impact on genres ranging from funk and R&B to jazz and gospel. Integrated directly into a primary pedestrian route, the Walk of Fame strengthens the district's cultural identity while contributing to year-round public realm activity.

There were **7.9-million total visits to The Banks in 2024**, with 3-million unique visitors. Of theses visits, nearly half were by people who visited **more than 5 times** in one year. Many of these repeat visits may be attributed toward seasonal ticket holders and game seasons. (Placer.ai, Project Report 2025)


RIVERFRONT CONTEXT
DUKE ENERGY CONVENTION CENTER
FOUNTAIN SQUARE
LYTLE PARK
3rd St.
2nd St.
Race St.
Rosa Parks St.
71
Marian Spencer Way
Joe Nuxhall Way
E. Pete Rose Way
Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Freedom Way
Central Ave.
Elm St.
BENGALS PRACTICE FIELD
PAYCOR STADIUM
GREAT AMERICAN BALL PARK
Broadway St.
HERITAGE BANK
Mehring Way
SMALE RIVERFRONT PARK
Taylor Southgate Bridge
John A. Roebling Suspension Bridge
Clay Wade Bailey Bridge
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
OHIO RIVER

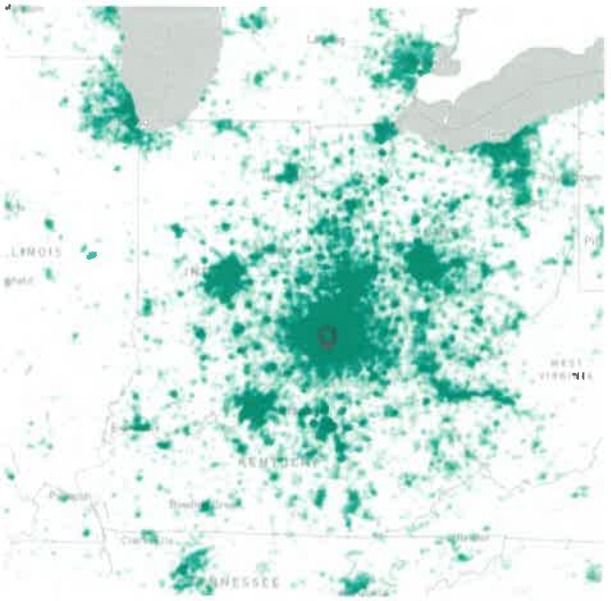
Sports is Civic Pride

The rhythm of The Banks shifts dramatically between event days and ordinary days. Streets transform, curb access changes, and parking demand spikes during games and concerts.



Bengals fans flood the district on autumn Sundays with chants and orange pride, celebrating a franchise that has carried Cincinnati into multiple playoff seasons and an AFC Championship appearance, making fall not just game day but part of the city's seasonal rhythm. Reds fans bring a different cadence: the crack of the bat at Great American Ball Park, decades of baseball lore, and the shared joy of Opening Day that signals spring's arrival. These experiences aren't mere entertainment—they're threads in Cincinnati's shared identity, connecting generations through collective memory.

On non-event days, quieter sidewalks expose the need for stronger everyday uses. Land ownership within The Banks is shared among multiple public and private entities, including interests associated with Paycor Stadium and other major civic facilities. These ownership conditions, combined with the presence of large-scale event venues, introduce operational requirements that directly affect development form, access, and circulation. This plan treats that dual identity as a design challenge rather than a liability. Streets, ground floors, and access systems must flex without becoming confusing or hostile to daily users.



RIGHT
Dot Density map of Home Location of Visitors who made at least 1 visit to The Banks in 2024 (Placer.ai)

ABOVE
View of a game night at The Banks (The Banks)

RIGHT
Paycor Stadium, home of The Bengals. (Courtesy of The Bengals)

BELOW
The block party outside the Cincinnati Reds' Great American Ball Park on Opening Day 2014. (Cincinnati Reds)

Daily visitation at The Banks shifts substantially based on event programming. According to Placer.ai analysis in 2024, visitation increases to approximately 91,000 on Bengals home game days (11 days, including preseason) and 44,000 on Reds home game days (81 days), compared to 12,000 on non-game days (273 days).





VENUE	SEATING CAPACITY	DETAILS
Paycor Stadium	65,515 seats	Record attendance: 67,260
Heritage Bank Center	17,556 seats	Largest indoor arena in Greater Cincinnati
Great American Ball Park	43,500 seats	Includes premium seating areas and club access

The Banks is tuned to game day but needs to evolve for every day vitality.



Major Event Attendees

This journey is made up of places build to handle a crowd while still feeling like a *place*.

DEFINING DISTRICT USERS

The Banks attracts a wide range of audiences, each with distinct needs. Game day fans expect clarity, capacity and tradition as they navigate stadiums. Residents need consistency, services, and a sense of home as they maneuver through the District for day-to-day needs. Downtown workers look for convenience and safe midday streets that connect them to their patrons and place of work. Visitors depend on clear gateways and intuitive paths for exploration. Families seek comfort, shade, and places to pause for multiple ages and abilities. For each group, The Banks must maintain some essential strong, flexible systems: Circulation must remain legible under capacity pressure. Ground floors must work harder than a single tenant type. Buildings must absorb operational demands without letting them dominate the public face of the district.

Expectedly, The Banks has consistently inclined its urban landscape toward event-goers, supporting periodic peaks in high-volume, seasonal visitorship. When we examine The Banks today, eight key users contribute to the district's performance, including game day fans, non-sports event-goers, tourists and visitors, hospitality and destination patrons, families, outdoor recreators, local residents, the downtown workforce.

While each user holds separate needs, many share overlapping journeys between destinations, formulating distinct groups such as major event attendees, culture-seekers, people at play, and those seeking amenities and convenience. Calibrated toward this user framework, design interventions and future development will better achieve an active, sustained, and generative public realm. The Banks must attend to comprehensive visitor experiences and improve cross-pollination between district destinations.

1. **Game Day Fans —** Bengals and Reds attendees, tailgaters, out-of-town visitors who need:
   - Clear parking access + tailgating space (non-negotiables)
   - Safe and intuitive pedestrian circulation
   - High-capacity food & beverage options
   - Temporary closures that support but don't confuse

2. **Event-Goers (Non-Sports) —** Attendees at Brady Center, ICON Stage, Freedom Center, festivals who need:
   - Places to eat, drink, and gather before/after shows
   - Coordinated event wayfinding + programming
   - Safe and welcoming nighttime environment
   - Seamless transit, rideshare, or walk access

471



Culture Seekers

This journey has a natural itinerary, effortless to navigate and impossible to forget.

3. **Tourists & Visitors —** Regional day-trippers, hotel guests, museum and event attendee who need:
   - Clear gateways and intuitive navigation
   - Safe pedestrian routes (especially from garages or bridges)
   - Strong retail and cultural offerings
   - Public space that invites lingering

4. **Hospitality & Destination Patrons —** Hotel guests, conference attendees, prospective tenants/investors need:
   - Easy access to hotels and transportation
   - Memorable first impressions of the district
   - Amenities like cafes, walking routes, and scenic views
   - A vibrant district identity that feels worth returning to



People at Play

This journey has close-proximity parking, with a welcoming district that makes planning and playing easy for all ages.

5. **Families —** Local or regional families using Småle Park, attending events, or exploring the riverfront who need:
   - Public restrooms, shaded seating, easy stroller access
   - Family-serving food options
   - Experiences that go beyond the playground
   - Safe play areas and informal kid-friendly zones

6. **Outdoor Recreation —** Local or regional families using Småle Park, attending events, or exploring the riverfront who need:
   - Family-serving food options
   - Public restrooms, shaded seating, easy stroller access
   - Experiences that go beyond the playground



Amenity and Convenience

This journey has direct access, convenience, and variety that makes mid-day meals, errands and moments better.

7. **Local Residents —** People living at or near The Banks, future residential populations need:
   - Access to groceries, green space, services and amenities that reinforce the premier Downtown location.
   - Safe, clean, neighborhood feel year-round
   - Protection from noise, congestion, and event spillover
   - Buildings with personality—not just stadium backdrops

8. **Downtown Workforce —** Employees in nearby office buildings, government centers, and service jobs who need:
   - Lunch spots, grab-and-go food, coffee
   - Quick in-out parking for short retail stays
   - Safe and efficient midday walkability
   - Transit access and clear wayfinding
   - Plazas or pocket parks for quick breaks

The Banks Today

Interconnected yet illegible, The Banks has an existing network of streets and sidewalks, but circulation within the District is far more complex than it appears on the map.

While The Banks benefits from a traditional street grid and a continuous network of sidewalks, circulation within the district is far more complex than it appears on a map. The Central Riverfront Garage (CRG) introduces multiple vertical layers—below-grade parking, elevated platforms, stadium entries, and grade changes—that disrupt intuitive wayfinding. Access points are dispersed and often visually understated. Pedestrian routes shift between curbside sidewalks, raised decks, interior garage connections, and event-controlled streets. Signage and directional cues are inconsistent across ownership boundaries, creating confusion for first-time visitors and inefficiencies during peak events.

The result is a district that functions, but not always legibly. For a place that serves tens of thousands of visitors clarity of access must become as intentional as the architecture itself.

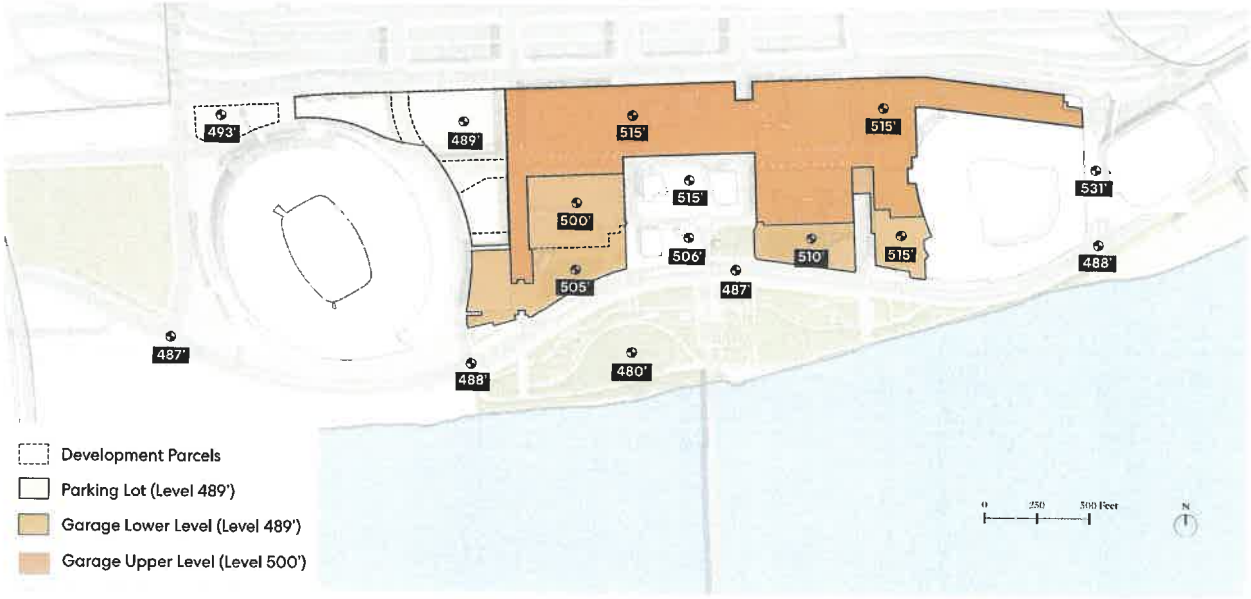
DISTRICT LEVELS

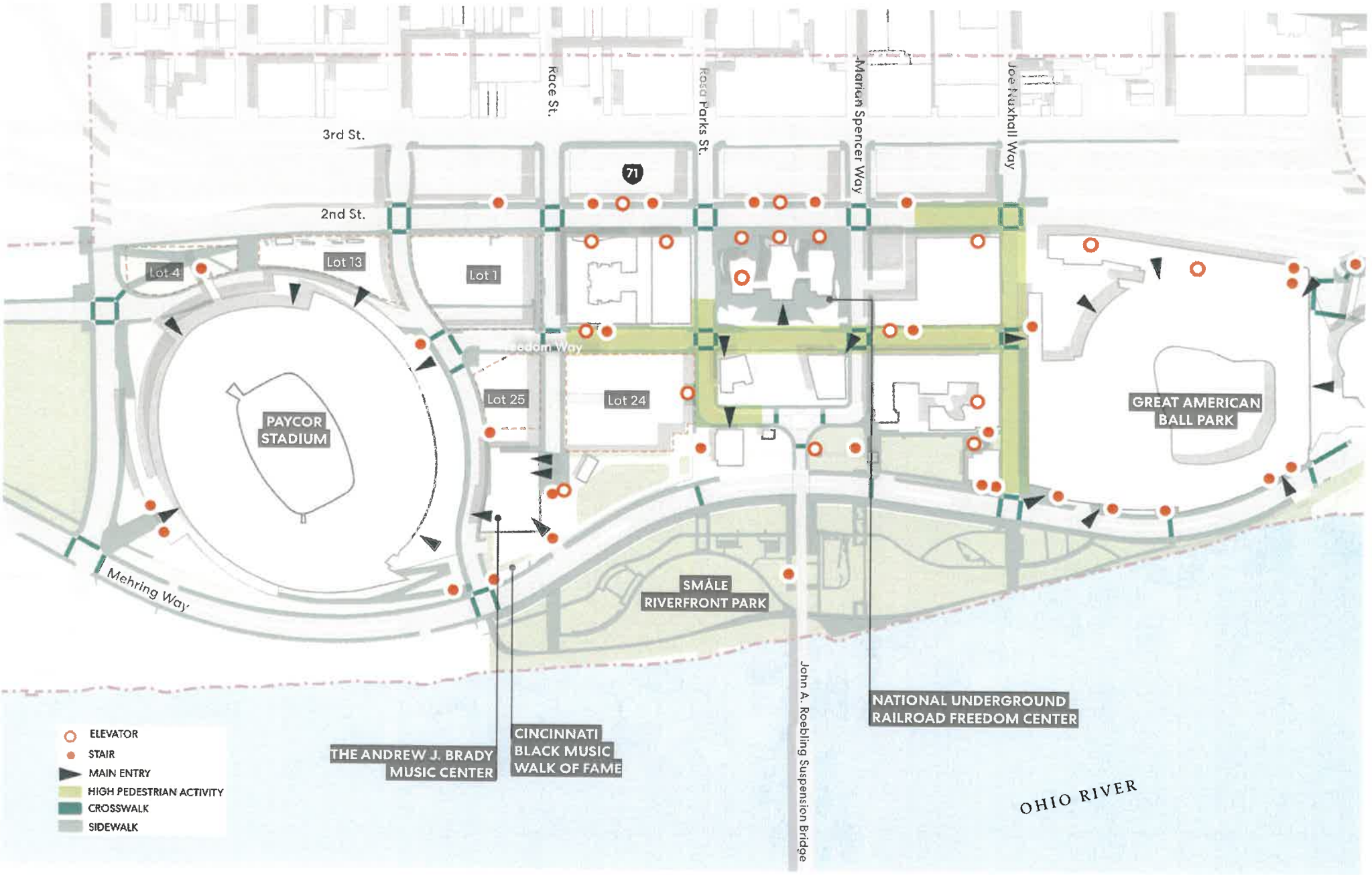
The 515' datum refers to an approximate elevation of 515 feet above sea level (FASL) that functions as the effective ground plane across much of The Banks district. Established during construction of the Central Riverfront Garage (CRG), this elevation forms a continuous structural platform above historic flood levels and supports the primary street network, plazas, and building entries.

As one crosses The Banks from Downtown toward the Riverfront edge, you can notice that the district retail frontages and destinations sits above portions of the riverfront infrastructure and garage systems below. As a result, circulation occurs across multiple vertical layers, with stairs, ramps, and internal connections linking the elevated platform to lower riverfront paths and garage levels.

RIGHT
Pedestrian Circulation, Vertical Access, and Building Access

BELOW
Generalized Elevation of Banks Area




Race St.
Rosa Parks St.
Marian Spencer Way
Joe Nuxhall Way
3rd St.
2nd St.
71
Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Broadway
PAYCOR STADIUM
GREAT AMERICAN BALL PARK
Mehring Way
SMALE RIVERFRONT PARK
John A. Roebling Suspension Bridge
NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
THE ANDREW J. BRADY MUSIC CENTER
CINCINNATI BLACK MUSIC WALK OF FAME
OHIO RIVER
ELEVATOR
STAIR
MAIN ENTRY
HIGH PEDESTRIAN ACTIVITY
CROSSWALK
SIDEWALK



LEFT *Walnut Street Staircase leading from The Banks to the riverfront. (Courtesy of The Banks)*

PUBLIC PERCEPTION: A CRITICAL FACTOR

Since planning for this major riverfront development began over 25 years ago, public perception of the area we know as The Banks has been tied to broader social determinants affecting metropolitan life--the economy, health, employment, education, housing, recreation, and public safety. As these conditions have vacillated between positive and negative extremes, so too has public perception of The Banks' personal experience, economic performance, and safety.

Before groundbreaking, skeptics pointed to what they claimed was a slow start and concluded not much would result. Yet between 2000 and 2025, with construction completed on all but five lots available for development, public sentiment has generally supported The Banks as a viable mixed-use neighborhood with dining, education, sports, residential, and award-winning greenspace. This evolution demonstrates the district's resilience, even as perception continues to be shaped by immediate conditions on the ground.

Public Perception Today

Public perception feedback for this planning process was collected through a combination of stakeholder polling, targeted surveys, and facilitated Steering Committee discussions, capturing perspectives from residents, visitors, partners, and civic stakeholders. Recent polling reveals a clear gap between the scale of investment at The Banks and how the district is currently perceived by the public. Survey responses consistently describe The Banks as highly recognizable and strongly associated with major events, yet less frequently viewed as a comfortable, everyday place to visit outside of game days or concerts.

Safety concerns, limited reasons to linger during non-event periods, and a sense that the district "shuts down" at certain times emerge repeatedly in the data. While respondents acknowledge the district's assets--its riverfront setting, cultural anchors, and public spaces--those strengths are often overshadowed by concerns about experience, management, and consistency. This feedback underscores that public perception is shaped less by individual destinations and more by how the district performs as a whole.

The public's attitude toward safety has proven particularly influential in shaping perception of The Banks. Polling conducted in July 2025 showed that public perception of personal safety was notably negative, with only 40% of respondents rating safety above 5 on a 10-point scale. This translated directly to fewer visitors, fewer patrons, and reduced economic impact. By August, polling on safety showed signs of rebound, albeit slowly, further emphasizing both the importance of safety and the power of public perception in creating and sustaining economic growth.

When asked to describe what The Banks "re-imagined" would become, respondents clearly identified "enhanced safety and security" as a major theme--underscoring that addressing perception requires confronting real conditions on the ground.

Engagement Pathways

The Riverfront Plan Update included a public engagement process designed to give stakeholders--those with a vested interest in the success of The Banks and a revitalized Riverfront--an opportunity to engage in visioning and developing "what's next."

Since 2008, The Banks Public Partnership has maintained consistent communication channels with the community. Initially focused on documenting construction progress through monthly reports covering safety, inclusion, schedule, and budget, the communication program evolved to include information about economic impact, the growing entertainment district, expansion of Småle Riverfront Park, and new features adding to visitor appeal.

For this planning process, a dedicated engagement platform at RiverfrontUpdate.com invited users of The Banks and members of the general public to respond to questions about their current experience and their vision for the future. Online polls, conducted periodically throughout the Plan Update process, invited community members to offer input on various aspects of The Banks as it exists today, The Banks of the future, and specifics of how to grow and sustain a vibrant place that welcomes all.

RESULTS SUMMARY

Two polls conducted during the planning process reveal an important arc in public sentiment:

The First Poll (July-August 2025, 529 respondents) captured community perspectives during a period marked by high-profile safety incidents. When asked if they would recommend The Banks to a friend, colleague, or visitor to the city, responses ranged widely, with 19% rating it 0 (extremely unlikely) and 10% rating it 10 (extremely likely). When asked to describe how they felt during their last visit in a single word, safety concerns dominated--the theme of "unsafe" appeared three times more frequently than "fun."

However, positive comments also emerged. Respondents described the district as convenient ("Parking was convenient to the restaurant and it was quick and easy to get where I wanted to go"), energized ("I usually go down for sporting events, so the energy is always high and enthusiastic"), and enjoyable ("Energized, vibrant, diverse, wide range of people and events"). Negative comments cited unsafe feelings, concerns about homelessness and drug use, and unpredictable youth gatherings.

The Second Poll (September-October 2025, 113 respondents) showed a marked shift toward optimism. While safety remained a prominent concern, responses expanded to envision a re-imagined development built on mixed-use programming, increased cultural and recreational activities, improved accessibility and inclusivity, and vibrant community spaces.

"An incredibly lively destination with retail shops and bars/ restaurants. A place that is safe. All ages come to visit, both residents and visitors."

"Safe, entertained, and bring about a sense of community."

"It should feel like you're at Cincinnati's epicenter of culture, fun, and community—cool, unique, and stress free."

"Welcome. Safe. Innovative. Clean and vibrant. Family-friendly. Unique. A must-do."

"Alive with activity year-round; concerts, sports, more housing, more office space."

Aspirations from respondents when asked how The Banks should make them feel in 10 years. (2025)

Emergent Themes

Several clear themes emerged from the engagement process: enhanced safety and security as the foundation for all improvements; year-round activation beyond event days; mixed-use vitality with everyday services alongside entertainment uses; expanded cultural programming; family-friendly amenities; and an enhanced public realm with shade, seating, and spaces designed for lingering.

This public input directly shaped the consultant recommendations for design guidelines, district massing, architectural form, ground-level experience, and overall quality of place. As the plan moves toward implementation and developer selection, these themes will continue to guide decision-making, ensuring that The Banks evolves into the welcoming, safe, and vibrant riverfront destination that the community envisions for its future.

Market Potential

Early conversations with City and County staff and active developers set a clear tone: New residential construction is essential to long-term vitality.

The Banks' remaining parcels offer the opportunity for ground up construction that can deliver a new and unique residential product in the Cincinnati market. Primarily competing with residential conversions elsewhere in Downtown, a popular, fast and cost-efficient building type, new construction offers the potential for broader amenities, new energy and identity needed in the district. Today, parking and infrastructure costs, more than zoning allowances, are the primary barriers to feasibility.

REGIONAL ENTERTAINMENT DISTRICTS

The Cincinnati region hosts a diverse collection of entertainment districts, each with its own character, draw, and market niche. Over-the-Rhine offers a rich historic and cultural fabric, civic spaces like Washington Park and Findlay Market, with mostly low- to mid-scale buildings. The Fountain District is at the heart of Cincinnati's downtown, hosting free civic events and destination dining for office workers and the growing residential population. Districts like Newport on the Levee and Norwood's Factory 52 function as regional and suburban lifestyle destinations with dining, entertainment, and family friendly attractions. Lastly, the emerging FC Cincinnati district will add a stadium anchored district that blends sports, hospitality, and mixed-use development. Collectively, these places contribute to a competitive landscape in which residents, workers, and visitors have many choices for where to live and spend time and money.

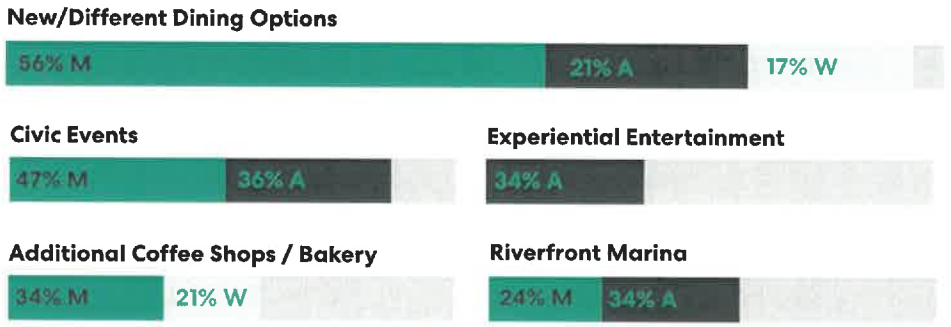
Despite this strong regional lineup, none of these districts combine all the ingredients that The Banks is uniquely positioned to offer. As a riverfront district co-located with major sports and cultural institutions (including Paycor Stadium, Great American Ball Park, the Andrew J. Brady Music Center, Småle Riverfront Park, and the National Underground Railroad Freedom Center), The Banks sits at the nexus of some of the region's highest-volume visitor destinations. Unlike other districts that are primarily low- or mid-scale, or oriented around a single asset type, The Banks can evolve into a truly mixed-use entertainment district on an urban scale, integrating high-rise homes, experiential retail, signature event venues, and direct access to and views of the Ohio River. The introduction of new high-rise, market-rate housing, paired with neighborhood-serving retail, can deliver a resident base that ensures consistent activity and economic stability. This is a critical competitive advantage: while other regional districts may excel during evenings, weekends, or special events, they do not combine living, working, entertainment, and waterfront recreation in one cohesive environment.

The site's riverfront setting further distinguishes it within the region. The combination of iconic open space, active parks, and water access creates a backdrop that other Cincinnati districts do not replicate. It provides the physical space required to host a broad range of experiences that will attract new residents, like festivals and concerts, or family-friendly activities and everyday recreation, while still accommodating thousands of game-day attendees.

The proposed vision for The Banks must occupy a distinct niche: a dense, mixed-use, riverfront entertainment district anchored by sports and culture, and sustained by a diverse user base supporting all-day, all-season activity. The Banks, when fully developed, can complement the broader regional ecosystem while offering an experience that no other district in the Greater Cincinnati area can match.

DISTRICT CASE STUDIES

While the Cincinnati region features several entertainment hubs, there is no truly mixed-use entertainment district at an urban scale with residential density. Case studies of Cincinnati's four districts revealed priority qualities for regional residents and visitors. When asked what new attractions would increase visit frequency to The Banks specifically, survey respondents rated new dining options, civic events (outdoor theater, festivals, etc), experiential entertainment, additional coffee shops and bakeries, and a riverfront marina as high-interest attractions. Frequency was measured for Monthly (M), Annual (A), and Weekly (W) visitation. (Right)





Over-the-Rhine

- Low to mid-scale
- Neighborhood feel
- Cultural and historic roots
- Artistic venues
- Civic spaces — Washington Park and Findlay Market



Fountain District

- Office-Heavy CBD
- Free civic events
- Destination dining
- Office-to-residential conversions provide nascent downtown population



Newport on the Levee

- Low to mid-scale
- Casual dining
- Free classes/concerts
- Movie theater
- Newport Aquarium
- Esports, Immersive Gamebox
- 100K SF office



Factory 52 (Norwood)

- Low to mid-scale
- Historic redevelopment
- Light residential population
- Food Hall, brewery
- Pickleball court complex

MARKET GROUNDING

HR&A worked with the team to test realistic program assumptions for residential, hotel retail, office, and entertainment uses. The team's analysis attempts to answer practical questions about the potential for real estate development at The Banks. Stakeholders were consistent in their message: The Banks should have a distinct identity from other neighborhoods or entertainment districts across the Cincinnati region because it has a collection of assets unlike any other in the region, including and especially, direct access to the Riverfront.

The Banks is Cincinnati's only urban riverfront district and therefore presents a unique opportunity to introduce premium high-density, high-rise living options that offer incredible views of the city and unparalleled access to the river as well as the collection of sports, entertainment, and cultural assets at The Banks. Collectively, this proposed mix of sports and entertainment venues, cultural institutions, tailored neighborhood services and amenities, and high-density, high-rise residential represents The Banks' competitive advantage and market distinction.

HR&A recommends three programs: Multifamily, Hotel and Retail and Entertainment.

Note — Office: No demand for speculative office in the current market, though it is possible that with the right investments that The Banks could be an appealing site for a HQ location.

1

Multifamily

860 – 1,210 units of new luxury, high-rise, market-rate housing



2

Hotel

100 – 150 hotel rooms, effectively representing at least one new hotel product to complement the onsite AC Hotel



3

Retail & Entertainment

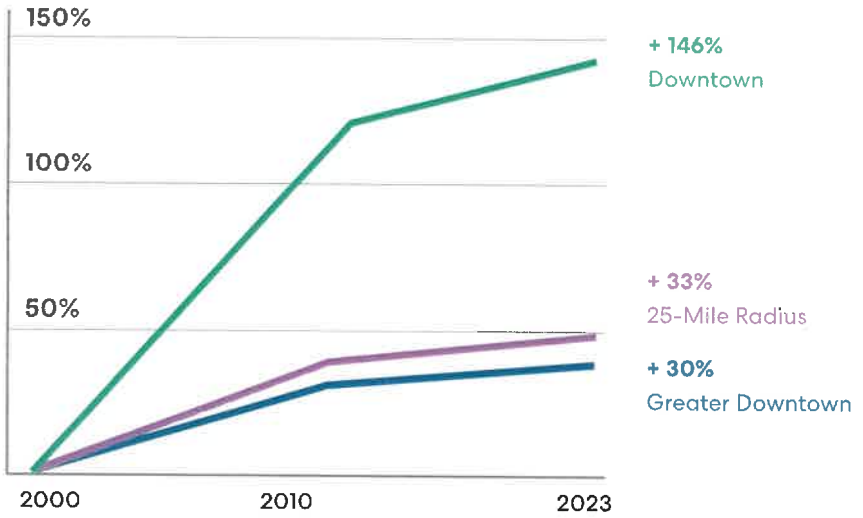
60,000 – 80,000 SF of retail, introducing retail providing neighborhood services, alongside potential entertainment options.



DEMOGRAPHIC & REAL ESTATE ANALYSIS

HR&A analyzed demographic and real estate trends for three study areas: (1) Downtown Cincinnati, (2) Greater Downtown (Downtown plus Over-the-Rhine, Covington, and Newport), and 3) the Cincinnati Region, as represented by a 25-mile radius surrounding Downtown.

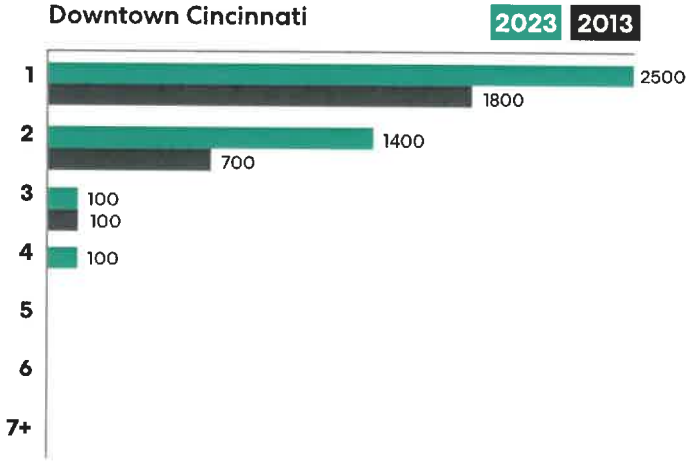
Currently, Downtown's population boasts 6,400 residents and has grown by 146% since 2000, almost five times faster than population growth in Greater Downtown and the Cincinnati Region. Specifically, this growth is largely concentrated in 1- and 2-person households, among younger college graduates, and in wealthier income brackets over $100,000.

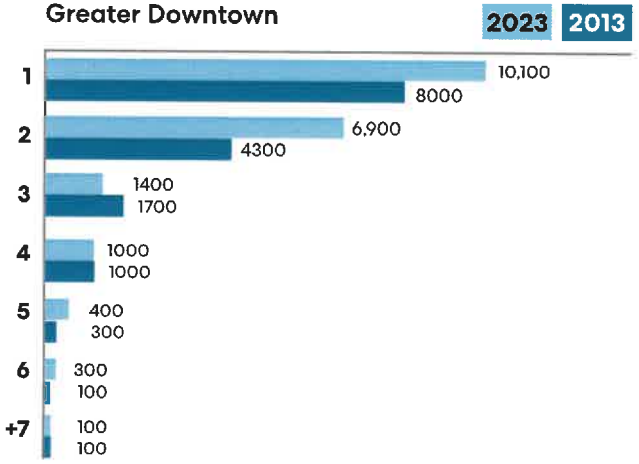


Source: U.S Census Bureau. Household by household and population figures rounded to the nearest hundred. Data collected by HR&A Advisors.

Households by Household Size (2023, 2013)

Over the last decade, Downtown Cincinnati's (and Greater Downtown's) population growth has been driven by one and-two person households





MARKET PROGRAM ANALYSIS

New residential construction is essential to long-term district vitality.

Residential

This growth trend in particular is reflective in demand for multi-family rental housing. Not only has the market grown by thousands of units, there are currently 1,480 units under construction and close to 2,800 additional units proposed. Over half of the housing currently under construction is considered adaptive re-use, a strong trend in Cincinnati, as the Cincinnati market is second only to Manhattan (New York City), in office-to-residential conversions since 2016.

In addition to rental housing, there is also an opportunity to deliver for-sale product. There is a dearth of new condominium housing product in Cincinnati as 97% of all condo sales over the last five years are at least 10 years old. Meanwhile, newer condos delivered across the Ohio River in Kentucky sell at nearly twice the price premium (on average, per square foot) compared to those in Cincinnati, with some condos selling for as much as $2.8 million.

Introducing more housing onsite is critical to the future of The Banks. Purpose-built housing supports retail, brings users onsite daily, and ensures that there is more regular activity on non-event days. Given the clear demand for downtown housing, HR&A's recommendation for up to 1,210 units onsite translates to a approximately 1.5 million square feet of residential, primarily delivered as rental housing with for-sale condo product as a possible later phase delivery once the district matures.

Hotel

Cincinnati hotels have largely recovered from the shock brought on by the pandemic, as average daily hotel rates are up 24% over pre-pandemic rates and occupancy rates have reached pre-pandemic levels. Over 900 hotel rooms have been delivered in the Greater Downtown study area since 2015 and there are another 2,700 rooms proposed by pipeline projects.

Between three major sports facilities, cultural institutions, entertainment venues, and signature open space, The Banks hosts hundreds of events every year and millions of visitors that bring natural demand for onsite hotel stays. In fact, it is often common for sports-anchored districts to feature multiple nearby hotels, often introduced across multiple phases.

With one hotel currently at The Banks (AC Hotel) with above average occupancy, our team recommends the introduction of at least one more hotel product with approximately 100-150 rooms.

Retail

The Banks already features a significant retail presence of over 140,000 square feet, but it is primarily composed of sports bars, pubs, fast casual and chain restaurants and situated on the eastern side of the district. While this retail serves sports event attendees well, it does not necessarily attend to the needs of cultural event attendees, park users, onsite residents and workers, and families.

Introducing more neighborhood-serving uses can provide key services and amenities to future residents, and Food and Beverage/entertainment uses can provide attractions for residents, visitors, and families. If thoughtfully curated and located, this mix of retail options can serve The Banks' diverse user set. Ultimately, potential demand can support up to 80,000 square feet of neighborhood-serving retail.





A number of office-to-residential projects are already underway in the downtown region, including Fourth and Walnut Center. (Courtesy of the Cincinnati Enquirer)

Office market has changed dramatically and past forecasts no longer apply to needs and growth of The Banks today.

Office

Cincinnati's office market is still struggling post-COVID. Given low office demand, developers and property owners are converting vacant office space to residential uses. Further, the office building that formerly contained the GE Global Operations Center is now mostly vacant. However, there are some market indicators that suggest small, but positive trends in Downtown office. Newer Class A buildings deliver strong rent premiums and boast vacancy rates below 4%. Local Cincinnati employers like Paycor, Fifth-Third Bank, and Procter & Gamble have each recently invested in their downtown spaces.

Ultimately, the indicators are not strong enough to support demand for speculative office development. However, should development and placemaking efforts at The Banks contribute to the transformation of the district, The Banks could become the type of neighborhood that actively attracts talent, companies, and investment. Our team does not recommend a specific office program but plans for onsite land use should remain flexible to allow for future development if an anchor tenant emerges or market conditions improve.

DEVELOPMENT FEASIBILITY

The development market is facing significant headwinds. Construction cost increases along with the relatively high interest rates have made it difficult to advance financially feasible development. Cincinnati is not immune to these conditions, as the currently proposed development program at The Banks is projected to require public investment to achieve feasibility. However, the right mix of investments to improve onsite open space, infrastructure, parking, and placemaking can create value and attract new users and activity. Introducing dense, amenity-rich real estate development uses will also bring additional activity to The Banks and create value in the form of a vibrant, dense, walkable, and well-connected neighborhood that can make later phase development more viable.

DEVELOPMENT SITES POTENTIAL

Remaining development parcels vary widely in size, constraints, and opportunity. Collectively, the remaining sites (Lots 24, 25, 1, 13, and 4) are assumed to accommodate approximately 2.18 million gross square feet of new buildings, plus 315,000 gross square feet of structured or podium parking, for a total of roughly 2.5 million gross square feet of new construction above street level. Some parcels sit directly on the river with premium views and fewer constraints. Others play essential roles in circulation, stadium access, or garage operations. Each site requires a tailored approach that balances feasibility, public benefit, and district coherence.

COMPLEXITY OF THE DEVELOPMENT PARCELS

The Banks is constructed over the Central Riverfront Garage (CRG), a shared parking and structural system serving both stadium operations and district-wide demand. Conceived as a long-term public parking resource for The Banks and Downtown Cincinnati, the CRG was built in phases and remains incomplete. If fully realized as originally designed, it would accommodate more than 6,000 vehicles, making it one of the largest underground parking facilities in the country.

The garage establishes an elevated structural platform across much of the district. This overbuild condition directly shapes how development can occur above it. Structural grid spacing, load capacity, vertical circulation, loading zones, and service access all influence building placement and massing. Parking within the CRG functions as a shared district resource rather than being dedicated to individual parcels, requiring coordinated access, shared operations, and careful alignment between private development and public infrastructure.

VALUE OF PARKING TO FUTURE DEVELOPMENT

Naturally, each real estate use requires sufficient parking. Each use will need an appropriate density of onsite parking to serve residents, workers, and visitors alike. The presence of the Central Riverfront Garage presents a powerful opportunity to potentially share some parking between the existing sports, cultural, and entertainment uses and planned development to reduce the amount of new parking required. If stakeholders can agree to a shared parking structure such that new development can benefit from existing parking that will ultimately improve the development's projected financials.





ABOVE
Lot 25 looking toward Paycor Stadium

BELOW
Inside Central Riverfront Garage

483



ABOVE
Lot 24 looking toward Roebling Bridge

The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

Uncoordinated incrementalism is the greatest risk to The Banks' future.

Uncoordinated incrementalism is the gradual erosion of district potential through isolated decisions—parcels developed without regard to shared space, infrastructure delivered without phasing alignment, programming added without operational strategy. Parcel-by-parcel development without a unified framework could fill in the district without ever fully forming it.

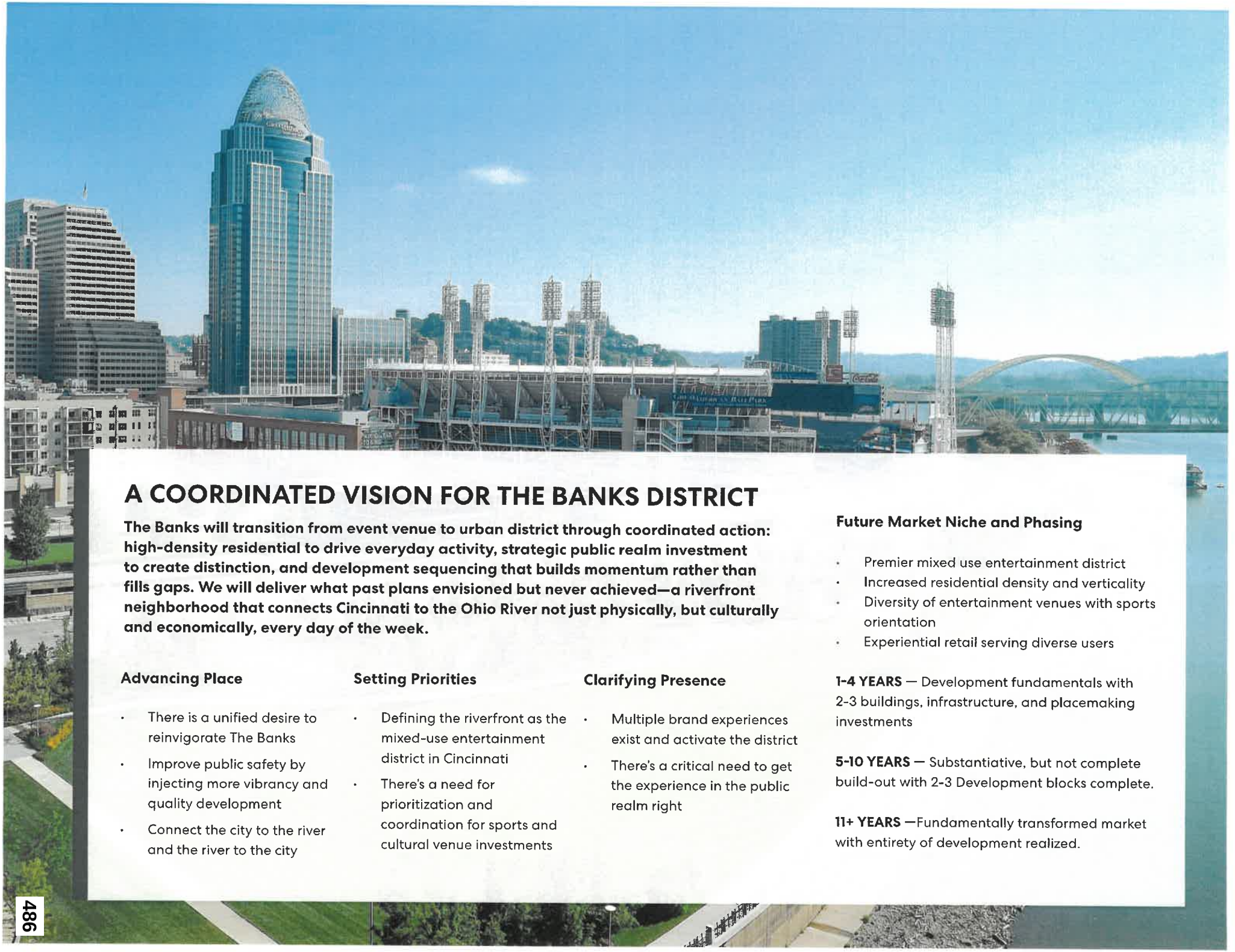
The remaining parcels are too significant to evolve independently. Without a coordinated framework, the district could fill in without ever fully forming. This plan establishes clear expectations for sequence, public realm investment, and development performance so that each move reinforces the whole rather than competing with it.

There is broad alignment across stakeholders that The Banks must be reinvigorated—not with isolated projects, but with a coordinated district strategy.

The opportunity is significant: up to 1,300 residential units, 100-150 hotel rooms, and 60,000-80,000 square feet of neighborhood-serving retail can be supported by market demand over the next decade. Remaining parcels (Lots 4, 13, 24, and 25) represent approximately 2.5 million gross square feet of potential development.

The proposed development amounts to $750 to $800 million in vertical development and it will require public investment to be financially feasible. Public- investment in infrastructure can catalyze private investment in development.





A COORDINATED VISION FOR THE BANKS DISTRICT

The Banks will transition from event venue to urban district through coordinated action: high-density residential to drive everyday activity, strategic public realm investment to create distinction, and development sequencing that builds momentum rather than fills gaps. We will deliver what past plans envisioned but never achieved—a riverfront neighborhood that connects Cincinnati to the Ohio River not just physically, but culturally and economically, every day of the week.

Advancing Place

- There is a unified desire to reinvigorate The Banks
- Improve public safety by injecting more vibrancy and quality development
- Connect the city to the river and the river to the city

Setting Priorities

- Defining the riverfront as the mixed-use entertainment district in Cincinnati
- There's a need for prioritization and coordination for sports and cultural venue investments

Clarifying Presence

- Multiple brand experiences exist and activate the district
- There's a critical need to get the experience in the public realm right

Future Market Niche and Phasing

- Premier mixed use entertainment district
- Increased residential density and verticality
- Diversity of entertainment venues with sports orientation
- Experiential retail serving diverse users

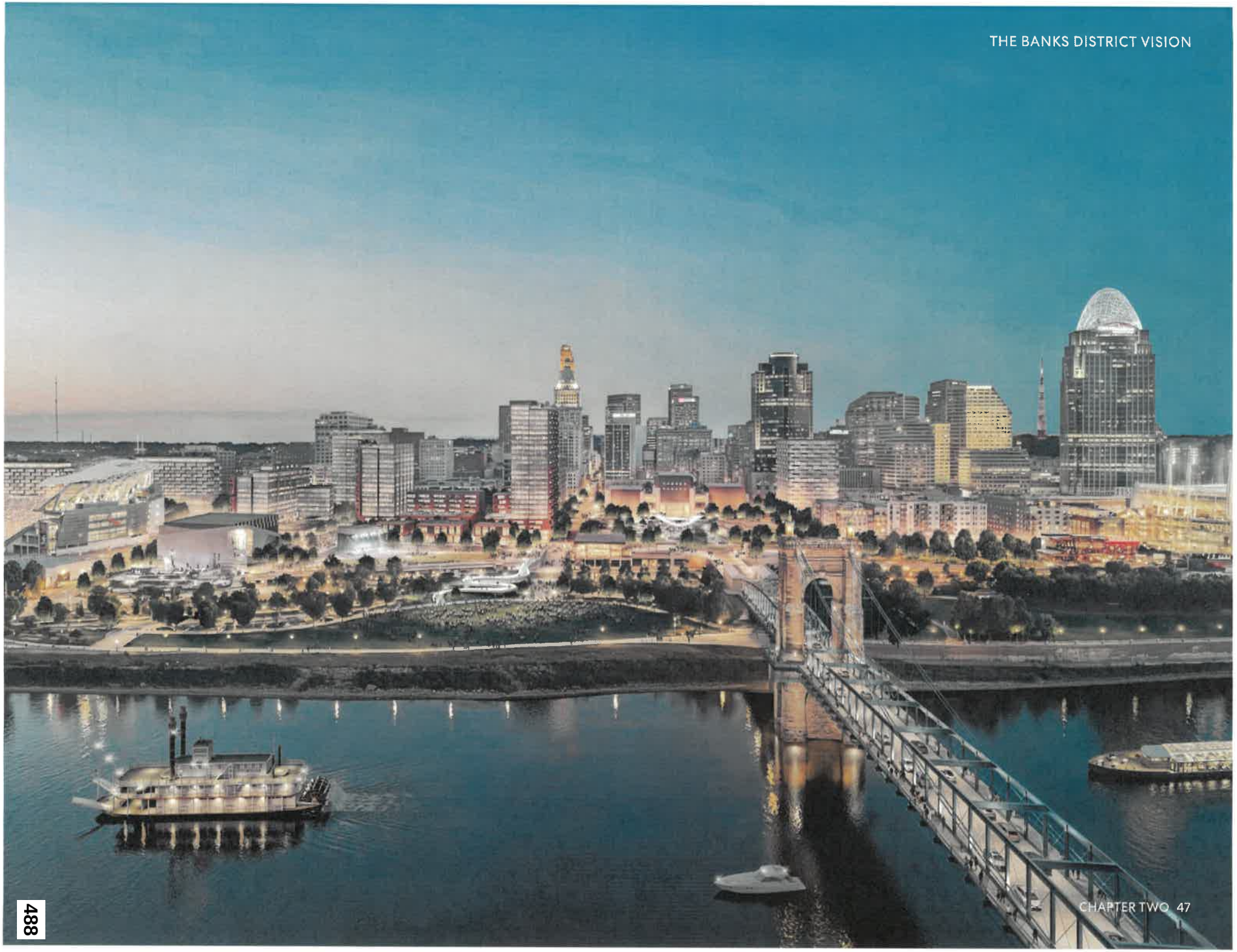
1-4 YEARS — Development fundamentals with 2-3 buildings, infrastructure, and placemaking investments

5-10 YEARS — Substantiative, but not complete build-out with 2-3 Development blocks complete.

11+ YEARS —Fundamentally transformed market with entirety of development realized.

02 District Vision

Designed to operate at both the everyday and the extraordinary, The Banks will support neighborhood life, regional events, and cultural expression within a flexible public realm and a development framework built to evolve over time. **It is time to realize a bigger, bolder Banks Riverfront District.**



CREATING A FRAMEWORK FOR THE BANKS RIVERFRONT DISTRICT

As Cincinnati's showpiece riverfront--and the city's first impression for many visitors--The Banks must display confidence, clarity, and civic ambition.

The framework is the 'road map' for the total conceptual development of the district. It describes the public realm experience--streets, plazas, parks, in between spaces--integrated with blocks for new development. In composite, the framework plan creates a more cohesive district.

Design excellence at The Banks is not optional; it is the defining requirement of any future development. As Cincinnati's showpiece riverfront—and the city's first impression for many visitors—The Banks must signal confidence, clarity, and civic ambition at every scale.

The opportunity is not to recreate another neighborhood or to compete directly with nearby entertainment districts. It is to complete Cincinnati's riverfront with a mixed-use district that feels legible, durable, and alive well beyond scheduled events.

Public space leads this vision. Streets, plazas, and connections shape the experience of The Banks more than any single building. Future development must think beyond individual parcels and commit to a bold, coherent framework that establishes The Banks as a finished, world-class district worthy of its setting and significance.

DISTRICT DRIVERS

Design drivers translate analysis into action. They distill market realities, site constraints, and stakeholder priorities into clear principles that guide every decision in this plan.

Chapter One documented what The Banks is and what it needs. Market analysis showed demand for residential density and neighborhood-serving uses—but only if the public realm justifies the investment.

User groups emerged, each with competing needs that must coexist on the same streets, plazas, and edges. Feasibility testing confirmed that development requires bold moves to close the gap between cost and value.

Three drivers rose directly from that work. The first addresses scale and ambition. The second addresses quality and economics—public realm investment isn't overhead, it's the asset that makes development viable. The third addresses operational complexity—this district must perform seamlessly whether serving 80,000 fans or 800 residents on a quiet Tuesday.

These aren't arbitrary themes. They're the conditions that determine whether The Banks succeeds or stalls. Every guideline, massing decision, and public space strategy traces back to one or more of these drivers.

1

A BANKS DISTRICT THAT IS BIGGER AND BOLDER

The Banks has the opportunity now to advance market value in alignment with transformational civic life in Cincinnati.

2

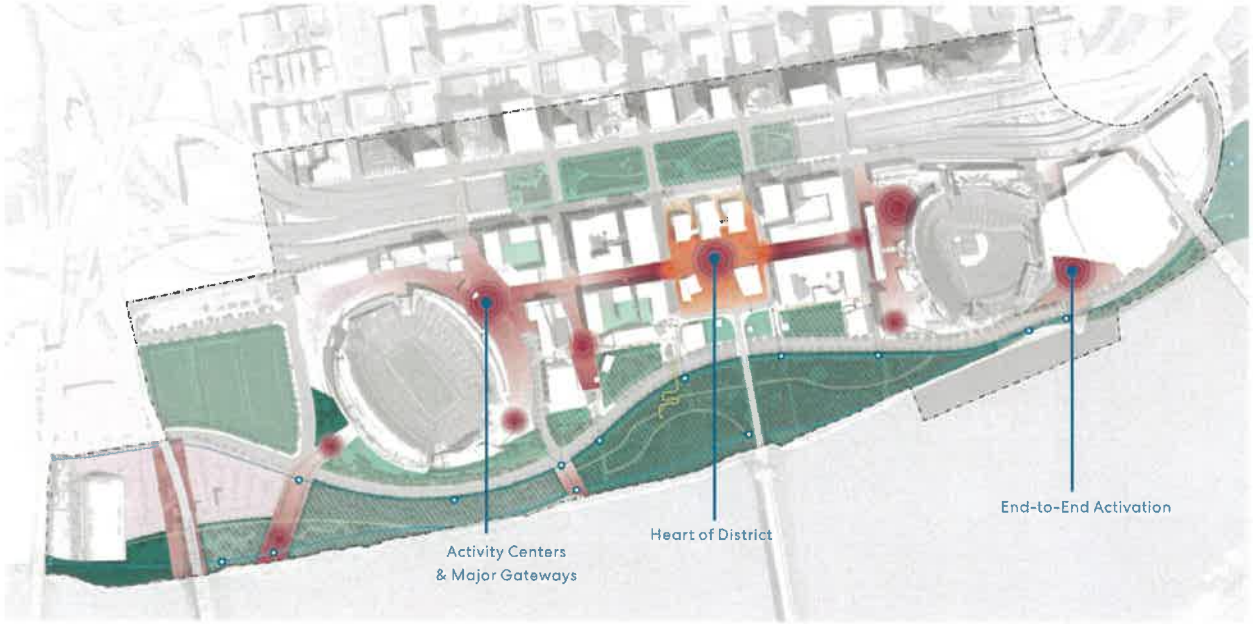
A QUALITY DISTRICT THAT DRIVES VALUE

Investing in our public realm will raise the long-term value of future development. The District will be a place for people, connected by cohesive projects.

3

A RIVERFRONT BUILT FOR GAME DAY, DESIGNED FOR EVERYDAY

The Banks is designed for dual performance, seamlessly supporting daily life and high-capacity events as a regional destination. Evolving the district brand, programming, and operations will enhance the experience.



THE OPPORTUNITY REALIZED

The Banks completes the connection. Two forces that have pressed toward each other for decades—the city reaching toward the river, the river reaching back toward the city—finally converge. The district activates the threshold where they meet, transforming a gap into a destination.

DEVELOPMENT OPPORTUNITY FRAMEWORK

The framework begins at the ground. Streets and open spaces set the armature. Buildings rise from that structure with clear roles to play. Riverfront parcels carry the highest value due to views and visibility. Back-row parcels can absorb height without diminishing the waterfront experience. This approach establishes clear expectations for performance while leaving room for phasing, market shifts, and architectural expression.

DESIGN DEVELOPMENT PROCESS

The design team used an iterative workflow that moved continuously between a physical study model and market-grounded development scenarios. In parallel, development scenarios informed by market feasibility and operational constraints were used to test what forms and programs could realistically perform. Insights from each informed the other.

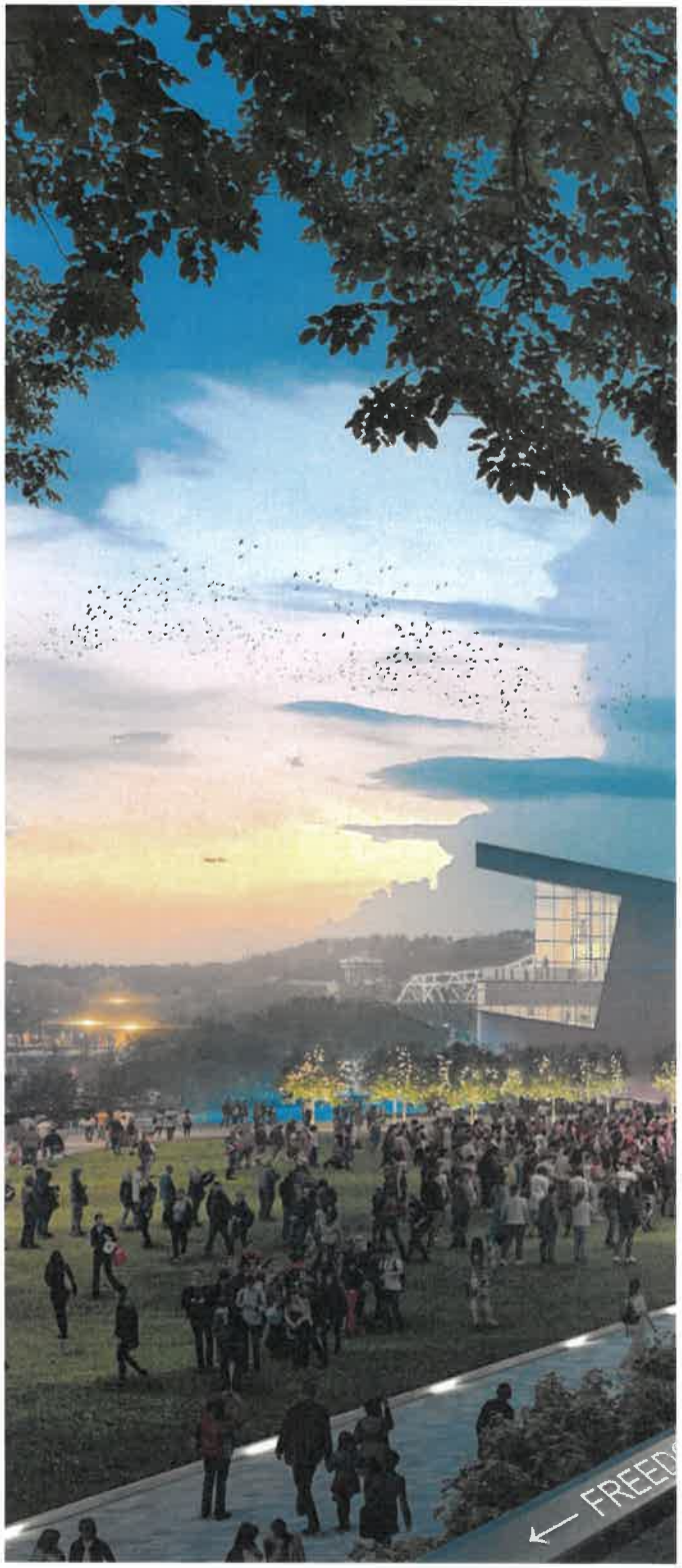
01 IT IS TIME TO REALIZE A **BIGGER, BOLDER BANKS DISTRICT**

The Banks District must become, in its next chapter, a more desirable, more competitive, and more world-class place. As Cincinnati and its region competes to attract investment, grow population, and enhance quality of life, The Banks District is one central piece of several in the quest for regional competitiveness and quality experience. It is time to think bigger and bolder.

Designed to operate at both the everyday and the extraordinary, The Banks supports neighborhood life, regional events, and cultural expression within a flexible public realm and a development framework built to evolve over time. By pairing bold public spaces with investable, adaptable development, The Banks sets a new standard for how riverfront districts perform, endure, and represent the city's aspirations.

The future Banks is active without feeling chaotic. Ground floors operate as civic space first. Buildings step and shift to protect key sightlines while opening larger footprints where value is strongest. Height becomes a tool that supports feasibility and funds public improvements rather than an end in itself.

The Banks occupies a rare position. It combines riverfront access, regional visibility, and direct adjacency to major civic venues. Its niche is vertical living paired with entertainment, culture, and public space. The district can support density where views, access, and infrastructure allow it to perform, while maintaining a human-scaled public realm.



RIGHT
View looking west between the ICON Stage and Lot 24 showing a pedestrian walk fronted by new restaurants.


ROEBLING ROOM
at the Banks
SEVEN HILLS
STEAK & SEAFOOD
THE BANKS DISTRICT


Walnut St.
Morgan Spencer Way
National Underground Railroad Freedom Center
John A. Roebling Suspension Bridge
Vine St.
Rosa Parks St.
Smale Riverfront Park
Lot 24
Race St.
Cincinnati Black Music Walk of Fame
Lot 25
Lot 1
The Andrew J. Brady Music Center
Elm St.
Paycor Stadium
Mehring Way
Lot 13
71
3rd St.
Lot 4
Central Ave.
Bengals Practice Field



LEFT
Illustrative plan shows new vision for the future of The Banks

THE BANKS DISTRICT CONCEPT PLAN

The updated plan builds on the legacy of planning for The Banks and the riverfront, advancing a purposeful urban development and neighborhood framework that brings together streets, parks, public spaces, and new development into a cohesive and highly connected whole.

The plan prioritizes the public realm as the primary experience. Streets, plazas, and connections do more than link buildings—they define how people move, gather, and remember this place. Buildings step deliberately from podium to tower, protecting views and framing spaces while achieving the density needed to support feasibility and fund shared infrastructure. Ground floors operate as civic space first, with transparency, activity, and public orientation required at every edge.

This is not incremental infill. It is a comprehensive framework that rejects piecemeal development in favor of coordinated moves: a signature civic plaza elevating the Freedom Center, a sculptural pedestrian bridge eliminating the barrier to Småle Park, activated streets flexing between everyday use and peak events, and development scaled to create critical mass without overwhelming the public realm.

The result is a district that feels like a neighborhood on ordinary days and a destination during extraordinary ones—a place that works for families, residents, visitors, and workers alike, reflecting Cincinnati's ambition to claim its riverfront as a defining civic asset for the next century.

Paycor STADIUM
Paycor STADIUM



02 A QUALITY DISTRICT THAT **DRIVES VALUE**

A QUALITY DISTRICT THAT DRIVES VALUE

Investing in The Banks District's public spaces and new buildings drives value—civic, cultural, and economic value. People will experience existing places and new plazas and parks in a more seamless and comfortable way. Småle Park—a jewel in the district and for the region—will be augmented by an expanded riverwalk park and complemented with smaller plazas across the district. Real estate investment will follow placemaking strategies as quality-of-life goals and increased desirability will spur demand.

ENABLING A WALKABLE URBAN DISTRICT

The concept plan sets forth an aspirational density and mix of uses to encourage urban vibrancy and foster private investment. By increasing vertical density on the remaining available lots, The Banks District can achieve its original density goals. Introducing new residential, retail, hotel, and office uses engenders a live/work/play neighborhood—harkening back to the original goals for the district as a premier walkable, urban district.

CULTIVATING THE SKYLINE

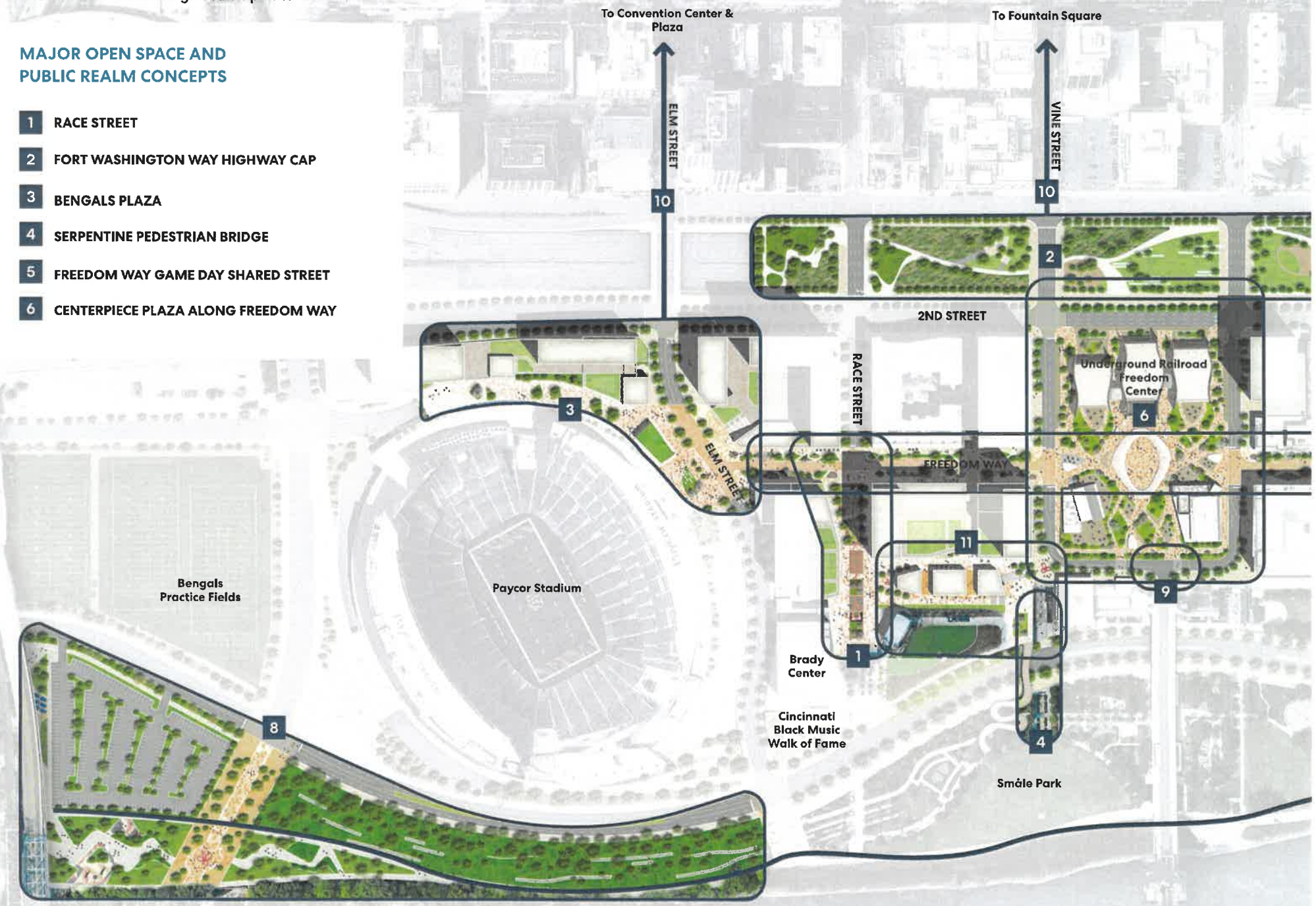
Cincinnati has an historic downtown skyline with icons including Carew Tower, the Fourth and Vine Tower (PNC Bank Building), and Great American Tower. Further designing the skyline in The Banks District enhances the overall skyline in two ways (1) by carefully 'stepping' building heights from Vine Street to the west towards Paycor Stadium and (2) by grouping future buildings with a range of heights that provide new views while preserving others. The Banks District deserves its own iconic tower and the most fitting location is at Freedom Way and Rosa Parks Street (the terminus of Vine Street). This site has excellent visibility and access to Småle Park and is a fitting backdrop for the future plaza in front of the Freedom Center.

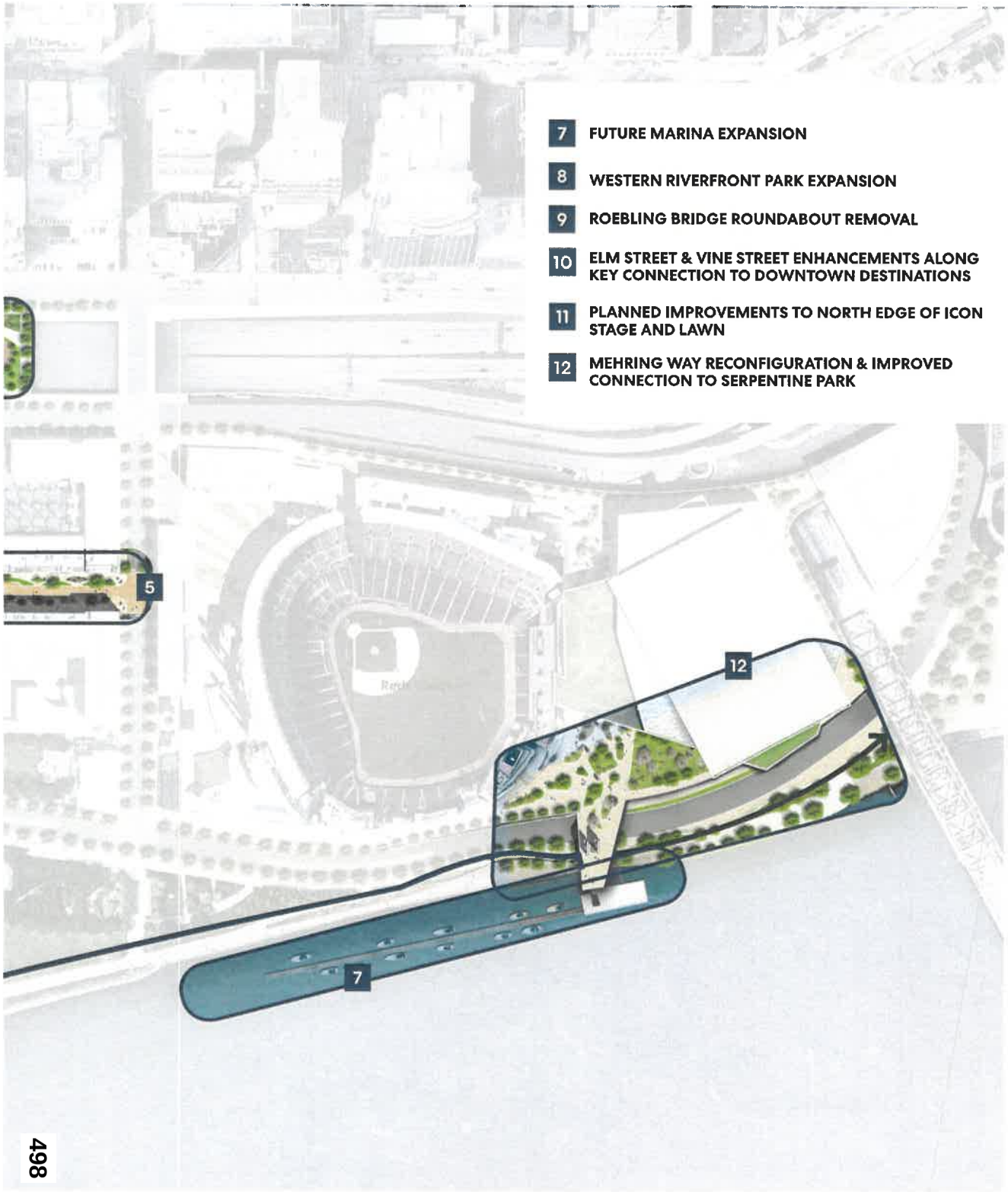
DEVELOPMENT SUMMARY

- 2.18 million gross square feet of new buildings plus 315,000 gross square feet of structured parking for a total of 2.5 million gross square feet of new construction above street level.
- 1.5 million square feet residential; 154,000 square feet of hotel, 147,000 square feet of ground level active-uses including retail, restaurant food and beverage, and other commercial activity; 202,000 square feet of office in the last phase of development (market dependent)

MAJOR OPEN SPACE AND PUBLIC REALM CONCEPTS

1. RACE STREET
2. FORT WASHINGTON WAY HIGHWAY CAP
3. BENGALS PLAZA
4. SERPENTINE PEDESTRIAN BRIDGE
5. FREEDOM WAY GAME DAY SHARED STREET
6. CENTERPIECE PLAZA ALONG FREEDOM WAY





GROUND LEVEL EXPERIENCE

At The Banks, the public realm is the experience. More than any individual building, it's the streets, plazas, edges, and in-between spaces that shape how people move, gather, and remember this district. Freedom Way evolves into a festival street that can flex between daily calm and event-day celebration, and a central civic plaza anchors district identity and activates surrounding development. Ground floors operate as extensions of the sidewalk, designed to support diverse uses and seamless engagement. Together, these moves create a continuous, legible network that works for 800 residents on a Tuesday morning and 80,000 fans on a Saturday night.

CIRCULATION AND CONNECTIVITY

Mobility at The Banks is strengthened through a highly connected network of streets, public spaces, and transportation options that make movement intuitive, safe, and enjoyable for all users. The plan builds on existing assets including transit, a strong street grid, and a growing system of great streets designed to work for pedestrians, vehicles, residents, and visitors alike.

Throughout the district, streets balance access and livability, connecting parking, transit, residences, and destinations with clarity and comfort. This integrated approach reinforces The Banks as a livable neighborhood and an attractive place for new development, with mobility serving as a defining asset that supports economic vitality, tourism, and long-term growth.

DESCRIPTION OF MAJOR OPEN SPACE AND PUBLIC REALM CONCEPTS

RACE STREET CONCEPT



Race Street creates an intimate linear plaza emphasizing river and skyline views. Designed at a smaller scale than Freedom Way, the street prioritizes pedestrian comfort through generous sidewalk zones, seating areas, and landscape enclosure. The design encourages lingering and informal gathering while maintaining flexibility for small events and pre-show activation. Race Street links The Banks directly to entertainment venues along Mehring Way, strengthening the connection between the district and Cincinnati's music and cultural corridor.

BENGALS PLAZA CONCEPT



Bengals Plaza is envisioned as a new signature sports event plaza at Paycor Stadium, drawing inspiration from the successful pre-game and event experiences at Great American Ball Park and other best-in-class stadium districts around the country. The plaza accommodates high-density crowds during games while remaining open and welcoming on non-event days. Flexible hardscape zones support food vendors, entertainment, and fan activations. The plaza creates a new retail interface with Paycor Stadium at general entry level and offers Lots 4 and 13 an opportunity for highly-valuable retail facing this new "front".

SERPENTINE PEDESTRIAN BRIDGE CONCEPT



A **sculptural pedestrian bridge** crosses Mehring Way, eliminating the primary barrier between The Banks and Smale Riverfront Park. The bridge's serpentine form creates a distinctive visual landmark while framing views of the river, skyline, and surrounding district. Designed exclusively for pedestrians, the bridge removes vehicle conflicts and significantly improves safety and comfort. The structure functions as both infrastructure and destination, creating a memorable crossing experience that reinforces district identity.

FORT WASHINGTON WAY HIGHWAY CAP CONCEPTS



Highway caps bridge over Fort Washington Way, transforming the visual and physical barrier into usable public space. The caps create seamless connections between downtown and The Banks while expanding the district's open space network. Tree canopy, lawn, and hardscape zones replace highway views, reducing noise and creating pedestrian-scale environments. The caps unlock development potential on adjacent parcels by improving access and eliminating the highway edge condition.

WESTERN RIVERFRONT PARK EXPANSION

Improves and expanded park space and riverfront trail with game day parking serving Bengals fans on game days. Concept also envisions an enhanced pathway approach to the southeast entry of Paycor Stadium from the Southwest.

FUTURE ARENA OVERLOOK CONCEPT & CONNECTION TO SAWYER POINT PARK AND YEATMAN'S COVE

The project addresses a critical gap in the district's year-round activation. During Reds and Bengals off-season, a modern arena sustains restaurants, bars, and retail at The Banks by hosting 125+ annual events. The facility positions The Banks as a complete entertainment destination—sports, culture, conventions, and riverfront experience in one walkable district. Strategic demolition and reconstruction create opportunities for enhanced ground-floor activation, improved pedestrian connections to the new centerpiece civic plaza and the riverfront, and a signature architectural statement that anchors the district's eastern edge.

FUTURE MARINA EXPANSION

A new reef marina planned near the Public Landing will add 42 boat slips and a floating restaurant to the riverfront. Though currently stalled pending U.S. Army Corps of Engineers approval of anchoring systems, the project strengthens The Banks' waterfront activation by adding recreational boating and river-level dining visible from Smale Park, the serpentine bridge, and development parcels. Planned independently by Cincinnati Parks, the marina aligns with The Banks vision of a connected, active riverfront.

ROEBLING BRIDGE ROUNDABOUT REMOVAL

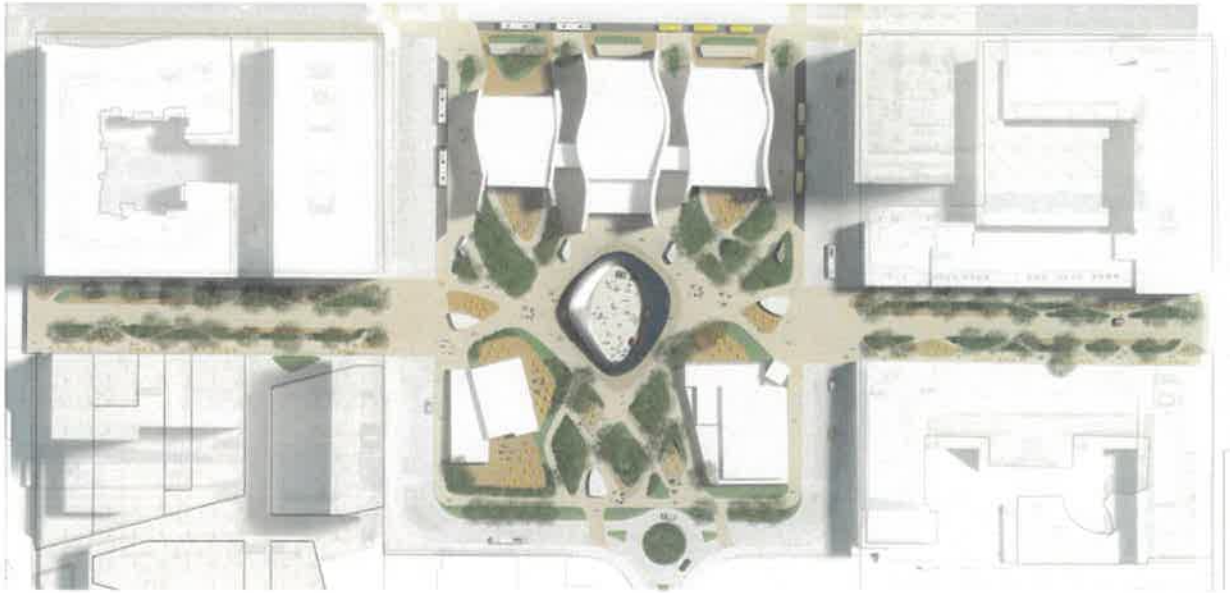
While roundabouts can support pedestrian flow in typical conditions, this location offers minimal mid-crossing refuge space and creates ambiguous yielding patterns between drivers and pedestrians. The tight geometry leaves people exposed with no safe pause point. An all-way stop creates clear, controlled crossings at a critical junction serving event-day surges and daily riverfront access.

FREEDOM WAY

Freedom Way transforms from a conventional street into a curbless festival corridor that operates as both daily connector and event venue. The street features a flush surface with no curbs, allowing complete closure for festivals and game days while functioning as a pedestrian-priority street during normal operations. Controlled access points and bollards support managed closures. Heavy tree canopy and high-quality paving establish a strong identity while supporting ground-floor retail, restaurants, and activation. The street connects Paycor Stadium directly to Great American Ball Park and new central civic plaza, creating the district's primary east-west spine.

CENTERPIECE PLAZA ALONG FREEDOM WAY

The new central civic plaza establishes a new signature civic space fronting the National Underground Railroad Freedom Center. A sculptural canopy structure provides shade and identity while supporting flexible programming from farmers markets to concerts. Dense tree canopy frames views to the river and city while creating year-round comfort. The plaza integrates directly into the street grid via Freedom Way and connects to surrounding development parcels, restaurants, and venues. Flexible food and beverage zones support activation during events and daily use, positioning the plaza as the district's civic front porch.





RIGHT
Conceptual renderings (ground level & birdseye) of Freedom Way Shared Street Concept and conceptual new public plaza fronting The National Underground Railroad Freedom Center connecting the east and west segments of Freedom Way.



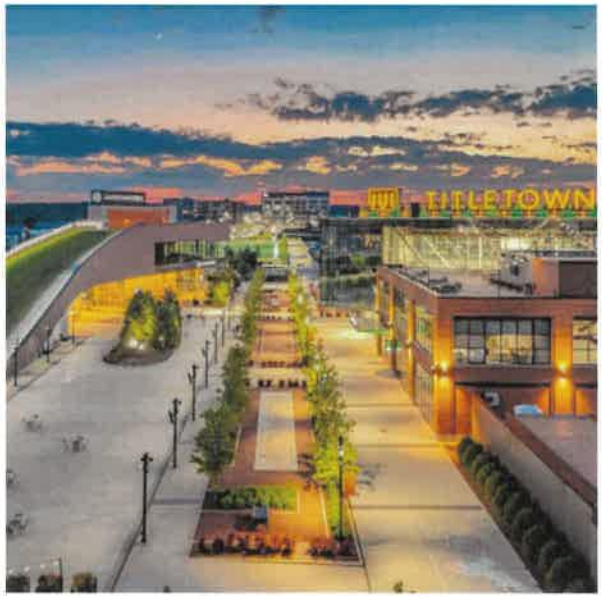
RIGHT
Ground Floor Activation and Public realm Interface between remaining Development Parcels



The Battery, *Atlanta GA, Home stadium of the Atlanta Braves.*



The Wharf Marina*, Washington D.C.*



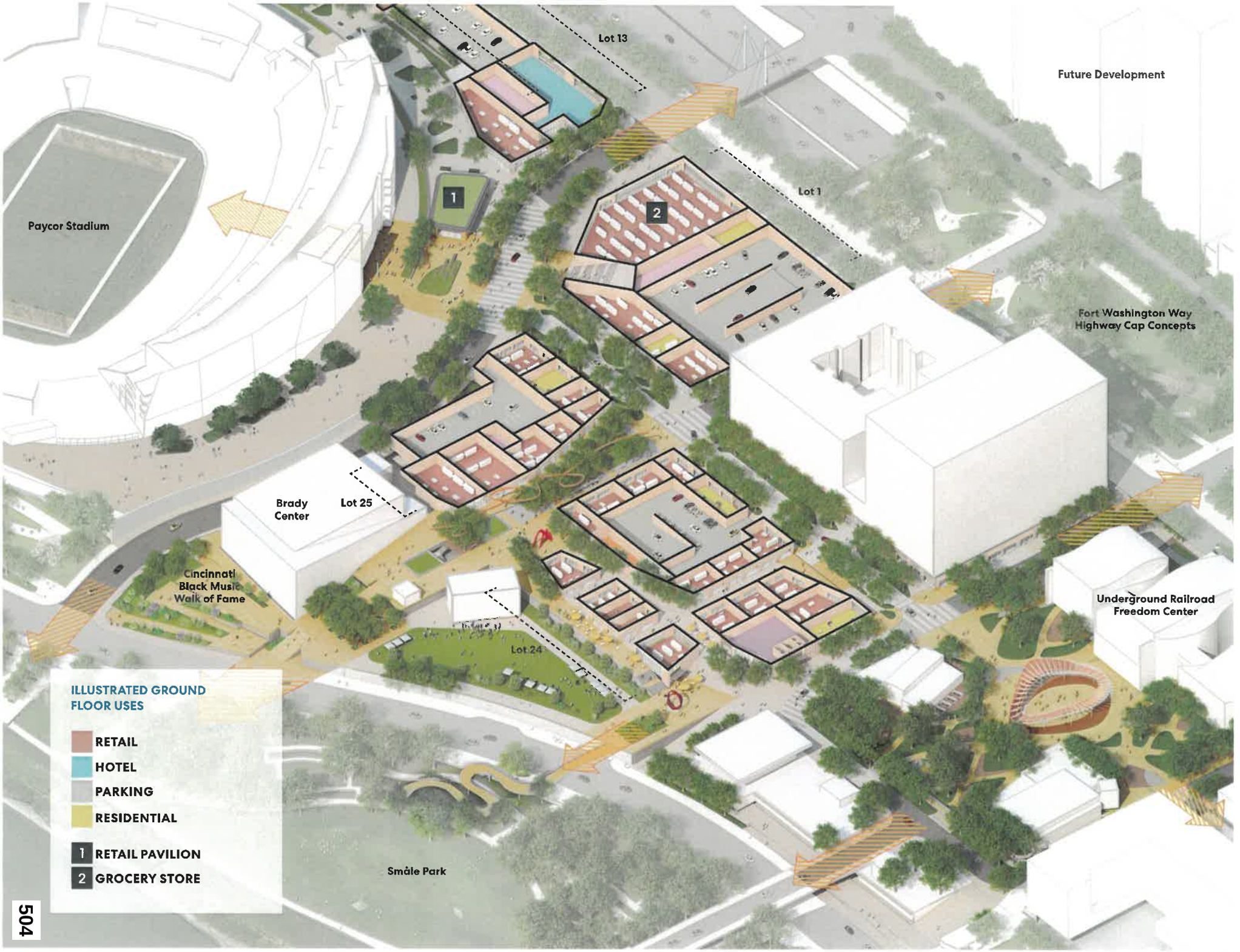
Titletown District, *home of the Green Bay Packers, Green Bay, WI.*



Chicago Riverwalk*, a 1.25-mile promenade through the heart of downtown Chicago*

CASE STUDY LESSON: VALUE THE PUBLIC REALM

Comparable districts show that success depends less on signature architecture and more on ground-level performance. Active edges, flexible streets, and clear circulation determine whether investment sustains itself over time. Height and density work best when tied to public benefit and shared value.


Lot 13
Future Development
Paycor Stadium
1
2
Lot 1
Fort Washington Way
Highway Cap Concepts
Brady
Center
Lot 25
Cincinnati
Black Music
Walk of Fame
Underground Railroad
Freedom Center
Lot 24
Smale Park
ILLUSTRATED GROUND
FLOOR USES
RETAIL
HOTEL
PARKING
RESIDENTIAL
1 RETAIL PAVILION
2 GROCERY STORE

DEVELOPMENT FEASIBILITY

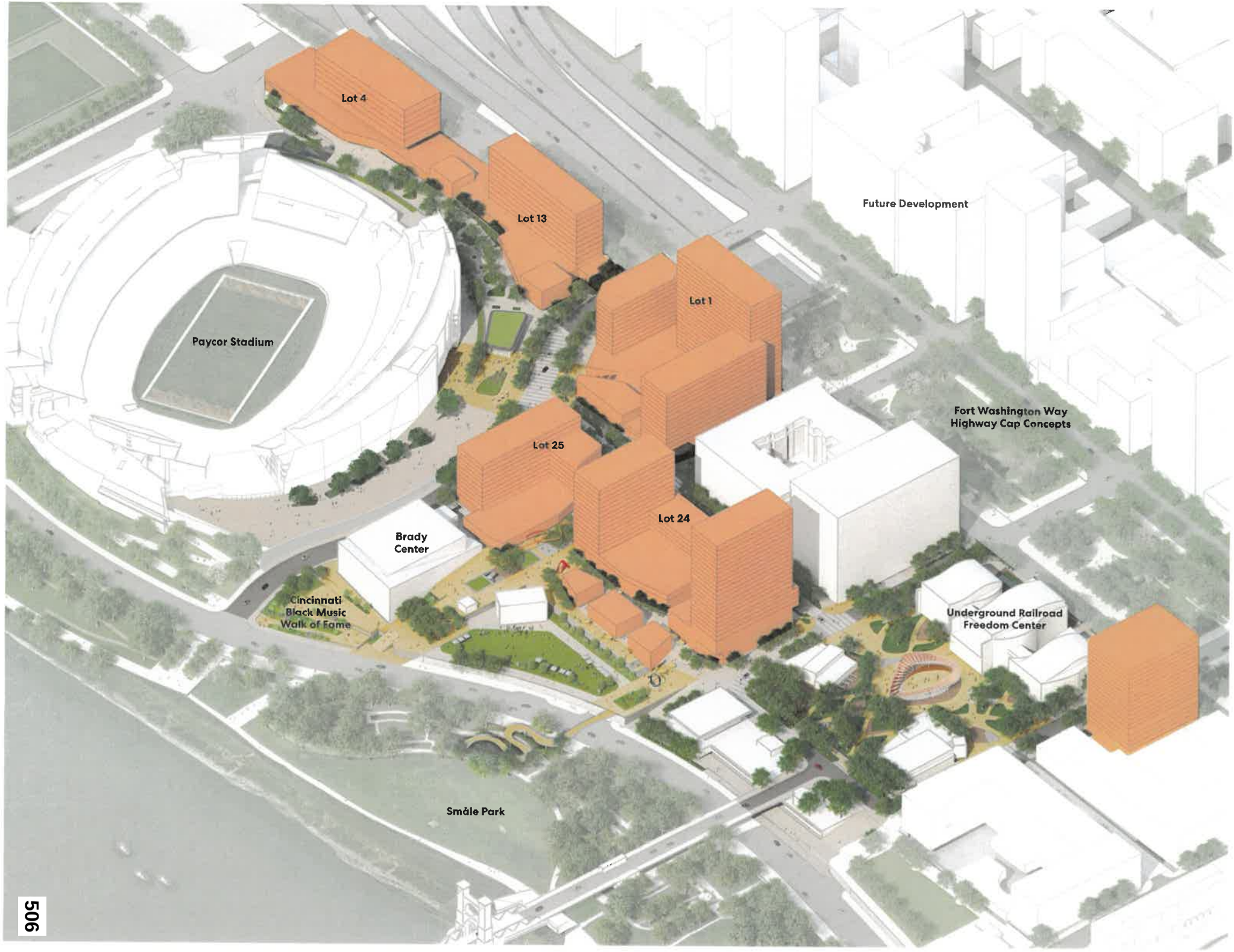
Initial feasibility analysis was conducted to test the financial performance of the proposed development, given current conditions. This analysis included a residual land value analysis of each component of the development program to determine how the proposed value of the project compares to the costs. Proposed costs of development including hard costs, soft costs, financing costs, and required developer profit were compared against the project's value represented by the relationship between projected revenues and costs over time. In an ideal case, the project value is greater than the project cost, which indicates positive land value. With positive land value, a developer can construct a project and expect to generate value beyond its costs and profits.

However, financial analysis suggests that for the proposed development plan, the costs outstrip the project value, indicating a feasibility gap and negative land value. Based on estimates from the financial analysis, the projected development gap is approximately $47 million for a project with an overall estimated cost of approximately $770 million to $800 million. Without outside sources to close this feasibility gap, it's unlikely that the developer would pursue the project.

DEVELOPMENT SUMMARY

- 2.18 million gross square feet of new buildings plus 315,000 gross square feet of structured parking for a total of 2.5 million gross square feet of new construction above street level.
- 1.5 million square feet residential; 154,000 square feet of hotel, 147,000 square feet of ground level active-uses including retail, restaurant food and beverage, and other commercial activity; 202,000 square feet of office in the last phase of development (market dependent).

RIGHT
Development Concept illustrating graduated heights and stepped massing across the Development Sites.


Lot 4
Lot 13
Lot 1
Lot 25
Lot 24
Future Development
Paycor Stadium
Fort Washington Way
Highway Cap Concepts
Brady
Center
Cincinnati
Black Music
Walk of Fame
Underground Railroad
Freedom Center
Smale Park

PHASING CONSIDERATIONS

Phasing of redevelopment at The Banks should emphasize uses mist feasible and establishing a sense of place, creating a market for later uses.

W ⬅ E

Development should generally proceed from east to west. This grows the existing district from the east and ensures that new development is not isolated. The exception to this is the high-rise structure currently shown on the eastern portion of Lot 24.

Midrise development should occur first, taking advantage of cost efficiencies of that typology, and bringing residents onsite to enhance activity and support ground floor retail.

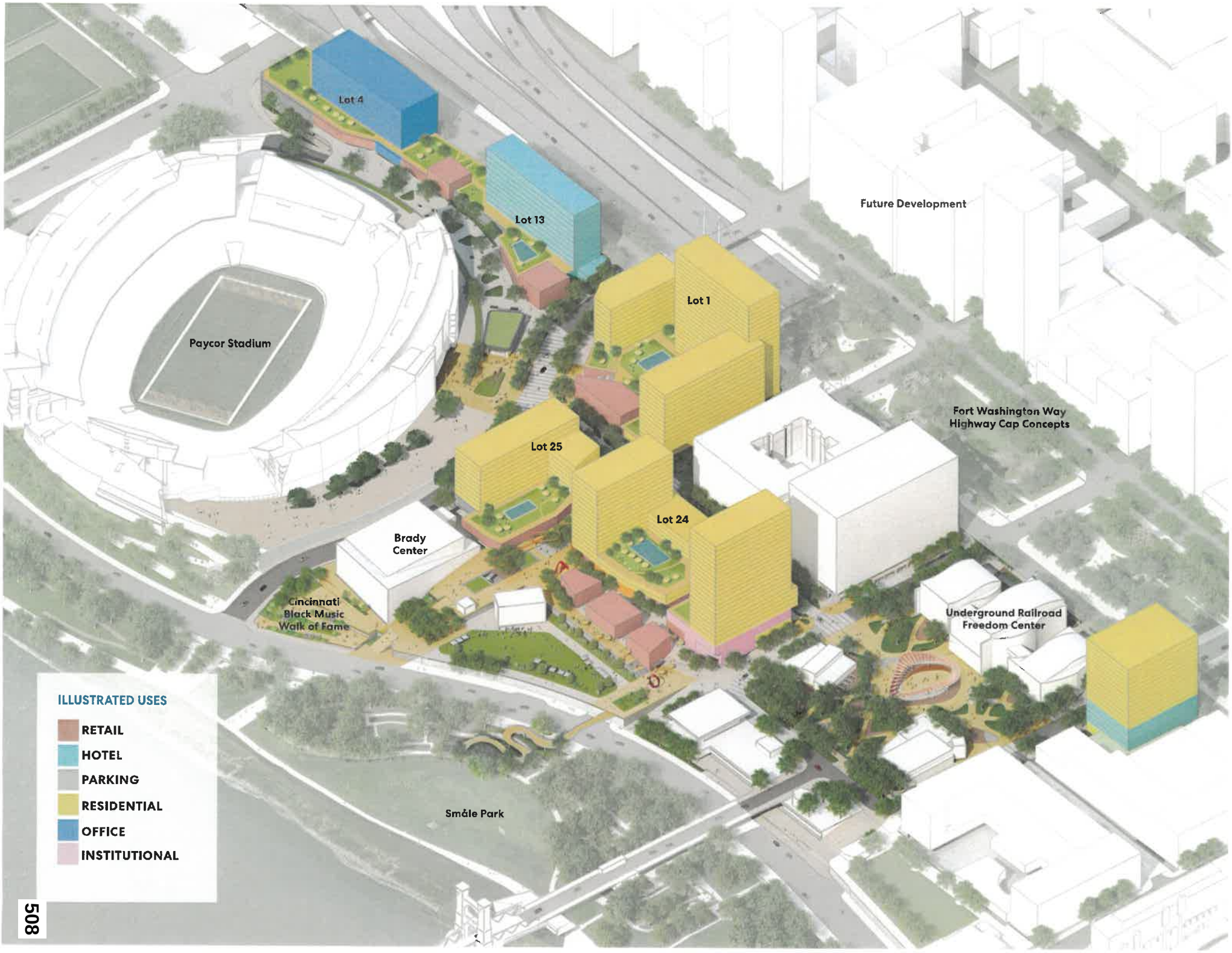
Should current market conditions persist, it may be practical to deliver the hotel product sooner (in Phase 2) and put off office development until the last phase.

Early investments in open space, placemaking, and site security will improve user experience and draw more activity to The Banks.

INTENTIONAL MIX OF USES

New development rising from Lots 1, 24, and 25 are mixed-use residential with a combination of ground floor retail/commercial space and residential lobby and amenities. The residential developments increase the density of people living in the district, and these three lots are critical to supporting residential neighborhood living.

RIGHT
Development Concept Highlighting a mix of uses across the Development Sites.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Smale Park
ILLUSTRATED USES
RETAIL
HOTEL
PARKING
RESIDENTIAL
OFFICE
INSTITUTIONAL

03 A RIVERFRONT BUILT FOR GAMEDAY, **DESIGNED FOR EVERYDAY**

A central civic plaza occupies one of the most symbolically charged sites in Cincinnati. It must operate as a place of gathering and celebration on game days, yet remain deeply respectful of the National Underground Railroad Freedom Center's civic and moral weight. This is a balancing act.

The plaza sits beneath the watch of Freedom's Eternal Flame, a quiet and constant reminder of the struggle for liberty and human dignity. To the south, the John A. Roebling Suspension Bridge at the base of the District, an engineering landmark that has endured for more than a century and frames the river horizon. Between these two symbols stands the public realm.

On Bengals Sundays and Reds Opening Day, the space can absorb crowd density, fan rituals, and shared civic pride. On quieter days, it must offer shade, seating, reflection, and unobstructed frontage that honors the museum's entrance and preserves sightlines to the river and bridge.

The new centerpiece civic plaza cannot feel like an extension of stadium infrastructure. Nor can it feel static or ceremonial. It must activate, but it must also anchor. Its materials, scale, and programming should support celebration while maintaining dignity—ensuring that festivity never overwhelms meaning.

When designed correctly, the plaza and Freedom Way by extension becomes both threshold and destination: a civic stage capable of holding the city's loudest cheers and its most reflective moments within the same space.



RIGHT
Freedom Way connects Paycor Stadium directly to Great American Ball Park through a new central civic plaza, activating the district's primary east-west spine. This signature gathering space becomes a daily connector and destination in its own right.


Findlay Fry Co

CONNECTION OF CULTURE AND COMMUNITY

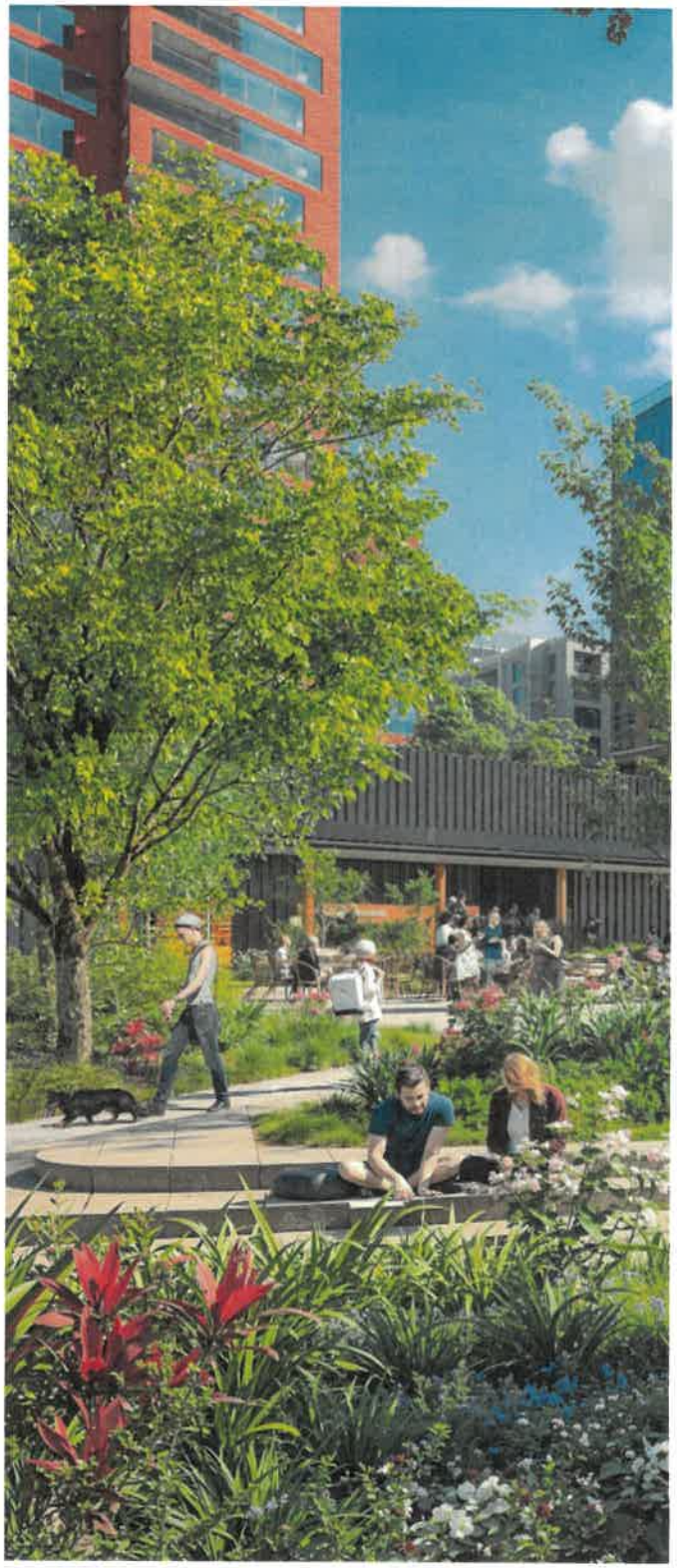
Creating a successful entertainment district today means more than attracting crowds—it means shaping a complete neighborhood story. The work begins by defining the district's identity, then designing layered, mini-experiences for diverse audiences—families, fans, residents, students, tourists—and ultimately expressing that vision in the built environment.

Cincinnati already expects art and culture to live in its public realm. From the murals of Over-the-Rhine to the immersive scale of BLINK, the city embraces public art as part of everyday life. That expectation sets the standard for The Banks. Culture cannot feel programmed onto the district—it must feel embedded within it.

Culture and program are inseparable from place. A weekday promenade becomes a weekend festival. A pre-game gathering becomes a civic singalong. Reflection at the Freedom Center transitions to discovery along the riverwalk. Public art, lighting, signage, and programming work together to create continuity—bridging everyday life and major civic moments.

The goal is not just activation—it is orchestration. Each space contributes to the larger narrative. Each moment builds belonging. Every visit—whether for game day or a quiet afternoon—should feel part of a cohesive, living story.

When done well, the district does not simply host events. It produces experiences. It becomes a neighborhood that lives beyond the lights and belongs to the city every day.



RIGHT
A signature civic plaza fronting the National Underground Railroad Freedom Center, anchored by a sculptural canopy, creates a flexible space for activation and park-like extension to the river and linking Freedom Way shared street segments.


THE BANKS DISTRICT

BRAND EVOLUTION NOT REVOLUTION

The goal is a unified, integrated brand experience—aligned across physical, spatial, and digital experiences. Today, powerful individual brands thrive within the district: The Cincinnati Reds, the Bengals, the Freedom Center, Småle Riverfront Park, the Cincinnati Black Music Walk of Fame, and DORA. Each is strong on its own. The opportunity now is to bring them together under one cohesive district strategy—one brand that amplifies all. Through coordinated public realm design, consistent wayfinding, and shared programming for everyday and game-day activation, The Banks can move from a collection of destinations to a singular, recognizable urban experience.

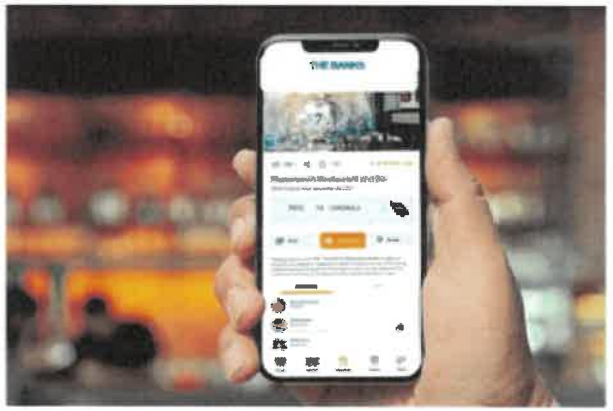
As residential growth, retail energy, and public space investment expand, the brand should evolve in step with the built environment. The Banks doesn't need a new story—it needs to fully realize the one it already has. From event venue to complete urban district—this is brand evolution, intentionally built together.

Through digital platforms, analog experiences, wayfinding systems, monuments, gateways to art, hand-painted murals, and curated "Instagram moments," we layer storytelling into the physical environment to create memorable, shared experiences. These elements are not decoration—they are tools that elevate the district, spark delight, and foster connection among residents, visitors, and fans alike.

Entertainment districts like The Banks are inherently complex ecosystems, made up of diverse operators, brands, and public partners. Success requires more than a master plan; it demands alignment. From establishing the overarching district framework to integrating each restaurant, club, shop, and venue into a cohesive vision—while still honoring their individual identities—we create a unified story that feels intentional, vibrant, and unmistakably of place.



ABOVE
What Is a Branded Experience?
The explicit management of all the ways an organization represents itself – in actions and expressions to each of its audiences.





FROM TOP
Example of branded digital space that mirrors the experience of the built environment and surrounds.
Example of simple, iconic wayfinding beacon with night-lighting feature.

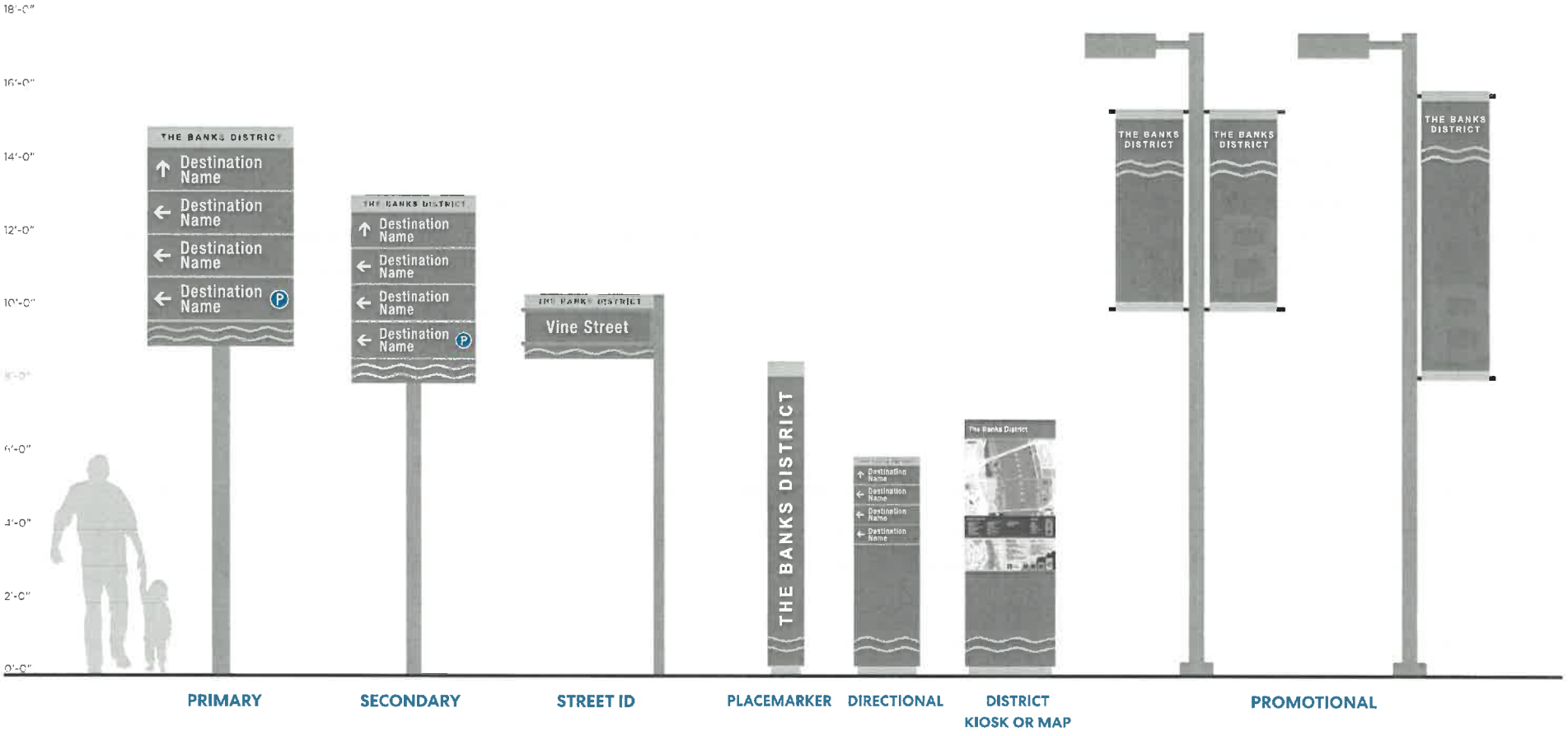
BRAND FOLLOWS EXPERIENCE

Brand grows from experience, and experience deepens through story. When a place carries meaning, movement becomes memory and activity becomes belonging. Through layered wayfinding and thoughtfully crafted touchpoints, a district transforms—no longer just a stop along the way, but a destination woven into the life of the city.

Our city is increasingly defined by intentional districts—the Convention Center District, Fountain Square District, and the historic Brewery District—each offering residents and visitors a clear narrative and authentic sense of place. These districts help people understand where they are, what matters there, and how it fits into Cincinnati's broader story, strengthening cultural tourism and civic identity.

At The Banks, brand evolution is about performance and experience. When streets are

active beyond game days, public spaces are clean and programmed, and residential life is visible and stable, perception shifts naturally. But experience must be anchored in a cohesive story—one that connects the river, history, sports, music, and freedom into a unified brand.



HIGHWAY TO HALLWAY ™

This strategy is more than navigation—it is a connected civic brand ecosystem. It guides people from reputation to arrival, from experience to advocacy, ensuring each touchpoint reinforces the promise of The Banks. Like Hansel and Gretel following a breadcrumb trail, every step must be intentional. If one breadcrumb is missing, the story breaks.

1. Reputation — The Cultural Narrative - Before someone searches or arrives, the district already lives in the civic imagination. Is it safe? Vibrant? Meaningful? Reputation shapes expectation—formed through media, memory, and word of mouth before marketing begins.

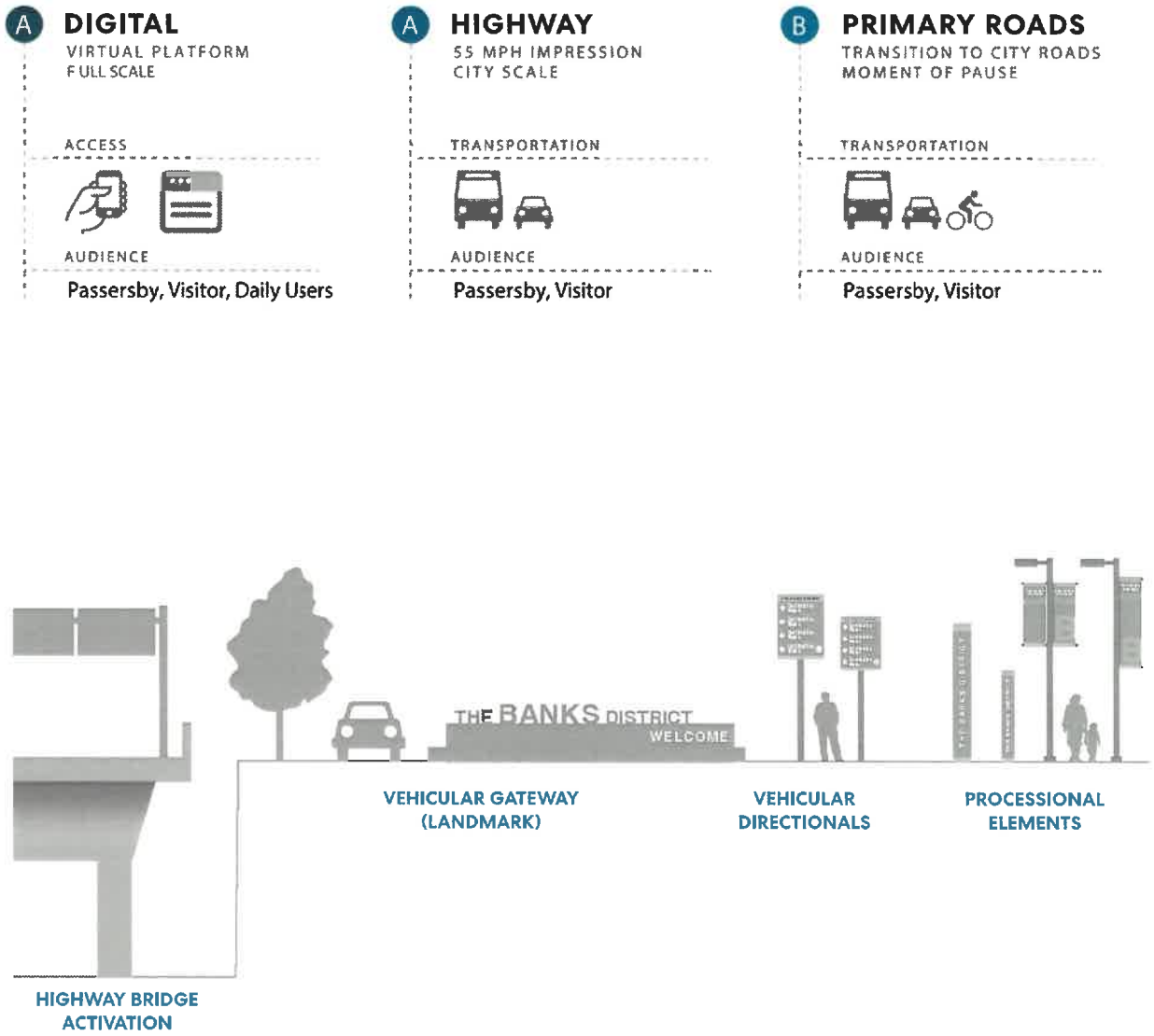
2. Discovery — The Zero Moment of Truth (ZMOT) - This is the digital highway. Social media, press, search, influencers, and reviews shape belief before visitors arrive. Positioning and perception are set here. If the narrative is unclear, the journey begins with confusion.

3. Arrival — The First Moment of Truth (FMOT)- Digital expectation meets physical reality. Is parking easy? Do visitors feel safe? Is wayfinding intuitive? This is the friction test. If arrival fails, loyalty is lost before the experience begins.

4. Experience — The Second Moment of Truth (SMOT) Now they are here—walking the Cincinnati Black Music Walk of Fame, gathering before a Bengals game, entering the Reds Hall of Fame, reflecting at the Freedom Center, strolling the river. Emotion anchors memory. The sequence of spaces and moments must feel cohesive.

5. Amplification — The Shared Moment - The journey extends beyond the district.Do they post? Recommend? Return with others? Murals, gateways, lighting, and digital moments are shareable breadcrumbs extending the brand.

6. Belonging — The Civic Loyalty - The final stage is ownership. Does the district feel like theirs? Do residents return on non-event days? Can the space hold both celebration and contemplation?



C GATEWAY ARRIVAL
ARRIVAL INSIDE DESTINATION
PRIMARY ROADS

TRANSPORTATION

AUDIENCE
Passersby, Visitor

D WAYFINDING
GUIDE TO DESTINATIONS
AND VISITOR PARKING

TRANSPORTATION

AUDIENCE
Visitors, Daily Users

E PARKING / PEDESTRIAN
ARRIVE AT DESTINATIONS
AND VISITOR PARKING

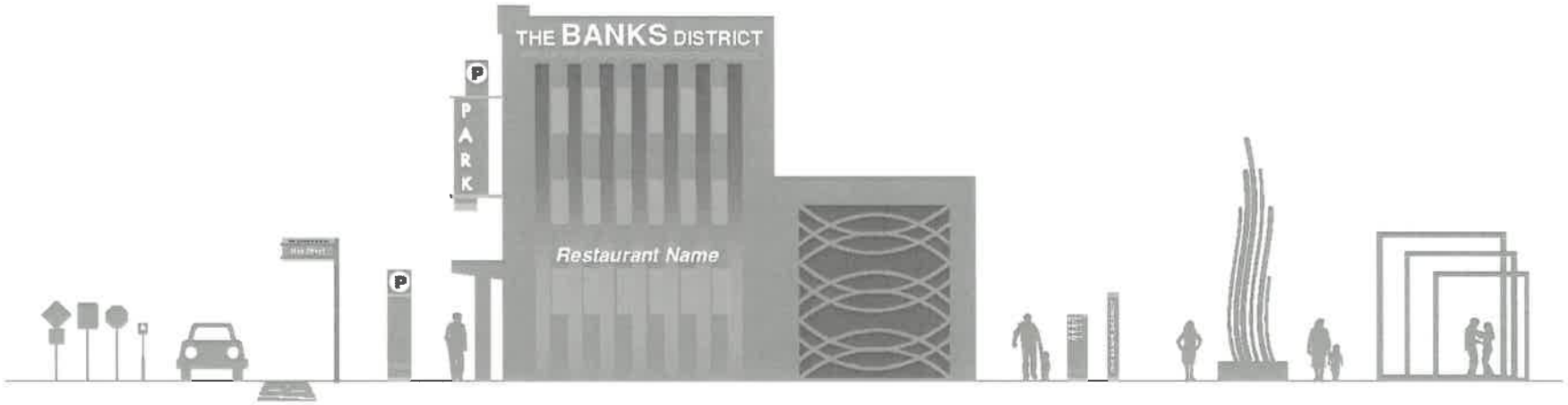
TRANSPORTATION

AUDIENCE
Visitors, Daily Users

F INTERIOR / HALLWAY
GUIDE TO INTERIOR DESTINATION
MOVEMENT BETWEEN DESTINATIC

TRANSPORTATION

AUDIENCE
Visitors, Daily Users



When belonging is achieved, the district evolves from destination to neighborhood.

Highway to Hallway™ ensures that from first impression to lifelong advocacy, each breadcrumb leads forward—never lost, never accidental. When aligned, The Banks builds memory, meaning, and a living civic brand.

03 Design Guidelines

These guidelines are the shared language that allows diverse architecture to form a coherent district. They distinguish The Banks from conventional development by establishing minimum expectations for public realm quality, building performance, and pedestrian experience that reflect the significance of this location.


PAYCOR STADIUM

THE BANKS
DESIGN GUIDELINES

These guidelines emphasize a public-realm–first structure for both the district and site-level development controls. This will ensure that future development in The Banks will embody the rich and vibrant spatial, experiential, and qualitative attributes that will define it as Cincinnati's premier riverfront district long into the future.

This Design Guidelines document is intentionally streamlined to focus only on the essential controls necessary to shape future development outcomes for the remaining parcels at The Banks.

The intent of these Guidelines is not to over-regulate architectural expression or constrain innovation, but rather to establish a clear and consistent framework that protects the district's most critical public-facing outcomes—particularly where development decisions have lasting implications for the public realm, views, and district experience.

Sections not directly tied to essential aspects of future development's form, interconnections, experience, and quality have been removed to maintain clarity, flexibility, and ease of application.

The Design Guidelines Chapter is organized into four complementary sections that together establish a clear framework for future development at The Banks. Each section addresses a distinct dimension of how buildings are shaped, experienced, and perceived, translating district-wide planning objectives into clear, implementable guidance for the remaining development parcels.

ORGANIZATION

The Design Guidelines Chapter is organized into four sub-sections:

Design Massing Framework

Establishes district-wide principles for building height, bulk, block coverage, and the protection of key views and sightlines.

Architectural Form

Guides building massing, streetwall conditions, stepbacks, and the organization of base and upper building elements at the parcel scale.

Ground Level Experience

Addresses ground-floor design, activation, circulation, programming, and the relationship between buildings and streets, plazas, and public spaces.

Quality of Place

Establishes expectations for architectural materials, lighting, wayfinding, signage, and other public-facing elements that contribute to the overall character and identity of The Banks.



Contents

INTRODUCTION

01 DISTRICT MASSING FRAMEWORK

1.1 Preserve the "Stepped Skyline"

1.2 Stadium Views and Sightlines

1.3 Preservation of View Corridors

ARCHITECTURAL FORM

2.1 Build-to Expectation

2.2 Ground Level Streetwall

2.3 Mid-Level Massing

2.4 Tower Placement & Spacing

2.5 Podium Parking

GROUND LEVEL EXPERIENCE

3.1 Active Use Frontages and Active Corners

3.2 Buildings Fronting Freedom Way

3.3 Essential Access Servicing and Operations

3.4 Pedestrian Access and Circulation

QUALITY OF PLACE

4.1 Architectural Character and Expression

4.2 Lighting and Nighttime Environment

4.3 Public Art and Placemaking Elements

4.4 Wayfinding and Signage

STRUCTURE OF EACH SECTION

Each Design Guidelines section is organized using a consistent three-part framework that clearly distinguishes design intent, enforceable standards, and discretionary guidance.

Principles or Framing Ideas

Following the subsection title, a narrative establishes the design intent for each topic area and defines the outcomes the Design Guidelines are intended to achieve. This section offers high-level framing to guide design decision-making and is supported by illustrative diagrams, precedent imagery, and conceptual graphics that convey desired conditions and performance objectives.

Regulatory Standards

The Regulatory Standards subsection sets forth the minimum design requirements applicable to future development on the remaining parcels. These standards are intended to be clear, measurable, and enforceable, and will be used by the City and County as the primary basis for evaluating compliance during development review.

Design Guidance (Non-Regulatory)

The Design Guidance subsection provides non-mandatory recommendations that offer additional direction on achieving high-quality design outcomes. While not requirements, this guidance may be considered by the City and County when evaluating contextual appropriateness, overall design quality, and consistency with the vision for The Banks.

DESIGNING IN THE STADIUM DISTRICT

Stadium-related uses require coordinated approaches to crowd management, security, service access, and event-day movement. Portions of the district currently support essential stadium functions, including vertical circulation, garage access, and controlled entry points. These functions must continue to operate safely and efficiently as additional development occurs.

Future development is expected to coordinate closely with stadium operations to ensure that building design, access strategies, and ground-floor uses support both daily activity and event-day performance. The Design Guidelines establish a framework for aligning private development with these operational realities while strengthening the district's role as an active, mixed-use riverfront neighborhood.

LOCAL CODE AMENDMENT

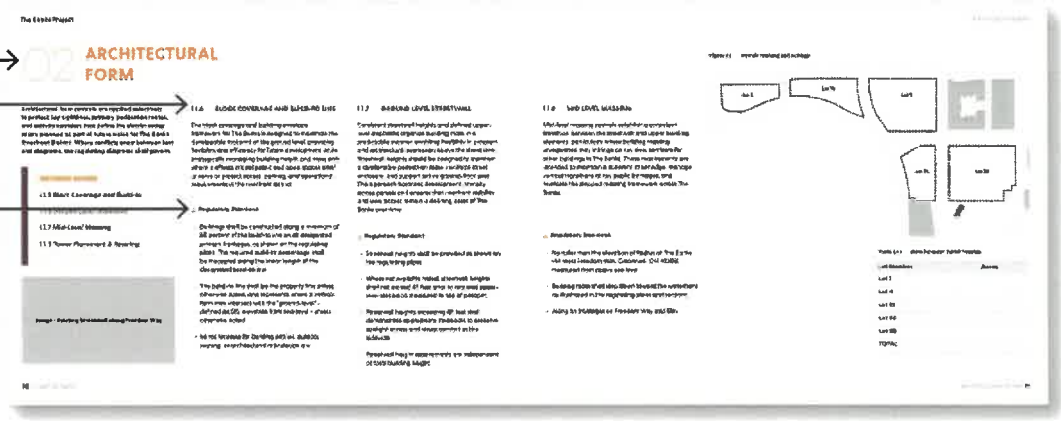
The Banks is governed by a Planned Development (PD). The Banks Urban Design Plan Update (this plan) will inform a future concept plan sponsored by the County to amend the existing PD to reflect zoning regulations as laid out here.

NAVIGATING THE DESIGN GUIDELINES

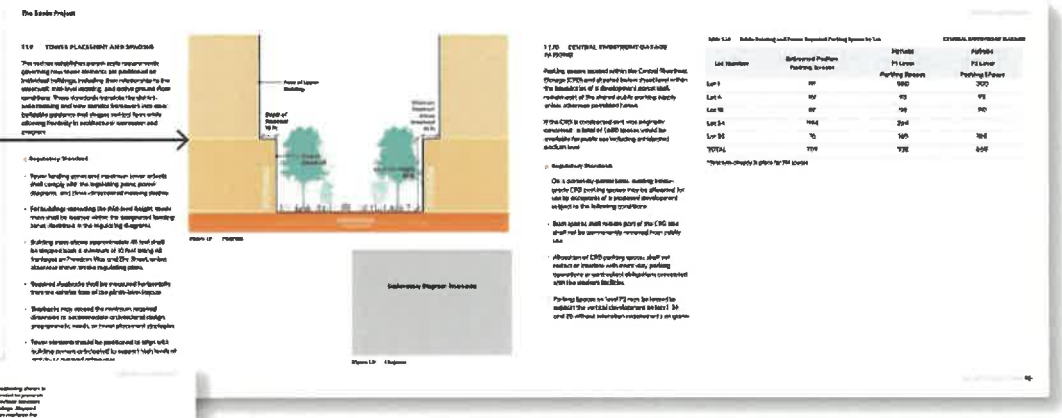
Sub Section →

General Guidance →

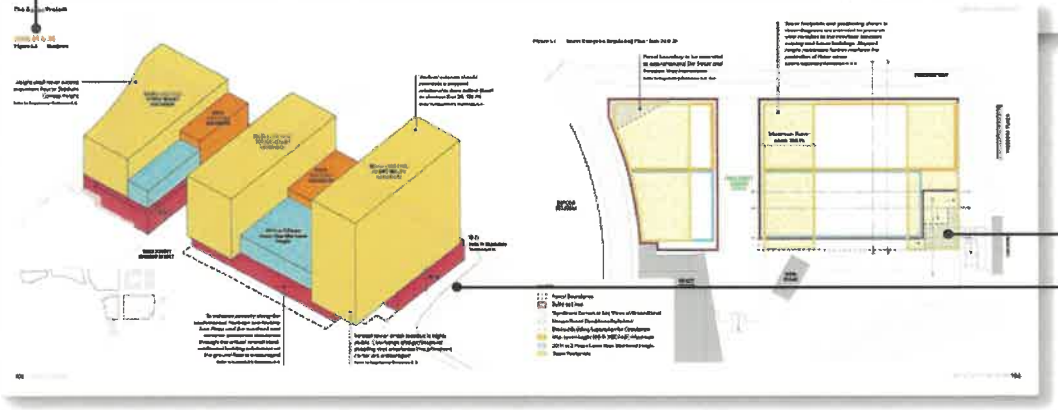
Regulatory Standards →



Diagrammatic Illustration
of general standards →



Applied Regulatory Standards
Illustrating Guidance on Lot 1
and Lot Groups 24/25 & 4/13



Site-Level Guidance
Illustrating Guidance on Lot 1
and Lot Groups 24/25 & 4/13

- **Ground & Podium Level Plan**
- **Tower Level Plan**
- **Isometric Illustration**

01 DISTRICT MASSING FRAMEWORK

The District Massing Framework section establishes a clear and predictable framework for building massing, height, and block coverage that supports long-term development value while protecting the most important district-wide outcomes at The Banks.

These guidelines are intended to provide certainty around building envelopes, height transitions, and protected views—particularly those related to the riverfront, stadiums, and Småle Riverfront Park—so that development can proceed efficiently and with confidence. Requirements focus on shaping a consistent and active street presence, managing height in relation to surrounding civic anchors, and preserving key sightlines that define the district's identity. Beyond these essentials, flexibility is preserved to allow architectural expression, program mix, and innovation to respond to market conditions and individual development strategies.

INCLUDED GUIDES

1.1 Preserve the "Stepped Skyline"

1.2 Stadium Views and Sightlines

1.3 Preservation of View Corridors

PROTECTING CINCINNATI'S CIVIC IDENTITY

The Banks occupies a critical position between Cincinnati's riverfront and its Downtown skyline, where views to iconic civic landmarks reinforce orientation, identity, and a strong sense of arrival. Protecting these visual relationships ensures that new development contributes to—rather than competes with—the city's most recognizable structures and preserves the waterfront's role as a civic front door. This guidance prioritizes the framing of landmark elements that define Cincinnati's skyline and cultural identity when viewed from public spaces within The Banks and along the riverfront.

Protecting views of the John A. Roebling Suspension Bridge is critical to maintaining the civic identity and visual continuity of Cincinnati's waterfront, where the bridge serves as a primary gateway and defining landmark for The Banks.

From the riverfront and The Banks, Cincinnati's skyline is defined by a mix of iconic historic towers and contemporary landmarks that collectively establish the city's identity and sense of place. Notable buildings include the Great American Tower at Queen City Square (301 East 4th Street) – The tallest building in the city and the most prominent contemporary marker on the skyline. In addition to the Carew Tower (441 Vine Street), Fifth Third Center, Scripps Center (312 Walnut), "PNC Tower"/Fourth and Vine Tower (1 West 4th Street),

1.1 PRESERVE THE "STEPPED SKYLINE"

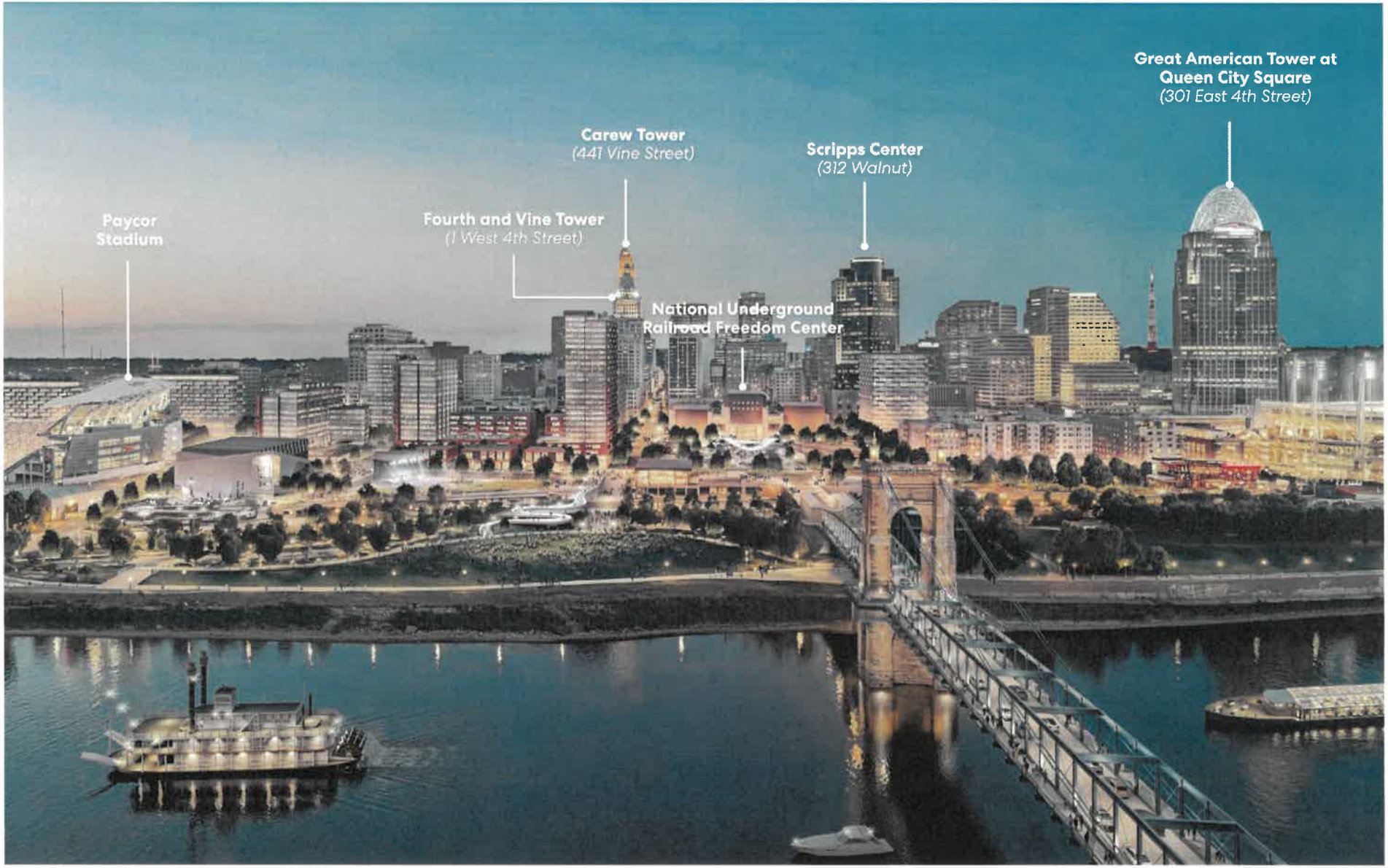
The stepped massing framework establishes a clear hierarchy of building height and form that supports efficient development while maximizing long-term value across the district. Building heights are calibrated to step up toward the existing Downtown fabric, allowing taller elements to capitalize on premium riverfront views while reinforcing continuity with adjacent urban blocks.

◊ **Regulatory Standard:**

Building height and massing should comply with the Stepped Massing Framework illustrated in the regulating plans and sections. Development parcels should be organized to step up in height such that vertical forms are lowest along the Bengals Stadium and increase approaching Downtown's 3rd Street frontage and the Freedom Center, Development should remain within the maximum envelopes established by the regulating sections and protected view planes.

Note: Regulatory standards for height limitations for each development parcel and allowed vertical structures is outlined in Section 1.2 Stadium Views and Sightlines

In Chapter 03: Design Guidelines, where conflicts occur between narrative standards and the regulating diagrams, the diagrams should govern.

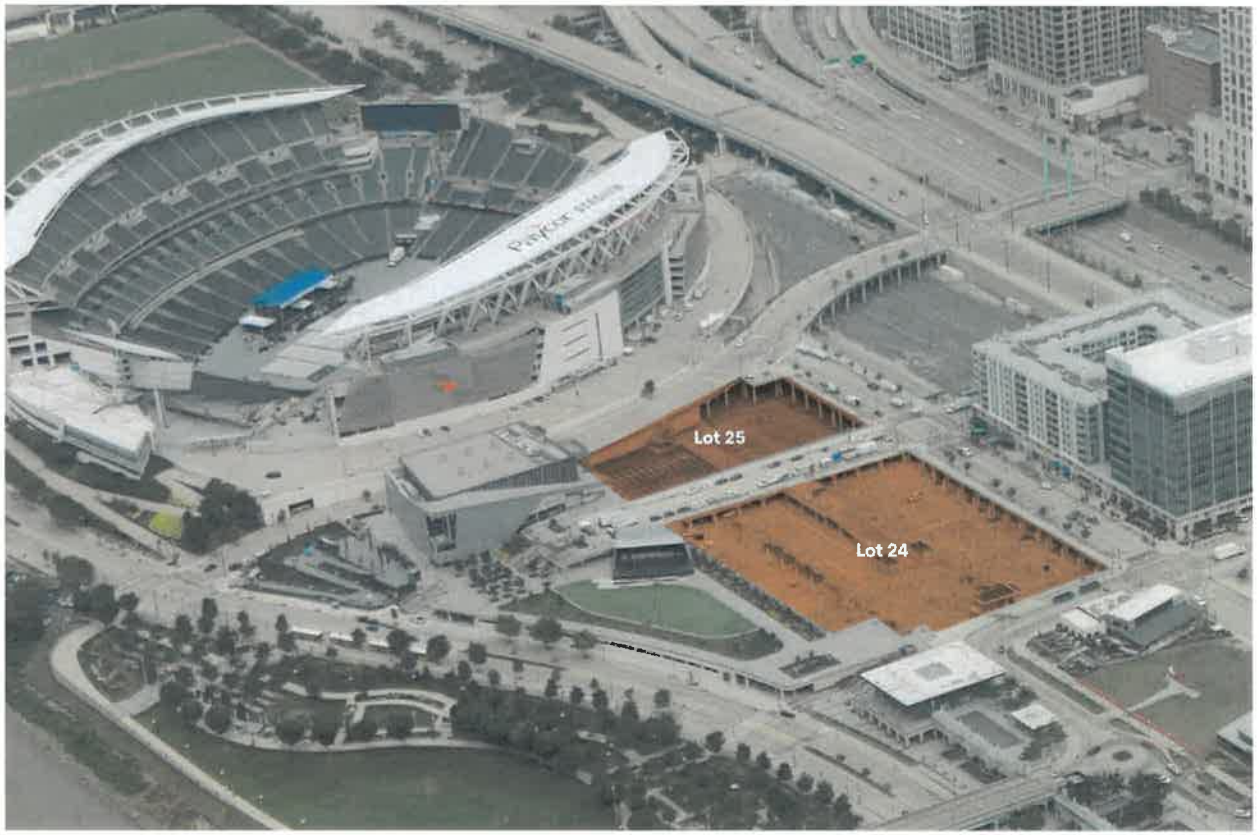


Rendering of Concept Plan Identifying Key Buildings on the Skyline

1.2 STADIUM VIEWS AND SIGHTLINES

A protected view plane is established to preserve the privacy, security, and operational integrity of Paycor Stadium during games, practices, and other events. The view plane originates from the playing field at the 50-yard line and extends upward at a defined angle to the highest point of the stadium structure. Development within adjacent parcels should be configured to remain below this plane, ensuring that no building has direct visibility onto the playing field.

This requirement supports stadium operations, broadcast integrity, and security protocols while establishing clear, predictable height envelopes for surrounding development. The resulting buildable volumes vary by parcel location and distance from the stadium and are illustrated in the regulating plans and sections that follow.

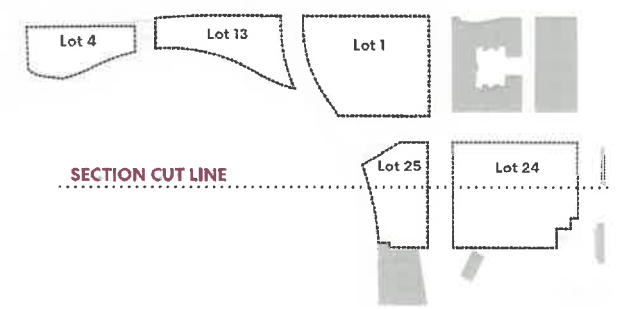


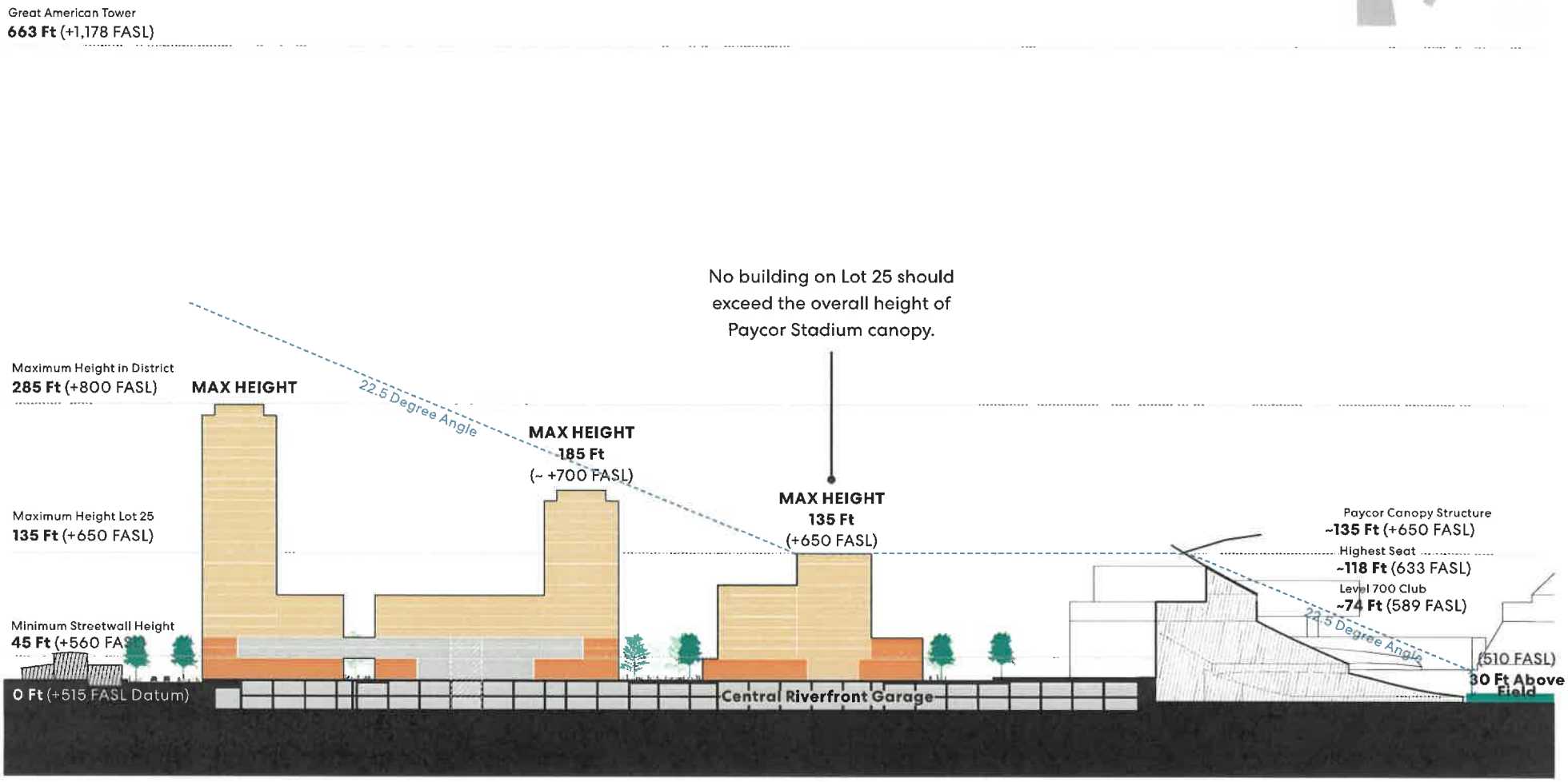
Aerial Image, Banks Public Partnership

◊ **Regulatory Standard:**

- No portion of any building should have direct line-of-sight visibility onto the playing field, except where expressly authorized by the stadium ownership and operating entity. Building heights should not exceed the protected stadium view plane extending from the playing field at field level, as illustrated in District Massing Framework East-West Section (opposite page), to the highest point of the Paycor Stadium structure.
- No building on Lot 25 should exceed the overall height of Paycor Stadium canopy. No building on Lot 24 should exceed a 22.5 degree plane extending from height of the maximum allowed tower footprint perimeter on Lot 25 at the Paycor canopy elevation.

KEY PLAN





District Massing Framework in East-West Section

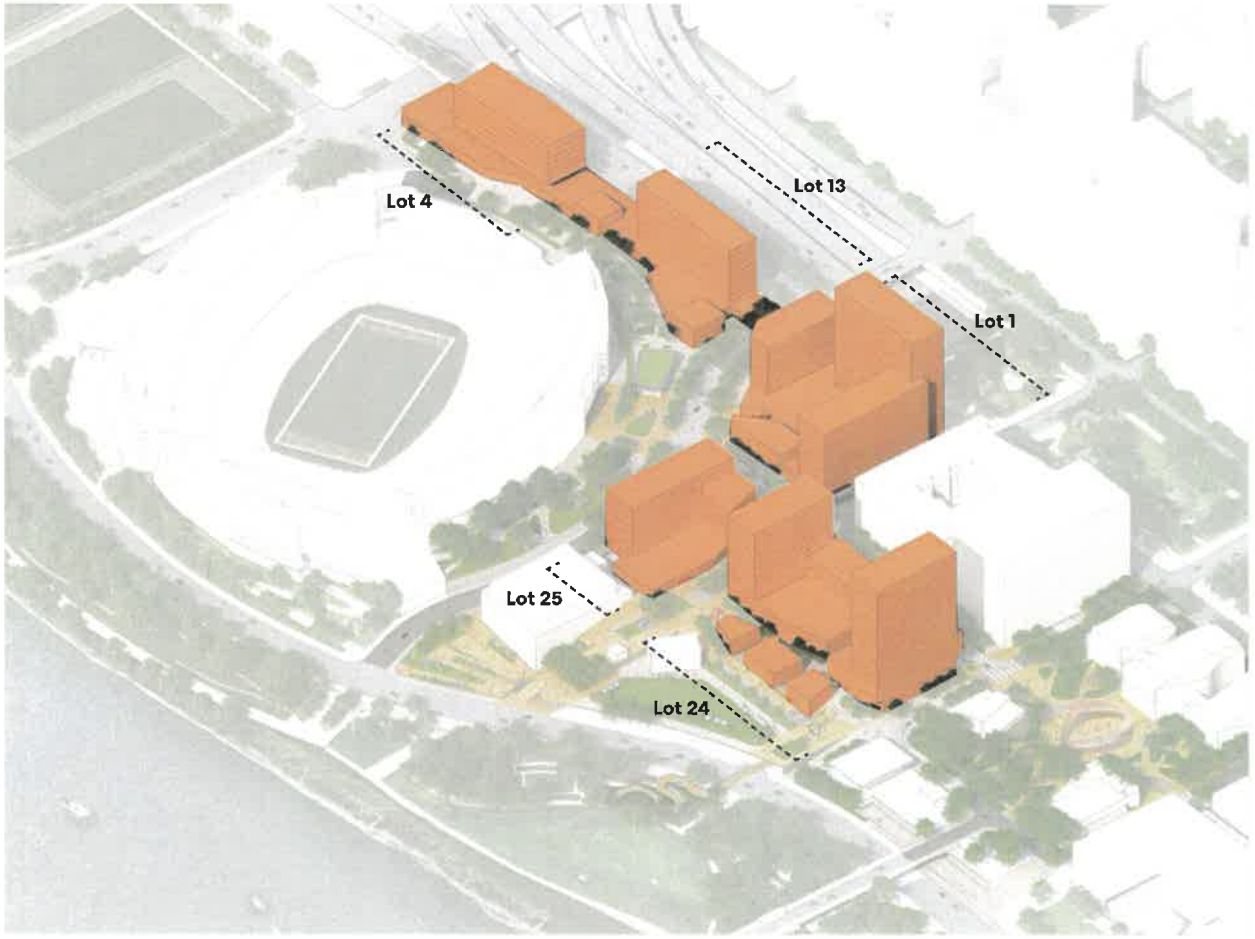
1.3 PRESERVATION OF VIEW CORRIDORS

This section establishes district-scale requirements governing the placement, scale, and spacing of tower elements across multiple parcels to preserve view corridors between buildings and maintain visual connections to the riverfront and Downtown skyline. These standards are intended to ensure that taller building elements are arranged to protect shared views, avoid excessive clustering, and support a legible and permeable skyline when viewed from public spaces within The Banks.

For the purposes of these Design Guidelines, a tower is defined as any portion of a building extending above the maximum permitted streetwall height.

◊ **Regulatory Standard:**

- Tower locations, maximum extents, and inter-parcel spacing should comply with the regulating plans, parcel diagrams, and three-dimensional massing studies.
- Tower elements should be contained within designated building envelopes and should not encroach into protected view planes or required separation areas identified in the regulating sections.
- Maximum tower floor plates should be limited to ensure slender tower forms and preserve view corridors.
- Where conflicts occur between narrative standards and regulating plans, sections, or diagrams, the regulating graphics should govern.



Concept Plan Illustration of Stepped Skyline at The Banks

CENTRAL RIVERFRONT GARAGE (CRG)

The Central Riverfront Garage (CRG) was conceived as a shared parking resource serving The Banks and Downtown Cincinnati. Constructed in phases, the garage remains incomplete. If built as originally designed, the CRG would accommodate more than 6,000 vehicles, making it one of the largest underground parking facilities in the country. The CRG currently supports a range of users, including daily visitors and event-day stadium patrons, through existing lease agreements between Hamilton County and the stadium operators. Parking below the viaduct street level (notionally +515 elevation) within the garage is intended to function as a public resource and remains subject to these agreements and other contractual arrangements. Exclusive parking needs of future development should be provided at and/or above the CRG facility.

Consistent with the Urban Parking Overlay District, established by Cincinnati City Council in 2018, there are no parking minimum requirements for new development at The Banks. Future development may pursue the use of existing below-grade CRG parking spaces to support building occupants, subject to availability and applicable agreements.

Because development parcels within The Banks are constructed over the garage, future building and overbuild structural design may require selective reconfiguration of the CRG, which could affect overall parking capacity. Additional guidance related to new podium or structured parking is addressed separately in Section2.5.

GROUND LEVEL DATUM 515'

The 515' Datum is a district-wide elevation reference set at approximately 515 feet above sea level (FASL) also referred to as "ground Level" throughout this chapter unless otherwise noted. This elevation extends across the entire district and serves as an organizing rationale for circulation, aligning streets, plazas, and building ground floors to support intuitive, accessible movement between public spaces. It also provides a consistent vantage point for framing views and massing decisions, allowing building form and sightlines to be evaluated from a shared, human-scale reference.



Generalized Elevation Levels across The Banks

02 ARCHITECTURAL FORM

Architectural form controls are applied selectively to protect key sightlines, primary pedestrian routes, and activity corridors that define the district today or are planned as part of future vision for The Banks District. Where conflicts occur between text and diagrams, the regulating diagrams should govern.

INCLUDED GUIDES

2.1 *Build-to Expectation*

2.2 *Ground Level Streetwall*

2.3 *Mid-Level Massing*

2.4 *Tower Placement & Spacing*

2.5 *Podium Parking*

2.1 BUILD-TO EXPECTATION

The building envelope framework for The Banks is designed to maximize the developable footprint at the ground level, providing flexibility and efficiency for future development while strategically managing building height and mass only where it affects critical public and open spaces and/or serve or protect access, parking, and operational requirements in the riverfront district.

◊ **Regulatory Standard:**

- Buildings should be constructed along 80 to 100 percent of the build-to line on all frontages, or as shown on the regulating plans, except where a setback or pedestrian or shared pathway is designed to create additional active, public space at the ground level. The required build-to percentage should be measured along the linear length of the designated build-to line.
- The build-to line should be the property line unless otherwise noted, and represents where a vertical form may intersect with the "ground-level" - defined as 515' elevation from sea-level - unless otherwise noted. Minor recesses for building entries, outdoor seating, or architectural articulation are encouraged to provide streetwall continuity is maintained.

2.2 GROUND LEVEL STREETWALL

Consistent streetwall heights and defined upper-level stepbacks organize building mass in a predictable manner, enabling flexibility in program and architectural expression above the street level. Streetwall heights should be designed to maintain a comfortable pedestrian scale, reinforce street enclosure, and support active ground-floor uses. This approach balances development intensity across parcels and ensures that riverfront visibility and view access remain a defining asset of The Banks over time.

◊ **Regulatory Standard:**

- Streetwall heights should be provided as shown on the regulating plans.
- Where not explicitly noted, streetwall heights should not exceed 45 feet prior to required upper-level stepbacks measured to top of parapet.
- Streetwall heights exceeding 45 feet should demonstrate appropriate stepbacks to preserve sunlight access and visual comfort at the sidewalk.

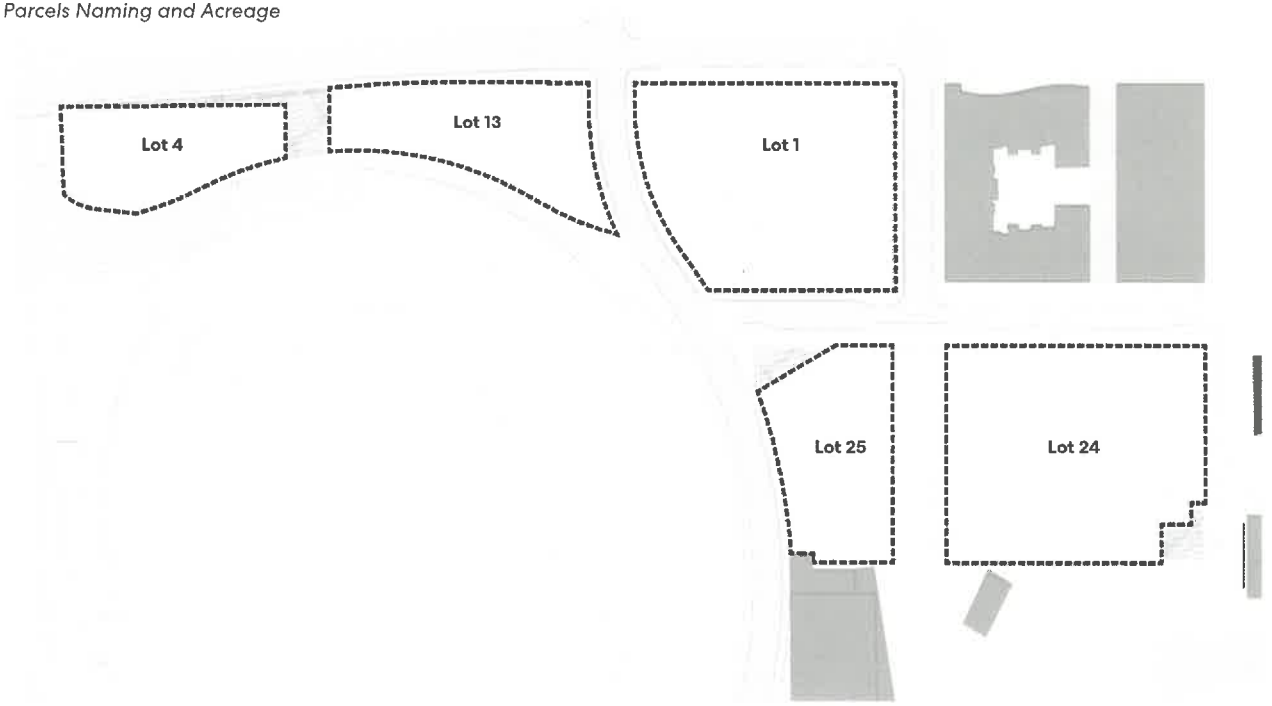
2.3 MID-LEVEL MASSING

Mid-level massing controls establish a consistent transition between the streetwall and upper building elements particularly where building massing unregulated may infringe on key view corridors for other buildings in The Banks. These requirements are intended to maintain a coherent street edge, manage vertical transitions at key public frontages, and reinforce the stepped massing framework across The Banks.

◊ **Regulatory Standard:**

- Mid-Level massing should be no taller than the elevation of Radius at The Banks (44 West Freedom Way, Cincinnati, OH 45202) measured from above sea level (620 feet).
- Building mass should step down toward the waterfront as illustrated in the regulating plans and sections.
- Along all frontages on Freedom Way and Elm Street, building mass above the podium level should be stepped back a minimum horizontal distance of 10 feet from the street-facing façade unless otherwise noted on regulatory diagrams.

Parcels Naming and Acreage





Development Parcel Naming

Lot Number	Approximate Acres
Lot 1	2.27 Acres
Lot 4	0.94 Acres
Lot 13	1.19 Acres
Lot 24	2.60 Acres
Lot 25	1.15 Acres
TOTAL	8.15 Acres

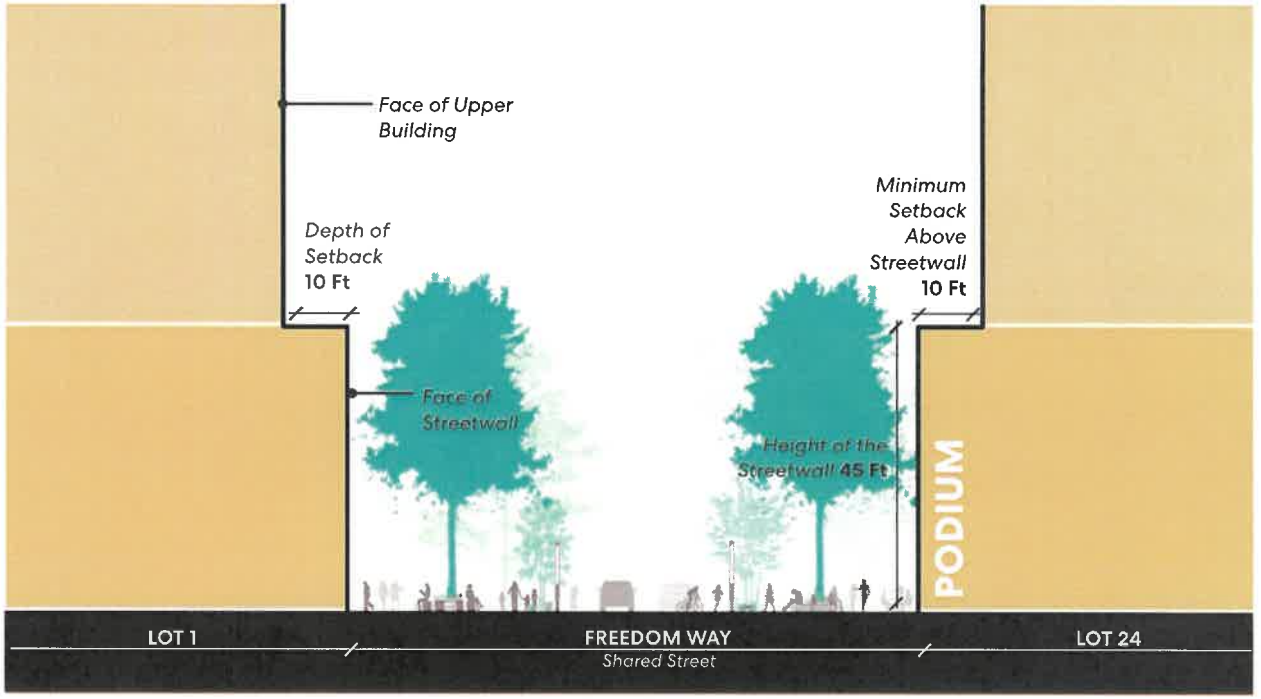
2.4 TOWER PLACEMENT AND SPACING

This section establishes parcel-scale requirements governing how tower elements are positioned on individual buildings, including their relationship to the streetwall, mid-level massing, and active ground-floor conditions. These standards translate the district-wide massing and view corridor framework into clear, buildable guidance that shapes vertical form while allowing flexibility in architectural expression and program.

◊ **Regulatory Standard:**

- Tower landing zones and maximum tower extents should comply with the regulating plans, parcel diagrams, and three-dimensional massing studies.
- For buildings exceeding the mid-level height, tower mass should be located within the designated landing zones illustrated in the regulating diagrams.
- Building mass above approximately 45 feet should be stepped back a minimum of 10 feet along all frontages on Freedom Way and Elm Street, unless otherwise shown on the regulating plans.
- Stepbacks may exceed the minimum required dimension to accommodate architectural design, programmatic needs, or tower placement strategies.
- Tower elements should be positioned to align with building corners anticipated to support high levels of activity or required active uses.

Stepback Diagram illustrating Streetwall along Freedom Way



Existing Streetscape on Vine Street



2.5 PODIUM PARKING

This section governs the location and visibility of structured or podium parking (located within a building) constructed above the CRG and within The Banks so as to reinforce the district's shared underground parking strategy. The intent is to accommodate necessary parking supply while preventing parking facilities from interrupting active frontages, public spaces, or the pedestrian experience.

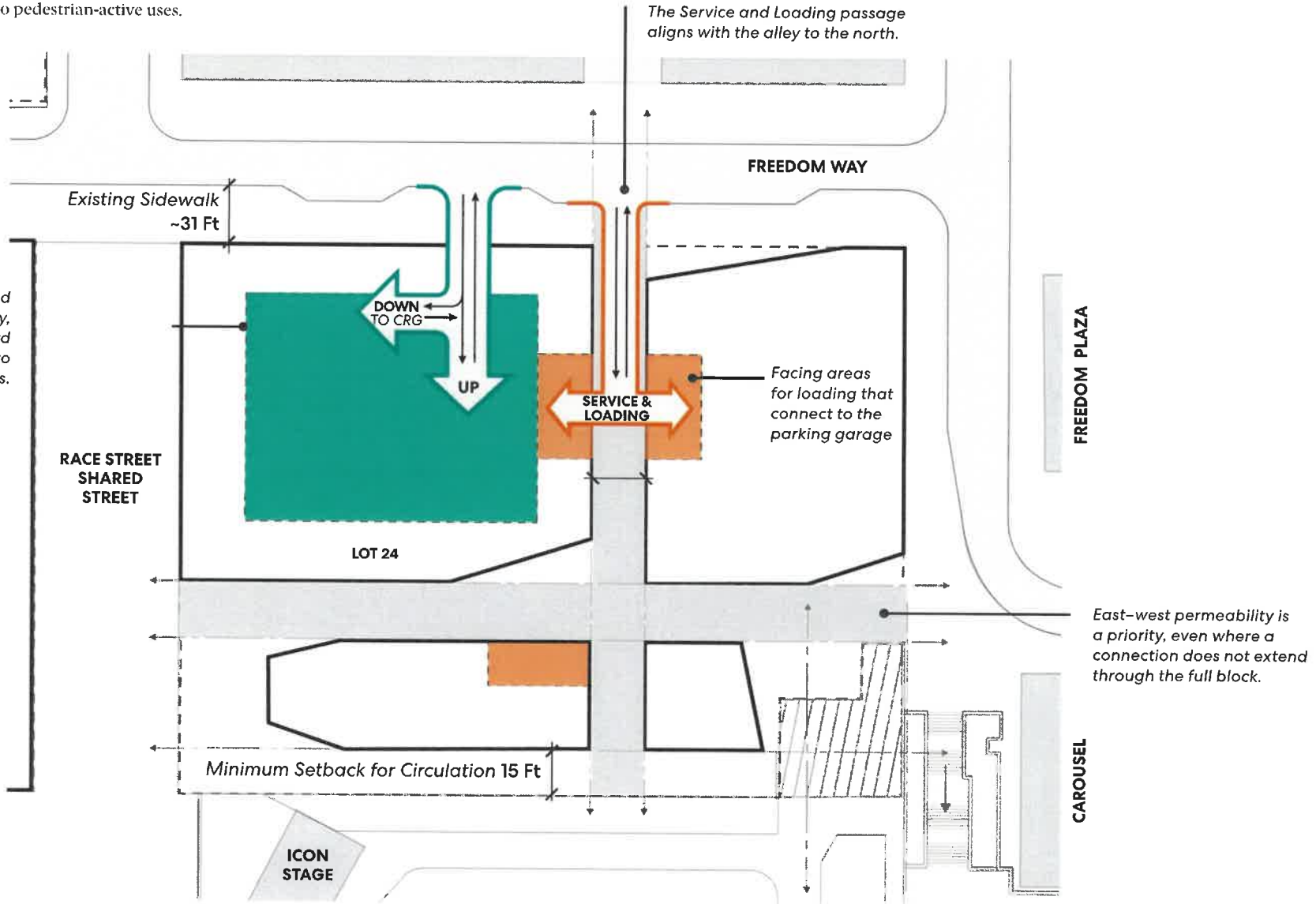
In recent zoning reforms (e.g., Connected Communities and Urban Parking Overlay), Cincinnati has reduced or eliminated parking minimum requirements in the central business district and other urban core areas, reflecting a policy shift toward reduced parking dependency and more walkable environments. Given it's location above the existing Central Riverfront Garage, new public parking is not required to be built in the district by the City or County. However, CRG parking spaces cannot be dedicated to an individual unit or building except under specified circumstances. Developers exercising the option to build podium parking above the CRG will have full control of how those spaces are accessed and distributed among tenants and uses.

◊ **Regulatory Standard:**

- Stand-alone above-grade parking structures are not permitted within the district.
- Any above-grade structured parking should be wrapped a minimum of 80 percent across all street-facing elevations by a minimum of 20 feet depth of active or occupiable building space, including residential, office, hotel, or commercial uses, except where clearly identified on the regulating diagrams for each site. Refer to *Plan and Section Depiction of Podium Parking Guidance* (pages 92 & 93) and *Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots* (page 113) for additional guidance.
- Where podium parking is not required to be wrapped by occupiable space, parking garages must comply with minimum screening standards set in Section 4 Quality of Place (page 116).
- Parking and parking access are prohibited at the ground floor along Active Frontages and Active Corners except where indicated on *Overall Ground Level Frontage Regulating Plan - All Lots* (page 109) and *Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots* (page 113)
- Where full wrapping is infeasible due to structural or floodplain constraints, alternative screening methods may be approved, provided parking is appropriately screened from the public realm.

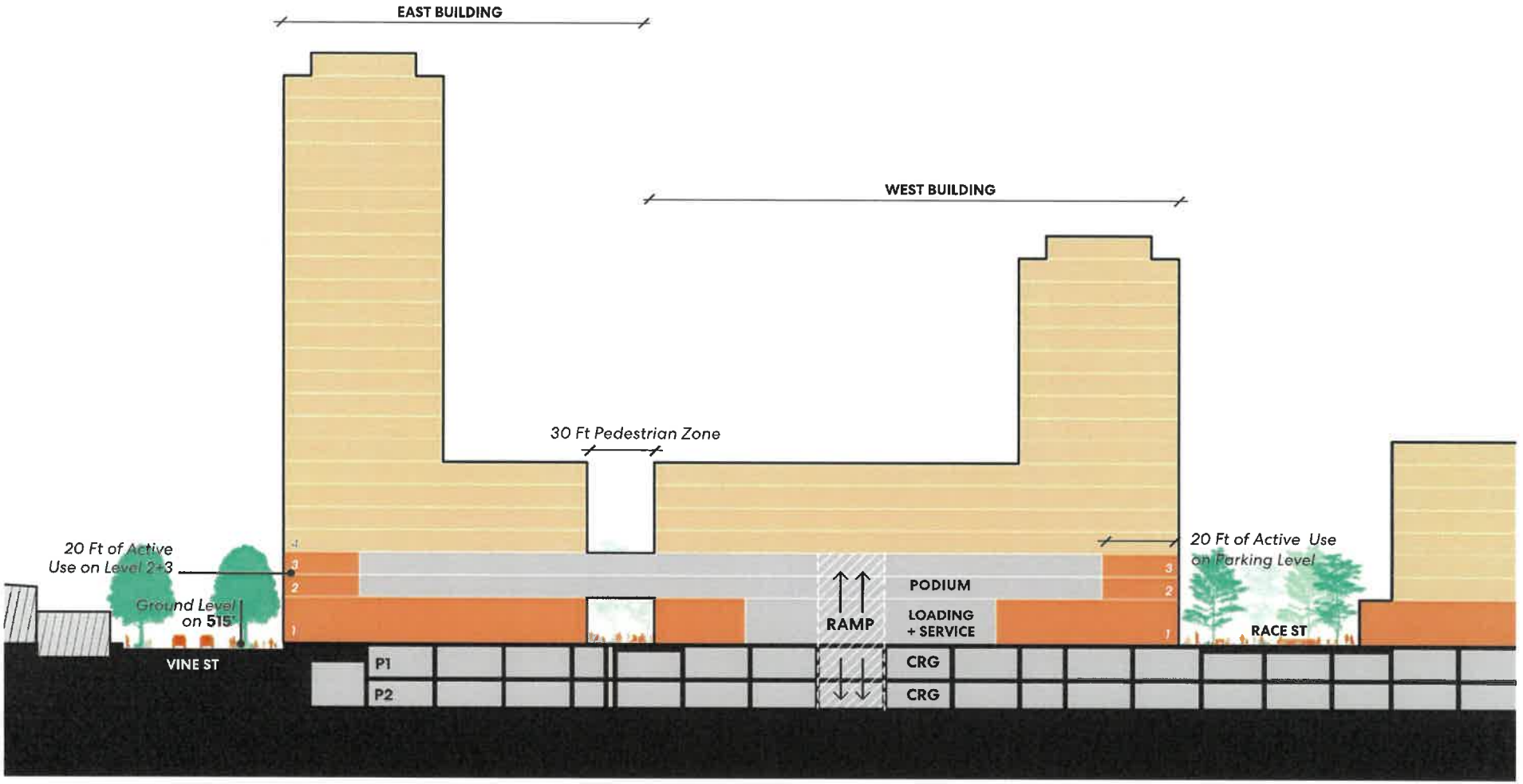
Plan Depiction of Podium Parking Guidance

Plan showing parking and loading internalized within the building core, accessed through a shared interior drive. Service functions hidden from public view. Ground-floor street frontages dedicated to pedestrian-active uses.



Section Depiction of Podium Parking Guidance

Section illustrating how 20-foot-deep active uses wrap podium parking to screen garage visibility and activate street frontages. Example wrapping uses include residential corridors, amenity spaces, back-of-house office functions, fitness centers, or retail storage—programmed depth that shields parking from public view.



02 ARCHITECTURAL FORM
SITE LEVEL GUIDANCE

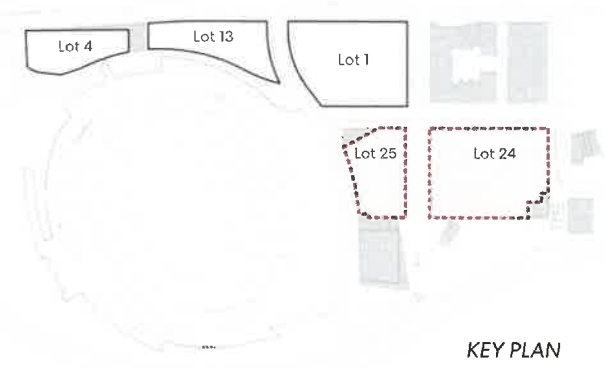
SITE-LEVEL GUIDANCE

The preceding district diagrams establish the overall organization of height, massing, and protected views across all development parcels, while the parcel-level graphics translate this framework into specific, site-responsive guidance that reflects each parcel's location, context, and constraints. These graphics illustrate permitted building envelopes, stepback conditions, and height limits as they apply to individual development sites. Unless otherwise noted, the parcel-level diagrams and sections constitute the primary regulatory guidance for bulk form and should govern over narrative text. Supporting text is provided to clarify intent and application, and to identify any limited exceptions or additional requirements.

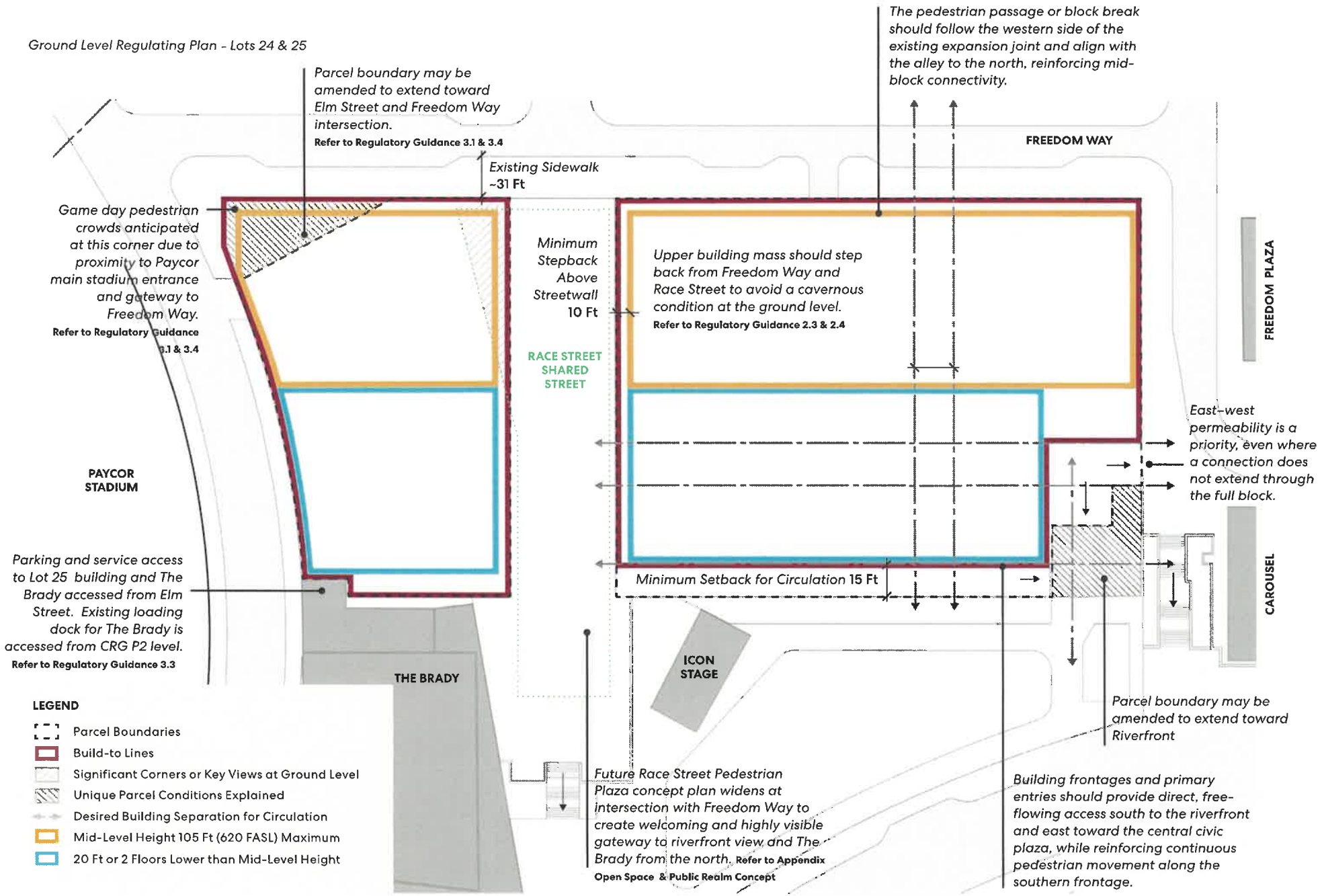
LOTS 24 & 25

Lots 24 and 25 represent one of the most strategically important development opportunities within The Banks, occupying a highly visible location between the riverfront, Freedom Way, and the district's primary event and entertainment destinations. Together, the parcels anchor the southernmost face of vertical development in the district and play a critical role in shaping first impressions from the waterfront and Downtown. Developing Lots 24 and 25 as a coordinated site allows for a unified massing strategy, efficient use of the shared Central Riverfront Garage, and stronger continuity of active ground-floor frontages. A combined approach also enables clearer view corridors to the river, more flexible programming, and a cohesive public-realm experience across this pivotal block.

New public spaces along Race Street and a re-imagining of the ICON Stage lawn and interplay with the future Central civic plaza will enliven this area and reinforce its future role as a destination retail experience in The Banks.



KEY PLAN


Ground Level Regulating Plan - Lots 24 & 25
Parcel boundary may be amended to extend toward Elm Street and Freedom Way intersection.
Refer to Regulatory Guidance 3.1 & 3.4
The pedestrian passage or block break should follow the western side of the existing expansion joint and align with the alley to the north, reinforcing mid-block connectivity.
FREEDOM WAY
Existing Sidewalk ~31 Ft
Game day pedestrian crowds anticipated at this corner due to proximity to Paycor main stadium entrance and gateway to Freedom Way.
Refer to Regulatory Guidance 3.1 & 3.4
Minimum Stepback Above Streetwall 10 Ft
Upper building mass should step back from Freedom Way and Race Street to avoid a cavernous condition at the ground level.
Refer to Regulatory Guidance 2.3 & 2.4
FREEDOM PLAZA
RACE STREET SHARED STREET
East-west permeability is a priority, even where a connection does not extend through the full block.
PAYCOR STADIUM
Parking and service access to Lot 25 building and The Brady accessed from Elm Street. Existing loading dock for The Brady is accessed from CRG P2 level.
Refer to Regulatory Guidance 3.3
Minimum Setback for Circulation 15 Ft
CAROUSEL
ICON STAGE
THE BRADY
Parcel boundary may be amended to extend toward Riverfront
LEGEND
Parcel Boundaries
Build-to Lines
Significant Corners or Key Views at Ground Level
Unique Parcel Conditions Explained
Desired Building Separation for Circulation
Mid-Level Height 105 Ft (620 FASL) Maximum
20 Ft or 2 Floors Lower than Mid-Level Height
Future Race Street Pedestrian Plaza concept plan widens at intersection with Freedom Way to create welcoming and highly visible gateway to riverfront view and The Brady from the north. Refer to Appendix Open Space & Public Realm Concept
Building frontages and primary entries should provide direct, free-flowing access south to the riverfront and east toward the central civic plaza, while reinforcing continuous pedestrian movement along the southern frontage.

LOTS 24 & 25



Images showing the existing structure built on Lot 24, south corner looking northeast.







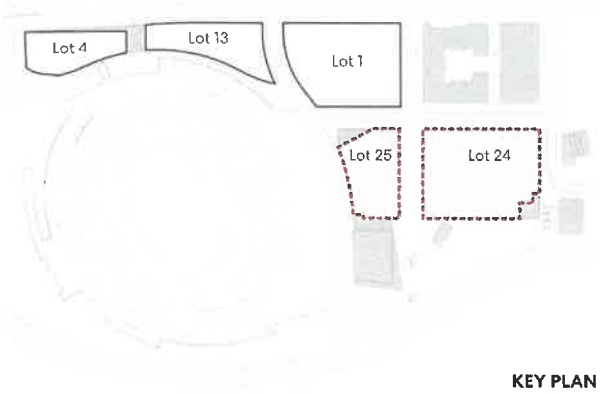


TOP LEFT
Images showing the existing structure built on Lot 25 looking south.

TOP RIGHT
Images showing the existing structure built on Lot 25 looking northwest.

BOTTOM LEFT
Images showing the existing structure built on Lot 24 looking northwest

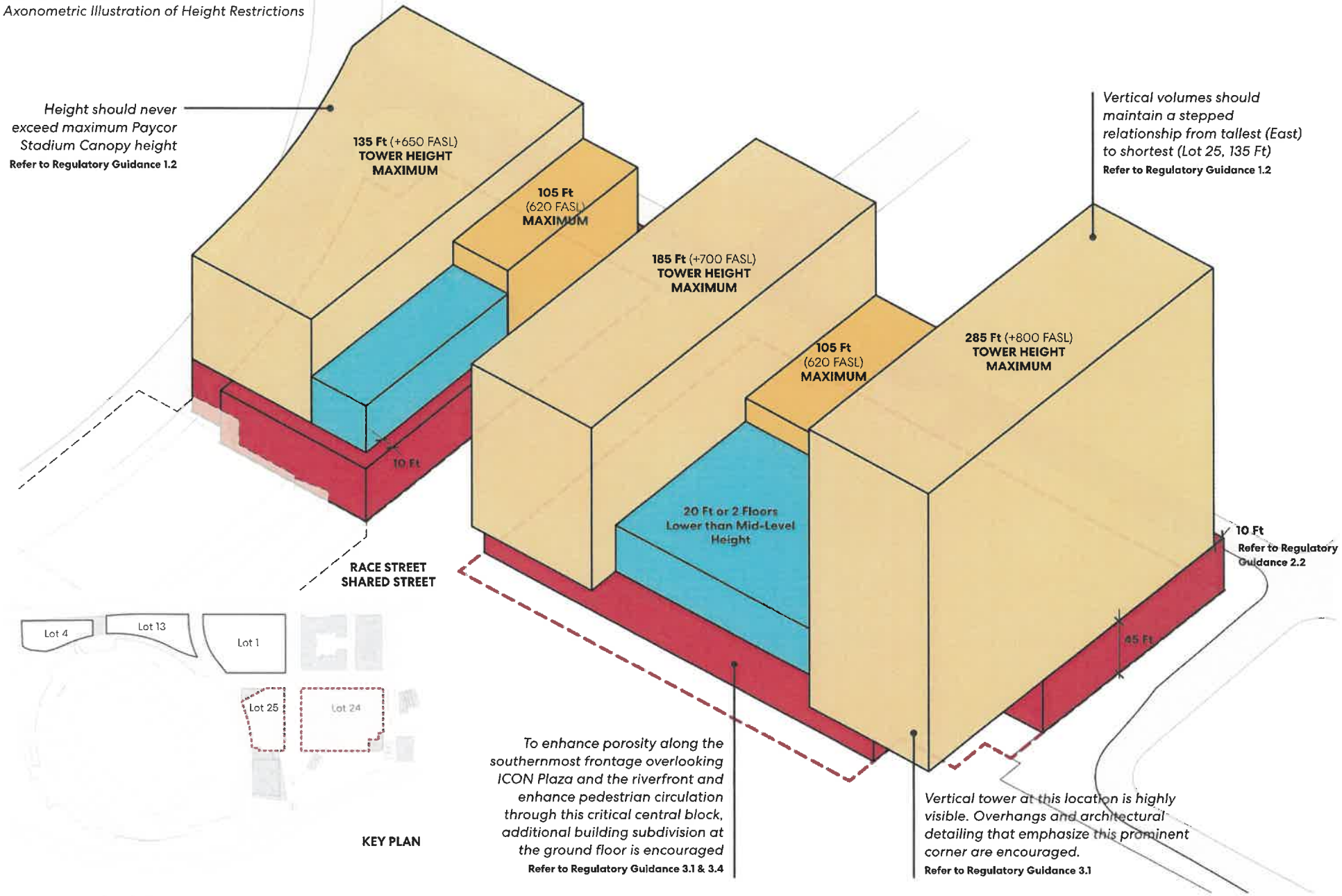
BOTTOM RIGHT
Freedom Way sidewalk along north edge of Lot 24 looking towards the Great American Ball Park.



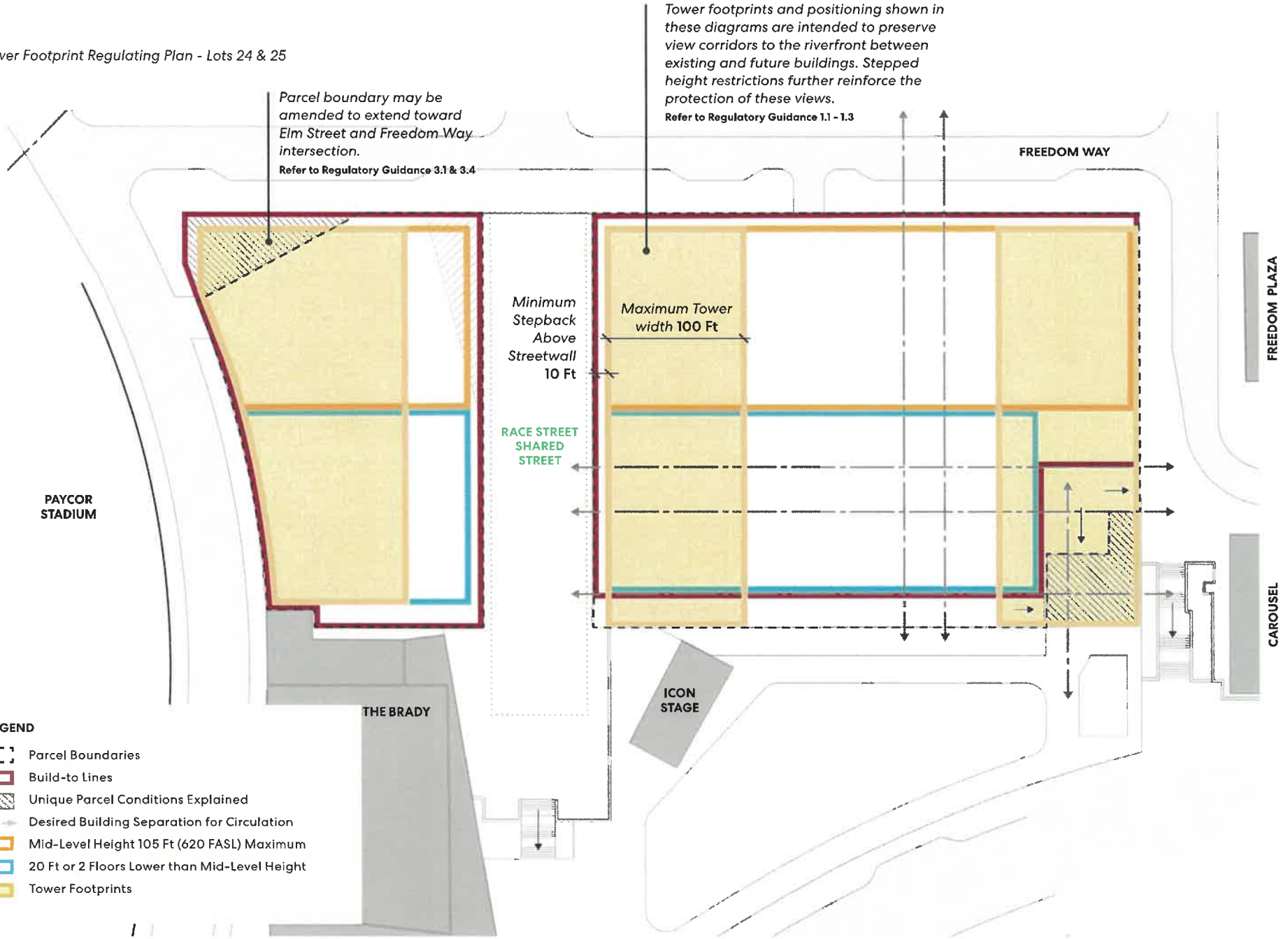
KEY PLAN

LOTS 24 & 25

Axonometric Illustration of Height Restrictions



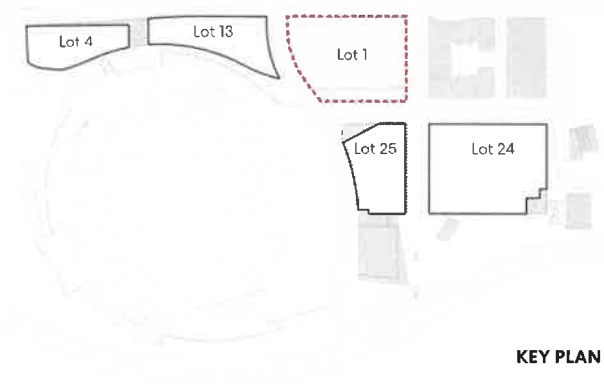
Tower Footprint Regulating Plan - Lots 24 & 25



LOT 1

Lot 1 is the largest and most flexible development parcel within The Banks and plays a critical role in the district's long-term evolution. Its size, regular geometry, and location along Second Street position it to accommodate larger floorplate uses that are difficult to support elsewhere in the district. This makes Lot 1 uniquely well suited for a neighborhood-serving anchor at the ground level, such as an urban-format grocery or other use with dedicated servicing and parking demands that support daily activity beyond event peaks.

Lot 1 also presents the strongest opportunity for a podium or structured parking asset that could serve on-site uses while supporting adjacent parcels, reinforcing a shared parking strategy across the district. Located along the back row of The Banks, the site can accommodate additional height without obstructing riverfront view corridors, allowing vertical intensity to be placed where it delivers the greatest value. Future development on Lot 1 should balance its role as an anchor for everyday use with its capacity to absorb density in a way that supports district-wide feasibility and public realm performance.



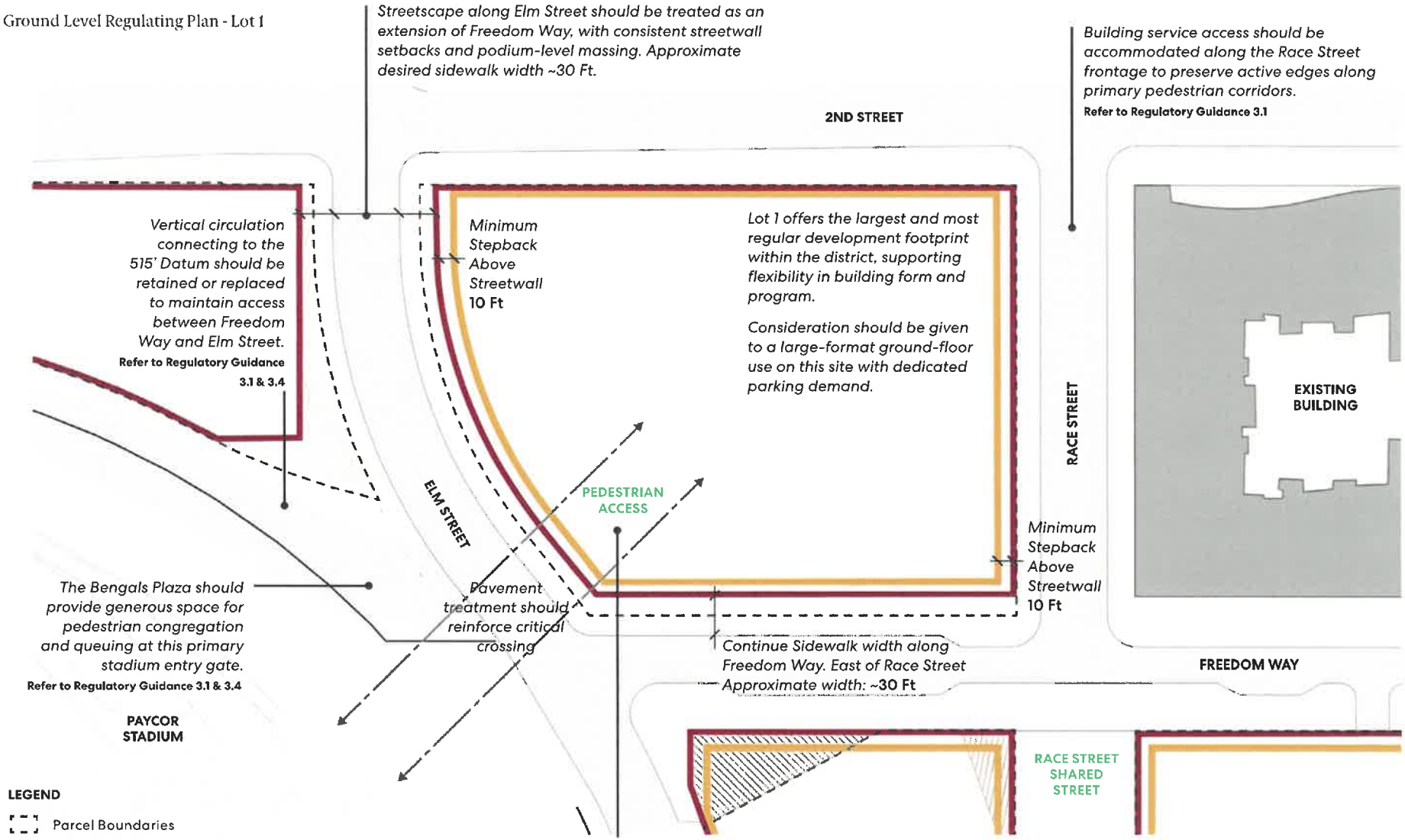
KEY PLAN





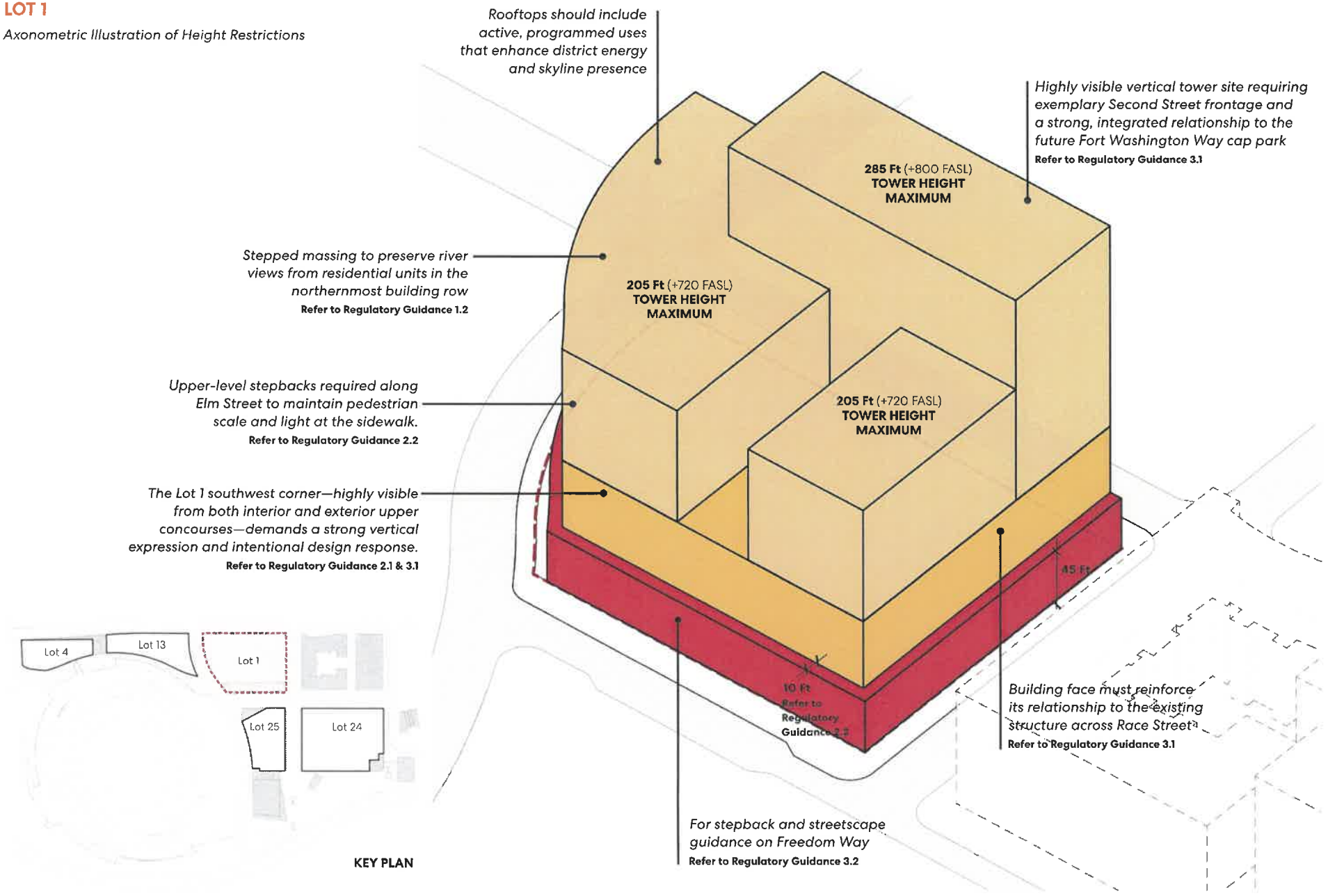


Ground Level Regulating Plan - Lot 1

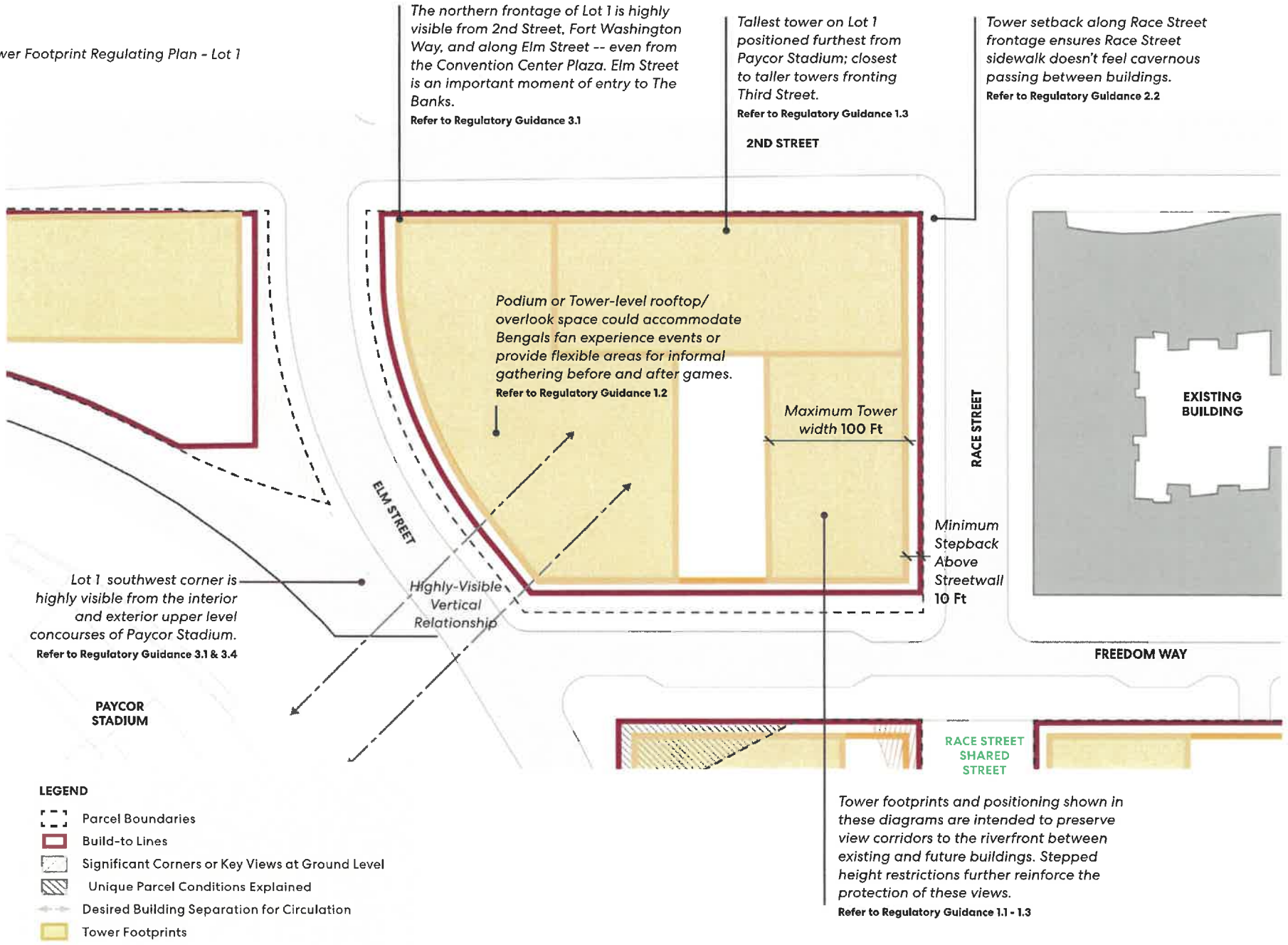


LOT 1

Axonometric Illustration of Height Restrictions



Tower Footprint Regulating Plan - Lot 1

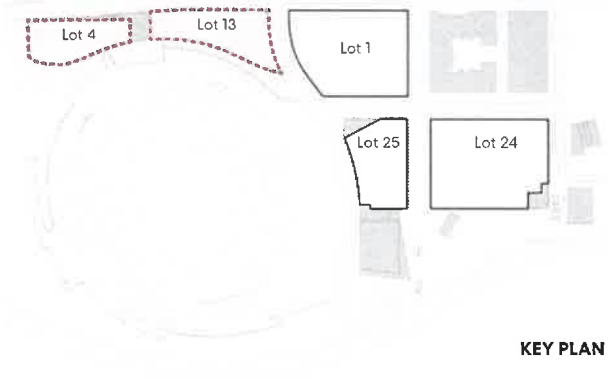


LOTS 4 & 13

Lots 4 and 13 occupy a highly strategic position along the northern face of The Banks, directly adjacent to Paycor Stadium and the future Bengals North Frontage Plaza. Today, these parcels play an essential operational and circulation role, supporting the movement of fans from W Pete Rose Way up to the 515' Datum and Elm Street, where a primary public stadium entrance is located. Existing parking lots on these sites also accommodate controlled access for VIPs and team-related operations, making them integral to stadium functionality on event days.

Lots 4 and 13 represent a significant opportunity to transform a largely utilitarian edge into an active, highly visible frontage. Their exposure along Fort Washington Way, combined with adjacency to the stadium and future plaza, positions these sites well for a destination-oriented vertical use such as a hotel or mixed-use tower. Future development should reinforce safe, intuitive pedestrian circulation, frame the future Bengals North Frontage Plaza as a civic gathering space, and introduce active ground-floor uses that contribute to both everyday district life and peak event performance.



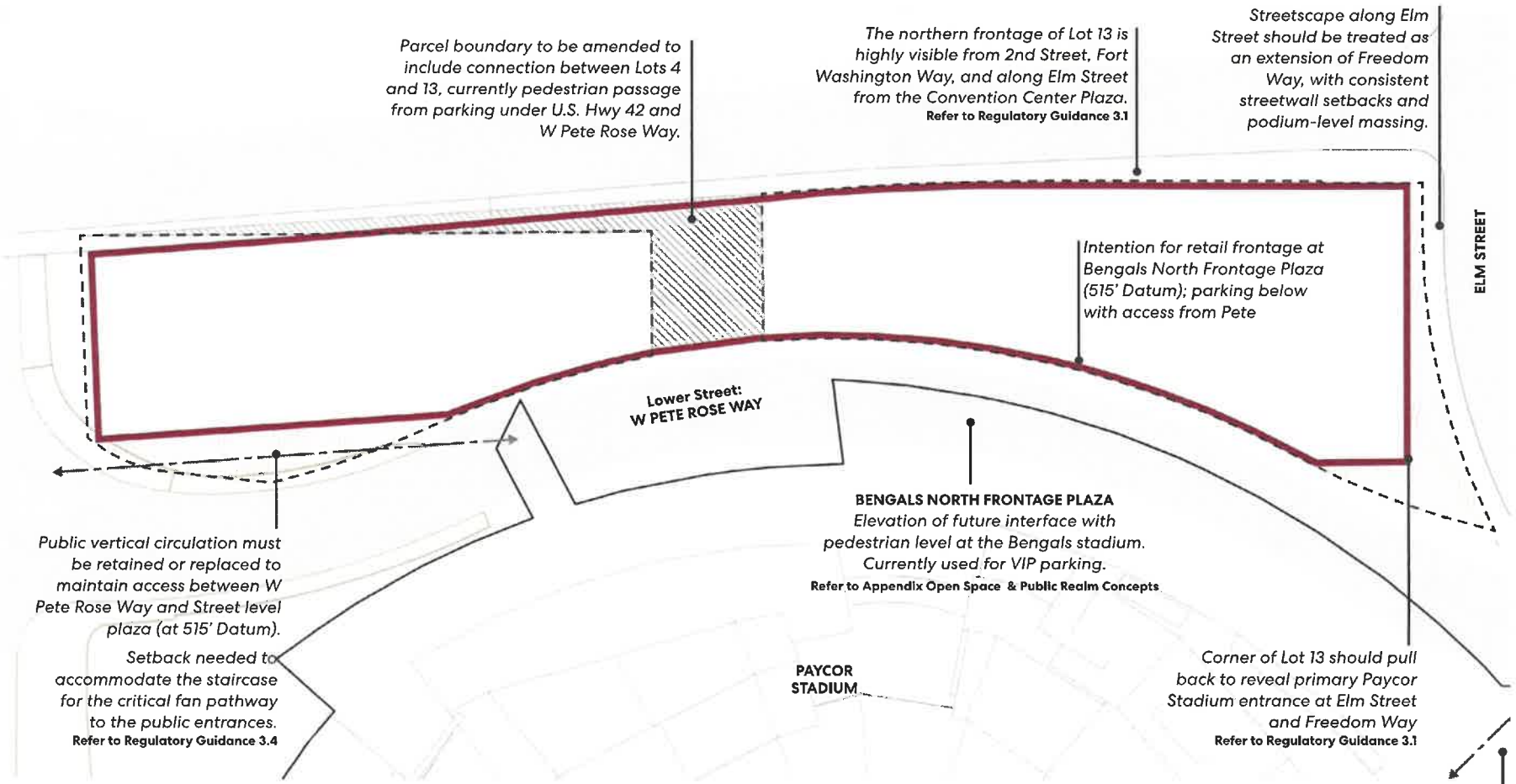


KEY PLAN



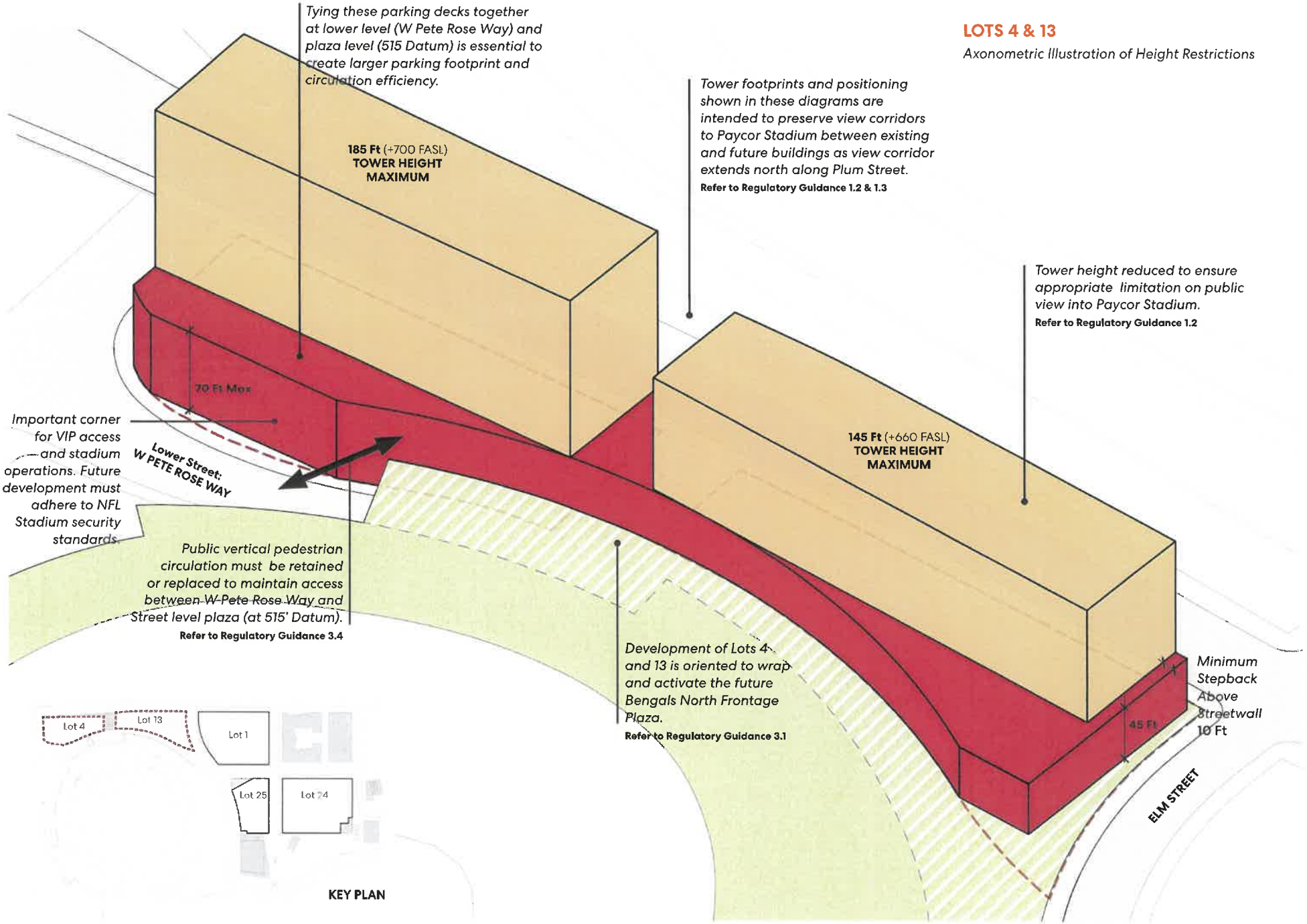


Ground Level Regulating Plan - Lots 4 & 13

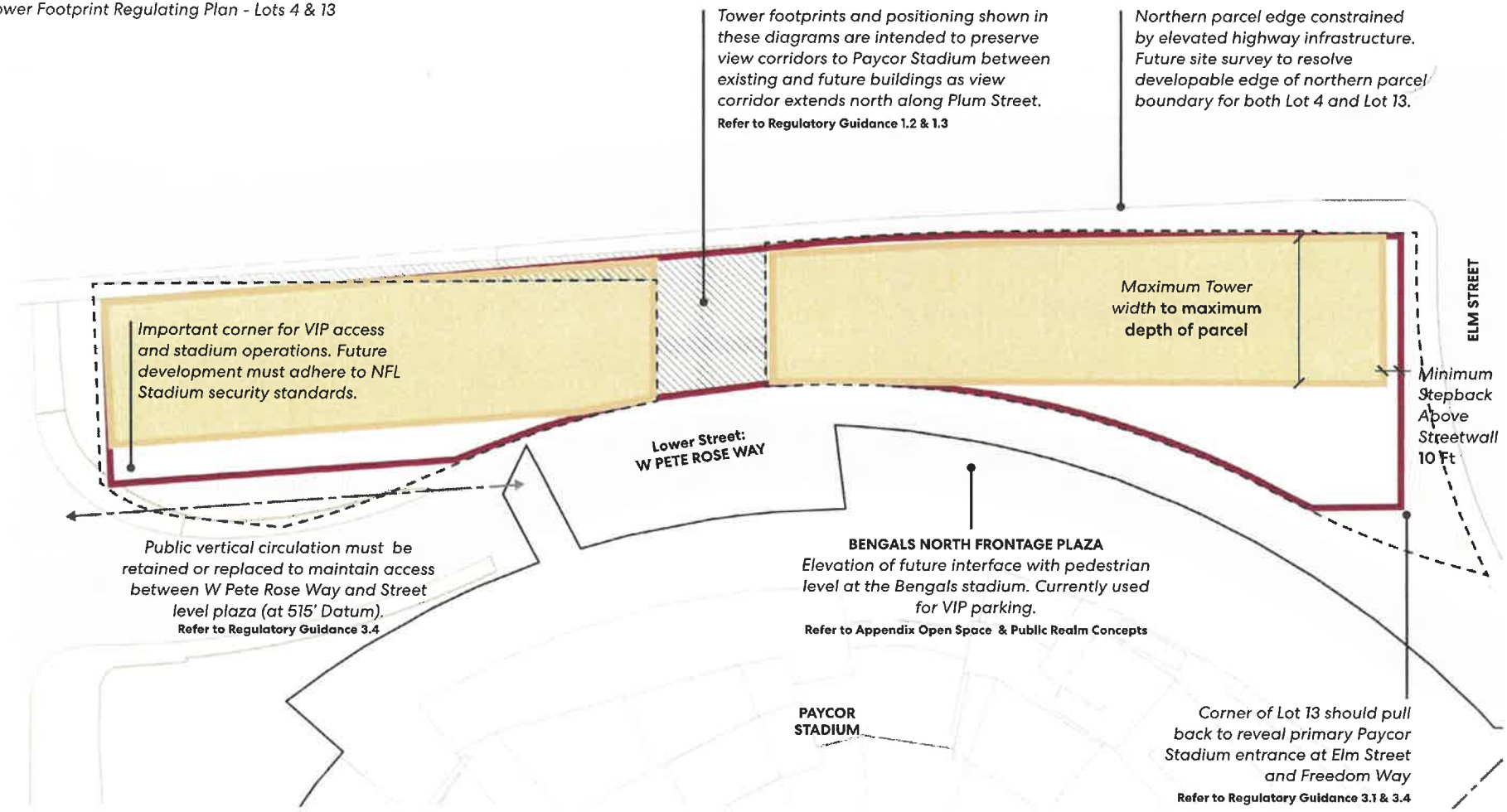


LOTS 4 & 13

Axonometric Illustration of Height Restrictions



Tower Footprint Regulating Plan - Lots 4 & 13



LEGEND

- Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions Explained
- Desired Building Separation for Circulation
- Tower Footprints

03 GROUND LEVEL EXPERIENCE

INCLUDED GUIDES

3.1 Active Use Frontages and Active Corners

3.2 Buildings Fronting Freedom Way

3.3 Essential Access Servicing and Operations

3.4 Pedestrian Access and Circulation

The Experience section focuses on how development contributes to the everyday and event-driven success of The Banks as a place people want to visit, spend time, and return to. It addresses the relationship between buildings and the public realm, with particular emphasis on ground-floor activation, frontage design, access, and circulation.

GROUND FLOOR ACTIVATION

Active ground floors are essential to sustaining The Banks as a year-round, walkable, and destination-oriented riverfront district. Ground-level spaces are expected to support daily activity, event-day surges, and intuitive pedestrian movement between streets, plazas, and riverfront amenities. This section establishes clear requirements for where ground-floor activation is required and how it must be delivered, while allowing flexibility in tenant mix and interior programming.

Ground floors must be clearly articulated through height, transparency, and material richness to support active uses. Upper levels should maintain rhythm and alignment across parcels, allowing variation while reinforcing order and coherence at the district scale. Ground-floor design should reinforce continuity along primary pedestrian corridors, provide frequent points of entry, and support visual transparency that connects interior activity with the public realm.

3.1 ACTIVE USE FRONTAGES AND ACTIVE CORNERS

Active Use Frontage refers to portions of a building's ground floor that are designed and occupied to promote visible activity and regular use. Active Use Frontages are characterized by frequent entrances, transparent façades, and uses that directly face and interact with adjacent streets, plazas, shared streets, or open spaces. Active uses include **Priority Retail Frontage** (where ideal uses include shops, restaurants, cafes, and bars) as well as other active uses as well as building lobbies, residential amenities, office/ workplace, health/wellness.

Active Corners are ground-floor building corners located at the intersection of two public streets, a street and plaza, or other prominent pedestrian routes. Active Corners are intended to serve as highly visible points of activity and orientation within the district and are subject to the same activation requirements as Active Use Frontages, with an emphasis on enhanced visibility and entry. **Secondary Active Frontages** are typically located along secondary streets or less intense pedestrian corridors reinforce walkability and maintain visual continuity, while allowing greater flexibility in tenant type and programming than Primary Active Use Frontages.

Overall Ground Level Frontage Regulating Plan - All Lots













Seamless, activated streets connecting plazas to riverfront parks. Ground floors engage pedestrians year-round. Public spaces accommodate both everyday use and major events. Infrastructure—lighting, seating, paving—signals district quality and welcomes diverse users at all hours. (Credits forthcoming)









3.2 BUILDINGS FRONTING FREEDOM WAY

Buildings fronting Freedom Way occupy the most active and visible edges of the district and play a critical role in shaping district identity, pedestrian experience, and event-day performance. These frontages are expected to support continuous activation, accommodate large volumes of pedestrian movement, and reinforce clear connections between Downtown, the riverfront, and major public destinations.

◊ **Regulatory Standards**

- Ground floors along these frontages should accommodate active, publicly-oriented uses and should not be occupied by parking, loading, or back-of-house function except where entirely enclosed from view, during a scheduled maintenance period, or controlled driveways accessing these functions within the core of the development block.
- A minimum of 60 percent of the ground-floor frontage along Freedom Way should be visually transparent between 2 and 12 feet above the 515 Datum, except where otherwise noted.
- Primary building entrances should front directly onto Freedom Way or Race Street south of Freedom Way and should be clearly identifiable from the public realm.
- Service access, garage entrances, and loading areas should be prohibited along these primary frontages unless explicitly identified on the regulating diagrams.
- Buildings along Freedom Way should accommodate spill-out activity, operable façades, and flexible thresholds to support festival, game-day, and event programming.

3.3 ESSENTIAL ACCESS, SERVICING, AND OPERATIONS

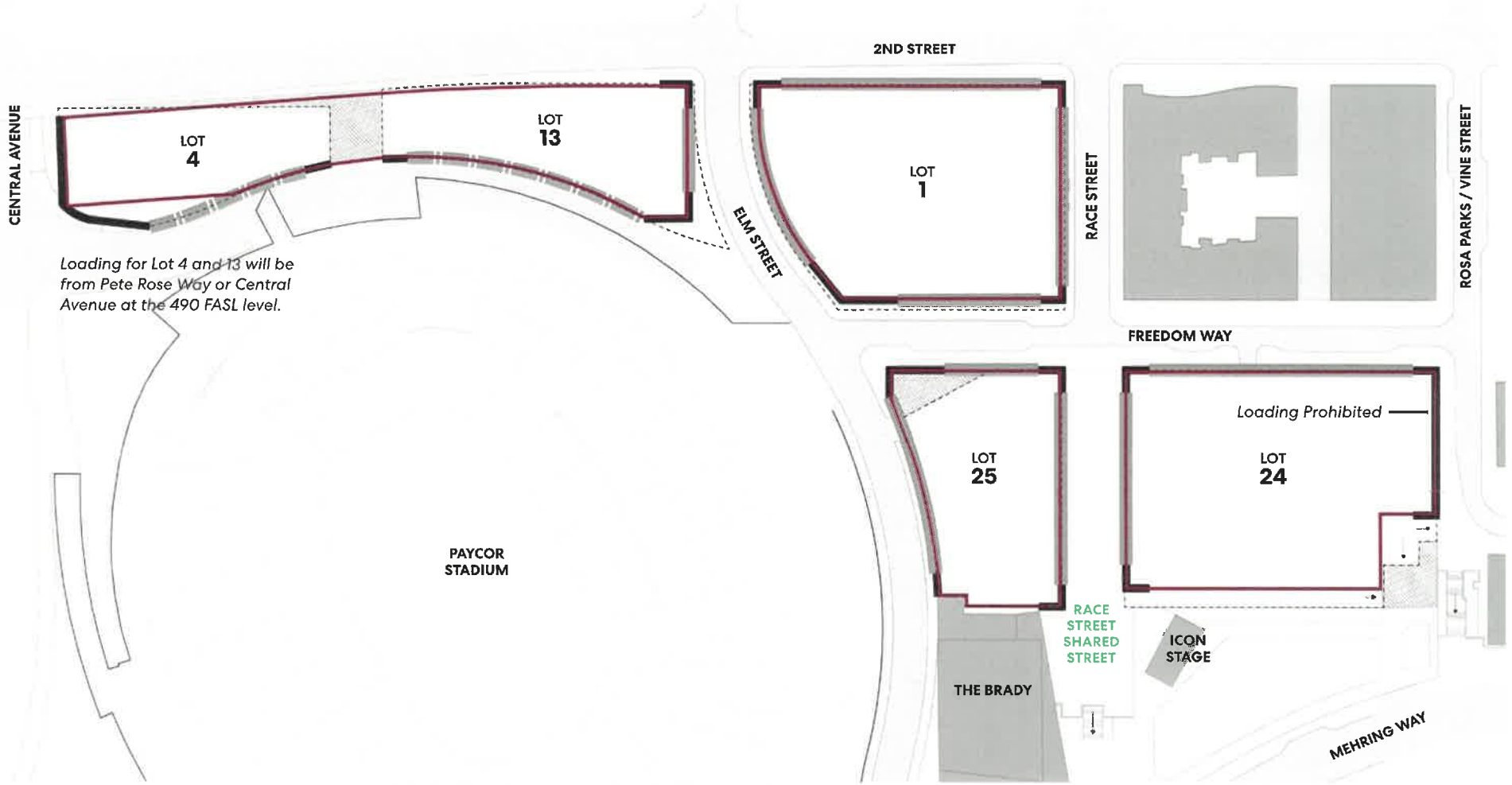
This section establishes requirements for loading, servicing, utilities, parking access, and vertical circulation to ensure that essential back-of-house and operational functions are accommodated efficiently without compromising pedestrian safety, public realm quality, or the performance of active frontages. Access and servicing infrastructure must support both everyday operations and peak event conditions while remaining visually and functionally secondary to streets, plazas, and primary pedestrian routes.

Vertical access elements—including stairs, ramps, and elevators—play a critical role in connecting the district's multi-level conditions, including transitions between the riverfront, stadium levels, and the 515 Datum, and should be designed as integral components of the public circulation network.

◊ **Regulatory Standards**

- Loading docks, service bays, and freight access should be shared across parcels where feasible to minimize redundancy and curb cuts.
- Servicing, loading, and back-of-house functions should not be located along required Active Frontages or Active Corners, unless explicitly permitted on the regulating plans.
- Trash, recycling, mechanical, and utility functions should be fully enclosed and screened from public view.
- Back-of-house access should be located away from primary pedestrian routes and key public spaces, wherever possible.
- Service access points should be consolidated wherever possible to reduce conflicts with pedestrian movement and public realm activity.
- Temporary modifications to parking access, loading, or servicing operations may be permitted during major events, provided pedestrian safety, emergency access, and active frontage requirements are maintained.

Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots



LEGEND

- Existing Parcel Boundaries
- Build-to Lines
- Significant Corners or Key Views at Ground Level
- Unique Parcel Conditions
- Desired Building Separation for Circulation
- Potential Parking and Loading Entry Frontage (515 FASL)*
- Potential Parking and Loading Entry Frontage (490 FASL)*
- Loading Prohibited Zone (30' Minimum unless otherwise noted)

3.4 PEDESTRIAN ACCESS AND CIRCULATION

Pedestrian access and circulation establish the underlying structure that makes The Banks navigable and intuitive. This network connects streets, plazas, riverfront spaces, and stadium destinations across multiple elevations and supports safe, continuous movement through the district under both everyday and event conditions. Clear pedestrian routes provide the foundation for wayfinding by allowing people to orient themselves through visible paths, direct connections, and legible changes in grade.

◊ Regulatory Standards

- Vertical access elements connecting to the 515 Datum should be designed as visible and publicly legible components of the pedestrian circulation network.
- Stairs and ramps serving public circulation should front onto streets, plazas, or pedestrian passages and should not be fully internalized within buildings.
- Essential access, servicing, and operational infrastructure should be designed to accommodate peak event-day conditions without obstructing primary pedestrian routes, emergency access, or required active frontages.
- Vertical circulation elements should be visible from public spaces and designed to support intuitive, safe use without reliance on enclosed or hidden locations.



CLOCKWISE FROM LEFT
Bengals North Parking Concourse and Plaza
Pedestrian staircase leading from The Brady to Mehring Way
Vertical pedestrian circulation at eastern edge of Lot 24
Second Street Underground Transit Center pedestrian staircase to street level.
Second Street Underground Transit Center pedestrian access at street level.
Rear access stair on north side of The Brady from Elm Street to lower parking level

555










BUD BUD

04 QUALITY OF PLACE

INCLUDED GUIDES

4.1 Architectural Character and Expression

4.2 Lighting and Nighttime Environment

4.3 Public Art and Placemaking Elements

4.4 Wayfinding and Signage

The Quality of Place chapter establishes expectations for the materials, lighting, wayfinding, and placemaking elements that shape first impressions and long-term perception of The Banks.

ARCHITECTURAL EXPRESSION AT THE BANKS

Cincinnati's architecture is inseparable from its geology, its river, and its immigrant history. Iron-rich clays produced the city's distinctive red brick. Limestone and sandstone anchored bridges, embankments, and river infrastructure. The result is a built environment shaped by available materials, skilled labor, and a practical understanding of durability. Buildings were made to work hard, age well, and hold their ground.

That legacy is most clearly expressed in the Over-the-Rhine neighborhood, where German-American immigrants built one of the largest and most intact collections of Italianate architecture in the country. These buildings share a clear architectural logic: vertically proportioned façades, finely worked masonry, pronounced cornices, pedimented windows and doors, and first floors treated as civic spaces rather than service zones. Architecture carried public responsibility. It expressed pride, order, and permanence.

At The Banks, this history is not a pattern book to replicate. It is a standard to meet. As Cincinnati completes its long reorientation to the river, new development must express the same clarity of structure, material honesty, and architectural confidence that defines the city at its best. These guidelines establish a contemporary framework—one that draws from Cincinnati's vernacular traditions while embracing modern construction, performance, and expression—to ensure that new buildings contribute to a cohesive, enduring riverfront district.

Masonry as the Celebrated Language

Masonry is central to Cincinnati's architectural identity. Red brick, in particular, gives the city much of its character and scale. At The Banks, masonry should be treated as a shared material language rather than a requirement. Variation in tone, coursing, and relief should support massing, proportion, and long-term performance, with lighter or contrasting masonry used selectively to mark hierarchy or key architectural moments.

Natural Edges as Transitional Moments

At The Banks, stone should be used to reinforce the relationship between architecture, landscape, and the public realm. Stone elements should feel embedded rather than applied. Changes in elevation, edges between hardscape and planting, and transitions between buildings and open space are opportunities to use stone to establish weight, texture, and tactile richness at the pedestrian scale.

Corners as Moments of Expression

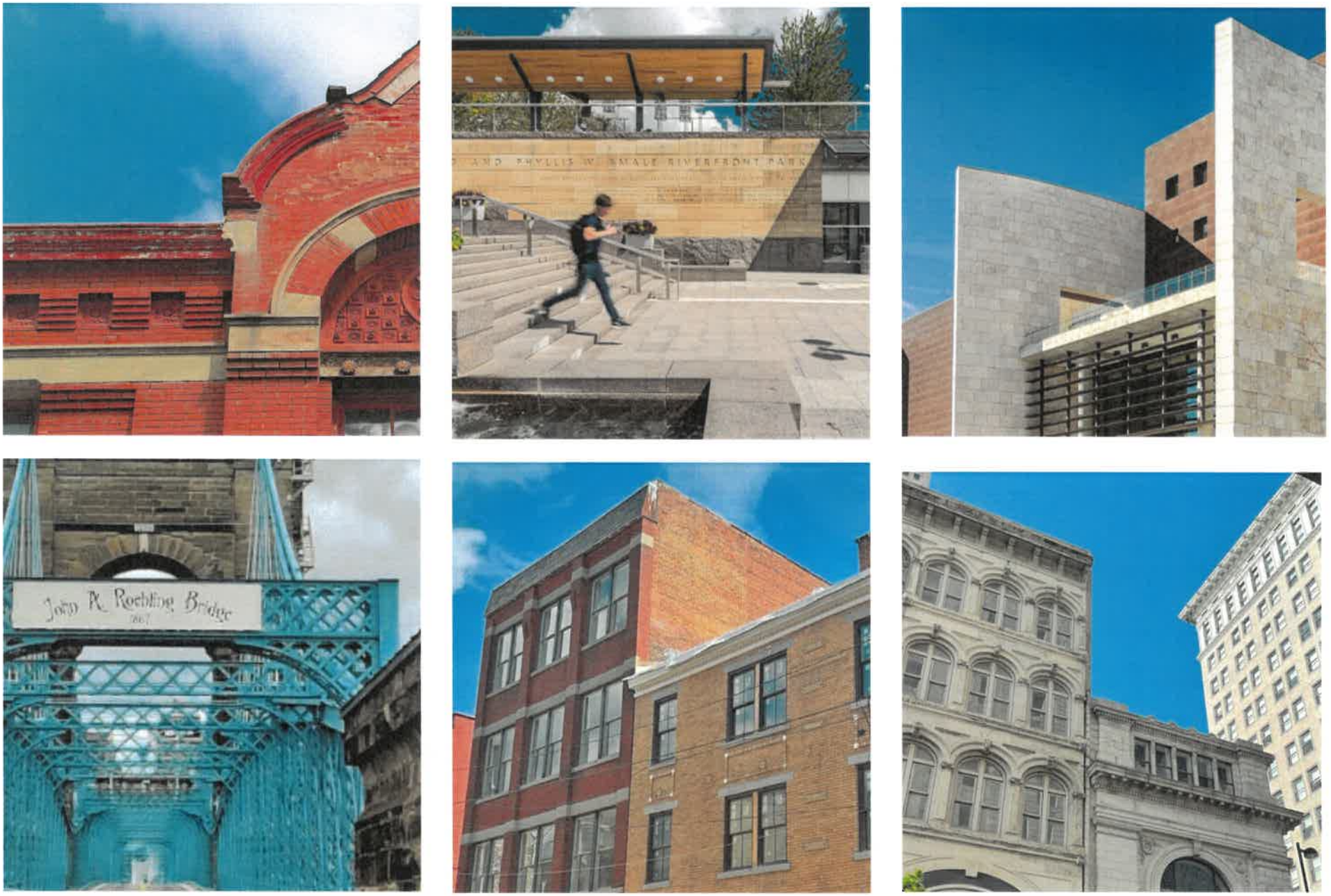
Corners and block edges should reinforce structure and orientation. Drawing from the Italianate use of quoins, contemporary shifts in material, depth, or articulation should frame corners, create shadow, and clarify building geometry. Corner expression should strengthen legibility at intersections, plazas, and river-facing frontages.

Stone, Metal, and Craft Accents

Stone, metal, and copper elements may highlight key architectural moments or anchor buildings to the ground plane. Drawing from Cincinnati's bridge and infrastructure legacy, these materials should be used deliberately, allowing weathering and age to contribute to character rather than relying on applied detail.

Lightness at the Ground Plane

Upper levels may convey mass and solidity, but the ground plane should remain open and permeable. Transparency, canopies, and finely detailed soffits should strengthen connections between buildings, streets, plazas, and the river, reinforcing The Banks as a welcoming and civic riverfront district.



Example of Cincinnati Vernacular Material Palette and Area

4.1 ARCHITECTURAL CHARACTER AND EXPRESSION

Architectural character at The Banks should reflect its role as Cincinnati's premier riverfront district. Buildings are expected to be contemporary in expression, durable in materiality, and responsive to both civic significance and environmental conditions. Architectural style should emphasize compatibility across parcels, coherence at the district scale, and careful attention to human-scale detail where buildings meet streets, plazas, and public spaces. Architectural expression should reinforce the district's stepped massing framework and contribute to a legible skyline when viewed from streets, plazas, and the riverfront. New buildings at The Banks should read as the next durable layer in Cincinnati's architectural history—rooted, confident, and built to last.



CLOCKWISE FROM LEFT
Studiotech, staircase lighting
TÜV SÜD, Southgate Bath
Michael Grub, Whitfield Gardens
Planit-IE, Rochdale, UK
Plani, Catenary Pendant

◊ Design Guidance (Non-Regulatory):

- Buildings should employ durable, high-quality primary materials appropriate for a riverfront and high-traffic urban environment, with secondary materials used to articulate building mass and detail.
- Architectural articulation should reinforce vertical and horizontal transitions, particularly at the streetwall, mid-level massing, and upper building elements.
- Large building volumes should be visually modulated through massing shifts, material changes, or façade articulation to maintain visual interest and compatibility across parcels.
- Mechanical systems, vents, and rooftop equipment should be integrated into the architectural design and screened from public view.
- Building materials and façade systems should be selected with long-term durability and maintenance in mind.

4.2 LIGHTING AND NIGHTTIME ENVIRONMENT

Lighting plays a critical role in shaping safety, identity, and vibrancy at The Banks after dark. A coordinated nighttime environment should enhance wayfinding, highlight key public spaces and architectural features, and support both everyday use and major events. Lighting design should prioritize comfort and clarity at the pedestrian level while avoiding excessive brightness, glare, or visual clutter.

◊ Regulatory Standards:

- Building-mounted and site lighting should prioritize pedestrian-scale illumination along sidewalks, plazas, and shared streets.
- Lighting levels should support safety and visibility without excessive brightness or spillover into adjacent uses or public spaces.
- Architectural lighting should emphasize building entries, vertical circulation elements, and significant corners.
- Pedestrian-scale lighting should be provided along primary pedestrian routes, plazas, shared streets, and vertical access points to ensure consistent visibility and comfort.
- Lighting systems should be capable of accommodating temporary adjustments for event-day operations and security requirements.
- Dynamic or color-changing lighting may be permitted where it supports district-wide placemaking or event programming, subject to review.
- Public spaces and pedestrian routes should be designed to maintain clear sightlines and avoid concealed areas, blind corners, or deep recesses.












MUSIC CENTER









4.3 PUBLIC ART AND PLACEMAKING ELEMENTS

Public art and integrated placemaking features are encouraged as tools to strengthen identity and enhance the experience of moving through the district. The Banks existing destinations like the Cincinnati Black Music Walk of Fame, offer examples of how light, art, and interactivity are already integrated into the public realm at The Banks.

◊ **Design Guidance (Non-Regulatory):**

- Public art is encouraged at stairs, ramps, plazas, and gateways to reinforce identity and create civic moments within the circulation network.
- Event overlays should be designed as a coordinated family of elements that can be deployed, removed, or adapted efficiently as part of stadium operations.
- Vertical circulation elements should be treated as placemaking opportunities and visible public amenities rather than purely utilitarian infrastructure.
- Public art and placemaking features located within circulation corridors or near stadium access points should be designed to accommodate event-day operations and should not interfere with security screening, queuing, or crowd flow requirements.

CLOCKWISE FROM LEFT
Underground Railroad Freedom Center, Harriet Tubman Theater
Cincinnati Black Music Walk of Fame, THP
Roebling Bridge BLINK night lighting activation
Anderson Pavilionand Cascading waterfall lighting
Barr Labaryth at Smale Riverfront Park

4.4 WAYFINDING AND SIGNAGE

Purpose of the Signage & Wayfinding Guidelines

The purpose of these Signage & Wayfinding Guidelines is to establish a clear, unified system that connects the entire Banks District into one cohesive experience. Wayfinding at The Banks is more than directional signage—it is a civic tool that reinforces district identity, links iconic destinations, and ensures every visitor, resident, and fan can move seamlessly from highway to hallway. A consistent system of graphics, materials, layouts, and messaging strengthens first impressions and builds lasting memory across parks, plazas, streets, and venues. This framework ensures that regulatory, safety, and informational signage functions with clarity and dignity— while supporting the larger district brand. Standardization across facilities creates cohesion without limiting the unique character of individual destinations.

District-Wide Coordination

It is recommended that The Banks adopt unified District Signage & Facility Design Guidelines to ensure long-term consistency, quality, and scalability as the district evolves. These guidelines:

- Define best practices for placement within public rights-of-way, parks, and facilities
- Establish signage typologies based on space type and function
- Provide resources for developers, consultants, contractors, and partners working within the district

Compliance & Standards

All signage must comply with applicable City of Cincinnati codes, including size, placement, accessibility, and safety requirements. Additional approvals may be required by the Department of Buildings & Inspections and Zoning. Where applicable, signage must also align with recognized city and industry standards, including:

- Manual on Uniform Traffic Control Devices (MUTCD) – Federal Highway Administration
- Society for Experiential Graphic Design (SEGD) professional standards
- City of Cincinnati Parks and DOTE signage guidelines
- City of Cincinnati Brand Guidelines
- County Parking Facilities

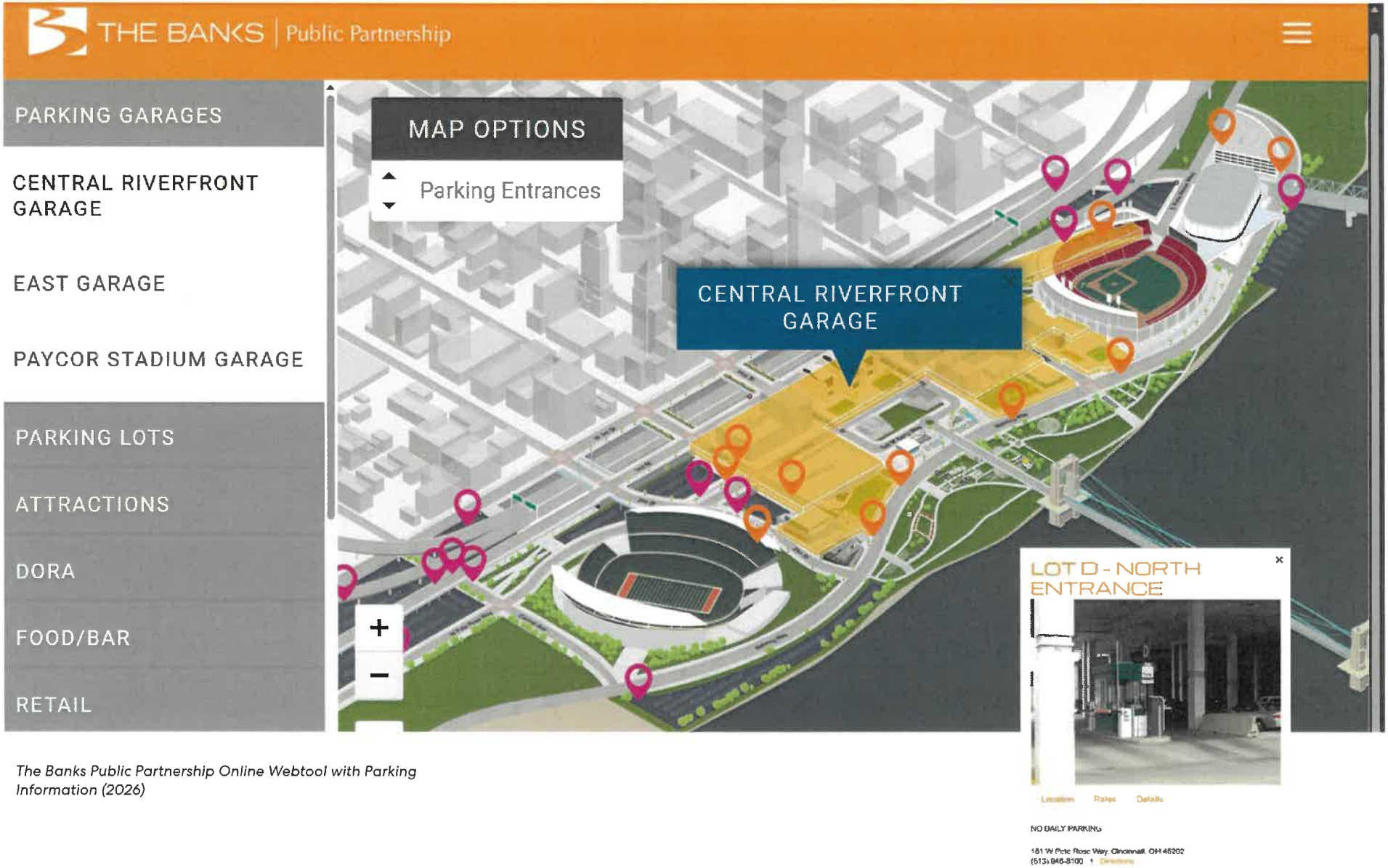
One Sign Family

The Banks signage system operates as one cohesive sign family—a clear, recognizable kit of parts that can be applied across streets, parks, promenades, plazas, and facilities. This unified system creates a seamless visitor experience while allowing flexibility to respond to the character and function of each space. The framework defines a range of sign types that work together visually and functionally— from gateway markers and directional signage to interpretive elements and regulatory messaging. Some sign types are universal across the district, establishing consistency and brand recognition. Others are tailored to specific site typologies, ensuring the system remains adaptable as the district evolves. Spaces with multiple typologies may integrate elements from more than one set, maintaining cohesion while supporting unique programming needs.

A clear, material framework distinguishes park, public, and private space types, helping visitors intuitively understand where they are within the district. This approach reinforces The Banks as one connected neighborhood—while allowing each destination to retain its identity within the larger civic story.

◊ **Design Guidance (Non-Regulatory):**

- District identity signage and gateway features should be coordinated across parcels to reinforce a cohesive visual language.
- Tenant signage should follow a clear hierarchy that supports legibility while minimizing visual clutter.
- Wayfinding elements should be integrated into architecture, landscape, and vertical access features rather than treated as standalone objects.
- Event-day signage, banners, temporary wayfinding, and operational overlays should be subject to review and approval in coordination with stadium operations and applicable City departments to ensure consistency with safety, security, and crowd management protocols in addition to visitor experience.
- Temporary event-related signage and placemaking elements may be permitted during major events, provided they do not obstruct required pedestrian routes, emergency access, vertical circulation, or required active frontages.
- Permanent wayfinding elements should prioritize primary pedestrian routes, vertical access points, and connections between public spaces, and should remain legible during both everyday and event conditions.



The Banks Public Partnership Online Webtool with Parking Information (2026)

THE BANKS | Public Partnership

APRIL 2026

SUBJECT: A report and recommendation on a proposed Major Amendment to the Concept Plan and Development Program Statement for Planned Development #43 (PD-43), The Banks, in the Central Business District.

GENERAL INFORMATION:

Location: Planned Development #43 (PD-43), The Banks

Petitioner: Hamilton County
138 E. Court Street, Room 603, Cincinnati, OH 45202

Request: A proposed Major Amendment to the Concept Plan and Development Program Statement for Planned Development #43 (PD-43), The Banks, to expand the boundary of PD-43 and to establish development parameters to align with *The Banks Urban Design Plan Update*.

ATTACHMENTS:

Provided in addition to this report are the following exhibits:

- Exhibit A – Location Map
- Exhibit B – Major Amendment Application Development Program Statement
    - Appendix A: Concept Plan
    - Appendix B-1: Lot 1 Detail
    - Appendix B-2: Lot 4 Detail
    - Appendix B-3: Lot 13 Detail
    - Appendix B-4: Lot 24 Detail
    - Appendix B-5: Lot 25 Detail
    - Appendix C: Current Lot Overview
    - Appendix D-1: Lot 1 Legal Description
    - Appendix D-2: Lot 4 Legal Description
    - Appendix D-3: Lot 13 Legal Description
    - Appendix D-4: Lot 24 Legal Description
    - Appendix D-5: Lot 25 Legal Description
    - Appendix E: Proposed Use Categories Table
    - Appendix F-1: Proposed Uses
    - Appendix F-2: Prohibited Uses
    - Appendix G: Projected Lot Coverages and Intensity
    - Appendix H: Re-Zoning Plat
    - Appendix I: Re-Zoning Legal Description
    - Appendix J-1: Consolidated PD-43 District Index
    - Appendix J-2: Consolidated PD-43 Development Summary
- Exhibit C – Signage Regulations
- Exhibit D – Coordinated Site Review Letter
- Exhibit E – Correspondence from Public

BACKGROUND:

On February 17, 2006, the City Planning Commission approved the creation of Planned Development #43 (PD-43), The Banks, which was based on the *Central Riverfront Urban Design Master Plan (2000).* City Council approved the proposed zone change, Concept Plan, and Development Program Statement as Ordinance 141-2006 on May 17, 2006.

A Major Amendment to the Concept Plan and Development Program Statement for PD-43 to change the allowed square footage and flexibility of uses across the PD was approved by the City Planning Commission on August 16, 2007, and by City Council on November 1, 2007. A subsequent Major Amendment to adjust height limits was approved by the City Planning Commission on January 18, 2008, and by City Council on April 23, 2008. The City Planning Commission approved the signage plan on February 19, 2010.

Another Major Amendment to allow for the construction of The Brady Music Center and to change allowed uses on certain lots in PD-43 was approved by the City Planning Commission on November 15, 2019, and by City Council on November 20, 2019.

In April 2026, The Banks Public Partnership released *The Banks Urban Design Plan Update (2026),* resetting the coordinated vision of The Banks for the next 10+ years. *The Banks Urban Design Plan Update* is being reviewed concurrently with this Major Amendment for approval by the City Planning Commission and City Council. The plan update recommends a variety of strategies to create a world-class and vibrant mixed-use entertainment district, including expanding the PD boundary; building significantly more high-density residential development; adding restaurants, retail, and commercial storefronts; and creating new public spaces. To implement the updated plan's vision, Hamilton County is proposing a Major Amendment to reset the Concept Plan and Development Program Statement for all of PD-43. While the Major Amendment does not substantially change the rules controlling the already developed areas of PD-43, significant changes to the PD include updated uses and heights for Lots 1, 4, 13, 24, and 25, and the inclusion of Lot 4 into the PD. For detailed information on all lots in PD-43, including current uses and other lot naming conventions that have been used in previous Major Amendments (such as subdivision names or block numbers), see Appendix J-1 and Appendix J-2 of Exhibit B.

ADJACENT LAND USE AND ZONING:

The site is currently zoned Planned Development (PD-43). The adjacent zoning and land uses are as follows:

North:

Zoning: Downtown Development (DD)
Use: Freeway, Office, Multi-family Residential, Commercial, Parking

East:

Zoning: Downtown Development (DD)
Use: Great American Ballpark

South:

Zoning: None
Use: Ohio River

West:

Zoning: Downtown Development (DD) and Riverfront Manufacturing District Transportation Corridor (RF-M-T)
Use: Paycor Stadium, Parking Lot

PROPOSED DEVELOPMENT AND CHANGES TO CONCEPT PLAN:

The proposed Major Amendment to the Concept Plan and Development Program Statement is for the entirety of PD-43, The Banks, which encompasses almost 85 contiguous acres, as shown in Exhibit A. This reset for PD-43 compiles the rules governing development in one place, which provides clarity considering the numerous Major

Amendments over the 20-year history of The Banks. While the rules governing Lots 1, 4, 13, 24, and 25 (the "Development Lots") are updated in this reset of the Concept Plan to reflect the changes of *The Banks Urban Design Plan Update,* the rules governing the rest of The Banks are amended and restated in the proposed Major Amendment for clarity. The updated PD-43 Concept Plan is shown in Appendix A of Exhibit B, and an updated PD-43 index and current development summary for all lots are shown in Appendix J-1 and J-2 of Exhibit B.

Expansion Area

The petitioner proposes to rezone approximately 1.7006 acres of Paul Brown (P.B.) Subdivision Lot 4 (referred to in this staff report as "Lot 4") from Downtown Development District (DD) to PD-43. Appendix A of Exhibit B shows the updated Concept Plan with the expansion area, while Appendix H and Appendix I of Exhibit B show the rezoning plat and legal description respectively.

Permitted Uses

The Banks Urban Design Plan Update proposes up to approximately 2.5 million gross square feet of new building and parking space across the five Development Lots. The permitted uses for the Development Lots include retail, office, hotel, general commercial, parking, institution, multi-family residential, and restaurant/bar, as shown in Appendix B-1 through B-5, Appendix E, and Appendix F-1 of Exhibit B. Table 1 below shows the minimum and maximum square footage for each permitted use in total across the five Development Lots. Permitted uses for the remaining lots in PD-43 are shown in Appendix J-2 of Exhibit B. The corresponding minimum and maximum square footage for such permitted uses of the remaining lots in PD-43 remains the same as was established by the Concept Plan and Development Program Statement for PD-43 (as amended by the prior Major Amendments).

Table 1: Permitted Minimum and Maximum Square Footages for Permitted Uses for Lots 1, 4, 13, 24, 25 ("Development Lots")

Permitted Uses	Development Lots Square Footage
Residential	0-1,500,000
Restaurant/Bar	0-147,000
Office	0-202,000
Hotel	0-124,000
Retail & General Commercial	0-147,000
Institutional	0-60,000
Parking	0-315,000
Total	**0-2,495,000**

Prohibited Uses

There are also Prohibited Uses for all PD-43 lots, which are shown in Appendix F-2 of Exhibit B. This list has been modified from the original Prohibited Uses list that was included in a previous Major Amendment. The changes were removing Certain Clubs/Bars and Gambling uses from the Prohibited Uses list.

Heights

The maximum building heights for all lots in PD-43 are shown in Appendix G of Exhibit B, and all heights are measured from the base building podium datum (~515 feet above sea level). The maximum heights of the Development Lots are shown in Table 2 below but note that these heights are subject to certain additional restrictions. Specifically, no building on Lot 25 should exceed the overall height of the Paycor Stadium canopy,

and no building on Lot 24 should exceed a 22.5-degree plane extending from the height of the maximum allowed tower footprint perimeter on Lot 25 at the Paycor canopy elevation. See page 85 of *The Banks Urban Design Plan Update* for illustrations and further details regarding the height restrictions.

Table 2: Maximum Height for Lots 1, 4, 13, 24, 25 ("Development Lots")

Lot	Maximum Height (ft)
1	285
4	185
13	145
24	285
25	135

Setbacks

The minimum setback for all lots in PD-43 is zero feet.

Parking

Vehicle parking is not required in PD-43, since it is in an Urban Parking Overlay District. However, parking currently exists both below the base building podium in the Central Riverfront Garage, as well as above in dedicated parking garages for different buildings. The list of the number of current parking spaces in PD-43 by parcel is in Appendix J-2 of Exhibit B. Parking is a permitted use for the Development Lots (see Table 1 above), and some of the Development Lots will be subdivided into air lots in the future. These subdivisions would take place so that developments above the building podium are separate properties from the Central Riverfront Garage below.

The Banks Urban Design Plan Update provides design standards for above-grade parking garages, which are also included in this Major Amendment. The design standards are as follows, and any page numbers are references to pages within *The Banks Urban Design Plan Update*:

- Any above-grade structured parking shall be wrapped a minimum of 80 percent across all street-facing elevations by a minimum of 20 feet depth of active or occupiable building space, including residential, office, hotel, or commercial uses, except where clearly identified on the regulating diagrams for each site. Refer to the Podium Parking Guidance Section (p. 92-93) and the Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots (p. 113) for additional guidance.
- Where podium parking is not required to be wrapped by occupiable space, parking garages must comply with minimum screening standards set in Section 4 (p. 116).
- Parking and parking access are prohibited at the ground floor along Active Frontages and Active Corners except where indicated on the Overall Ground Level Frontage Regulating Plan - All Lots (p. 109) and the Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots (p. 113).
- Where full wrapping is infeasible due to structural or floodplain constraints, alternative screening methods may be approved, provided parking is appropriately screened from the public realm.

Signage

The signage plan for all of PD-43 is shown in Exhibit C, which is the same signage plan that was approved for previous portions of The Banks in 2010.

BASIC REQUIREMENTS OF A PLANNED DEVELOPMENT DISTRICT:

According to §1429-05 of the Cincinnati Zoning Code, *Basic Requirements*, PD Districts and development within PD Districts must comply with the following:

a. ***Minimum Area*** *– The minimum area of a PD must be two contiguous acres.*

The existing PD-43 consists of approximately 84.6 contiguous acres, with approximately 1.7 additional acres proposed with the inclusion of Lot 4, creating a total of approximately 86.3 acres.

b. ***Ownership*** *– Evidence that the petitioner has sufficient control over the tract of land to affect the proposed plan, including a list of all ownership and beneficial interests in the tract of land and the proposed development are required.*

The petitioner has provided proof of ownership.

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

The proposal includes allowances for multiple buildings on the lots.

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 Conversation Board shall advise the City Planning Commission relating to approval of the Final Development Plan*.

No portion of the site is located within a historic district, nor contains any historic landmark.

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.*

No portion of the site is located within the Hillside Overlay District.

f. ***Urban Design Overlay District*** *– Whenever a Planned Development 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.*

No portion of the site is located within an Urban Design Overlay District.

CONCEPT PLAN AND DEVELOPMENT PROGRAM STATEMENT:

According to §1429-09 of the Cincinnati Zoning Code, *Concept Plan and Development Program Statement*, a petition to rezone a property to PD must include a Concept Plan and Development Program Statement. The purpose is to describe the proposed use or uses to be conducted in the PD District. The Concept Plan and Development Program Statement must include text or diagrams that specify:

a. ***Plan Elements*** *– A survey of the tract to be developed, providing a metes and bounds description of the property and the survey of property lines and total acreage. Additionally, the plan should include the location in general terms, of land areas to be developed, including: type and description of proposed land uses, buildings and structures; street rights-of-way and driveways; parcel boundaries and proposed lots, including set back lines; building heights; pedestrian circulation systems and open space or other facilities; and proposed topography, drainage, landscaping and buffer plantings.*

The petitioner has submitted a proposed Major Amendment to the Concept Plan and Development Program Statement that includes sufficient information regarding proposed uses, building locations, street access, pedestrian circulation systems, and open space and landscaping, as shown in Exhibit B and its Appendices.

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

The petitioner has provided proof of ownership.

c. ***Schedule*** *– Time schedule of projected development, if the total site is to be developed in phases or if construction is to extend beyond a two-year time period.*

The developments are anticipated to be completed in phases over the next 10-15 years.

d. ***Preliminary Reviews*** *– A preliminary review of geo-technical, sewage, water, drainage and refuse collection.*

The project has been reviewed through the City's Coordinated Site Review Process (see the "Coordinated Site Review" section below).

e. ***Density and Open Space*** *– Calculations of density and open space area.*

The overall site will be approximately 86.3 acres with the inclusion of Lot 4. Approximately 34 acres (or 39%) is open space, including areas such as Smale Riverfront Park.

MAJOR AMENDMENT:

The Cincinnati Zoning Code §1429-12 allows for amendments to the Concept Plan and Development Program Statement. Major Amendments must be approved by the City Planning Commission and City Council. A Major Amendment to the Concept Plan and Development Program Statement has been requested for PD-43 because the petitioner wants to expand the boundaries of PD-43, set the development parameters for Lot 4, and reset and restate the development parameters of the remainder of the Development Lots.

FINAL DEVELOPMENT PLAN:

Pursuant to §1429-13 of the Cincinnati Zoning Code, a Final Development Plan shall be submitted to the City Planning Commission for any portion of an approved Concept Plan that the petitioner wishes to develop following approval of the Concept Plan and Development Program Statement and the Planned Development designation by City Council. The Final Development Plan must substantially conform to the approved Concept Plan and Development Program Statement.

COORDINATED SITE REVIEW:

The proposed changes to the Concept Plan and Development Program Statement were reviewed by City departments through the Coordinated Site Review process. The Coordinated Site Review Advisory Team met with the petitioner in March 2026 and issued a letter with their comments (Exhibit D). There were no objections, but various departments did state that any development would potentially need to upgrade and extend sewer, water, stormwater, and/or other infrastructure.

PUBLIC COMMENT AND NOTIFICATION:

A combined notice for the April 30, 2026, Public Staff Conference and May 15, 2026, City Planning Commission meeting was sent to all property owners both within PD-43 and within 400 feet of the PD boundary, as well as the Downtown Residents Council. The petitioner team also attended a meeting of the Downtown Residents Council on April 14, 2026, to provide information on and answer questions about *The Banks Urban Design Plan Update*.

The Department of City Planning and Engagement held a virtual Public Staff Conference on April 30, 2026, for the proposed Major Amendment to the Concept Plan and Development Program Statement. Members of City staff and the petitioner team were present, and three members of the public attended. Members of the public asked

questions related to what decisions have already been made for the proposed development, whether any of the proposed housing would be for low-to-moderate income residents, and what the structures would be put in place for accountability and success over time.

Additional questions were submitted by one of the attendees of the Public Staff Conference, and they are included in Exhibit E. No other correspondence has been received.

CONSISTENCY WITH PLANS:

Plan Cincinnati (2012)

The proposed Major Amendment to the Concept Plan and Development Program Statement is consistent with multiple Initiative Areas of *Plan Cincinnati (2012)*. It is consistent with the Compete Initiative Area goals to "Cultivate our position as the most vibrant and economically healthiest part of our region" (p. 114) and to "Become nationally and internationally recognized as a vibrant and unique City" (p. 121). It's also consistent with the Live Initiative Area of *Plan Cincinnati (2012),* including the goal to "Provide a full spectrum of housing options, and improve housing quality and affordability" (p. 164). The proposed Major Amendment will add vibrancy to The Banks so that it is a regional, national, and international attraction, as well as add needed housing.

The Banks Urban Design Plan Update (2026)

The Banks Public Partnership released *The Banks Urban Design Plan Update* in April 2026 after over a year of work, and the plan update is being considered concurrently with this Major Amendment for approval by the City Planning Commission and City Council. As the updated plan directly informed the Major Amendment development parameters, the Major Amendment is substantially consistent with much of the updated plan. Specifically, the Major Amendment is consistent with the three "District Drivers" stated in the plan's District Vision (p. 49):

1) A Banks District that is Bigger and Bolder
2) A Quality District that Drives Value
3) A Riverfront Built for Game Day, Designed for Everyday

The Major Amendment's changes to PD-43 to allow for a diverse mixture of uses, as well as a significant amount of residential development, will help to implement all three parts of the plan's District Vision. District Driver #2 specifically provides information on potential development square footage (p. 55) that was incorporated into this Major Amendment parameters for uses.

Additionally, the updated plan includes a section on Design Guidelines. This Major Amendment incorporates many of the guidelines, such as those related to heights and sightlines (p. 84-85) and the podium parking standards (p. 91).

It is important to note that this Major Amendment does not incorporate all parts of the updated plan nor all the design guidelines, and only the aspects of the updated plan specifically stated in this Major Amendment are included in the updated PD-43 regulations. While features such as a new signature plaza or the closing of certain streets are not part of this Major Amendment, they could be part of future Major Amendments.

CITY PLANNING COMMISSION ACTION:

According to Section §1429-11(a) of the Cincinnati Zoning Code, City Planning Commission may recommend approval or conditional approval, with restrictions on the establishment of a PD District on finding that all of the following circumstances apply:

1. *The PD concept plan and development program statement are consistent with applicable plans and policies and is compatible with surrounding development;*

Since the Major Amendment proposal is a direct result of *The Banks Urban Design Plan Update* and incorporates many of its features, it is consistent with the plan (see "Consistency with Plans"). The proposed changes are also compatible with surrounding development, both within PD-43 and in the surrounding Central Business District.

2. *The PD concept plan and development program statement enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the plan were not approved;*

   The proposal enhances the potential for superior urban design by developing large vacant lots at The Banks, since those lots harm the pedestrian experience. The proposal also provides design standards for how above-grade structure parking garages should be incorporated.

3. *Deviations from the base district regulations applicable to the property at the time of the PD application are justified by compensating benefits of the PD concept plan and development program statement;*

   The proposal is a Major Amendment to the existing PD-43 Concept Plan and Development Program Statement, so the proposed base zoning is consistent with the existing PD-43 regulations. While the petitioner is proposing to add Lot 4 to PD-43, and Lot 4 is currently in the DD zoning district, the changes in the proposed Major Amendment are similar to and compatible with the existing regulations within both PD-43 and the DD zoning district.

4. *The PD Concept Plan and Development Program Statement includes adequate provisions for utility services, refuse collection, open space, landscaping and buffering, pedestrian circulation, traffic circulation, building design and building location.*

   The proposed Major Amendment to the Concept Plan and Development Program Statement went through the Coordinated Site Review process, which outlined the necessary steps to add utility service for any proposed developments. The proposed Major Amendment also provides adequate provisions for refuse collection, open space, landscaping and buffering, pedestrian circulation, traffic circulation, building design, and building location. The details of each of these areas will be provided during future Final Development Plan submissions.

ANALYSIS:

The proposed Major Amendment to the Concept Plan and Development Program Statement for PD-43 provides updated development parameters that match the new vision of *The Banks Urban Design Plan Update*. These updated development parameters, ranging from expanded uses to adding allowable square footage to increasing maximum building heights, will allow for The Banks to become a more vibrant district at all times of the year, rather than just on gamedays. If the vision set in *The Banks Urban Design Plan Update* comes to fruition, there could be up to 1,300 new residential units, 100-150 new hotel rooms, and 60,000-80,000 square feet of new neighborhood-serving retail. Development at this scale would make The Banks not only a neighborhood, but a mixed-use entertainment district that attracts people from across the region and country. The proposed Major Amendment will modify the PD-43 regulations to allow this level of construction to occur, if willing development partners are identified.

FINDINGS:
It is the opinion of staff of the Department of City Planning and Engagement that the proposed Major Amendment to the Concept Plan and Development Program Statement is beneficial for PD-43, The Banks. The project is an asset to Cincinnati and the regional community because it will spur new development and create a more vibrant district.

It is the opinion of staff of the Department of City Planning and Engagement that the proposed Major Amendment to the Concept Plan and Development Program Statement is in compliance with §1429-12, *Amendments to a Planned Development Concept Plan*. The proposal is consistent with the purpose of the Planned Development District Regulations, and the petitioner has successfully met all basic requirements of the Planned Development District. The Major Amendment will not negatively impact the existing character of the surrounding area.

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

1. **ADOPT** the Department of City Planning and Engagement Findings as detailed in this report; and

2. **APPROVE** the proposed Major Amendment to the Concept Plan and Development Program Statement for Planned Development #43 (PD-43), The Banks, in the Central Business District as outlined in this report.

Respectfully submitted:

Andrew Halt

Andrew Halt, AICP, PE, Senior City Planner
Department of City Planning & Engagement

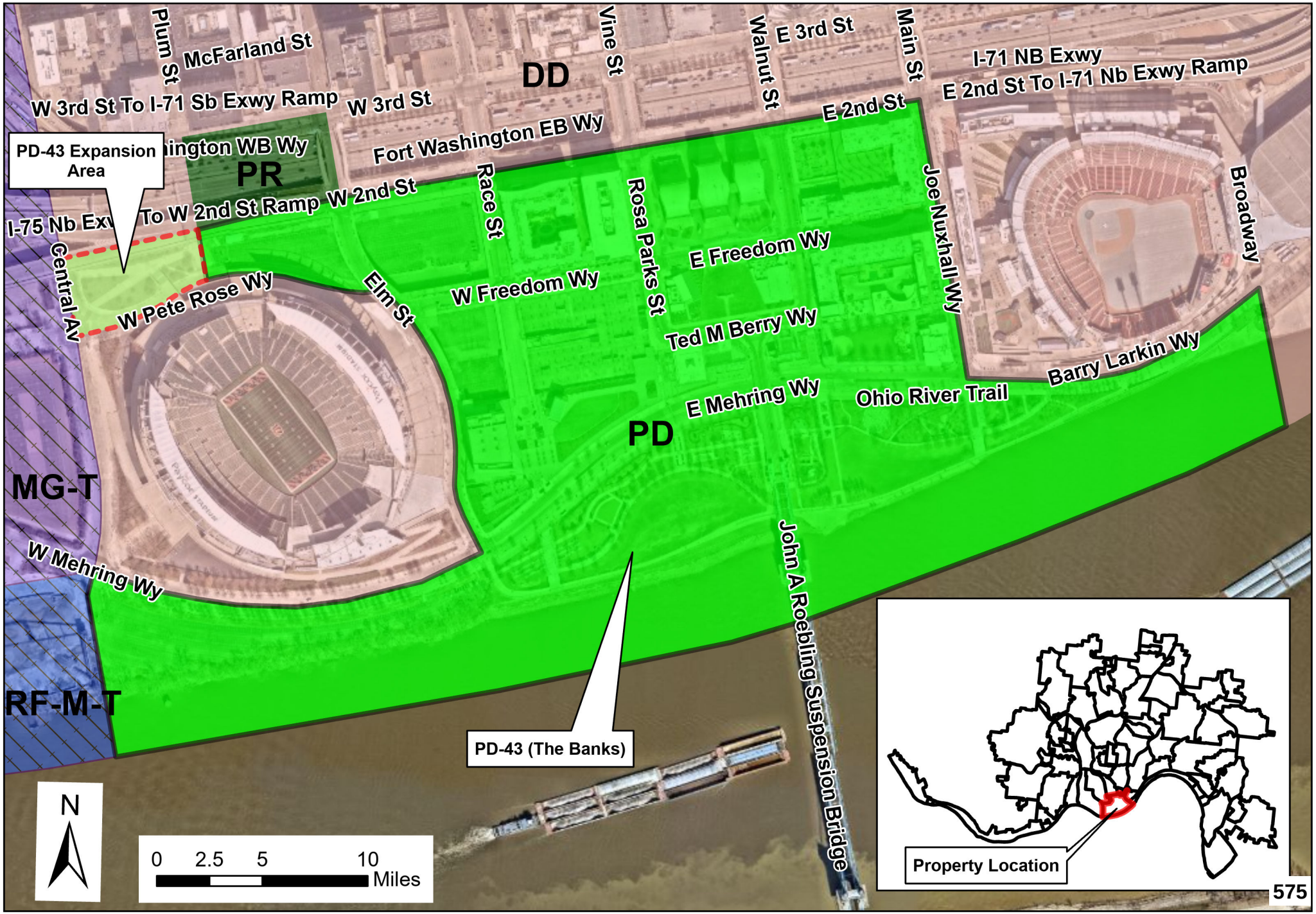
Approved:

Katherine Keough-Jurs

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

A Proposed Major Amendment to The Concept Plan and Development Program Statement for PD-43 (The Banks)

Exhibit A



MAJOR AMENDMENT
TO
THE CONCEPT PLAN FOR PD-43
(THE BANKS)

April 2026

Phil Beck (Applicant) on behalf of

Hamilton County, Ohio &

The City of Cincinnati, Ohio

Prepared by:

Dinsmore & Shohl LLP
Richard B. Tranter, Esq.
R. Elizabeth Emmert, Esq.
Michael A. Huber, Esq.
Brandon S. Gilbert, Esq.

DEVELOPMENT PROGRAM STATEMENT
MAJOR AMENDMENT TO THE CONCEPT PLAN FOR PD-43 (THE BANKS)

Introduction:

This Development Program Statement ("**Statement**") is for the Major Amendment to the Concept Plan for PD-43, with major changes focused on Lots 1, 13, 24A, 24B and 25[1] of the various phases of the Banks Subdivision and Lot 4 of the Paul Brown Subdivision (individually, a "**Lot**" and collectively, the "**Lots**"). The Lots represent significant undeveloped parcels within Zoning District PD-43 "The Banks" ("**PD-43**" or the "**Banks District**"), intended for development consistent with this Statement and The Banks Urban Design Plan Update (the **"Plan**") prepared by Perkins & Will. Concurrent with this Major Amendment, the Plan will be submitted to the City of Cincinnati, Ohio (the "**City**"), including the Department of City Planning and Engagement ("**Staff**"), for City Council review. Upon its adoption, the Plan will provide valuable guidelines for future development of the Banks District. Future development of the Lots will substantially adhere to the general intent of this Statement and the Plan, as both may be modified from time to time.

The proposed development of the Lots contemplates the construction of approximately 2.18 million gross square feet of new building space, plus a total of 315,000 gross square feet of additional parking for a total of approximately 2.5 million gross square feet of new construction at or above the podium level to the Lots (whether constructed or to be constructed). Such new construction envisions up to 1.5 million square feet of residential space, 124,000 square feet of hotel space, and 147,000 square feet of commercial retail or restaurant/bar space at or above ground level.

Attached to this Application as **Appendix A** is a Concept Plan for the entirety of PD-43 (the "**Concept Plan**") with a specific focus on the Lots. Further enclosed are depictions of the areas intended for (a) the zoning map amendment, incorporating Lot 4 into PD-43, and (b) the zoning text amendment.

Plan Elements:

- **Location of Site**

  Lot 1, as outlined on the Concept Plan and depicted on **Appendix B-1** attached hereto, is located along East Second Street and is adjacent to Paycor Stadium. Currently, the Lot is being used to provide surface level parking, with air rights that have yet to be developed or otherwise utilized. Due to its size and location, Lot 1 represents one of the largest and most flexible parcels within the Banks District

[1] All references herein to Lot 25 means residual Lots 5 and 10 and a portion of vacated Theodore M. Berry Way, as shown on the Banks Subdivision Phase XI; it is anticipated that the City and County will consolidate the referenced parcels, then subdivide the consolidated parcels into Lots 25A and 25B along the 515' DATUM (Podium level).

and presents an opportunity to support the needs of adjacent parcels through the construction of a podium or other structured parking asset at podium level, along with any other proposed vertical commercial development.

Lot 4 and portion of Plum Street, Central Avenue and W. Pete Rose Way, as collectively outlined on the Concept Plan and depicted on **Appendix B-2** attached hereto, are located directly adjacent to Paycor Stadium and are currently utilized for pedestrian access to and from Paycor Stadium. There is the possibility that these two parcels may be joined with Lot 13 for future development, providing for both a connected development area at ground level and enhanced vertical development opportunities for uses such as a hotel or other mixed-use development.

Lot 13, as outlined on the Concept Plan and depicted on **Appendix B-3** attached hereto, is located directly adjacent to Paycor Stadium and is currently utilized for surface level parking. There is the possibility that Lot 13 may be joined with Lot 4 or a portion of Plum Street for future development, providing for both a connected development area at ground level and enhanced vertical development opportunities for uses such as a hotel or other mixed-use development.

Lots 24A and 24B (may also be referred to collectively as "**Lot 24**"), as outlined on the Concept Plan and depicted on **Appendix B-4** attached hereto, are anchored between Freedom Way and the Ohio River and represent one of the largest undeveloped areas for vertical development within the Banks District. Currently, Lot 24A provides for below podium parking and Lot 25B remains undeveloped. Further development of Lot 24 would provide for a more efficient use of the Central Riverfront Garage, as well as stronger continuity of active ground level frontages along Freedom Way.

Lot 25, as outlined on the Concept Plan and depicted on **Appendix B-5** attached hereto and intended for further subdivision at the 515' DATUM (Podium level), is anchored between Freedom Way and the Ohio River and represents another large area for vertical development within the Banks District. Currently, Lot 25 provides for below podium parking, and future development would provide for a more efficient use of the Central Riverfront Garage, as well as stronger continuity of active ground level frontages.

See **Appendix C** for additional information on the Lots, including, but not limited to, acreage, parcel identification numbers, right-of-way frontage and existing conditions.

❖ **Legal Description, Ownership & Property Addresses**

The title ownership, addresses and other pertinent details of each Lot can be found in **Appendix C**. Legal descriptions for each Lot can be found in **Appendices D1-D5**.

❖ **Existing Conditions**

Details on the existing conditions of each Lot can be found in **Appendix C**.

❖ **Description of Proposed Land Uses, Buildings and Structures**

Hamilton County, Ohio (the "**County**") and the City encourage the development of the Lots for the uses identified in **Appendix E** and further defined in **Appendix F-1**, and the buildings and structures generally consistent with the Plan. Alternatively, the County and City discourage the development of the Lots for the uses identified in **Appendix F-2**, which uses are prohibited, provided, however, that nothing shall prohibit the introduction of a new use category that is not defined in the City's Code of Ordinances (the "**Code**") and not prohibited by Appendix F-2 as part of a subsequent Major Amendment to PD-43.

❖ **Preliminary Reviews**

Coordinated Site Review by the various City departments and a Zone Change Consultation have been conducted and are on file with Staff. Additionally, the Plan has been filed with the City pursuant to The Banks Urban Design Plan Update submission undertaken by the City.

❖ **Set Back Lines**

Ground level setback lines and stepped back-upper-level setback lines for each Lot will be determined at the time of any filing for a Final Development Plan for development of the applicable Lot, generally consistent with the Plan.

❖ **Building Heights**

Final height measurements for vertical improvements on each Lot will be determined at the time of any filing for a Final Development Plan for development of the applicable Lot, consist with the Plan; however, the table attached hereto as **Appendix G** indicates the maximum height limitations applicable to each Lot, in accordance with the Plan.

❖ **Streetscapes and Open Spaces**

Final streetscaping, including but not limited to, sidewalk widths and open space calculations for each Lot, will be determined at the time of any filing for a Final Development Plan for development of the applicable Lot, provided that the streetscape and open space designs and features on any Lot will be generally consistent with the Plan and other applicable requirements of PD-43, if any, which are not inconsistent with the Plan.

❖ **Density**

See **Appendix G** for the projected density range of residential square footage permitted on each Lot.

❖ **Refuse Collection**

Trash and waste facilities shall be provided on-site and located in areas limiting visibility and will generally comply with the Plan guidelines and other applicable requirements of PD-43, if any, which are not inconsistent with the Plan, recognizing that this Major Amendment has undergone Coordinated Site Review ("**CSR**") with the City.

❖ **Geotechnical**

Geotechnical analysis for each Lot shall be completed as required pursuant to the Final Development Plan review process for development of the applicable Lot, recognizing that this Major Amendment has undergone CSR with the City. The Plan modeling is based upon market assumptions and is not representative of construction, support or other engineering standards which must be independently verified.

❖ **Drainage**

Drainage controls on each Lot will comply with any applicable standards of PD-43, or the applicable County or City regulations, whichever is more specific and as the same may be varied pursuant to the Final Development Plan process, recognizing that this Major Amendment has undergone CSR with the City.

❖ **Landscaping & Buffering**

Final landscaping and buffering for each Lot will be determined at the time of any filing for a Final Development Plan for development of the applicable Lot, provided that any landscaping and buffering on a Lot will be generally consistent with the Plan.

❖ **Traffic Control**

Traffic analysis and any required traffic control measures for each Lot will be determined as part of any Final Development Plan for development of each Lot, recognizing that this Major Amendment has undergone CSR with the City.

❖ **Sewage**

Municipal sanitary sewer access and utilization for each Lot shall be determined at the time of the filing of any Final Development Plan for development of the applicable Lot, recognizing that this Major Amendment has undergone CSR with the City.

❖ **Water**

Municipal water access and utilization for each Lot shall be determined at the time of the filing of any Final Development Plan for development of the applicable Lot, recognizing that this Major Amendment has undergone CSR with the City.

❖ **Electric & Natural Gas**

Electric and natural gas utilities for each Lot shall be determined at the time of the filing of any Final Development Plan for development of the applicable Lot, recognizing that this Major Amendment has undergone CSR with the City.

❖ **Parking**

Consistent with the City's Urban Parking Overlay District, there are no minimum parking requirements for new development in PD-43. Where the future developer(s) of any Lot desires to develop additional parking on a Lot, such development will substantially adhere to the following requirements as stated in the Plan:

- Any above-grade structured parking shall be wrapped a minimum of 80 percent across all street facing elevations by a minimum of 20 feet depth of active or occupiable building space, including residential, office, hotel, or

commercial uses, except where clearly identified on the regulating diagrams in for each site. Refer to the Plan and Section Depiction of Podium Parking Guidance (Plan, pg's 92 & 93) and the Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots (Plan, pg. 113) for additional guidance.

- Where podium parking is not required to be wrapped by occupiable space, parking garages must comply with minimum screening standards set in Section 4 of the Plan (Plan, pg. 116).

- Parking and parking access are prohibited at the ground floor along Active Frontages and Active Corners except where indicated on the Overall Ground Level Frontage Regulating Plan - All Lots (Plan, pg. 109) and the Overall Parking and Loading Ground Level Curb Regulating Plan - All Lots (Plan, pg. 113).

- Where full wrapping is infeasible due to structural or floodplain constraints, alternative screening methods may be approved, provided parking is appropriately screened from the public realm.

Additionally, future developers of the Lots may utilize existing below-grade Central Riverfront Garage (CRG) parking spaces to support building occupants, subject to availability via applicable private agreements.

❖ **Parking Standards**

The parking standards applicable to each Lot shall be determined at the time of the filing of any Final Development Plan for development of the applicable Lot, generally consistent with the Plan and in accordance with the applicable requirements of PD-43, if any, which are not inconsistent with the Plan.

❖ **Retail & Commercial**

The retail, entertainment and other commercial uses on the Lots create a vibrant streetscape that is pedestrian friendly. Such uses may also serve as amenities for the future residents of the Lots and the Banks District.

The intended uses for this mixed-use project may include, retail, restaurants/bars, entertainment, hospitality and other commercial (including office) uses, as more specifically set forth in **Appendices E & F-1**.

❖ **Exterior Lighting**

The exterior lighting standards applicable to each Lot shall be determined at the time of the filing of any Final Development Plan for development of the applicable Lot, and will generally comply with the Plan guidelines and other applicable requirements of PD-43, if any, which are not inconsistent with the Plan.

❖ **Signage**

The signage standards applicable to each Lot shall follow the established signage regulations for PD-43 as approved on February 19, 2010.

❖ **Final Development Plan Scheduling**

The Final Development Plan for any Lot shall follow the processes set out in the Code governing the content and submission procedures for a Final Development Plan, as same may be modified or altered from time to time.

❖ **Re-Zone Plat (Map Amendment)**

See **Appendices H & I** for the re-zoning plat and re-zoning legal description.

❖ **Concept Plan**

See **Appendix A** for the Concept Plan.

❖ **Consolidated PD-43 District**

See **Appendices J-1 & J-2** for the Consolidated PD-43 District Index and Consolidated PD-43 Development Summary, respectively, which include a comprehensive overview of all real property located within the Banks District.

TABLE OF APPENDICES

Appendix A.....Concept Plan

Appendix B-1.....Lot 1 Detail

Appendix B-2.....Lot 4 Detail

Appendix B-3.....Lot 13 Detail

Appendix B-4.....Lot 24 Detail

Appendix B-5.....Lot 25 Detail

Appendix C.....Current Lot Overview

Appendix D-1.....Lot 1 Legal Description

Appendix D-2.....Lot 4 Legal Description

Appendix D-3.....Lot 13 Legal Description

Appendix D-4.....Lot 24 Legal Description

Appendix D-5.....Lot 25 Legal Description

Appendix E.....Proposed Use Categories Table

Appendix F-1.....Proposed Uses

Appendix F-2.....Prohibited Uses

Appendix G.....Projected Lot Coverages and Intensity

Appendix H.....Re-Zoning Plat

Appendix I.....Re-Zoning Legal Description

Appendix J-1.....Consolidated PD-43 District Index

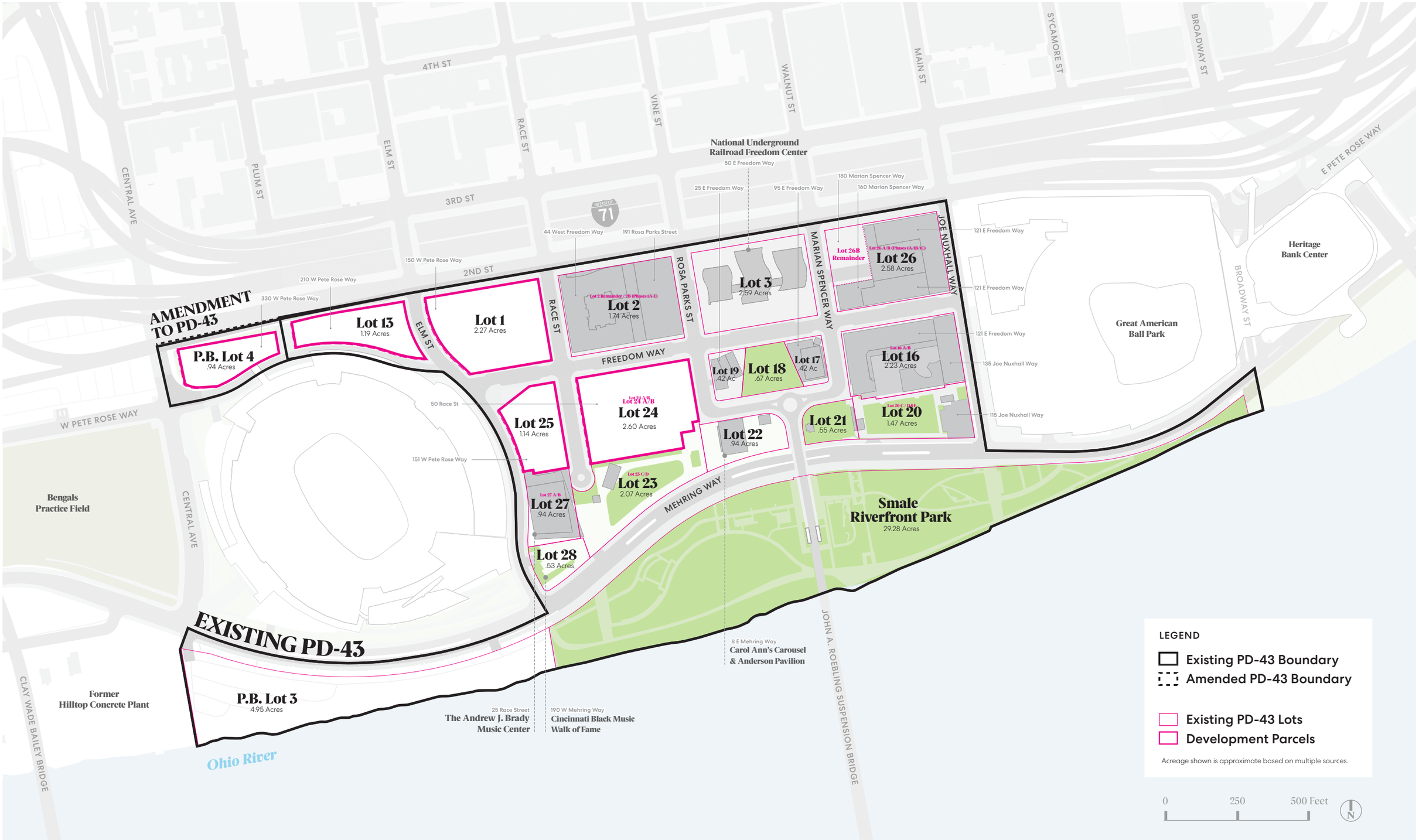
Appendix J-2.....Consolidated PD-43 Development Summary

APPENDIX A

Concept Plan

See attached.

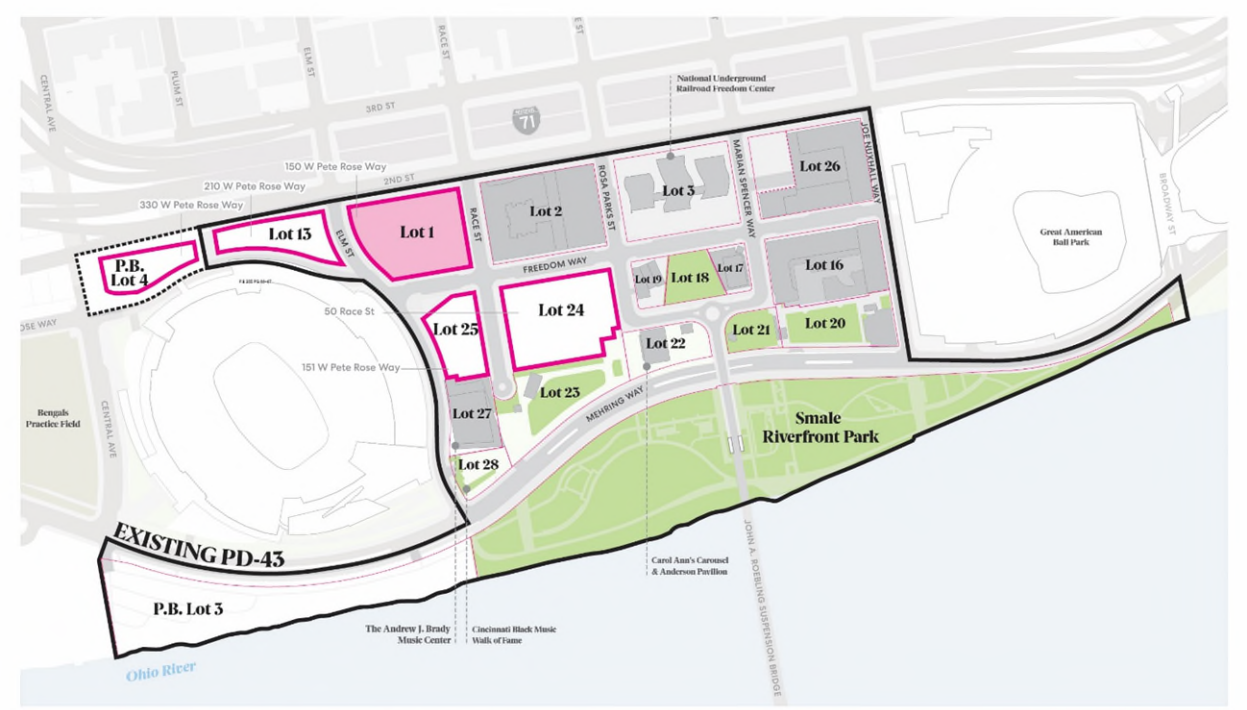
Appendix A - Concept Plan[1]



[1]The Lots depicted here are further referenced on Appendices J-1 and J-2.
Applicant wishes to acknowledge the assistance of Perkins&Will.

APPENDIX B-1

Lot 1 Detail

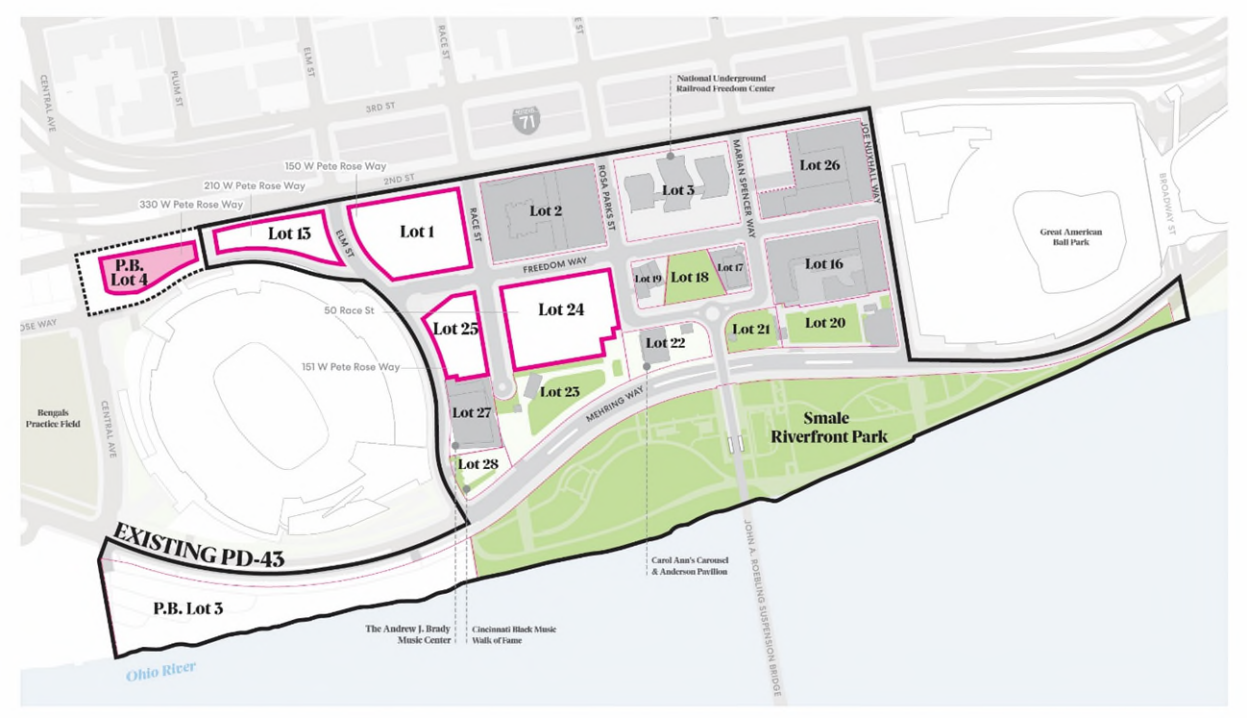


The schedule of proposed uses on Lot 1 is generally categorized in Appendix E and summarized below. The particular proposed uses and prohibited uses for Lot 1 are identified on Appendices F-1 and F-2, respectively.

- Retail;
- Residential;
- Restaurant/Bar;
- Office;
- Hotel;
- General Commercial;
- Parking; and
- Institutional.

APPENDIX B-2

Lot 4 Detail

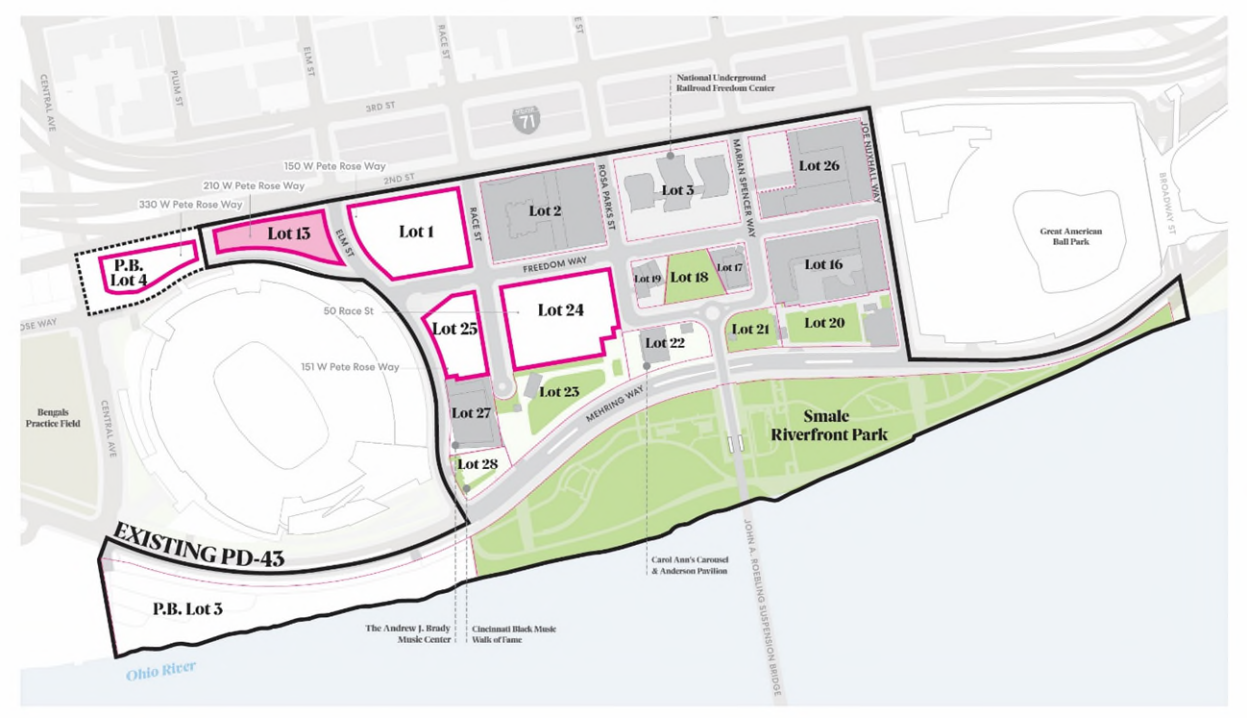


The schedule of proposed uses on Lot 4 is generally categorized in Appendix E and summarized below. The particular proposed uses and prohibited uses for Lot 4 are identified on Appendices F-1 and F-2, respectively.

- Retail;
- Residential;
- Restaurant/Bar;
- Office;
- Hotel;
- General Commercial;
- Parking; and
- Institutional.

APPENDIX B-3

Lot 13 Detail

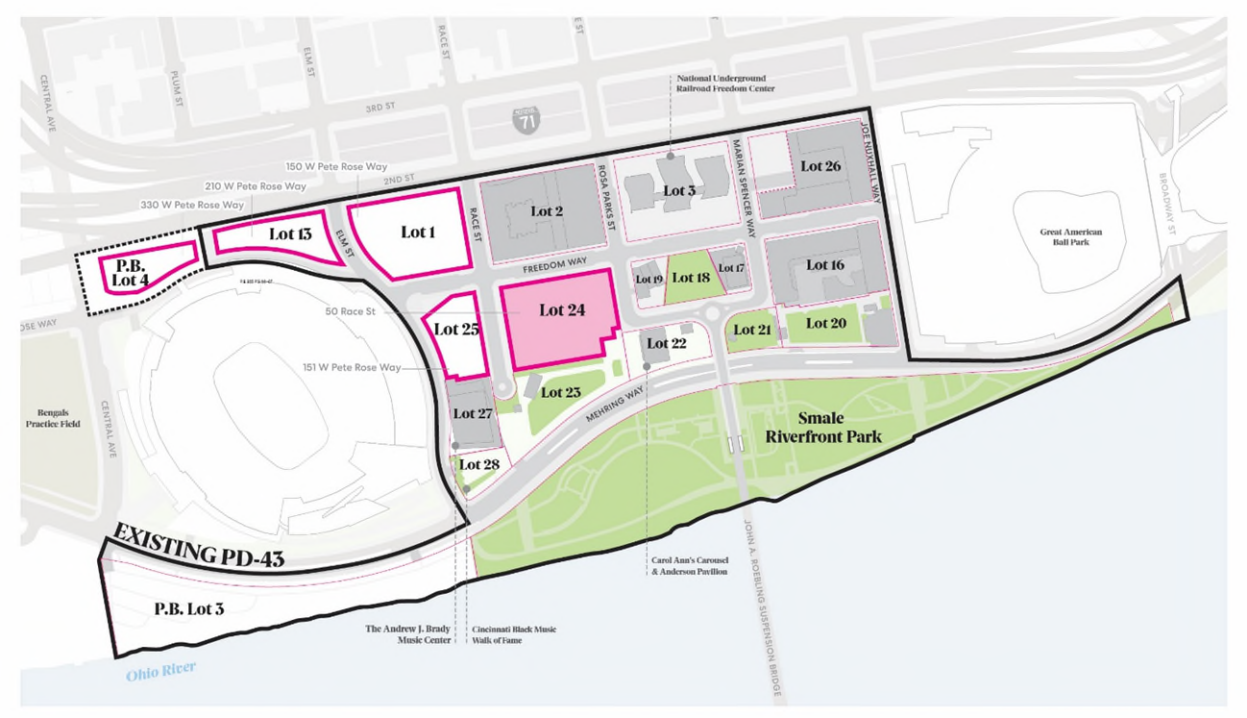


The schedule of proposed uses on Lot 13 is generally categorized in Appendix E and summarized below. The particular proposed uses and prohibited uses for Lot 13 are identified on Appendices F-1 and F-2, respectively.

- Retail;
- Residential;
- Restaurant/Bar;
- Office;
- Hotel;
- General Commercial;
- Parking; and
- Institutional.

APPENDIX B-4

Lot 24 Detail

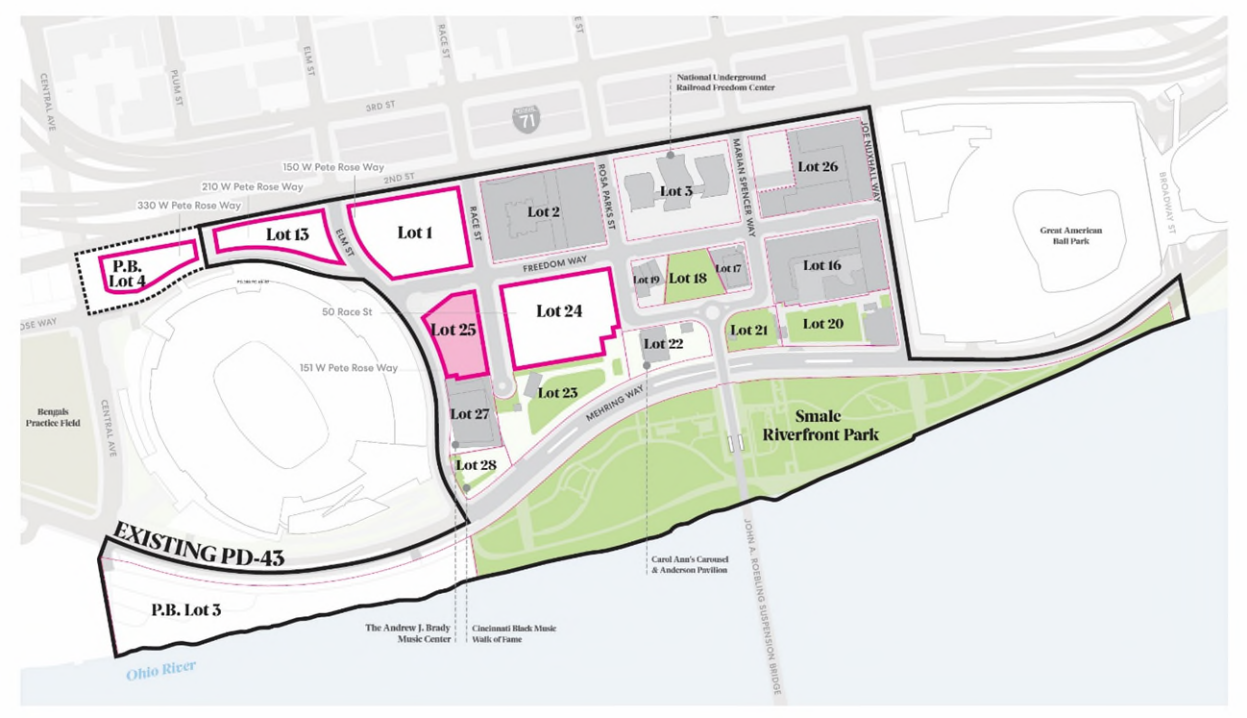


The schedule of proposed uses on Lot 24 is generally categorized in Appendix E and summarized below. The particular proposed uses and prohibited uses for Lot 24 are identified on Appendices F-1 and F-2, respectively.

- Retail;
- Residential;
- Restaurant/Bar;
- Office;
- Hotel;
- General Commercial;
- Parking; and
- Institutional.

APPENDIX B-5

Lot 25 Detail



The schedule of proposed uses on Lot 25 is generally categorized in Appendix E and summarized below. The particular proposed uses and prohibited uses for Lot 25 are identified on Appendices F-1 and F-2, respectively.

- Retail;
- Residential;
- Restaurant/Bar;
- Office;
- Hotel;
- General Commercial;
- Parking; and
- Institutional.

APPENDIX C

CURRENT LOT OVERVIEW					
Data	**LOTS[2]**				
	1	**4[3]**	**13**	**24 (A&B)[4]**	**25[5]**
Acreage	2.27	0.94	1.19	2.60	1.14
Ham. Ctny. PINS	8300070001	820A020001[6] (historic 820A020004)	8300070009	8300070071 & 8300070072	8300070067; 8300070077 & 8300070089
Square Footage	98,881	40,946	51,836	113,256	50,094
Subdivision Ref.	Banks Subd. Phase II	Paul Brown Subdivision	Banks Subd. Phase II	Banks Subd. Phase IX	Banks Subd. Phase II
Title Ownership	City of Cincinnati	Hamilton County	City of Cincinnati	Hamilton County	Hamilton County
R.O.W Frontage	North: W. 2nd St. South: W. Pete Rose Way East: Race St. West: Elm St.	North: W. 2nd St. South: W. Pete Rose Way East: Plum Street West: Central Ave.	North: W 2nd St. South: W. Pete Rose Way East: Elm St. West: n/a	North: W. Freedom Way South: n/a East: Rosa Parks St. West: Race St.	North: W. Freedom Way South: n/a East: Race St. West: Elm St.
Podium Status	No Supports; No Podium	No Supports; No Podium	No Supports; No Podium	Supports Built; No Podium	No Supports; No Podium
Proj. Building Ground Level[7]	515' DATUM	515' DATUM	515' DATUM	515' DATUM	515' DATUM
Existing Conditions	Below Podium level – Surface Parking (Bengals 'Lot B')	Below Podium level – Pavilion with walking paths	Below Podium level – Surface Parking (Bengals 'Lot B')	Below Podium level – Garage Parking (CRG Garage)	Below Podium level – Surface Parking (Bengal's 'Lot D')

[2] For purposes of PD-43, all standards and other provisions of this document shall apply to the entirety of every Lot listed herein, as may be consolidated, subdivided or otherwise altered pursuant to any current or future zoning, platting or land use actions.

[3] Lot 4 (including portions of Plum Street, Central Avenue and W. Pete Rose Way as seen on the enclosed Concept Plan) is not located within the boundaries of PD-43, but will be added to PD-43 via this Major Amendment to PD-43.

[4] Lot 24 has been subdivided along the 515' DATUM with County ownership above the 515' DATUM (Lot 24B) and below the 515' DATUM (Lot 24A). For purposes herein, all references to Lot 24 shall be considered to encompass both Lot 24A and Lot 24B.

[5] All references herein to Lot 25 means residual Lots 5 and 10 and a portion of vacated Theodore M. Berry Way, as shown on the Banks Subdivision Phase XI; it is anticipated that the City and County will consolidate the referenced parcels, then subdivide the consolidated parcels into Lots 25A and 25B along the 515' DATUM (Podium level).

[6] The Lot 4 PIN is consolidated with the Paycor Stadium tax parcels located between W. Pete Rose Way, Central Avenue, W. Mehring Way and Smith Street for purposes of the Hamilton County Auditor / Treasurer; however, the accurate historic PIN for the parcel is 820A020004.

[7] Per the Plan, the podium level for each Lot is intended to be at the 515' DATUM (i.e., everything below the 515' DATUM will be below podium level, and everything above the 515' DATUM will be utilized for vertical building construction in compliance with this PD-43).

APPENDIX D-1

Lot 1 Legal Description

See attached.

*Applicant acknowledges MSP Design, Inc's efforts in assisting Applicant with the preparation of this application.

LEGAL DESCRIPTION: **THE BANKS Lot 1 REMAINDER Zoning**
Auditor's Parcel 083-0007-0001

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio, and being PART of Lot 1 of The Banks Phase II, as recorded in Plat Book 387, Pages 43-45 of the Hamilton County Recorder's Office, and being more particularly described as follows:

Beginning at the northwest corner of said Lot 1 of The Banks Phase II, said point also being the intersection of the easterly line of Elm Street (a 70 foot right-of-way) with the southerly line of the relocated right-of-way of Second Street (a right-of-way of varying width);

Thence along the northerly line of said Lot 1 and the southerly line of said Second Street, North 80°22'31" East, 391.39 feet to the southwesterly corner of the intersection of Second Street with the westerly line of Race Street (a 79 foot right-of-way);

Thence along said line of Race Street, South 9°37'29" East, 273.00 feet to the northwest corner of the intersection of said Race Street with the northerly line of Freedom Way (an 88 foot right-of-way);

Thence along said line of Freedom Way, South 80°22'31" West, 288.86 feet to a point in the westerly line of aforesaid Lot 1, said point also being in an easterly line of aforesaid Elm Street;

Thence along easterly lines of said Elm Street and westerly lines of said Lot 1, the following three (3) courses and distances:

1. along an arc deflecting to the left, having a radius of 707.21 feet, a distance of 45.25 feet, a central angle of 3º39'57", and a chord bearing of North 47°21'58" West, 45.25 feet
2. along an arc deflecting to the right, having a radius of 326.51 feet, a distance of 225.52 feet, a central angle of 39º34'28", and a chord bearing of North 29°24'43" West, 221.07 feet
3. North 9°37'29" West, 29.21 feet to the point of beginning.

Containing 2.2668 acres of land.

Subject to all legal highways, easements and restrictions of record.

The bearings in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83), original City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 2, 2026
MSP No.: 99327.10

99327103-CLI-LEG-Lot1REMAINDER_zoning.docx

McGill Smith Punshon, Inc.
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APPENDIX D-2

Lot 4 Legal Description[8]

See Appendix I.

[8] Contains Lot 4 of P.B. Subd. and adjacent to the centerline descriptions of Plum Street, Central Avenue and W. Pete Rose Way.

DESCRIPTION FOR: **Hamilton County Board of Commissioners**

LOCATION: **Paul Brown Subdivision Lot 4 and adjacent Rights-of-Way (Plum Street, West Pete Rose Way & Central Avenue)**

1.7006 Acres to be REZONED to PLANNED DEVELOPMENT

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio and including all of Lot 4 of Paul Brown Subdivision, as recorded in Plat Book 358, Pages 66 & 67, Hamilton County, Ohio Recorder's Office, and also including portions of the Plum Street, West Pete Rose Way and Central Avenue rights-of-way, the perimeter being more particularly described as follows:

Beginning at the intersection of the centerlines of said Plum Street (a 66' foot right-of-way) and said West Pete Rose Way (a 70' foot right-of-way);

Thence along said centerline of West Pete Rose Way, the following three (3) courses and distances:

1. Along an arc deflecting to the left, having a central angle of 17°17'08", a radius of 535.00 feet, a length of 161.40 feet, and a chord of South 63°36'56" West, 160.79 feet;
2. Along an arc deflecting to the right, having a central angle of 25°14'17", a radius of 500.00 feet, a length of 220.24 feet, and a chord of South 67°35'31" West, 218.47 feet;
3. South 80°12'39" West, 69.43 feet to its intersection with the centerline of Central Avenue extended northwardly from the centerline of the 102' right-of-way as defined in the aforesaid Paul Brown Subdivision Record Plat west of Lot 2;

Thence along said centerline of Central Avenue extended northwardly, North 09°58'21" West, 195.65 feet to its intersection with the westwardly extension of the southerly line of Fort Washington Way Subdivision Lot 1, as recorded in Record Plat Book 441, Pages 16 & 17, Hamilton County, Ohio Recorder's Office, said line also being an extension of a northerly line of aforesaid Paul Brown Subdivision Lot 4;

Thence along said line, being in part the southerly line of said Fort Washington Way Subdivision Lot 1 and in part a northerly line of said Paul Brown Subdivision Lot 4, North 79°54'04" East, 142.27 feet to a point;

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Thence continuing along said southerly line of Fort Washington Way Subdivision Lot 1 and its easterly extension, North 76°02'57" East, 295.79 feet to a point in the aforesaid centerline of Plum Street;

Thence along said centerline of Plum Street, South 09°49'02" East, 124.23 feet to the point of beginning.

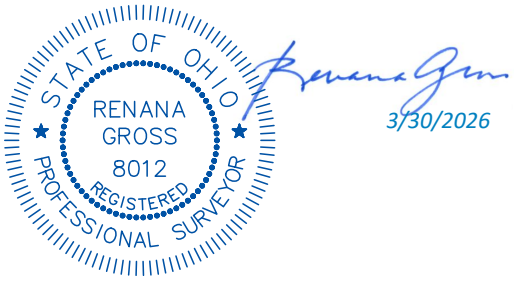
Containing **1.7006 acres** of land.
Subject to all legal highways, easements and restrictions of record.

The above description is for a zoning district and is not intended for the transfer of property.

The above description was prepared by McGill Smith Punshon, Inc. from a Rezoning Exhibit dated March 30, 2026. The bearings in the above description are based on Paul Brown Subdivision Record Plat as recorded in Plat Book 358, Pages 66 & 67, Hamilton County, Ohio Recorder's Office, which was based on the Ohio State Plane Coordinate System, South Zone (NAD83).

Prepared by: McGill Smith Punshon, Inc.
Date: March 30, 2026
MSP No.: 99327.10

99327103-CLI-LEG-REZONE-Lot4.docx



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APPENDIX D-3

Lot 13 Legal Description

See attached.

LEGAL DESCRIPTION: **THE BANKS Lot 13 Zoning**
Auditor's Parcel 083-0007-0009

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio, and being ALL of Lot 13 of The Banks Phase II, as recorded in Plat Book 387, Pages 43-45 of the Hamilton County Recorder's Office.

Containing 1.1889 acres of land.

Subject to all legal highways, easements and restrictions of record.

The bearings in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83), original City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 2, 2026
MSP No.: 99327.10

99327103-CLI-LEG-Lot13_zoning.docx

McGill Smith Punshon, Inc.
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APPENDIX D-4

Lots 24A & 24B Legal Descriptions

See attached.

LEGAL DESCRIPTION: **THE BANKS Lot 24A Zoning**
Auditor's Parcel 083-0007-0071

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio, and being ALL of Lot 24A of The Banks Phase IX, as recorded in Plat Book 465, Pages 70-71 of the Hamilton County Recorder's Office.

Containing 2.55166 acres of land up to Elevation 510 & 0.04596 acres of land up to Elevation 502.5 to 510.0.

Subject to all legal highways, easements and restrictions of record.

The bearings and elevations in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83) and the National Geodetic Vertical Datum of 1929 (NGVD 29), City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 2, 2026
MSP No.: 99327.10

99327103-CLI-LEG-Lot24A_zoning.docx

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MSP DESIGN McGill Smith Punshon

LEGAL DESCRIPTION: **THE BANKS Lot 24B Zoning**
Auditor's Parcel 083-0007-0072

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio, and being ALL of Lot 24B of The Banks Phase IX, as recorded in Plat Book 465, Pages 70-71 of the Hamilton County Recorder's Office.

Containing 2.55166 acres of land above Elevation 510 & 0.04596 acres of land above Elevation 502.5 to 510.0.

Subject to all legal highways, easements and restrictions of record.

The bearings and elevations in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83) and the National Geodetic Vertical Datum of 1929 (NGVD 29), original City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 2, 2026
MSP No.: 99327.10

99327103-CLI-LEG-Lot24B_zoning.docx

McGill Smith Punshon, Inc.
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MSP DESIGN McGill Smith Punshon

APPENDIX D-5

Lot 25 Legal Description[9]

See attached.

[9] Containing the legal descriptions for the remainders of Lot 5 and Lot 10, Banks Subd. Phase II and a vacated portion of former Theodore M. Berry Way, as well as a boundary legal description and depiction for a consolidation of the foregoing.

LEGAL DESCRIPTION: **THE BANKS Lot 5 REMAINDER Zoning**
Auditor's Parcel 083-0007-0077

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio, and being PART of Lot 5 of The Banks Phase II, as recorded in Plat Book 387, Pages 43-45 of the Hamilton County Recorder's Office, and being more particularly described as follows:

Beginning at the southwest corner of said Lot 5 of The Banks Phase II, said point also being in the easterly line of Elm Street (a 70 foot right-of-way);

Thence along said easterly line of Elm Street and the westerly line of said Lot 5, along an arc deflecting to the left, having a radius of 707.21 feet, a distance of 99.86 feet, a central angle of 8º05'24", and a chord bearing of North 27°23'35" West, 99.77 feet to the northwest corner of said Lot 5 and the southeast corner of the intersection of said Elm Street with Freedom Way (a variable width right-of-way at this point);

Thence along the northwesterly line of said Lot 5 and southeasterly line of said Freedom Way, North 52°00'21" East, 134.66 feet to a corner in the southerly line of said Freedom Way (an 88 foot right-of-way at this point);

Thence along said line of Freedom Way, North 80°22'31" East, 86.61 feet to the southwest corner of the intersection of said southerly line of Freedom Way with the westerly line of Race Street (a 79 foot right-of-way);

Thence along said line of Race Street, South 9°37'29" East, 159.00 feet to a point in the southerly line of aforesaid Lot 5;

Thence along said line of Lot 5, South 80°22'31" West, 174.65 feet to the point of beginning.

Containing 0.6257 acres of land.

Subject to all legal highways, easements and restrictions of record.

The bearings in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83), original City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 2, 2026
MSP No.: 99327.10

99327103-CLI-LEG-Lot5REMAINDER_zoning.docx

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MSP DESIGN
McGill Smith Punshon

LEGAL DESCRIPTION: **THE BANKS Lot 10 REMAINDER Zoning**
Auditor's Parcel 083-0007-0089

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio, and being PART of Lot 10 of The Banks Phase II, as recorded in Plat Book 387, Pages 43-45 of the Hamilton County Recorder's Office, and being more particularly described as follows:

Beginning at the northwest corner of said Lot 10 of The Banks Phase II, said point also being in the easterly line of Elm Street (a 70 foot right-of-way);

Thence along the northerly line of said Lot 10, North 80°22'31" East, 161.25 feet to a point in the westerly line of Race Street (a 79 foot right-of-way);

Thence along said westerly line of Race Street, South 9°37'29" East, 70.50 feet to the northeast corner of Lots 27A & B of The Banks Phase X, as recorded in Plat Book 482, Pages 81-82 of the Hamilton County Recorder's Office;

Thence along northerly lines of said Lots 27A & B, the following three (3) courses and distances:

1. South 80°22'31" West, 121.50 feet
2. North 9°37'29" West, 12.50 feet
3. South 80°22'31" West, 34.08 feet to a point in the aforesaid easterly line of Elm Street and the westerly line of aforesaid Lot 10;

Thence along said easterly line of Elm Street and westerly line of Lot 10, along an arc deflecting to the left, having a radius of 707.21 feet, a distance of 58.29 feet, a central angle of 4º43'22", and a chord bearing of North 15°12'36" West, 58.28 feet to the point of beginning.

Containing 0.2453 acres of land.

Subject to all legal highways, easements and restrictions of record.

The bearings in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83), original City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 2, 2026
MSP No.: 99327.10

99327103-CLI-LEG-Lot10REMAINDER_zoning.docx

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MSP DESIGN McGill Smith Punshon

LEGAL DESCRIPTION: **Former TED BERRY WAY between Lots 5 & 10 Zoning**
Auditor's Parcel 083-0007-0067

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio, and being more particularly described as follows:

Beginning at the southwest corner of Lot 5 of The Banks Phase II, as recorded in Plat Book 387, Pages 43-45, Hamilton County Recorder's Office, said point also being in the easterly line of Elm Street (a 70 foot right-of-way);

Thence along the southerly line of said Lot 5, North 80°22'31" East, 174.65 feet to a point in the westerly line of Race Street (a 79 foot right-of-way);

Thence along said line of Race Street, South 9°37'29" East, 70.00 feet to a point in the northerly line of Lot 10 of aforesaid The Banks Phase II;

Thence along said northerly line of Lot 10, South 80°22'31" West, 161.25 feet to the northwest corner of said Lot 10, said point also being in the aforesaid easterly line of Elm Street;

Thence along said easterly line of Elm Street, along an arc deflecting to the left, having a radius of 707.21 feet, a distance of 71.30 feet, a central angle of 5º46'36", and a chord bearing of North 20°27'35" West, 71.27 feet to the point of beginning.

Containing 0.269 acres of land.

Subject to all legal highways, easements and restrictions of record.

The bearings in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83), original City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 2, 2026
MSP No.: 99327.10

99327103-CLI-LEG-FormerTBW_zoning.docx

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513.759.0004 ■ Fax 513.563.7099 ■ www.mcgillsmithpunshon.com

MSP DESIGN McGill Smith Punshon

LEGAL DESCRIPTION: THE BANKS Future Lot 25 (1.1399 Acres) FOR ZONING PURPOSES

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio and including part of Lots 5 and 10 of The Banks Phase II, as recorded in Plat Book 387, Pages 43-45 of the Hamilton County Recorder's Office, and also including lands conveyed to the Board of County Commissioners of Hamilton County, Ohio by Official Record 13407, Page 782 (Exhibit A), Hamilton County Recorder's Office, the perimeter being more particularly described as follows:

Beginning at the intersection of the southerly line of Freedom Way (an 88 foot right-of-way) with the westerly line of Race Street (a 79 foot right-of-way);

Thence along said line of Race Street, South 9°37'29" East, 299.50 feet to the northeast corner of Lots 27A & B of The Banks Phase X, as recorded in Plat Book 482, Pages 81-82 of the Hamilton County Recorder's Office;

Thence along northerly lines of said Lots 27A & B, the following three (3) courses and distances:

1. South 80°22'31" West, 121.50 feet
2. North 9°37'29" West, 12.50 feet
3. South 80°22'31" West, 34.08 feet to a point in the easterly line of Elm Street (a 70 foot right-of-way);

Thence along said line of Elm Street, along an arc deflecting to the left, having a radius of 707.21 feet, a distance of 229.45 feet, a central angle of 18°35'22", and a chord bearing of North 22°08'36" West, 228.45 feet to the southeast corner of the intersection of said Elm Street with Freedom Way (a variable width right-of-way at this point);

Thence along the southeasterly line of said Freedom Way, North 52°00'21" East, 134.66 feet to a corner in the southerly line of aforesaid Freedom Way (an 88 foot right-of-way at this point);

Thence along said line of Freedom Way, North 80°22'31" East, 86.61 feet to the point of beginning.

Containing **1.1399 acres** of land.
Subject to all legal highways, easements and restrictions of record.
The bearings in the above description are based on Record Plats of The Banks subdivision, which are based on the Ohio State Plane Coordinate System South Zone (NAD 83), original City of Cincinnati Benchmark No. 6919 & 6920.

Prepared by: McGill Smith Punshon, Inc.
Date: April 6, 2026
MSP No.: 99327.10
99327103-CLI-LEG-FUTURE Lot25_ZONING.docx

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608

FREEDOM WAY

88' R/W

FUTURE Lot 25

(MAY BE SPLIT INTO LOTS 25A & 25B AT ELEV.510)

FOOTPRINT=
1.1399 ACRES

N80°22'31"E 86.61'

134.66'

N52°00'21"E

79' R/W

Remainder of
THE BANKS
PHASE II–LOT 5
P.B.387 PG.43–45
NET AREA = 0.6257 AC.

S09°37'29"E

299.50'

RACE STREET

Δ=18°35'22"
R=707.21'
L=229.45'
C=N22°08'36"W
228.45'

BOARD OF COUNTY COMMISSIONERS
OF HAMILTON COUNTY, OHIO
O.R.13407, PG.782 (EXHBIT A)
0.269 ACRES

ELM STREET

Remainder of
THE BANKS PHASE II–LOT 10
P.B.387 PG.43–45
NET AREA=0.2453 AC.

S80°22'31"W
34.08'

N09°37'29"W
12.50'

S80°22'31"W 121.50'

70' R/W

THE BANKS PHASE X
Lot 27A (to 497.83)
Lot 27B (> 497.83)
P.B.482 PG.81–82

NORTH

BEARINGS AND ELEVATIONS ARE BASED ON THE BANKS SUBDIVISION RECORD PLATS, WHICH ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83) AND THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD1929), CITY OF CINCINNATI BENCHMARK No.6919 & No.6920.

SCALE IN FEET

0 25 50 100 150

EXHIBIT of
THE BANKS
FUTURE Lot 25

SECTION 17, TOWN 4, FRACTIONAL RANGE 1, CINCINNATI TWP.
CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

Date	APRIL 6, 2026
Scale	1" = 50'
Drawn By	RG
Proj. Mgr.	RDN
Survey Database	99327
DWG	99327103-BDY-SitePlan-Lot25
X-Ref(s)	
Project Number	99237.10
File No.	99327
Sheet No.	1 / 1

MSP DESIGN
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- Engineering
- Landscape Architecture
- Planning
- Surveying

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www.mspdesign.com

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APPENDIX E

PROPOSED USE CATEGORIES TABLE[10]					
PROPOSED USE CATEGORIES[11,12]	**LOTS**				
	1	**4**	**13**	**24**	**25**
MIXED USE (INCLUDING THE BELOW IDENTIFIED USE CATEGORIES):	X	X	X	X	X
Retail	X	X	X	X	X
Office	X	X	X	X	X
Hotel	X	X	X	X	X
General Commercial	X	X	X	X	X
Parking	X	X	X	X	X
Institutional	X	X	X	X	X
Residential	X	X	X	X	X
Restaurant/Bar	X	X	X	X	X

[10] In addition to the use categories listed herein, all uses permitted on the Lots pursuant to PD-43, as amended, shall continue to be permitted on the Lots.
[11] Reference to the use categories herein including the uses set forth in Appendix F-1 to this Statement.
[12] The use categories listed in this Table and Appendix F-1 are not intended to be exclusive, but rather representative of the categories of uses (including accessory uses) proposed in this Application. By way of example: (i) the residential category would include such uses as multi-family, single-family townhomes and condominiums; (ii) the retail and office categories would include such uses as personal services, sales, and banking/financing; (iii) the general commercial category would include such uses as supermarket/grocery store, and department store; and (iv) the institutional category would include such uses as educational, non-profit / public service, and medical.

APPENDIX F-1

Proposed Uses – City Code of Ordinances

The following are a list of use categories that shall be permitted by right on each Lot, which use categories are deemed to have the definition ascribed to them under the Code (as may be amended, modified or altered from time to time):

- Permanent Residential –
  - Single-family dwelling;
  - Attached single-family dwelling;
  - Single-family rowhouse;
  - Multi-family dwelling; and
  - Two-family dwelling.
- Residential Care Facilities –
  - Assisted Living;
  - Developmental disability dwelling; and
  - Nursing home.
- Transitional Housing –
  - Programs 1—5.
- Public and Semipublic Uses –
  - Clubs and lodges;
  - Colleges, public or private;
  - Community service facilities;
  - Cultural institutions;
  - Day care center;
  - Government facilities and offices;
  - Offices;
  - Hospitals;
  - Park and recreation facilities;
  - Public maintenance facility;
  - Public safety facilities;
  - Religious assembly; and
  - Schools, public or private.
- Commercial Uses –
  - Banks and financial institutions;
  - ATM, stand-alone;
  - Bed and breakfast inns;
  - Building maintenance services;
  - Business services;
  - Commercial meeting facilities;
  - Eating and drinking establishments;

  - Convenience markets;
  - Drinking establishments;
  - Restaurants, full service;
  - Restaurants, limited;
  - Food markets;
  - Food preparation;
  - Hotels and commercial lodging;
  - Loft dwelling units;
  - Maintenance and repair services;
  - Medical services and clinics;
  - Offices;
  - Parking facilities;
  - Personal instruction services;
  - Personal services;
  - Recreation and entertainment (indoor or small-scale and outdoor or large-scale); and
  - Retail sales.
- Transportation, Communication and Utilities –
  - Communications facilities.

APPENDIX F-2

Prohibited Uses – City Code of Ordinances

The following are a list of uses types that shall be prohibited each Lot, which use types are deemed to have the definition ascribed to them under the Code (as may be amended, modified or altered from time to time), if any:

- Fire Hazards –
  - Any use which produces or is accompanied by any unusual fire, explosive or other damaging or dangerous hazards, including the storage, display or sale of explosives or fire works other than professional fireworks shows for special events, provided that ordinary use of heating implements in accordance with all applicable Code provisions (including ordinary use of grills and ovens and similar cooking appliances or structures in accordance with all applicable Code provisions in restaurants, grocery stores or other retail facilities), shall not violate this provision.
- Gun Related Uses –
  - Any shooting gallery, gun range, or gun shop provided, however, that a gun department that is part of but not the primary use of a sporting goods store, outdoor recreation store, department store, or other retail operation is permitted.
- Amusement Galleries –
  - Any amusement gallery, video game arcade, or "virtual reality" establishment (an "Amusement Use") except that the following Amusement Uses shall be permitted:
    - Any Amusement Use which is an ancillary use within a restaurant, movie theatre, or other retail operation;
    - Any Amusement Use which is marketed for use by persons eighteen years of age and older and is used primarily by persons eighteen years of age and older;
    - Any Amusement Use which is marketed for use by persons younger then eighteen years of age, provided that:
      - there is sufficient adult personnel in attendance at the establishment at all times when the establishment is open for business in order to maintain order and proper decorum;
      - if required by any governmental authority, owner's association or operator shall provide additional security for its establishment in the form of an off-duty police officer; and
      - any owner's association having the right to oversee any Lot shall have the right to impose, and the operator thereof shall comply with, such rules and regulations as such owner's

association may reasonably impose to maintain order and proper decorum in and/or about the amusement establishment.

- Nuisances; Flashing Lights –
  - Any use that (i) constitutes a public or private nuisance; or (ii) emits or generates an obnoxious odor, noise, litter, dust or dirt, or the foregoing items in this section can be heard, smelled or seen outside of the buildings to be located on any Lot. For the purposes of this provision: (A) ordinary odors of food and beverage preparation emanating from restaurants and other retail establishments shall not be considered obnoxious; (B) grease trap odors, dumpster odors and the like that are perceptible from any common areas or the interior of any buildings to be located on any Lot shall be considered obnoxious; and (C) music that cannot be heard inside a building on a floor above ground floor level shall not be considered obnoxious.
- Fire Sales –
  - Any "fire sale", "going out of business" sale or bankruptcy sale (except as may be required by court order) or auction sale except for auctions of fine art, fine jewelry, fine books, fine furnishings, and the like.
- Funeral Parlors –
  - Any funeral parlor, mortuary or funeral home.
- Massage Parlors –
  - Any massage parlor; provided, however, that massage facilities in first class health clubs and spa and the like are permitted.
- Nude Entertainment –
  - Any establishment featuring strip tease, nude, "topless," or similar adult entertainment; provided, however, that the foregoing restriction shall not prohibit the showing, sale, or rental of movies or similar media that are being shown, offered for sale, or rented nationally to general audiences or in nationally recognized stores or live theatrical performance, that contain incidental nudity or similar adult entertainment.
- Pornographic Materials –
  - Any establishment that devotes more than a minor or incidental portion of its floor area to sexually explicit or pornographic materials or receives more than a minor or incidental portion of its gross revenues from the sale of such materials.
- Paraphernalia for Illegal Drug Use –
  - Any establishment that sells paraphernalia for illegal drug use.
- Industrial Uses –

  - Any operation primarily used as a storage warehouse operation and any assembling, manufacturing, refining, smelting, industrial, drilling or mining operation and any distilling operation except for a distilling operation incidental to a restaurant or a Brewpub.
- Agricultural Uses –
  - any agricultural use; provided, however, that a greenhouse operation or the sale of food or agricultural products grown elsewhere shall be permitted.
- Flea Markets –
  - A flea market, pawn shop or thrift store.
- Stockyards –
  - Any stockyard, slaughterhouse or livestock sales pavilion; provided, however, that pet shops with or without ancillary kennel and veterinary facilities and operations are permitted.
- Junkyards –
  - Any junkyard, dumping, disposal, incineration or reduction of garbage, sewerage, dead animals or refuse except for disposal, incineration or reduction of garbage, sewerage, or refuse generated on the Lots to the extent permitted by applicable law, rules and regulations.
- Dry Cleaning Plants; Certain Laundry Facilities –
  - Any commercial laundry, dry cleaning plant, or laundromat; provided, however, that the prohibition against a commercial laundry, or Laundromat shall not be applicable to (i) facilities for on-site drop-off and pick-up service for dry-cleaning performed off-site; (ii) laundry facilities provided in a residential building for the residents of such building; (iii) laundry facilities within a hotel or temporary lodging facility.

Note that Applicant has removed Certain Clubs/Bars and Gambling uses from this Appendix F-2.

APPENDIX G

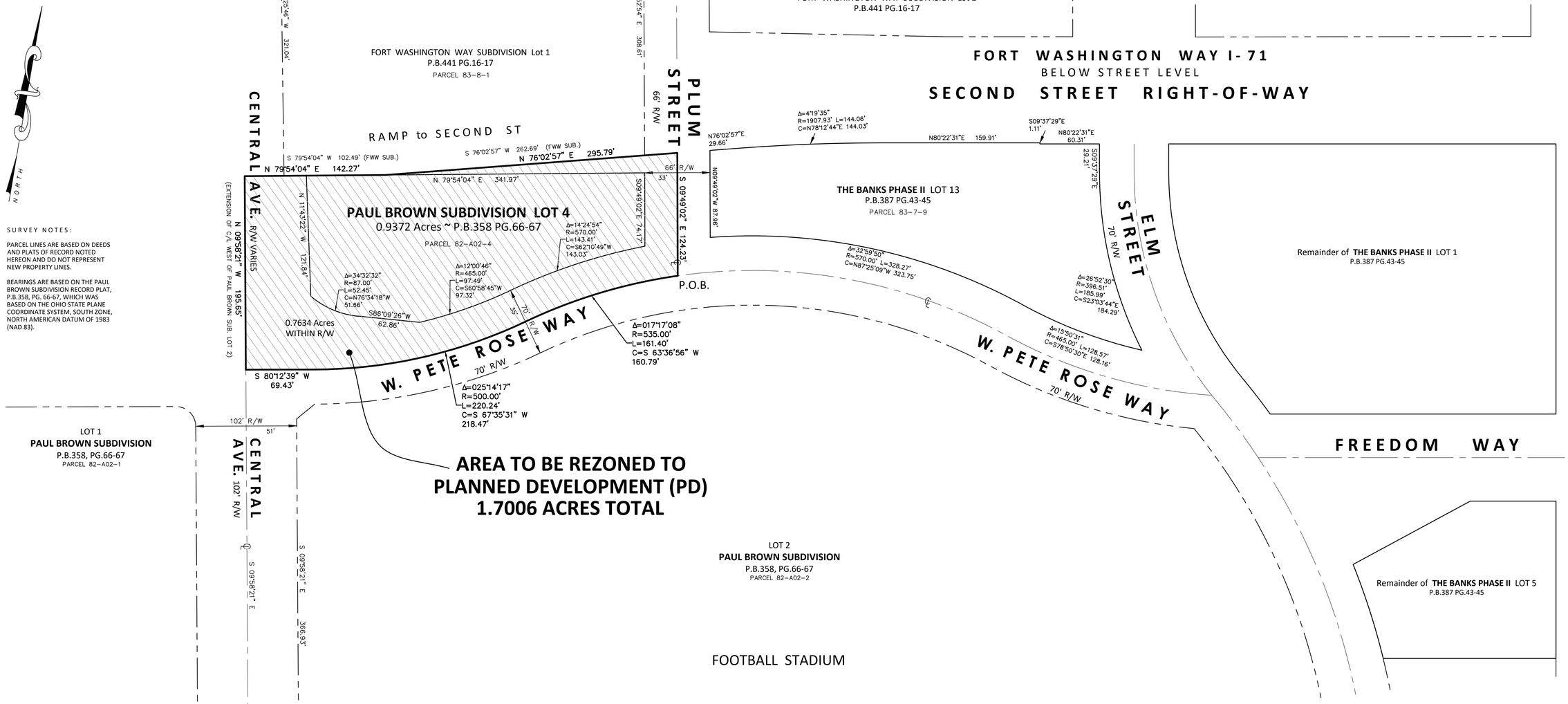
PROJECTED LOT COVERAGES AND INTENSITY[13]						
Projected Standards[14]	**LOTS**					
	1	**4**	**13**	**24**	**25**	**TOTAL[15]**
Approx. Net Site Area (SF)	98,881	40,946	51,836	113,256	50,094	355,013
Proj. Gross SF of New Buildings	-	-	-	-	-	0-2,180,000
Proj. Block Coverage[16]	80-100%	80-100%	80-100%	80-100%	80-100%	-
Proj. Residential Building SF	-	-	-	-	-	0-1,500,000
Proj. Office Building SF	-	-	-	-	-	0-202,000
Proj. Retail & General Commercial SF	-	-	-	-	-	0-147,000
Proj. Restaurant/Bar	-	-	-	-	-	0-147,000
Proj. Hotel SF	-	-	-	-	-	0-124,000
Proj. Structured Parking SF	-	-	-	-	-	0-315,000
Proj. Institutional SF	-	-	-	-	-	0-60,000
Max. Height (extending above 515' DATUM)[17]	285'	185'	145'	285'	135'	-
Min. Setbacks (all sides)	0'	0'	0'	0'	0'	-

[13] Proposed use categories on each Lot are current proposals subject to adjustment based on market conditions.
[14] All standards are projections based upon the Plan. The square footages listed herein may be varied by any prospective developer of any Lot during the Final Development Plan process, provided that any variation does not increase the projected gross square footage of new buildings by more than 5% or increase the maximum heights set forth herein.
[15] Total calculations for projected use category square footages are intended to be applicable across Lots 1, 4, 13, 24 and 25, recognizing that PD-43 is intended to be a zoning district where uses and square footages mix and are varied in accordance with Final Development Plans. For example, the total square footage listed above for Residential is intended to reflect the total square footage of the proposed residential space to be constructed within the PD-43 district, whether all such square footage is constructed on one Lot, or reallocated and spread between multiple Lots.
[16] Projected Build-To Alignments are preliminary and as depicted on the Ground Level Regulating Plans and Tower Footprint Regulating Plans for each Lot, as applicable, contained in the Plan (pg's 95, 99, 101, 103, 105 & 107). Buildings should be constructed along 80 to 100 percent of the build-to line on all frontages, or as shown on the Ground Regulating Plans, except where a setback or pedestrian or shared pathway is designed to create additional active, public space at the ground level.
[17] Height is measured from the 515' DATUM. The Axonometric Illustration of Height Restrictions for each Lot contained in the Plan (pg's 98, 102 & 106) show the intended height restrictions of stories or occupied buildings on the Lots. While vertical improvements may be built less than the maximum heights stated herein, in no event shall any occupied structure on any Lot exceed the 22.5-degree plane depicted on District Massing Framework East-West Section seen in the Plan (pg. 85).

APPENDIX H

Re-Zoning Plat

See attached.



REZONING EXHIBIT

"THE BANKS" PLANNED DEVELOPMENT EXPANSION to Include PAUL BROWN SUBDIVISION ~ LOT 4

PLAT BOOK 358, PAGES 16-17, HAMILTON COUNTY RECORDER'S OFFICE
SECTION 17, TOWN 4, FRACTIONAL RANGE 1, CINCINNATI TWP.
CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

STATE OF OHIO · RENANA GROSS · 8012 · REGISTERED PROFESSIONAL SURVEYOR
3/30/2026

Date	MARCH 30, 2026
Scale	1" = 50'
Drawn By RG	Proj. Mgr. RDN
Survey Database	99327 TBC
DWG	99327103-BDY-REZONE-Lot4
X-Ref(s)	
Project Number	99327.10
File No. 99327	Sheet No. 1 / 1

MSP DESIGN
McGill Smith Punshon
■ Architecture ■ Engineering ■ Landscape Architecture ■ Planning ■ Surveying
3700 Park 42 Drive Suite 190B Cincinnati OH 45241 Phone 513.759.0004 www.mspdesign.com

P:\SD2KPRO\099327\dwg\99327103-BDY-REZONE-Lot4.dwg, EXHIBIT, 3/30/2026 9:36:56 AM, Renana, 1:1

APPENDIX I

Re-Zoning Legal Description

See attached.

DESCRIPTION FOR: **Hamilton County Board of Commissioners**

LOCATION: **Paul Brown Subdivision Lot 4 and adjacent Rights-of-Way (Plum Street, West Pete Rose Way & Central Avenue)**

1.7006 Acres to be REZONED to PLANNED DEVELOPMENT

Situate in Section 17, Town 4, Fractional Range 1, Cincinnati Township, City of Cincinnati, Hamilton County, Ohio and including all of Lot 4 of Paul Brown Subdivision, as recorded in Plat Book 358, Pages 66 & 67, Hamilton County, Ohio Recorder's Office, and also including portions of the Plum Street, West Pete Rose Way and Central Avenue rights-of-way, the perimeter being more particularly described as follows:

Beginning at the intersection of the centerlines of said Plum Street (a 66' foot right-of-way) and said West Pete Rose Way (a 70' foot right-of-way);

Thence along said centerline of West Pete Rose Way, the following three (3) courses and distances:

1. Along an arc deflecting to the left, having a central angle of 17°17'08", a radius of 535.00 feet, a length of 161.40 feet, and a chord of South 63°36'56" West, 160.79 feet;
2. Along an arc deflecting to the right, having a central angle of 25°14'17", a radius of 500.00 feet, a length of 220.24 feet, and a chord of South 67°35'31" West, 218.47 feet;
3. South 80°12'39" West, 69.43 feet to its intersection with the centerline of Central Avenue extended northwardly from the centerline of the 102' right-of-way as defined in the aforesaid Paul Brown Subdivision Record Plat west of Lot 2;

Thence along said centerline of Central Avenue extended northwardly, North 09°58'21" West, 195.65 feet to its intersection with the westwardly extension of the southerly line of Fort Washington Way Subdivision Lot 1, as recorded in Record Plat Book 441, Pages 16 & 17, Hamilton County, Ohio Recorder's Office, said line also being an extension of a northerly line of aforesaid Paul Brown Subdivision Lot 4;

Thence along said line, being in part the southerly line of said Fort Washington Way Subdivision Lot 1 and in part a northerly line of said Paul Brown Subdivision Lot 4, North 79°54'04" East, 142.27 feet to a point;

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513.759.0004 ■ Fax 513.563.7099 ■ www.mcgillsmithpunshon.com

Thence continuing along said southerly line of Fort Washington Way Subdivision Lot 1 and its easterly extension, North 76°02'57" East, 295.79 feet to a point in the aforesaid centerline of Plum Street;

Thence along said centerline of Plum Street, South 09°49'02" East, 124.23 feet to the point of beginning.

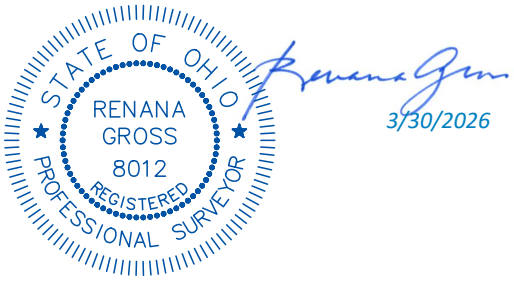
Containing **1.7006 acres** of land.
Subject to all legal highways, easements and restrictions of record.

The above description is for a zoning district and is not intended for the transfer of property.

The above description was prepared by McGill Smith Punshon, Inc. from a Rezoning Exhibit dated March 30, 2026. The bearings in the above description are based on Paul Brown Subdivision Record Plat as recorded in Plat Book 358, Pages 66 & 67, Hamilton County, Ohio Recorder's Office, which was based on the Ohio State Plane Coordinate System, South Zone (NAD83).

Prepared by: McGill Smith Punshon, Inc.
Date: March 30, 2026
MSP No.: 99327.10

99327103-CLI-LEG-REZONE-Lot4.docx



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MSP DESIGN
McGill Smith Punshon

APPENDIX J-1

Consolidated PD-43 District Index

See attached.

CONSOLIDATED PD-43 DISTRICT INDEX					
Lot No:	**Legacy Block Numbers[18]**	**Subdivision Name:**	**Elevation[19]:**	**Subdivision Phase No. (if applicable)**	**Plat Recording Reference**
P.B. Lot 3	N.A.	Lot 3 of Paul Brown Subdivision	N.A.	N.A	P.B. 358 PG. 66-67
P.B. Lot 4	N.A.	Lot 4 of Paul Brown Subdivision	N.A	N.A	P.B. 358 PG. 66-67
Lot 1[20]	Block 1	Remainder of Lot 1 of The Banks	N.A	Phase Two	P.B. 387 PG. 43-45
Lot 2	Block 2	Remainder of Lot 2 of The Banks	To Ground Level	Phase Two	P.B. 387 PG. 43-45
		Lot 2B-1B of The Banks	Above Ground Level	Phase Six	P.B. 441 PG. 9-10
		Lots 2B-1A2, 2B-1C2, 2B-1D & 2B-1E of The Banks	Above Ground Level	Phase Eight	P.B. 444 PG. 81-82
Lot 3	Block 3	Lot 3 of The Banks	N.A.	Phase One	P.B. 361 PG. 62-63
Lot 13	Block 13	Lot 13 of The Banks	N.A.	Phase Two	P.B. 387 PG. 43-45
Lot 16	Block 8/11B	Lot 16A of The Banks	To Ground Level	Phase Four	P.B. 417 PG. 3-4
		Remainder of Lot 16B of The Banks	Above Ground Level	Phase Four	P.B. 417 PG. 3-4
		Lots 16B-1A + 16B-1B of The Banks	Above Ground Level	Phase Seven	P.B. 443 PG. 60-63
Lot 17	Block 7	Lot 17 of The Banks	N.A.	Phase Four	P.B. 417 PG. 3-4
Lot 18	Block 7	Lot 18 of The Banks	N.A.	Phase Four	P.B. 417 PG. 3-4
Lot 19	Block 7	Lot 19 of The Banks	N.A.	Phase Four	P.B. 417 PG. 3-4
Lot 20	N.A.	Lot 20C of The Banks	To Ground Level	Phase Five	P.B. 420 PG. 75-76
		Lot 20D of The Banks	Above Ground Level	Phase Five	P.B. 420 PG. 75-76
		Lot 20E of The Banks	Above Ground Level	Phase Five	P.B. 420 PG. 75-76
Lot 21	N.A.	Lot 21 of The Banks	N.A.	Phase Four	P.B. 417 PG. 3-4
Lot 22[21]	N.A.	Remainder of Lot 11 of The Banks	N.A.	Phase Two	P.B. 387 PG. 43-45
Lot 23	N.A.	Lot 23C of The Banks	To Ground Level	Phase Eleven	P.B. 506 PG. 97-98
		Lot 23D of The Banks	Above Ground Level	Phase Eleven	P.B. 506 PG. 97-98
Lot 24	Block 6/11A	Lot 24A of The Banks	To Ground Level	Phase Nine	P.B. 465 PG. 70-71
		Lot 24B of The Banks	Above Ground Level	Phase Nine	P.B. 465 PG. 70-71
Lot 25[22]	Block 5/10	Remainder of Lot 5 of The Banks	N.A.	Phase Two	P.B. 387 PG. 43-45
		Remainder of Lot 10 of The Banks	N.A.	Phase Two	P.B. 387 PG. 43-45
		Vacated Theodore M. Berry Way	N.A	N.A.	O.R. 16407 PG. 782
Lot 26	Block 4	Lot 26A of The Banks	To Ground Level	Phase Four	P.B. 417 PG. 3-4
		Lots 26B-1A +26B-1B + 26B-1C of The Banks	Above Ground Level	Phase Seven	P.B. 443 PG. 60-63
Residual Lot 26B	Block 4	Remainder of Lot 26B of The Banks	Above Ground Level	Phase Four	P.B. 417 PG. 3-4
Lot 27	Block 5/10	Lot 27A of The Banks	To Ground Level	Phase Ten	P.B. 482 PG. 81-82
		Lot 27B of The Banks	Above Ground Level	Phase Ten	P.B. 482 PG. 81-82
Lot 28	Block 5/10	Lot 28A of The Banks	N.A.	Phase Eleven	P.B. 506 PG. 97-98

[18] The Legacy Block Numbers represent prior designations for each the Banks Lots which were set forth in the Concept Plan and Development Program Statement Amendment dated as of July 20, 2007, and included in Ordinance 0385-2007 amending PD-43; they are being provided per the request of the Staff for legacy reference purposes.

[19] The term, "Ground Level" as used herein, means and refers to an elevation that is at or near the "515' Datum" and is synonymous to "Podium" as set forth in the Banks Urban Design Plan Update prepared by Perkins and Will (circa April 2026).

[20] The legal description for each of the Lots located within "The Banks" Subdivision is generally expressed as follows: "Lot __ of The Banks Phase __, as numbered and delineated on the recorded plat thereof, of record in Plat Book __, Pages ___, Recorders Office of Hamilton County, Ohio."

[21] Lot 22 has not yet been created by a replat of the applicable Banks Subdivision Plat. Thus, any reference to Lot 22 as used herein, means for title purposes the Remainder of Lot 11 (a/k/a Hamilton County, Ohio Tax Parcel Number 083-0007-0046).

[22] Lot 25 has not yet been created by a replat of the applicable Banks Subdivision Plat. Thus, any reference to Lot 25 as used herein, means for title purposes (a) the Remainder of Lot 5 (a/k/a Hamilton County, Ohio Tax Parcel Number 083-0007-0077), and the remainder of Lot 10 (a/k/a Hamilton County, Ohio Tax Parcel Number 083-0007-0089) from the Phase II Banks Subdivision and (b) a portion of vacated Theodore M. Berry Way (a/k/a Hamilton County, Ohio Tax Parcel Number 083-0007-0067).

APPENDIX J-2

Consolidated PD-43 District Development Summary

See attached.

CONSOLIDATED PD-43 DEVELOPMENT SUMMARY[23]							
Lot No:	**Approx. Lot Area (Acres)**	**Approx. Lot Area (ft^2)**	**Current Permitted Use Categories (Zoning)**	**Current Uses**	**Parking**	**Height Limits**	**Build Height**
Smale Riverfront Park[24]	29.28	1,275,500	Park	Smale Park	0	N.A.	-
P.B. Lot 3	4.95	215,622	Parking	Parking	391	N.A.	-
P.B. Lot 4	0.94	40,946	See Appendix B-2 & E & F1	N.A	-	See Appendix G	-
Lot 1	2.27	98,881	See Appendix B-1 & E & F1	Parking	-	See Appendix G	-
Lot 2	1.74	75,794	Office, Retail, Residential	The Radius Apartments / Office Building / Commercial	324 spaces above podium 733 spaces below podium	24 Stories (20 leasable floors & 4 floors of parking)	Office Use: 10 stories Residential: 7 stories Retail: 1 story Parking: 1 story
	2.45	106,722	Parking	Below Podium Parking			
Lot 3	2.59	112,925	Freedom Center	Freedom Center	728 spaces below podium	24 Stories (20 leasable floors & 4 floors of parking)	-
Lot 13	1.19	51,836	See Appendix B-3 & E & F1	Parking	-	See Appendix G	-
Lot 16	1.35	58,941	Residential, Retail	The Current Apartments / Commercial	250 spaces above podium 322 spaces below podium	24 Stories (20 leasable floors & 4 floors of parking)	Residential: 7 stories (6 -story Residential over 1 Retail) Hotel: 7 stories
	0.87	38,050	Hotel, Restaurant/Bar, Retail	AC Hotel / Commercial			
	2.23	96,991	Parking	Below Podium Parking			
Lot 17	0.42	18,165	Retail	Yard House	0	35 ft.	-
Lot 18	0.67	29,050	Open Space, Park, Recreation Attraction, Retail	Green Space / Queen City Sign	0	35 ft.	-
Lot 19	0.42	18,165	Retail	The Filson	0	35 ft.	25 ft.
Lot 20	1.42	62,160	Park	Park	141 spaces below podium	24 Stories (20 leasable floors & 4 floors of parking)	-
	1.12	48,935	Restaurant/Bar	Cincinnati Lager House			
	1.42	62,160	Parking	Below Podium Parking			
Lot 21	0.55	23,967	Open Space, Park	Plaza	0	N.A.	-
Lot 22	1.01	44,196	Recreation	Carousel	0	N.A.	-
Lot 23	2.07	90,082	Open Space, Park, Outdoor Entertainment	Green Space / Outdoor Venue	163 spaces below podium	24 Stories (20 leasable floors & 4 floors of parking)	-
			Parking	Below Podium Parking			
Lot 24	2.60	113,151	See Appendix B-4 & E & F1	Vacant	-	See Appendix G	-
			Parking	Below Podium Parking			
Lot 25	1.14	49,724	See Appendix B-5 & E & F1	Below Podium Parking	-	See Appendix G	-
Lot 26	1.99	86,885	Residential, Retail	The Current Apartments / Commercial	209 spaces above podium 583 spaces below podium	24 Stories (20 leasable floors & 4 floors of parking)	Residential: 7 stories (6 -story Residential over 1 Retail)
	0.59	25,618	Office, Residential, Retail	Vacant			
	2.58	112,503	Parking	Below Podium Parking			
Lot 27	0.94	41,151	Music Venue, Residential, Retail	Brady Music Center	102 spaces below podium	24 Stories (20 leasable floors & 4 floors of parking)	-
			Parking	Below Podium Parking			
Lot 28	0.53	23,100	Open Space, Park, Restaurant/Bar, Retail	Cincinnati Black Music Walk of Fame	18 spaces	24 Stories (20 leasable floors & 4 floors of parking)	-

[23] The data referenced in this Appendix J-2, is based upon information provided by Staff.
[24] The property known as "Smale Riverfront Park" consists of certain property located to the south of Mehring Way and runs east from the east line of Lot 3 of Paul Brown Subdivision and ends at the west line of Broadway Street as extended to the north shoreline of the Ohio River.

Honorable City Planning Commission **February 19, 2010**
Cincinnati, Ohio

SUBJECT: A report and recommendation on the signage regulations for Phase I of Planned Development District #43 (PD-43) known as *The Banks*.

BACKGROUND

On January 8, 2010, the Banks Developers submitted signage regulations for Phase I of PD-43. The Developers selected the Downtown Development District signage ordinance as the most applicable regulations for the Banks development. They also requested exceptions and additional sign types as well. Planning staff had recommended seven changes to the Developers original signage request. At the January 8, 2010 City Planning Commission meeting, the Commission directed staff to discuss the signage regulations with the Developers and return to the City Planning Commission for approval of the final language regarding the signage regulations for Phase I of PD-43. Both the Developers and Planning staff agreed upon the following language.

On February 5, 2010, the City Planning Commission discussed and tabled the signage regulations for Phase I of PD-43. The Commission directed staff to have the City's Law Department look over the entire document, especially any signage with the potential to be in the right-of-way, before the Commission would approve. The following language has been reviewed by Allison Davidson in the City's Law Department and has been approved as to compliance with Cincinnati Municipal Code, Chapter 723 – Streets and Sidewalks, Use Regulations – and language has been added to cover regulations for signage located in the public right-of-way.

SIGNAGE REGULATIONS FOR PHASE I OF PLANNED DEVELOPMENT DISTRICT #43, *THE BANKS*

Signs.

Signs located in Planned Development District #43, *The Banks*, Phase 1 must comply with the following regulations and with Chapter 718, Revocable Street Privileges, of the Municipal Code. Every sign erected, constructed, painted or maintained for which a permit is required, must be plainly marked with the name of the person erecting, painting and maintaining such sign, and must have affixed the number corresponding to the permit issued for the sign. The absence of a reference to a permit number is prima facie evidence that the sign or advertising structure is being displayed in violation of this section. **Any signage to be located in the public right-of-way is subject to requirements and regulations by Chapter 723 – Streets and Sidewalks, Use Regulations – of the Cincinnati Municipal Code.**

A. Prohibited Signs. The following signs are prohibited in PD-43:

(1) Outdoor advertising signs.

(2) Roof signs.

(3) Projecting signs higher than the parapet of a building are prohibited, unless integrated with the architectural design of the building.

B. Exempt Signs: The following signs are exempt from the permit requirements of this Chapter and are permitted in any zoning district:

(1) Street address numbers displayed in accordance with Section 723-65, Displaying House Numbers, of the Cincinnati Municipal Code.

(2) Public Information, identification, special event, directional, and other signs erected by a government agency.

(3) Notices posted by a public utility or other quasi-public agent in the performance of a public duty.

(4) City entry, community or district identification signs not exceeding 20 square feet in area and eight feet in height.

(a) **Neighborhood Identification Sign:** Signage in the form of a logo or message that is implemented throughout the Banks District as a way to identify the area. The identification can be mounted to wall surfaces. (See Exhibits L1 and L2).

(5) Names of buildings, dates of erection, commemorative tablets and the like, when carved into stone, concrete or similar material or made of bronze, aluminum or other permanent type material.

(a) **Building Marker Signs**. A sign indicating the name of a building and date and incidental information about its construction, when cut into a masonry surface or made of bronze or other permanent material and not exceeding 16 square feet. (See Exhibit D).

(6) Credit card, trading stamp, or trade association signs not exceeding one-half square foot each and not exceeding ten per establishment.

(7) Flags not exceeding 72 square feet each. A flag may be displayed on a pole not exceeding 35 feet in height or the height of the principal structure on the site, whichever is less. No more than 4 flags or flagpoles are permitted per site.

(8) One Identification Sign per dwelling unit or per business, not exceeding one square foot each. (See Exhibit C).

(9) Instructional On-Site Signs provided that such signs are limited to a maximum of six square feet in area. If constructed as a ground mounted sign the maximum is four feet. "Instructional Sign" means an on-site sign designed to be visible on-site or immediately adjacent to the site by pedestrians and motorists and that conveys instructions with respect to the premises on which it is maintained. Examples of such signs include a sign designating the entrance to or exit from a parking area, trespassing sign, a danger sign, entry or exit signs, directional signs, service entrance signs, and informational on-site signs.

(10) Temporary Open House Signs provided that they are limited in number to a maximum of four per event, limited in size to a maximum of 12 square feet in area and located at least 12 feet from the edge of the street pavement. An open house sign may only be installed the day before the open house and must be removed the same day of the open house after its conclusion. In no case shall an open house sign be installed for more than 48 continuous hours.

(11) Real Estate Sign:

(a) For all zoning districts, only one such sign is allowed per site per street frontage, and is limited in size to a maximum total sign face area of 24 square feet and 12 square feet for any single sign face.

(b) The sign may be a ground sign, a window sign, or a wall sign.

(c) All signs must be removed within 14 days after the sale, lease, or rental has occurred. These signs may only be installed on the property to which they refer.

(12) Noncommercial Signs as regulated by Section 1427-15.

(13) Any sign inside a building.

(14) Holiday lights and holiday decorations with no commercial message.

(15) Parking deck identification signs.

C. Permitted Signs.

(a) ***Projecting Signs.*** (Refer to Figure 1411-39-A of the Cincinnati Zoning Code). Projecting signs must comply with the following:

(1) *Location*: No higher than the third story of a building unless a variance is granted and extends from the building façade. Projecting signs higher than the parapet of a building are prohibited unless integrated with the architecture of the building.

(2) *Maximum Width:* 3.5 feet.

(3) *Maximum Height:* sixteen feet unless the sign is integrated into the approved architectural design.

(4) *Required Clearance*: A ten-foot clearance above the sidewalk must be maintained.

(5) *Lighting*: Lighting should be integrated with the sign design and must complement the building. Non-lit projecting signs may be externally lit via sconces, down lights, and/or accent lighting.

(6) Signs may not conceal any ornamental architectural elements.

(7) A revocable street privilege is required for signs projecting into the public right-of-way.

(b) ***Street-Level Wall Signs.*** (Refer to Figure 1411-39-B). Street-level wall signs must comply with the following:

(1) *Maximum Width*: contained within the horizontal limits of the business premises.

(2) *Maximum Height:* 3.5 feet.

(3) *Maximum Display Area*: 1-square foot for each one-foot of business frontage on the street to be faced by the sign.

(4) Awning signs are considered street level wall signs included in (3) above, unless conditional use approval is obtained.

(5) Awning signs may not exceed 12 square feet of total surface area and letters may not exceed 12 inches in height.

(6) The sign may not conceal any ornamental architectural elements and may not project above a parapet.

(7) Signs painted on buildings and structures are deemed street-level wall signs.

(c) ***Ground Signs.*** Ground signs must comply with the following:

(1) *Applicability*: A building setback from the public right-of-way by more than 25 feet may be served by one ground sign; otherwise, a ground sign is not permitted.

(2) *Maximum Height:* 16 feet.

(3) *Maximum Area*: 60 square feet or one-half square foot for each front foot of the building, whichever is lesser.

(d) ***Building Identification Signs.*** Building identification signs must comply with the following:

(1) One trademark or building identification sign identifying the principal occupant as determined by the building owner of a building is allowed for each building facade, with a maximum of four signs for the building.

(2) The trademark or the letters comprising the occupant name must be affixed directly to the building facade.

(3) The building facade underlying the trademark or name may not be painted or otherwise differentiated from the remainder of the building facade merely to draw attention to the sign.

(4) The top of the sign may not project above the parapet, nor may the parapet be enlarged to accommodate a sign.

(5) The sign may be illuminated, but may not be a flashing sign.

(6) The maximum size of the sign cannot exceed the width of the wall on which the sign is attached multiplied by one foot for each 30 feet the top of the sign is located above street grade or 1,800 square feet, whichever is less. For example, a sign whose top is 400 feet above street grade is proposed to be located on a

wall that is 150 feet in width where the sign is to be located. The maximum size equals the lesser of 13 X 150= 1,950 and 1,800. The maximum size is 1,800.

(e) ***Marquee Signs.*** Marquee signs must comply with the following:

(1) The sign must be accessory to a large-scale recreation and entertainment use, hotels, or retail use.

(2) The sign may not be attached to a roof structure and must be integrated architecturally into the primary structure. Retail tenants marquees may be added so long as they are compatible with the overall look and feel of the project.

(3) The sign may contain copy or other images announcing on-premise events only.

(4) The copy may be permitted to flash, move or otherwise change at intervals of no more than once every six seconds.

(5) The size and design of a marquee is subject to review and approval of the Director of the Department of City Planning and Buildings prior to issuance of a building permit.

(6) A revocable street privilege is required for any marquee sign that extends into the public right-of-way.

(f) ***Murals.*** Murals are regarded as a work of art and must demonstrate an artistic quality or theme as opposed to direct or indirect illustrative advertising. Murals must comply with the following:

(1) Advertising copy and trademarks are prohibited.

(g) ***Subdivision Real Estate or Construction Signs or Windscreen Signs*****:** Temporary windscreen that wraps fencing around the perimeter of the project site. Signage will be decorated with colors, graphics, symbols, writing, or other visual presentations. (See Exhibit I). Subdivision real estate or construction signs or windscreen signs must comply with the following:

(1) Construction site fence wraps are permitted during construction of the projects in PD-43.

(2) A maximum of one sign for every street frontage.

(3) Construction site fence wraps must be removed within 24 hours of the completion of the construction activity.

(h) ***Temporary Message Sign*** (including banners) – (See Exhibits K1, K2, K3, K4, K5, and K6). Temporary message signs must comply with the following:

(1) Be made of cloth or other light fabric.

(2) May not exceed 24 feet in any of its dimensions.

(3) The message must pertain only to the business, commodity, service or entertainment conducted, sold or offered on the same premises as where the sign is maintained.

(4) Temporary message signs may be installed for a period not to exceed 30 days for a maximum of four times for every calendar year with at least seven days between installations. However, leasing banners on new multi-family buildings may be maintained until 90% of the units are leased or sold.

(5) Temporary message signs may not cover any building openings such as windows and doors.

(6) Banners or temporary message signs intended to be a temporary treatment for party walls against buildings that have not been constructed are permitted and may only advertise businesses or future development in PD-43.

(7) Temporary retail storefront signs are permitted to hang in the opening of a storefront advertising a future retail tenant in that specific space. These signs may fill the entire opening, but must be removed within 24 hours of the opening of the store. (See Exhibits J1 and J2).

(8) Banners in the right-of-way require a revocable street privilege granted by the Department of Transportation and Engineering. (See Exhibits B1 and B2).

(i) ***Flashing/Animated Signs***. A flashing or animated sign uses movement or change to depict action or create a special effect or scene and are required to obtain Conditional Use Approval. (See Exhibit A).

(j) ***Changing Sign****:* A sign that is capable of changing the visible display of words, numbers, symbols, graphics and/or position or format of word messages or other displays when such changes are actuated by any type of remote control or automatic mechanism rather than manually. Changing signs shall include mechanically operated devices which change the message through rotation of any type of panel and signs which are illuminated partially or entirely by a matrix of electric lamps, movable discs, movable panels, light apertures, the use of light emitting diodes, back lighting, or any other light source that is electronically changed. Any changing sign that includes both mechanical and electronic elements shall be regulated as an electronically changed sign. A sign that changes no more frequently than once every 24 hours shall not be considered a changing sign. Changing signs used for advertising purposes may only advertise for businesses or future development within PD-43. (See Exhibit E). Changing signs must comply with the following:

(1) Each message displayed on any changing sign display shall remain static for at least ten seconds following the completion of its transition from the previous message.

(2) When a message is changed electronically, the transition between a complete static

display of the previous message and a complete static display of the next message shall be accomplished in two seconds or less.

(3) All signs shall appropriately adjust display brightness as ambient light levels change so that the brightness of the display does not cause a glare or other condition that impairs the vision of the driver of any motor vehicle or which otherwise interferes with the safe operation of a motor vehicle.

(k) ***Incidental Instructional Signs***. An informational sign that has a purpose secondary to the use of the lot on which it is located. Incidental signs shall include: a sign that contains information or a directive, such as "no parking," "entrance," "loading only," "telephone," but that contains no commercial message; a sign, such as a menu-board, that may contain a commercial message but that is not easily legible from the public right-of-way; outdoor table umbrellas; or signs incidental and integral to lawfully-located and operated vending machines, newspaper racks, telephone booths, or similar devices. (See Exhibits F1 and F2).

(l) ***Portable Sign (A-frame or T-frame)****:* A sign not permanently attached to the ground or other permanent structure or a sign designed to be transported, including, but not limited to: signs designed to be transported by means of wheels; signs made as A-frames or T-frames; balloons used as signs; beacons; and signs attached to or painted on vehicles parked and visible from the public right-of-way, unless said vehicle is used in the normal day-to-day operations of the business. This definition shall not be construed to include signs contained on umbrellas, carry bags, or similar objects ordinarily carried or held by pedestrians. (See Exhibit H). Portable signs must comply with the following:

(1) Only one portable sign is permitted per retail business or service.

(2) Such a sign shall be displayed only during business hours of the establishment.

(m) ***Wall Sign:*** A sign painted on or fastened to the wall of a building or structure in a plane parallel or approximately parallel to the plane of said wall and affixed in such a manner that the wall becomes the supporting structure for or forms the background surface of the sign. The following regulations apply to wall signs:

a. A wall sign may not project above a roofline.

b. A wall sign may not be installed more than the permissible maximum height above grade as established per zoning district, as measured to the top of the sign.

c. Each individual wall sign face counts against the maximum total sign area (See Section 1427-21) permitted for all signs on a site and against the total area permitted for a wall sign as allowed in each district.

Planning Staff Recommended Changes:

1. Outdoor advertising signs as defined and regulated in Chapter 895 of the Cincinnati Municipal Code should not be permitted in this PD.

2. Skywalk-level Wall signs are not applicable to Phase 1A of PD-43 and therefore have been removed from the signage regulations.

3. Temporary message signs including banners on multi-family buildings should not be allowed to cover windows or doors of any unoccupied units because it will detract from the design and character of the building, it will not enhance the quality of the City's appearance, it is excessive and will not enhance the overall appearance of the built environment.

4. Flashing and animated signs have the potential to create safety concerns. They also have the potential to add excitement to the development. Flashing and animated signs are subject to Conditional Use approval to ensure that they are located and designed to maintain a safe and orderly pedestrian and vehicular environment.

5. Building Identification Signs are permitted by right in all zoning districts and therefore the extra regulations are not needed for PD-43.

6. Large Screen Video Display (LSVD) Signs utilizes full motion video technology such as for a television and are prohibited (See all in Exhibit G). The applicant proposes LSVD sign up to 520 square feet. These signs have the potential to negatively impact the proposed residential development as well as vehicular traffic. Furthermore, several developments have been pressuring the City to allow LSVD signs. This would set a precedent for permitting this signage type throughout the City. However, LED signs are considered walls signs and are acceptable under the sign regulations of "wall signs" and/or "changing signs" but cannot change message more than once every ten seconds. LED signs are covered in the above sections describing "wall signs" and "changing signs" and are subject to those regulations.

7. Banners intended to be a temporary treatment for party walls against buildings that have not been constructed are permitted and may only advertise businesses, or future development in PD-43. Commercial offsite advertising is not allowed.



Exhibit A: Flashing and Animated Sign



Exhibit B1: Banner Sign



Exhibit B2: Banner Sign



Exhibit C: Building Identification Sign



Exhibit D: Building Marker



Exhibit E1A: Changing Sign



Exhibit E1B: Changing Sign



Exhibit E1C: Changing Sign



Exhibit F1: Incidental Sign



Exhibit F2: Incidental Sign

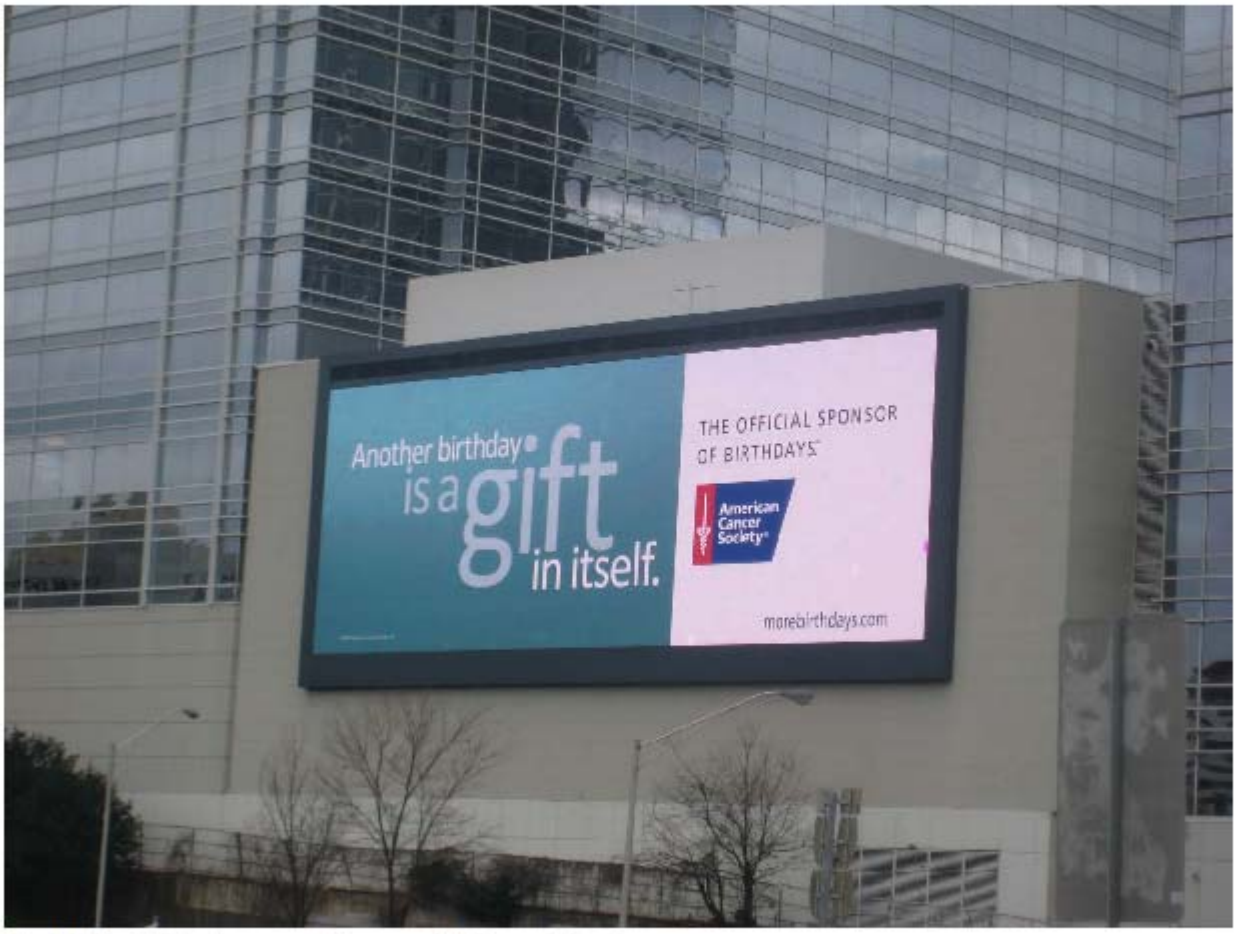


Exhibit G1A: Large Screen Video Display



Exhibit G1B: Large Screen Video Display

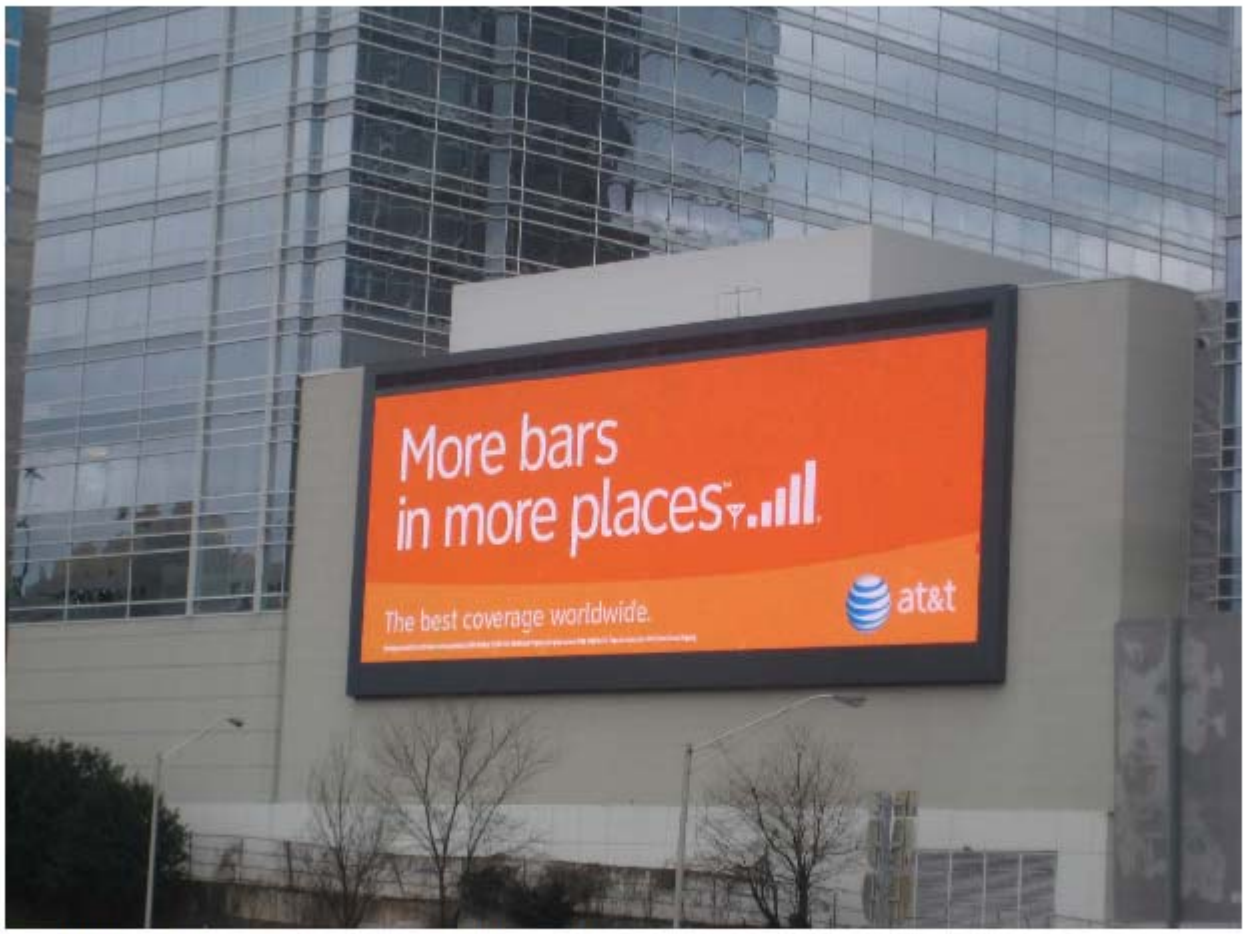


Exhibit G1C: Large Screen Video Display



Exhibit G2A: Large Screen Video Display



Exhibit G2B: Large Screen Video Display



Exhibit H: Portable Sign

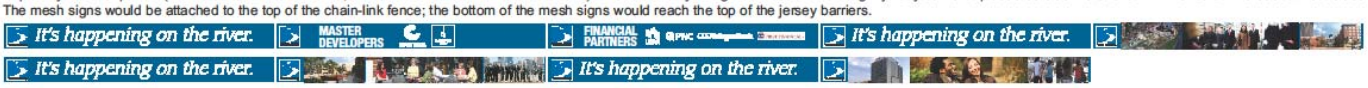
Exhibit I: Subdivision Real Estate or Construction or Windscreen Signs

THE BANKS

Mesh Signage Plan

A to B: 271'- 3"

9 quantity: 30' x 3' panels (would leave 1'-3" uncovered; or we could make one more short one). These are only 3' high becauseof the 3'-high "jersey barriers" placed outside the 6' chain-link fence on the east & west sides. The mesh signs would be attached to the top of the chain-link fence; the bottom of the mesh signs would reach the top of the jersey barriers.



B to C: 380'- 3"

13 quantity: 30' x 6' panels. These are 6' high because there's no"jersey barriers" on this side. The mesh signs on this side would simply completely cover the 6'chain-link fence that's there.



C to D: 271'- 3"

9 quantity: 30' x 3' panels (would leave 1'-3" uncovered; or we could make one more short one). These are only 3' high becauseof the 3'-high "jersey barriers" placed outside the 6' chain-link fence on the east & west sides. The mesh signs would be attached to the top of the chain-link fence; the bottom of the mesh signs would reach the top of the jersey barriers.



3-D Signs - renderings attached to plywood, placed at B and C (northwest and northeast corners of site): 12' x 8'





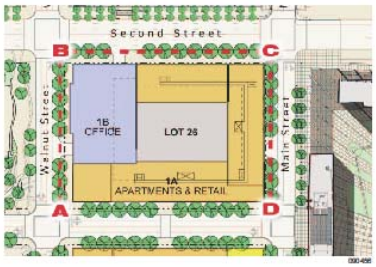




Exhibit J1: Temporary Storefront



Exhibit J2: Temporary Storefront Signage

New Title for Exhibit K1 (page 28), K2 (page 29), K3 (page 30), K4 (page 31), K5 (page 32), K6 (page 33): Temporary Message Sign (including banners)

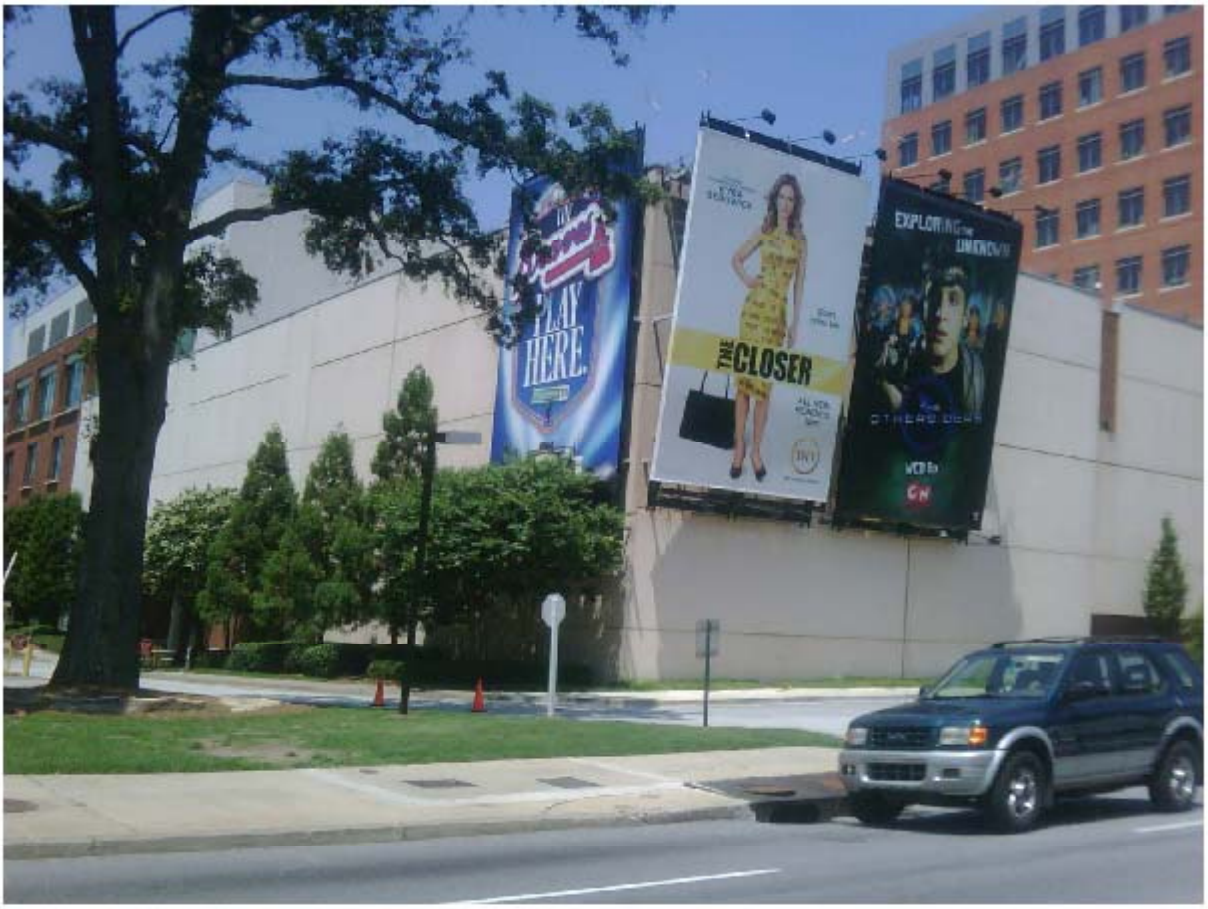
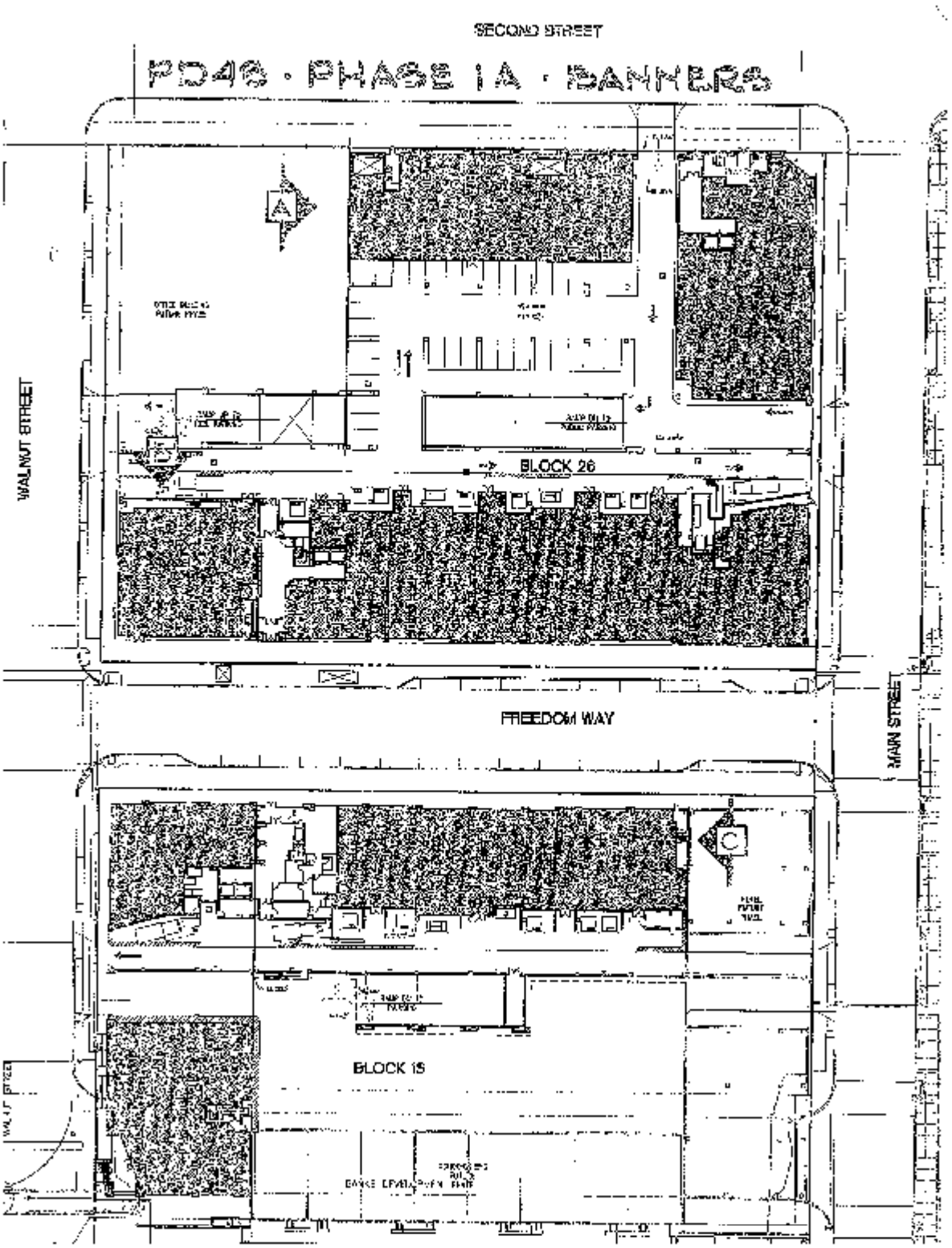
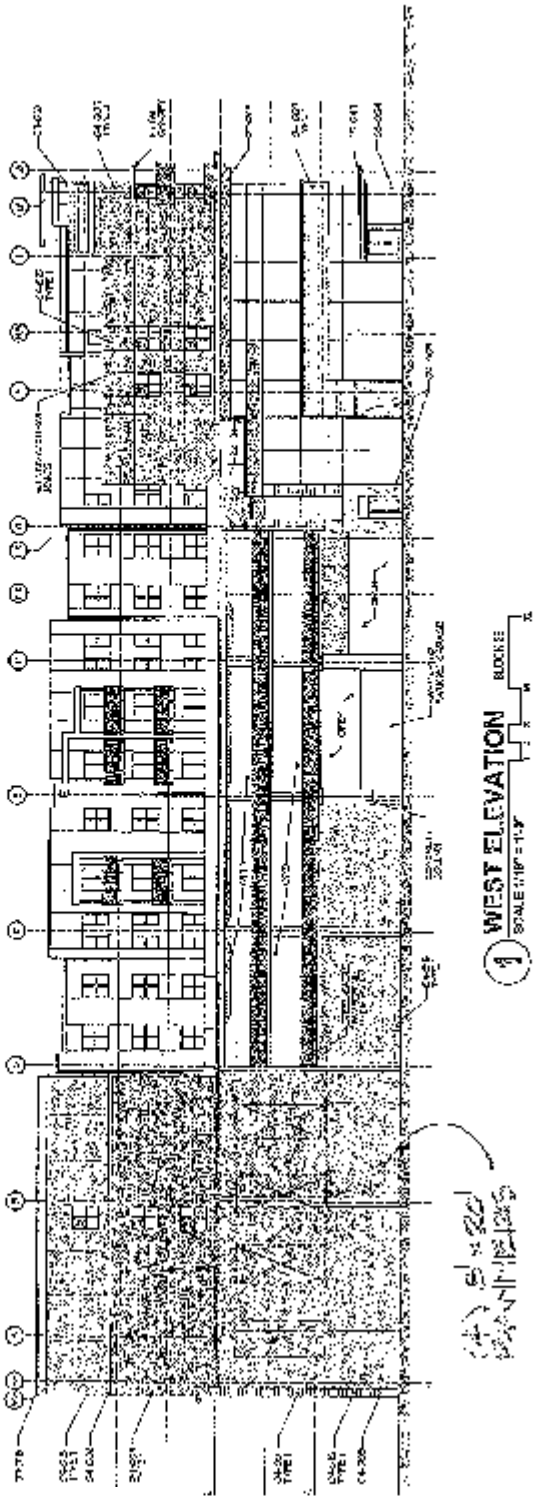


Exhibit K1: Advertising Mural



Exhibit K2: Advertising Mural


SECOND STREET
PD48 - PHASE 1A - BANNERS
WALNUT STREET
BLOCK 26
FREEDOM WAY
MAIN STREET
BLOCK 18


WEST ELEVATION

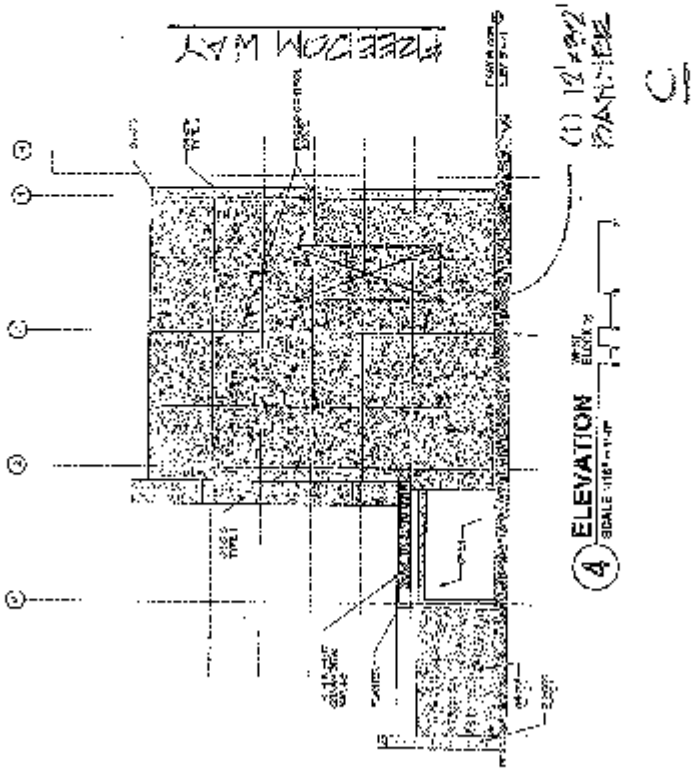




Exhibit L1: Neighborhood Identification



Exhibit L2: Neighborhood Identification

RECOMMENDATION

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

APPROVE the updated signage regulations for Phase I of PD-43, *The Banks*.

Respectfully Submitted:

Alex Peppers, Intern
Department of City Planning & Buildings

Reviewed:

Margaret Wuerstle, Chief City Planner
Department of City Planning & Buildings

Approved:

Charles C. Graves III, Director
Department of City Planning & Buildings

Approved as to Compliance with Cincinnati Municipal Code, Chapter 723:

Allison Davidson
Law Department

March 27, 2026

Richard B. Tranter
Dinsmore & Shohl LLP
255 E. Fifth Street
Suite 1900
Cincinnati, OH 45202

Re: 50 RACE ST, CINCINNATI, OH 45202 | The Banks Urban Design Plan Update | **26CIN-CSRV-000013** | Development Design Review | Final Recommendations

Dear Richard B. Tranter,

This letter is to inform you that our CSR Advisory-TEAM and CSPRO Committee has reviewed your proposed project at **50 RACE ST, CINCINNATI, OH 45202** in the Community of Downtown. It is my understanding that this application is the first step in Hamilton County's process for preparation of Requests for Proposal with prospective developers for the various undeveloped lots at The Banks. The information provided is the recommendations of the City of Cincinnati and must be followed as you move forward with your project. As a reminder, we will have a **Teams conference call meeting** with you on **March 31, 2026 @ 10:00 AM** to discuss this information. Please see the feedback listed below. Thank you for developing within the City of Cincinnati.

City Planning & Engagement (Planning Division)

Immediate Requirements to move forward with project:

1. The proposal is located with Planned Development #43 (PD-43, The Banks) and will require a Major Amendment to the Concept Plan and Development Program Statement. A Major Amendment requires a Public Staff Conference and approval by both the City Planning Commission and City Council. Please continue to work with staff on required materials needed for submission, as well as the projected timeline for hearings.

Requirements to obtain Permits:

None.

Recommendations:

1. It is strongly advised that the applicant engages with the Downtown Residents Council and adjacent property owners regarding the proposed project.
2. Contact information for community councils can be found here: https://bit.ly/CommunityCouncilContacts.

Contact:

Andrew Halt | Subdivision Supervisor | (513) 352-4854 | andrew.halt@cincinnati-oh.gov

City Planning & Engagement (Zoning Division)

Immediate Requirements to move forward with project:

1. Since this site is zoned PD, zoning staff does not have any specific comments- because the City Planning and Engagement Planning Division staff handles the specific zoning/design review for use, height limits, setbacks, density, landscaping and parking etc.

Requirements to obtain Permits:

None.

Recommendations:

1. Work with City Planning and Engagement Planning Division staff on site design, massing and other site design parameters.

Contact:

Wes Munzel | Zoning Plan Examiner | (513) 352-2442 | weston.munzel@cincinnati-oh.gov

Metropolitan Sewer District (MSD)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

None.

Recommendations:

1. Lot 1 & 4 does have access to sewers.
2. Lot 24, 25, & 13 may require extension of the public sewer.

Contact:

Anthony Palmore | MSD - Tap Permits | (513) 352-3224 | anthony.palmore@cincinnati-oh.gov

Stormwater Management Utility (SMU)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. Detention Requirements:
    a. Show if detention is required by SMU standards and include all relevant information Chapter 3 of SMU's Stormwater Management Rules and Regulations Part 1 Technical Reference Manual, refer to link: https://www.cincinnati-oh.gov/sites/stormwater/assets/File/smu_rules_and_regs(1).pdf
    b. If detention and or a water quality device is required, an SMU O&M plan and inspection checklist will be required before the Certificate of Occupancy will be approved. They can be found at: https://www.cincinnati-oh.gov/stormwater/construction-and-design/detention/
2. Water Quality Requirements:
    a. Sites have drains in parking lots that drain directly to the river. These drains if covered and take no storm flow shall be turned into sanitary lines and taken to a sanitary sewer. New roof and area drains shall be connected to the storm system.
3. Storm Requirements:
    a. Calculations for storm water conveyance system 25 yr storms (pipe and inlet sizes) and major storm calculations / 100-yr flow/flood routing are required
4. Utility Plan Requirements:
    a. Downspouts shall be shown routing to the approved location
    b. Curb cuts/driveway aprons at min. 5' away from SMU inlets
    c. Ties into Curb inlets are NOT PERMITTED.
    d. Only SMU approved pipe material and infrastructure, that is storm only is permitted in the public R/W: https://www.cincinnati-oh.gov/stormwater/construction-and-design/standards/
    e. Show Top, Invert, and Depth elevations and callout slope, size, and material for all Stormwater Appurtenances
    f. Trees shall be no closer than 15ft to an SMU inlet unless protection is provided
5. Grading Plan Requirements:
    a. Runoff from all impervious surfaces over 800sqft must be captured and conveyed to the stormwater system. Only 800sqft of pavement may sheet flow to the public R/W. Impervious surfaces are NOT permitted to drain towards adjacent properties.
6. Erosion & Sediment Control Plan is required - Refer to link: https://cincinnati-oh.gov/stormwater/construction-and-design/standards/sediment-and-erosion-control/
    a. If the disturbance is an acre or over and will discharge to a natural waterway the SWPPP that is submitted to the Ohio EPA must also be submitted with the building permit. Refer to the following links; https://epa.ohio.gov/divisions-and-offices/surface-water/permitting/storm-water-discharges-from-small-and-large-construction-activities--general-permit ; https://www.epa.gov/npdes/construction-general-permit-flow-chart-do-i-need-permit

   b. Show the pre-construction and post-construction surface material
   c. If post-construction slope is greater than 3 horizontal to 1 vertical, a geotechnical engineer shall approve the plans with proper final surface material and erosion control
7. SMU Standard Plan Notes are required - Refer to link: https://www.cincinnati-oh.gov/stormwater/construction-and-design/standards/
8. As-Built Survey Requirements shall be required at the end of construction and include the following information:
   a. State Plane Coordinates (N, E) for all MH's and Catch Basins
   b. Inverts, Top, and Depth elevations and callout slope, size, and material for all Stormwater Appurtenances
   c. Site plan with utilities, right-of-way, and any public or private easements

Recommendations:

None.

Contact:

Joe Roberts | Stormwater Management Utility | (513) 283-2564 | joe.roberts@cincinnati-oh.gov

Water Works

Immediate Requirements to move forward with project:

1. Depending on the developer's needs, GCWW may require water main extensions and easements, flow tests for fire demands, and water service branch easements.
2. GCWW may need 3D renderings of the utility plans for the development, if the water mains, hydrants and services will be required at different street levels.
3. Any air-lot parcels will need specific covenants for domestic and fire services. Please contact Maria Meyer at 513-591-6823 or via email Maria.Meyer@gcww.cincinnati-oh.gov as early as possible to discuss the water services to the airlots and the covenant process.

Requirements to obtain Permits:

1. Each air-lot must receive separate domestic water service branch(es). GCWW will allow only the fire service branch to be shared between air lots. The water service branch(es) must be metered upon leaving the right-of-way and an air lot covenant will be required before any new water service branch(es) may be sold. Please be advised there is an additional 6 months for the air-lot covenant process.
2. The subject development has active water service lines at the following property:

Address	Branch #	Size	Meter #	Size	Notes
1. 205 E. Central Av.	H-288599	3/4"	288599	3/4"	Lot 4
2. 3 W Freedom Wy.	H-310917	8"	DC4166	5/8"	Lot 24
3. 3 W Freedom Wy.	H-310917	2"	310917	2"	Lot 24
4. 210 W Pete Rose Wy.	H-308392	3/4"	308392	3/4"	Lot 13

3. If the water service branch(es) are not to remain, the owner would be required to fill out the online Discontinuance Form (FOD) at https://www.cincinnati-oh.gov/water/engineering-construction/forms-specifications/fod/ authorizing the discontinuance of the account associated with the existing water service branch(es). This process must be completed before any new water service branch(es) can be sold.
4. If the existing water service branch(es) for this project is not to be used for this development, it must be disconnected at the owner's / developer's expense. The discontinued branch(es) will require a drawing showing the branch(es) and branch number(s) that is to be physically disconnected from the main. Submit to Phil Young at Phillip.Young@gcww.cincinnati-oh.gov.

Recommendations:

1. The Owner(s)/Developer(s) will need to hire a Greater Cincinnati Water Works certified licensed and bonded

fire protection company and plumber to perform the private water service branch design work and installation.

2. The Owner(s)/Developer(s) must have a licensed fire protection company and plumber that is bonded and certified with GCWW fill out the Online Branch application: https://www.cincinnati-oh.gov/water/engineering-construction/forms-specifications/ for water service.

Contact:

Richard Roell | GCWW - Building Permits | (513) 591-7858 | richard.roell@gcww.cincinnati-oh.gov

Floodplain Review

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. This project is in the AE FEMA Flood Hazard Zone. On the flood application and drawings, provide:
   a. An application for a floodplain development permit shall be required for all development activities located wholly within, partially within, or in contact with an identified special flood hazard area.
   b. The Elevation of area of proposed work in feet above sea level (ASL) can be placed on the flood drawings.
   c. Show limits of the Floodplain on the site drawings.
   d. Show the BFE and FPE on the site plan and elevations.
2. All construction below the FPR (flood protection level) of 498.5 FASL for Lot 1, 4 and 3 and 499 FASL for Lot 25 & 24 will need to meet the requirements of Chapter 1109 - FLOOD DAMAGE REDUCTION.

Recommendations:

None.

Contact:

Walt Moeller | Floodplain Manager | (513) 352-4697 | walter.moeller@cincinnati-oh.gov

Fire Department

Immediate Requirements to move forward with project:

1. Provide a site plan confirming that there are at least 2 readily accessible fire hydrants within 400 feet from all parts of each structure.
2. The minimum fire flow requirements are 2000 gallons/per/minute (GPM) 20 pressure/per/square inch (psi) (138Kpa).
3. FDCs are to be within 50 feet of a hydrant.

Requirements to obtain Permits:

1. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet.
2. Dead-end fire apparatus access roads in excess of 150’ in length shall be provided with an approved area for turning around fire apparatus.
3. Access Streets, Roadways or Driveways. (b) The surface shall be of sufficient strength and type to adequately support any fire division apparatus under any weather conditions.
4. Emergency Responder Radio Coverage is Required in:
   1. New or existing building 20,000 square feet or greater
   2. New and existing building with lower level extending 2 or more stories below grade plane; or
   3. New or existing building with a total basement or parking area 10,000 square feet or greater; or
   4. New and existing buildings 5 or more stories above grade plane.
   5. Assure that a temporary standpipe is installed after you reach the 4th floor if the building is greater than 5 floors or more.
5. Fire Command Center will be required for high rise buildings.
6. For high-rise buildings, 2 or more remote FDCs are required for each zone.
7. FDC’s are to be located within 50 feet of a Fire Hydrant.

8. Allow Cincinnati Fire Department Companies and CFD members to periodically inspect the site to ensure that adherence to fire codes is being achieved.

Recommendations:

The weight of our apparatus is as follow:

Apparatus	Width	Length	Height	Weight	Front axle	Rear axle	Turn radius inside/outside
Ladder	10'	41'10"	11' 9"	70,000	21,600	48,000	35.45/39.25
Engine	10'	31'6"	9'5"	44,000	20,000	24,000	34'6"/41'6"
Ambulance	9' 4"	22'2"	9' 2"	18,500			34'/41'

Contact:

Gregory M Phelia Jr | Fire Prevention | (513) 357-7598 | gregory.pheliajr@cincinnati-oh.gov

Parks Department (Urban Forestry)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. There are currently street trees along W. Pete Rose Way, Elm St, Race St., & W. Freedom Way. As such, Tree protection standards must be incorporated into the project specifications with tree protection zones established around any existing public trees adjacent to, or within the construction limits, of the project that could be impacted. These standards can be found under the SUPPLEMENT TO STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS, SEC. 105.072.
2. If existing public trees need to be removed during the course of this project, or if excavation is to occur within 15' of a public tree, or if any new public trees are to be planted within the ROW, a public tree work permit must be issued to the developer by Urban Forestry before the work can proceed as is covered under CMC 743-19. The developer shall also reimburse the city for the valuation of any public trees that are removed or damaged due to this project. Permit can be obtained by contacting the Urban Forester for the South District, Doug Fritsch, at doug.fritsch@cincinnati-OH.gov.

Recommendations:

1. The Cincinnati Park Board and the Urban Forestry Program encourages developers to integrate the addition of new street trees into any sidewalk repairs or replacements if possible, and to consider landscape plans which include tree plantings to create more sustainable and attractive urban spaces. The inclusion of new trees helps to advance the City's Climate Safe Neighborhoods initiative and elements of the *Green Cincinnati Plan*. Trees are vital city infrastructure which help to improve air quality, reduce the urban heat island, and enhance the aesthetics and livability of our city while also boosting property values and supporting economic activity. The urban forestry department can also provide recommendations for species selection or review site plans to assist with tree placement.

Contact:

Garrett Dienno | Parks - Urban Forestry | (513) 861-9070 | garrett.dienno@cincinnati-oh.gov

Office of Environmental Sustainability (OES)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. Commercial waste, including construction and demolition debris, generated during this development project must utilize a City franchised commercial waste collection service per Cincinnati Municipal Code Chapter 730. Additional information can be found at: https://www.cincinnati-oh.gov/oes/commercial-waste-hauler-program/.

2. Projects which require excavation and fill will have the following requirements:
   a. If site plans require excavation or fill of quantities above 500 cy, an environmental review will be required by OES. When completing the excavation and fill permit, identify the disposal and borrow site locations for all material. "TBD" will not be accepted. Specify if fill material will be soil or engineered fill, such as sand or gravel.
   b. If offsite sourced fill is to be placed onsite which exceeds 500 cy, then it must receive OES environmental approval as per City Municipal Code Chapters 1101 and 1031. A current (less than 1 year old) Phase I ESA performed to the ASTM Standard E1527-21 of the proposed offsite borrow source property must be submitted for review. Stockpiled soils that will be used as fill material from an offsite borrow source require environmental sampling and analysis and the results be submitted for review. Please contact OES for a recommended sampling plan.

Recommendations:

1. The following recommendations are based on adopted City of Cincinnati environmental and sustainability policies in support of the *Green Cincinnati Plan*:
   a) The development goal should be to earn at a minimum the LEED Certified rating level.
   b) Rooftop solar should be considered in the design as a renewable energy source.
   c) Site parking should include electric vehicle charging stations.
   d) Site areas designated for trash dumpsters should also have at least equal space designated for recycling dumpsters.
   e) The use of trees in the landscape design should be included to enhance urban forestry.
   f) The use of pervious surfaces should be maximized to the extent practical in the design.
   g) Landscape design should consider the use of native species.
   h) The use of heat reflective surfaces in paved parking areas should be considered to reduce the heat-island effect.

Contact:

Amanda Testerman | OES | (513) 352-5310 | amanda.testerman@cincinnati-oh.gov

Department of Transportation & Engineering (DOTE - Addressing)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. Currently, the assigned addresses are:
   - 150 W Pete Rose Wy (Lot 1)
   - 330 W Pete Rose Wy (Lot 4)
   - 210 W Pete Rose Wy (Lot 13)
   - 50 Race St (Lot 24)
   - 151 W Pete Rose Wy (Lot 25)
2. Before applying for building permits, contact DTEaddress@cincinnati-oh.gov to have addresses updated based on the development plans. The updated address(es) should then be included on the drawings and used on any permit applications.

Recommendations:

None.

Contact:

Jessica Truman | DOTE - Addressing | 513-368-1613 | jessica.truman@cincinnati-oh.gov

Department of Transportation & Engineering (DOTE - Development Review)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. DOTE will need to review and approve any existing and proposed vehicular access points.
2. Sidewalk widths need to meet existing widths and streetscape design. Consider wider sidewalks for proposed outdoor dining or any other activities.
3. If a plaza is to extend over Pete Rose way, work with DOTE and Law on what is permitted and the proper permission needed.
4. The pedestrian connection from Pete Rose Way to 3rd St is right of way and will need to be addressed.

Recommendations:

1. All the streets in The Banks development remain to be accepted and dedicated.

Contact:

Morgan Kolks | DOTE - Development | (513) 335-7322 | morgan.kolks@cincinnati-oh.gov

Buildings & Inspections (Building Plans Examiners)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. This project will need to be mindful of potential floodplain requirements.
2. No additional comments at this time.

Recommendations:

None.

Contact:

Rodney Ringer | Building Development Services | (513) 352-4847 | rodney.ringer@cincinnati-oh.gov

Law Department

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

None.

Recommendations:

1. No requirements or recommendations at this time.
2. If this development were to create an encroachment in City right of way or City property, a permanent change in the use of City right of way or City property or would require additional right of way to be dedicated, a Coordinated Report will be required. Application for Coordinated Report can be requested at real.estate@cincinnati-oh.gov.

Contact:

Renee Luttrell | Law - Real Estate | (513) 352-3338 | renee.luttrell@cincinnati-oh.gov

Department of Community & Economic Development (DCED)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

None.

Recommendations:

None.

Contact:

Roy Hackworth | DCED | (513) 352-6119 | roy.hackworth@cincinnati-oh.gov

Health Department (Food Service)

Immediate Requirements to move forward with project:

None.

Requirements to obtain Permits:

1. A food facility plan review by the Cincinnati Health Department (CHD) will be required if future or current commercial space (or tenant) is licensable (or is currently licensed) as a food service operation (FSO) or retail food establishment (RFE). If licensable, plumbing will not issue permits until CHD has completed the food facility review and approved the project.

Recommendations:

None.

Contact:

Trisha Blake | Health - Food Safety | (513) 352-2447 | trisha.blake@cincinnati-oh.gov

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FINAL ACTION: The CSR Advisory-TEAM and CSPRO Committee believes that the proposed project plans are moving in the appropriate direction and recommend that the project move forward to the City Planning Commission subject to the following condition.

• The subject development must follow the requirements listed above to ensure that the development meets the requirements of all agencies as they apply for all permits.

Sincerely,

Art Dahlberg
Director, Department of Buildings and Inspections, Chief Building Official & CSPRO Committee Chair

Jesse Urbancsik
Development Manager

Mishawn Styles
1081 Cutter Street
Cincinnati, OH 45203

May 1, 2026

City Planning Commission
City of Cincinnati
Cincinnati City Hall
801 Plum Street, 3rd Floor
Cincinnati, Ohio 45202

Department of City Planning and Engagement Staff
Department of City Planning and Engagement
City of Cincinnati

Re: PD-43 Amendment – The Banks Development (Formal Public Comment)

Dear Members of the City Planning Commission:

I am submitting this letter as a formal written public comment in advance of the May 15, 2026 City Planning Commission Hearing regarding the Major Amendment to the Concept Plan for PD-43 (The Banks). I am a resident of City West and the owner of Styles HR, a business located at the intersection of several concurrent major development pressures; FC Cincinnati, the Linn Street I-75 overpass corridor, and The Banks which directly inform my perspective on the questions raised below.

I have reviewed the Major Amendment packet in full, including all Appendices A through J-2. While the application is carefully prepared, a close reading reveals a number of material questions that the document itself opens but leaves unresolved. Each question below is directed to the specific party: the Commission, City Planning Staff, or Phil Beck as Applicant who has the authority and responsibility to answer it.

I respectfully request that this letter be formally entered into the public record for this application, and that written responses be prepared and made available to the public before the Commission votes

I. Questions Arising Directly From the Application Packet

The following questions are raised by ambiguities, omissions, and internal inconsistencies within the application packet itself. They are directed to the specific party with the authority and knowledge to answer each one.

1. Legal Status of Lot 25

Reference: Footnote 22; Appendix D-5; Appendix J-1

Footnote 22 and the Consolidated PD-43 District Index acknowledge that Lot 25 does not yet exist as a legal parcel. It currently comprises three separate parcels remainders of Lots 5 and 10 from Banks Subdivision Phase II, plus a vacated portion of Theodore M. Berry Way which the document states are anticipated to be consolidated and re-subdivided. No timeline or confirmed mechanism for this action is provided.

Directed to City Planning Staff and the City Attorney's Office: Staff accepted this application with zoning standards, height limits, and use categories applied to a parcel that does not yet legally exist. What is Staff's legal basis for doing so, has the City Attorney's Office confirmed that zoning conditions can attach to Lot 25 prior to its formal creation, and is the formal creation of Lot 25 a condition precedent to this amendment becoming effective?

2. Enforceability of the 5% Variation Threshold

Reference: Appendix G, Footnote 14

Appendix G states that square footages may be varied by prospective developers during the Final Development Plan process, provided the variation does not exceed 5% of projected gross square footage. However, the projected gross square footage column for each individual lot is left blank with dashes. Only aggregate totals across all lots are provided.

Directed to City Planning Staff: Staff will administer the Final Development Plan process where this threshold must be applied. Without per-lot baseline figures, how does Staff intend to calculate and enforce the 5% variation cap on a lot-by-lot basis? Will the Commission require per-lot projections to be established as part of this approval?

3. Conflict Between Absolute Height Limits and the 22.5-Degree Massing Plane

Reference: Appendix G, Footnote 17

Appendix G establishes absolute maximum heights measured from the 515' DATUM: 285' for Lots 1 and 24, 185' for Lot 4, 145' for Lot 13, and 135' for Lot 25. Footnote 17 then adds an additional constraint: no occupied structure shall exceed the 22.5-degree plane depicted in the Plan's District Massing Framework East-West Section. Depending on the position of a structure on a given lot, these two standards could directly conflict.

Directed to Phil Beck as Applicant and City Planning Staff jointly: Appendix G establishes absolute maximum heights by lot, while Footnote 17 introduces a separate 22.5-degree massing plane constraint drawn from the Urban Design Plan. The UDP states explicitly: "where conflicts occur between narrative standards and the regulating diagrams, the diagrams shall govern." Depending on a structure's position on a given lot, these two standards could produce different outcomes for the same building. Which standard takes legal precedence in the event of a conflict?

4. Cincinnati Bengals Pedestrian Access Impacts on Lot 4

Reference: Appendix C; Appendix B-2

Appendix C confirms that Lot 4 currently contains a pavilion with walking paths serving as primary pedestrian access to and from Paycor Stadium. The amendment proposes absorbing Lot 4 into PD-43 for hotel or mixed-use development. No reference is made to notification or coordination with the Cincinnati Bengals regarding displacement of this infrastructure.

Directed to Phil Beck on behalf of Hamilton County: Hamilton County owns Lot 4 and Phil Beck represents Hamilton County in this application. What coordination, if any, has Hamilton County conducted with the Cincinnati Bengals regarding the elimination or relocation of the pedestrian pavilion and walking paths on Lot 4? Is any Bengals consent or coordination agreement required as a condition of this amendment, and if so, is that documentation on file with Staff?

5. Central Riverfront Garage Access - Conditionality and Capacity

Reference: Pages 6–7; Appendix G

The document states multiple times that future developers of Lots 24 and 25 “may utilize existing below-grade Central Riverfront Garage parking spaces to support building occupants, subject to availability via applicable private agreements.” The words “may,” “subject to availability,” and “applicable private agreements” introduce material uncertainty into the development viability of the two largest undeveloped riverfront parcels in the district. The UDP calls the Central Riverfront Garage "the infrastructure investment that unlocked the redevelopment of Cincinnati's Riverfront" and describes it as essential to making development on Lots 24 and 25 financially viable.

Directed to Phil Beck on behalf of Hamilton County: Hamilton County controls the Central Riverfront Garage. What is the current capacity utilization of the CRG? What is the status of the private agreements referenced in this application? Has the development viability of Lots 24 and 25 been formally evaluated against the scenario where CRG access cannot be secured, and has that analysis been shared with City Planning Staff?

6. Removal of Clubs/Bars and Gambling from Prohibited Uses

Reference: Appendix F-2, Final Note

The final line of Appendix F-2 states: “Note that Applicant has removed Certain Clubs/Bars and Gambling uses from this Appendix F-2.” This means uses previously prohibited within PD-43 are now being made permissible by this amendment. No definition of the specific uses removed is provided, no rationale is offered, and no public discussion of this substantive policy change appears anywhere in the packet.

Directed to Phil Beck as Applicant: Phil Beck’s team made the deliberate decision to remove these use prohibitions. What specific use types have been removed from the prohibited list? What is the Applicant’s rationale for this change? And given the proximity of these lots to Paycor Stadium and future residential development, what impact analysis, if any, was conducted before making this change?

7. Legal Binding Effect of the Unadopted Urban Design Plan

Reference: Introduction; Multiple Sections Throughout

The Development Program Statement defers to the Perkins & Will Urban Design Plan as the governing standard for setbacks, heights, streetscapes, parking, landscaping, and design in more than a dozen provisions. The Introduction confirms the Plan is being submitted concurrently with this amendment for City Council review meaning it has not yet been adopted as of this filing.

Directed to City Planning Staff and the City Attorney's Office: If the Plan has not been adopted, what is the legally enforceable design standard governing this amendment today? What is the City Attorney's position on whether design commitments referencing an unadopted plan are binding? And what happens to the design commitments in this application if the Plan is subsequently modified or rejected by City Council?

8. Absence of Geotechnical and Floodplain Data

Reference: Pages 5–6; Appendix G

The Geotechnical section states that analysis will only be completed at the Final Development Plan stage and explicitly notes that plan modeling is based on market assumptions only and is not representative of engineering standards. The parking section separately acknowledges that full wrapping may be infeasible due to floodplain constraints, yet no floodplain analysis is included in the packet.

Directed to City Planning Staff: Staff accepted this application without geotechnical or floodplain data. What is Staff's threshold for requiring such analysis prior to zoning approval on a riverfront site of this scale? The UDP's own design guidelines for Lots 24 and 25 reference that parking "may be infeasible due to floodplain constraints" meaning the applicant already knows the floodplain is a real constraint on the project's core parking strategy.

Has FEMA floodplain mapping been formally reviewed as part of the Coordinated Site Review? Please include said documentation to be made public before the vote. And what recourse exists if engineering data at the Final Development Plan stage reveals that the projections in Appendix G are structurally or hydrologically unachievable?

9. Currency of Signage Standards

Reference: Page 8

The Signage section states that applicable standards will follow PD-43 signage regulations as approved on February 19, 2010 sixteen years ago, predating the majority of the existing Banks development and the entirety of the new construction proposed in this amendment.

Directed to City Planning Staff: Has Staff reviewed whether the 2010 signage regulations adequately address digital signage, stadium-facing signage, large-format hotel and mixed-use building signage, and riverfront visibility for buildings at the heights contemplated in Appendix G? If not, will updated signage standards be developed as a condition of this approval?

II. Broader Community Questions Directed to the City Planning Commission

The following questions are not raised by the document itself but represent material community interests that the zoning process alone is unlikely to resolve. They are directed to the Commission because the Commission has the authority to condition approval on community benefit commitments…authority that is most effectively exercised before approval is granted, not after.

10. Affordability and Housing Access

Directed to the City Planning Commission: The Commission has authority to condition approval of this amendment on community benefit requirements. This application contemplates up to 1.5 million square feet of residential space on publicly owned land with no affordability commitments, inclusionary zoning requirements, or community benefit language of any kind. Given that Hamilton County and the City are the landowners here, will the Commission require affordability commitments as a condition of ground lease execution? If not, what is the Commission's position on the complete absence of affordability language in this application?

11. Local Hiring, Workforce Development, and MBE Participation

Directed to the City Planning Commission and Phil Beck jointly: The Commission can condition approval and Phil Beck's team structures the ground lease negotiations. As the owner of Styles HR, I am directly attentive to workforce implications. A development of this scale will generate substantial construction and permanent employment.

Given that Hamilton County and the City retain ownership of these lots until ground leases are executed, and given that the City of Cincinnati has established MBE/WBE participation goals for City-contracted work, will the Commission require that MBE participation standards, local hiring commitments, and first-source hiring agreements be incorporated as binding terms in any ground lease executed for development on these lots and will those terms be made public before execution?

12. Connectivity to City West and Adjacent Neighborhoods

Directed to the City Planning Commission and City Planning Staff: The Commission conditions approvals and Staff prepare recommendations. The Banks has historically functioned as a destination accessible primarily by car rather than as a connected extension of surrounding urban neighborhoods. This amendment adds significant residential and commercial density. At the Final Development Plan stage, what binding requirements not conceptual plans will be imposed to ensure pedestrian connectivity, transit access, and physical linkage between The Banks and the West End?

Given the ongoing investment in the Brent Spence Bridge corridor, how is this development being coordinated with regional infrastructure improvements to ensure continuous pedestrian and green space connectivity along the riverfront and into adjacent neighborhoods, including Lower Price Hill?

State on the record whether the City Planning Commission intend to condition approval on any binding connectivity requirement, or whether they are relying entirely on non-regulatory design guidance to achieve neighborhood connection.

13. Development Timeline and Anti-Speculation Provisions

Directed to the City Planning Commission: The Banks has multiple parcels within PD-43 that have remained undeveloped for extended periods, most notably the highly visible site between the National Underground Railroad Freedom Center and the Andrew J. Brady Music Center (commonly referred to as Lot 24 and adjacent parcels). Despite being among the most valuable and prominent riverfront sites, these lots have sat vacant for years under existing entitlements.

This amendment, as proposed, includes no phasing commitments, no construction timelines, and no anti-speculation provisions.

Given that history, what specific, binding timeline and performance requirements will the Commission attach to this approval to ensure that granted entitlements translate into actual construction rather than prolonged land holding?

Additionally:

- Will approvals include development milestones (e.g., site control, financing, groundbreaking, vertical construction)?
- Will entitlements be subject to expiration or reversion if those milestones are not met?
- What enforcement mechanisms will be used across multiple developers to ensure consistency?
- And critically, what remedy exists if a developer secures approvals but does not build, as has occurred on these parcels in the past?

14. Public Investment Disclosure

Directed to the City Planning Commission: The UDP states directly that the proposed $750–800 million in private development "will require public investment to be financially feasible." The amendment contains no reference to what public investment is anticipated, who will bear it, how it will be appropriated, or whether the Commission has been briefed on the City's and County's financial exposure.

What public infrastructure investment is contemplated to make this development financially feasible, what is the estimated cost to public entities, and has that analysis been shared with the Commission before it votes on entitlements?

15. Ground Lease Public Disclosure

Directed to the City Planning Commission: Every lot in this amendment is publicly owned. Development proceeds through ground leases. The amendment grants zoning entitlements now, but the ground leases where affordability terms, MBE requirements, revenue sharing, clawback provisions, and anti-speculation clauses would actually live will be negotiated and executed later, potentially without additional public hearing.

Will ground lease terms be subject to public notice and comment before execution, and will the Commission condition this approval on a commitment that ground leases for these publicly owned lots will not be executed without public disclosure of their material terms?

III. Request for Response and Entry Into the Public Record

I respectfully request that City Planning Staff and Phil Beck, as Applicant on behalf of Hamilton County and the City of Cincinnati, prepare written responses to the questions raised in Section I above, and that those responses be made available to the public prior to the May 15, 2026 City Planning Commission Hearing. I further request that the questions directed to the City Planning Commission in Section II be formally received and considered by the Commission at the May 15th hearing before a vote is taken on this amendment.

I also request that this letter and any written responses be formally entered into the public record for this application in their entirety.

The Banks represents a generational opportunity for Cincinnati. The questions raised here are offered in that spirit not as opposition to development, but as an effort to ensure that the commitments made now are clear, enforceable, and equitable for the residents and businesses of the communities that will live alongside this project for decades to come. As a City West resident and business owner at the crossroads of this development, I have a direct and lasting stake in getting these answers right.

Thank you for your time and consideration of this submission.

Respectfully submitted,

Mishawn Styles

Mishawn Styles

Additional Correspondence

Hamilton County
Board of County Commissioners

President
Stephanie Summerow Dumas
Phone: 513-946-4410

Vice President
Alicia Reece
Phone: 513-946-4401

Commissioner
Denise Driehaus
Phone: 513-946-4406

Administrator
Jeffrey W. Aluotto
Phone: 513-946-4436

Clerk of the Board
Kristie Reschel, Interim
Phone: 513-946-4453

May 13, 2026

Cincinnati Planning Commission
805 Central Avenue
Cincinnati, OH 45202

To the Cincinnati Planning Commission,

This is an exciting time for The Banks project. In nearly three decades, our region has built approximately 60% of the district, resulting in $2.5 billion in annual economic impact, 28,124 jobs, world-class sports venues and cultural destinations, and a transformational park. As great as this is, the full potential of Cincinnati's central riverfront is yet to come.

As evidenced to date, our future success depends on a high level of coordination among the City of Cincinnati, Hamilton County, private developers, venue operators, cultural institutions, existing tenants, philanthropic and community partners all moving forward with shared purpose and synchronized action.

Each stakeholder controls critical pieces - land, infrastructure, programming, investment capital, regulatory approvals, and operational expertise. Only through deliberate alignment can we transform isolated assets into a cohesive, premier mixed-use entertainment district.

Starting with The Banks Public Partnership of the City and County, The Banks will become the region's signature destination - a place where residential density meets world-class entertainment, where families and visitors extend their stays, where our riverfront finally connects to our city. It will unlock $750-800 million in private development, generate substantial new tax revenue, and establish Cincinnati as a model for urban waterfront development.

Please accept this letter in support of both The Banks Urban Design Plan Update dated April 2026 and the Major Amendment to the Concept Plan for PD-43 (The Banks) dated April 2026 as a request that the Cincinnati Planning Commission approve this stage of the process on May 15, 2026.

If you have any questions, or need any additional information, please let me know.

Sincerely,

Jeffrey W. Aluotto
County Administrator

May 14, 2026

City of Cincinnati Planning Commission
Cincinnati City Council
801 Plum Street
Cincinnati, OH 45202

Re: DRC Support for the Banks Urban Design Plan

Dear Members of the City of Cincinnati Planning Commission,

On behalf of the Downtown Residents' Council (DRC), I am writing to express our support for the proposed Banks Urban Design Plan update. As presented at our general meeting, this visionary plan for The Banks offers a generational opportunity to see new housing, retail, commercial, and leisure space downtown. As The Banks currently stands, it is an underwhelming gateway to our city with unfinished or empty parcels. The DRC strongly believes this project will contribute to the vitality and economic growth of our urban core. We appreciate the time Phil Beck, Katherine Keough-Jurs, Andrew Halt, and the external consulting team shared with us to present this vision with our community council.

At the same time, our support is contingent on the continuation of meaningful community engagement throughout the planning process. Concerns were raised about this project such as questions on connectivity to transit, the heavy cost of structured parking and reliance on public financing. Ultimately, Downtown Residents' Council voted in support as we align with the larger vision for this area of downtown. We look forward to continued collaboration with the planning team and future developers of these parcels.

Thank you for your leadership in advancing this transformative project.

Sincerely,

Andrew S. Naab

Andrew S. Naab
President, Downtown Residents Council

116 WEST THIRD STREET LLC
2199 VICTORY PARKWAY
CINCINNATI OH 45206

302 WEST THIRD TEI INVESTORDS LLC
55 FITH AVE
15TH
NEW YORK NY 10003

310 RACE STREET PARTNERS LLC
7700 OLD GEORGETOWN RD
STE 700
BETHESDA MD 20814

312 ELM STREET OWNER LLC
312 ELM ST
CINCINNATI OH 45202

312 PLUM STREET OWNER LLC
312 PLUM ST
CINCINNATI OH 45202

312 WALNUT LLC
312 WALNUT STREET
SUITE #1510
CINCINNATI OH 45202

3M GARAGE LLC
1008 MARSHALL AVE
STE 2
CINCINNATI OH 45225

9 FILSON PLACE LLC
318 W 3RD ST
CINCINNATI OH 45202

ANTAEUS INC
305 SYCAMORE ST
CINCINNATI OH 45202

ARENA MANAGEMENT HOLDINGS LLC
805 OAKWOOD DR
SUITE # 275
ROCHESTER MI 48307

ATRIUM TOWER ONE LP
222 463 MOUNTAIN VIEW DR
COLCHESTER VT 05446

BANZ STUDIOS LLC
1033 CELESTIAL ST
CINCINNATI OH 45202

BLUE GRASS DEVELOPMENT OF OHIO LLC
8190 BEECHMONT AVE
SUITE # 355
CINCINNATI OH 45255

BRENDANO LLC & LADISA CORP
2945 ALPINE TERRACE
CINCINNATI OH 45208

BUCKEYE POWER FUNDING COMPANY LLC
155 NORTH WACKER DR
SUITE 4250
CHICAGO IL 60606

CARELL OHIO LLC
95 WHITE BRIDGE RD
STE # 514
NASHVILLE TN 37205

CH BANKS COMMERCIAL ACQUISITION LLC
6640 RIVERSIDE DR
STE 500
DUBLIN OH 43017

CINCINNATI GAS & ELECTRIC CO
400 S TRYON ST
CHARLOTTE NC 28285

CLC 300 MAIN STREET LLC
655 PLUM ST
CINCINNATI OH 45202

CURRENT ACQUISTION LLC
6640 RIVERSIDE DR
STE 500
DUBLIN OH 43017

DIXIE TERMINAL CORPORATION
49 E FOURTH ST
STE 200
CINCINNATI OH 45202-3801

FORT WASH HILLS LLC
310 CULVERT ST
STE 500
CINCINNATI OH 45202

FOURTH NATIONAL REALTY LLC
2199 VICTORY PKWY
CINCINNATI OH 45206

HAMILTON COUNTY BOARD OF COMMRS
138 E COURT ST
ROOM 603
CINCINNATI OH 45202

MAIN HOSPITALITY HOLDINGS LLC
400 BROADWAY
CINCINNATI OH 45202

NAP WILLIAMS OFFICE BUILDING LLC
212 E THIRD ST
STE 300
CINCINNATI OH 45202

NATIONAL UNDERGROUND RAILROAD FREEDOM CENTER
50 E FREEDOM WAY
CINCINNATI OH 45202

NIC LOT 19 LLC
3825 EDWARDS
SUITE 200
CINCINNATI OH 45209

PORT OF GREATER CINCINNATI DEVELOPMENT AUTHORITY
3 E 4TH ST
STE 300
CINCINNATI OH 45202

RADIUS ACQUISTION LLC
6640 RIVERSIDE DR
SUITE 500
DUBLIN OH 43017

ROYAL WALNUT LLC
8111 DOUGLAS AVE
STE 600
DALLAS TX 75225

SPIRIT MASTER FUNDING X LLC
11995 EL CAMINO REAL
ATTN PM DEPT 15522
SAN DIEGO CA 92130

STATE OF OHIO
505 S STATE ROUTE 741
LEBANON OH 45036

SYCAMORE & THIRD REALTY LLC
212 E THIRD ST
CINCINNATI OH 45202

TORRENCE INVESTMENT
COMPANY LTD
PO BOX 621137
CINCINNATI OH 45262-1137

WATSON WILLAIM LLOYD
218 WEST THIRD ST
CINCINNATI OH 45202

ZUSSMAN ASSOCIATES LLC
4695 LAKE FOREST DR
SUITE 100
CINCINNATI OH 45242

DOWNTOWN RESIDENTS
COUNCIL
PO Box 868
CINCINNATI OH 45201

Cincinnati Center City
Development Corporation
1203 Walnut Street
4th Floor
CINCINNATI OH 45202

May 20th, 2026

Cincinnati City Council
Council Chambers, City Hall
Cincinnati, Ohio 45202

Dear Mayor and Members of the Housing and Growth Committee:

We are transmitting herewith an Ordinance captioned as follows:

> **APPROVING** a major amendment to the concept plan and development program statement governing Planned Development District No. 43, "The Banks," to expand the boundary of the planned development and to establish development parameters to align with The Banks Urban Design Plan Update (2026) in the Central Business District neighborhood.

Summary:
The petitioner is proposing a Major Amendment to the Concept Plan and Development Program Statement for the entirety of Planned Development No. 43, The Banks, in the Central Business District. This reset for PD-43 compiles the rules governing development in one place, which provides clarity considering the numerous Major Amendments over the 20-year history of The Banks. The rules governing Lots 1, 4, 13, 24, and 25 are modified in this reset of the Concept Plan to reflect the changes of *The Banks Urban Design Plan Update (2026*), including expanding the PD boundary, and changing heights, permitted uses, and parking standards. Meanwhile, the rules governing the rest of The Banks are amended and restated in the proposed Major Amendment for clarity.

The City Planning Commission recommended the following on May 15, 2026 to City Council:

1. **ADOPT** the Department of City Planning and Engagement Findings as detailed in this report; and

2. **APPROVE** the proposed Major Amendment to the Concept Plan and Development Program Statement for Planned Development #43 (PD-43), The Banks, in the Central Business District as outlined in this report.

Motion to Approve: Mr. Weber
Seconded: Mr. Eby

Ayes: Ms. Albi
Ms. Beltran
Mr. Dansby
Mr. Eby
Mr. Samad
Mr. Weber
Excused: Ms. Sesler

THE CITY PLANNING COMMISSION

Katherine Keough-Jurs

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

city of CINCINNATI
Interdepartment Correspondence Sheet

Date: May 20, 2026

To: Mayor and Members of City Council

202601641

From: Sheryl M. M. Long, City Manager

Subject: Emergency Ordinance – Clifton Traffic Control Box Artwork

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Attached is an emergency ordinance captioned as follows:

> **AUTHORIZING** the City Manager to design, install, and maintain artwork on various traffic control boxes located in the Clifton neighborhood, notwithstanding any conflicting Department of Transportation and Engineering rules and regulations or any provision of the Cincinnati Municipal Code that would prohibit the installation and maintenance of the artwork.

The Clifton Business and Professional Association (CBA) have a desire to implement public artwork to enhance the Clifton neighborhood. This project involves applying vinyl artwork wraps to existing City traffic control boxes in the public right of way. This can discourage graffiti, beautify the public sphere, and foster community pride. Three selected boxes are located along Ludlow Avenue at Clifton Avenue, Telford Avenue and Middleton Avenue.

The Department of Transportation and Engineering has guidelines for the artwork related to visual criteria and physical placement on this City infrastructure and is working closely with CBA.

Cincinnati Planning Commission approved the depiction of artwork on October 3, 2025 which will be an artistic rendering of historic photographs.

The emergency ordinance is necessary to meet the needs of CBA to begin installation in July 2026.

The Administration recommends passage of the attached emergency ordinance.

cc: Greg Long, Interim Director, Transportation and Engineering

E M E R G E N C Y

JRS

- 2026

AUTHORIZING the City Manager to design, install, and maintain artwork on various traffic control boxes located in the Clifton neighborhood, notwithstanding any conflicting Department of Transportation and Engineering rules and regulations or any provision of the Cincinnati Municipal Code that would prohibit the installation and maintenance of the artwork.

WHEREAS, the City of Cincinnati wishes to install artwork and paintings ("Artwork"), substantially similar in design, color, and concept to the sample designs in Attachment A to this ordinance, on various traffic control boxes located in the Clifton neighborhood to enliven the space and promote public awareness of the arts; and

WHEREAS, the City may designate one or more agents or contractors, including The Clifton Business and Professional Association ("CBA"), to carry out all or a portion of the work required to design, install, and maintain the Artwork; and

WHEREAS, the City may also accept donations from one or more persons, including CBA, in order to offset the cost and expense associated with the design, installation, and maintenance of the Artwork and to ensure the design, installation, and maintenance of the Artwork shall have little or no impact on the General Fund of the City of Cincinnati; and

WHEREAS, the design, installation, and maintenance of the Artwork shall be performed under the management of the City Manager or her designee, and any agents or contractors of the City, including CBA, shall comply with rules and regulations established by the City Manager and the City's Department of Transportation and Engineering ("DOTE") regarding the design, installation, and maintenance of the Artwork, including rules and regulations concerning its location, size, materials, means of installation, and maintenance as necessary to ensure public safety; and

WHEREAS, the City's design, installation, and maintenance of the Artwork is the City's own expression, constitutes government speech, and does not signify the City's intent to create a free speech forum; and

WHEREAS, the City will own the Artwork created under this project, will maintain complete control over the surrounding public rights-of-way as necessary for public safety, and will require the artists who design, install, and maintain the Artwork to waive their rights in and to the Artwork, including waiving all applicable rights under the federal Visual Artists Rights Act of 1990, 17 U.S.C. Sections 106A and 113(d), so as to ensure that expression made through the Artwork constitutes government speech; and

WHEREAS, the extent of maintenance and repair of the Artwork shall remain within the City's discretion, and the Artwork shall remain subject to removal by the City, in part or in whole, at any time; and

WHEREAS, prior to installation, DOTE will review the final design and placement of the Artwork to ensure it will not detract from, interfere with, or obscure official traffic control devices, will be safe, and will not unreasonably interfere with pedestrians; and

WHEREAS, the City has an interest in promoting the arts, including within the public right-of-way, notwithstanding the provisions of the Cincinnati Municipal Code that would normally prohibit such displays, when the proposed display will not negatively impact the health, safety, or welfare of residents and users of the public right-of-way; and

WHEREAS, the City Planning Commission, at its regularly scheduled meeting on October 3, 2025, recommended that the City install the Artwork on various traffic control boxes located in the Clifton neighborhood; and

WHEREAS, the City Council finds that the design, installation, and maintenance of the Artwork in the Clifton neighborhood will beautify the public right-of-way, enhance civic pride, and advance public health and wellness goals; and

WHEREAS, the design, installation, and maintenance of this Artwork is consistent with the "Live" goal to "[c]reate a more livable community" as described on page 156 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Council hereby declares the design, installation, and maintenance of artwork that is substantially similar in design, color, and concept to the sample designs on the attached Attachment A ("Artwork"), incorporated herein by reference, on various traffic control boxes located in the Clifton neighborhood to be a matter of significant public interest, and it hereby resolves to raise public awareness of the arts through the design, installation, and maintenance of this conspicuous visual art; further that, notwithstanding the provisions of the Cincinnati Municipal Code that would normally restrict such displays within the public right-of-way, Council has determined that the design, installation, and maintenance of the Artwork is in the interest of the public health, safety, morals, and general welfare and will not negatively impact the health, safety, morals, or welfare of residents and users of the public right-of-way.

Section 2. That the City's design, installation, and maintenance of the Artwork is the City's own expression, constitutes government speech, and does not signify the City's intent to create a free speech forum.

Section 3. That the City Manager is hereby authorized to design, install, and maintain the Artwork on the various traffic control boxes located in the Clifton neighborhood, which Artwork shall be similar in design concept with the sample designs depicted on the attached Attachment A, incorporated herein by reference, and shall be located on the various traffic control boxes located in the Clifton neighborhood as approved by the City Manager, notwithstanding any conflicting Department of Transportation and Engineering ("DOTE") rules and regulations and any applicable provisions of the Cincinnati Municipal Code.

Section 4. That the design, installation, and maintenance of the Artwork shall be performed under the management of the City Manager or her designee, and any agents or contractors of the City, including The Clifton Business and Professional Association, shall comply with rules and regulations established by the City Manager and the City's Department of Transportation and Engineering ("DOTE") regarding the design, installation, and maintenance of the Artwork, including rules and regulations concerning its colors, symbols, styles, location, size, materials, and means of installation and maintenance as necessary to ensure public safety.

Section 5. That the City Manager is authorized to engage one or more agents or contractors to assist with the City's design, installation, and maintenance of the Artwork on such terms and conditions that the City Manager determines are in the best interests of the City, and any work performed by the agents and contractors so engaged by the City Manager shall be performed under the management of the City Manager or her designee, who shall have the sole authority to approve the design, location, size, materials, and means of installation and maintenance of the Artwork and to establish rules and regulations for the same as necessary to ensure public safety.

Section 6. That the extent of maintenance and repair of the Artwork shall remain within the City's discretion, and the Artwork shall remain subject to removal by the City, in whole or in part, at any time.

Section 7. That the City will own the Artwork created under this project, will maintain complete control over the right of way as necessary for public safety, and will require the artists who design, install, and maintain the Artwork to waive their rights in and to the Artwork, including waiving all applicable rights to the Artwork under the federal Visual Artists Rights Act of 1990, 17 U.S.C. Sections 106A and 113(d), so as to ensure that expression made through the Artwork constitutes government speech.

Section 8. That the City Manager is authorized to accept donations, including materials, labor, money, and in-kind services, on such terms and conditions that the City Manager determines are in the best interests of the City, to offset the cost and expense associated with the design, installation, and maintenance of the Artwork, so that the design, installation, and maintenance of the Artwork shall have minimal impact on the General Fund of the City of Cincinnati.

Section 9. That the proper City officials are hereby authorized to do all things necessary and proper to comply with the terms of Sections 1 though Section 8 hereof.

Section 10. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to allow the public art project described in this ordinance to proceed to allow the corresponding benefits to the City and the Clifton neighborhood to be realized at the earliest possible time.

Passed: _____, 2026

_____
Aftab Pureval, Mayor

Attest: _____
Clerk

Examples of Tammy Stephens Art Work


SALES
Willard
ATTERY TIRE SERVICE
ERWIN ESCHENBACH
HARDWARE
PAINTS
ELECTRIC SUPPLIES
RUGS
GARAGE
AUTO LAUNDRY


CHINA KITCHEN 221-5333
CHINA KITCHEN

Possible Images for Middleton Ave and Ludlow Ave Crosswalk Box

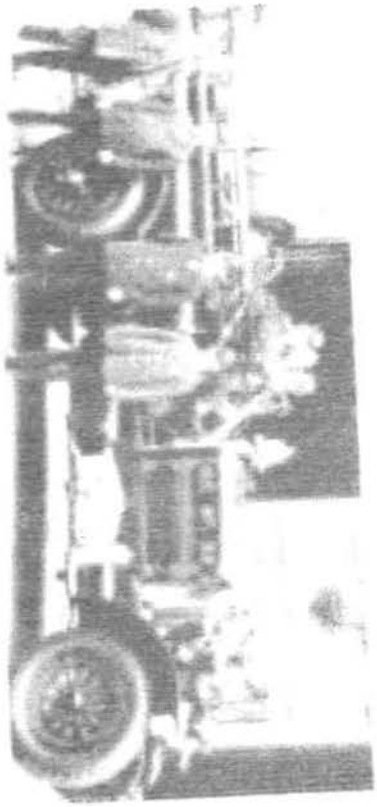
6
ENTER
FRONT


Roslyn Apartment Bldg., Clifton, Cincinnati.

KROGER
COTTAGE CHEESE
78¢

Possible Images for Clifton Ave and Ludlow Ave Crosswalk Box

ESQUIRE



Possible Images for Telford Ave and Ludlow Ave Crosswalk Box

Susy Lee
RESTAURANT
LOUNGE

DELICATESSEN

SQUIRE

city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager 202601559

Subject: **Emergency Ordinance – Parks: Moral Obligation Payments to Various Vendors**

Attached is an Emergency Ordinance captioned:

AUTHORIZING a payment of $136.40 to Rumpke from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x1000x7276 as a moral obligation for trash collection services rendered in February 2025; **AUTHORIZING** a payment of $775 to Irvine Wood Recovery, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x3000x7373 as a moral obligation for providing playground turf to the Sinton facility in April 2025; **AUTHORIZING** a payment of $119.12 to the Cincinnati Color Company from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7335 as a moral obligation for paint supplies provided in May 2025; **AUTHORIZING** a payment of $1,562.02 to Professional Awards Service, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7364 as a moral obligation for Cincinnati Parks Department uniforms provided in September 2025; **AUTHORIZING** a payment of $119.99 to S&S Worldwide from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7381 as a moral obligation for providing a teen and adult balance ball chair in September 2024; **AUTHORIZING** a payment of $1,300.50 to HercRentals from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for light tower trailer and surveillance camera unit rentals for Burnet Woods in July 2025; **AUTHORIZING** a payment of $1,785 to Power Equipment Solutions from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for golf cart rentals provided in November 2025; **AUTHORIZING** a payment of $730 to Tree Care, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5100x7278 as a moral obligation for tree care services provided in August 2024; **AUTHORIZING** a payment of $1,366.50 to Forevergreen from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5200x7373 as a moral obligation for bridge planter maintenance on Fort Washington Way provided in June 2025; **AUTHORIZING** a payment of $6,564.95 to CINCYTICKET from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7289 as

a moral obligation for online ticketing services provided for Krohn Conservatory between August and October 2025; **AUTHORIZING** a payment of $1,958 to General Factory Supply from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7362 as a moral obligation for horticulture supplies provided for Krohn Conservatory in February 2023; **AUTHORIZING** a payment of $4,535.16 to Eason Horticultural Resources, Inc. from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7373 as a moral obligation for horticulture supplies provided for Krohn Conservatory in May 2024; **AUTHORIZING** a payment of $3,800 to Tree Care, Inc. from Cincinnati Parks Department Urban Forestry Fund non-personnel operating budget account no. 428x202x5100x7278 as a moral obligation for tree care services provided in April 2024; **AUTHORIZING** a payment of $295 to Nelbud from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for sprinkler inspections and an air/water gauge provided in June 2025; **AUTHORIZING** a payment of $2,216.67 to Winstel Controls from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for equipment maintenance supplies provided in June 2025; **AUTHORIZING** a payment of $607.06 to GBEX from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7335 as a moral obligation for plumbing supplies provided in May 2025; **AUTHORIZING** a payment of $18,062.65 to Wm. A. Natorp Co. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5200x7373 as a moral obligation for horticulture supplies provided in August 2025; **AUTHORIZING** a payment of $1,004.75 to Commonwealth Land Title Insurance Company from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for title insurance related to a land purchase in February 2026; **AUTHORIZING** a payment of $6,898.50 to Graf Coyne from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for outside legal counsel provided in December 2022; and **AUTHORIZING** a payment of $770 to First Student, Inc. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x4000x7219 as a moral obligation for busing services provided in April 2025 and March 2026.

Approval of this Emergency Ordinance will authorize the Director of Finance to make the following payments:

1. $136.40 to Rumpke from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x1000x7276 as a moral obligation for trash collection services rendered in February 2025.
2. $775 to Irvine Wood Recovery, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x3000x7373 as a moral obligation for providing playground turf to the Sinton facility in April 2025.
3. $119.12 to the Cincinnati Color Company from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7335 as a moral obligation for paint supplies provided in May 2025.
4. $1,562.02 to Professional Awards Service, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7364 as a moral obligation for Cincinnati Parks Department uniforms provided in September 2025.
5. $119.99 to S&S Worldwide from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7381 as a moral obligation for providing a teen and adult balance ball chair in September 2024.
6. $1,300.50 to HercRentals from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for light tower trailer and surveillance camera unit rentals for Burnet Woods in July 2025.
7. $1,785 to Power Equipment Solutions from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for golf cart rentals provided in November 2025.
8. $730 to Tree Care, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5100x7278 as a moral obligation for tree care services provided in August 2024.
9. $1,366.50 to Forevergreen from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5200x7373 as a moral obligation for bridge planter maintenance on Fort Washington Way provided in June 2025.
10. $6,564.95 to CINCYTICKET from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7289 as a moral obligation for online ticketing services provided for Krohn Conservatory between August and October 2025.
11. $1,958 to General Factory Supply from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7362 as a moral obligation for horticulture supplies provided for Krohn Conservatory in February 2023.
12. $4,535.16 to Eason Horticultural Resources, Inc. from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7373 as a moral obligation for horticulture supplies provided for Krohn Conservatory in May 2024.
13. $3,800 to Tree Care, Inc. from Cincinnati Parks Department Urban Forestry Fund non-personnel operating budget account no. 428x202x5100x7278 as a moral obligation for tree care services provided in April 2024.
14. $295 to Nelbud from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258

as a moral obligation for sprinkler inspections and an air/water gauge provided in June 2025.

15. $2,216.67 to Winstel Controls from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for equipment maintenance supplies provided in June 2025.
16. $607.06 to GBEX from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7335 as a moral obligation for plumbing supplies provided in May 2025.
17. $18,062.65 to Wm. A. Natorp Co. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5200x7373 as a moral obligation for horticulture supplies provided in August 2025.
18. $1,004.75 to Commonwealth Land Title Insurance Company from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for title insurance related to a land purchase in February 2026.
19. $6,898.50 to Graf Coyne from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for outside legal counsel provided in December 2022.
20. $770 to First Student, Inc. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x4000x7219 as a moral obligation for busing services provided in April 2025 and March 2026.

The Cincinnati Parks Department ("Parks") retained vendors to provide Parks with goods and services between FY 2023 and FY 2026. The vendors included: Rumpke, Irvine Wood Recovery Inc., Cincinnati Color Company, Professional Awards Service Inc., S&S Worldwide, HercRentals, Power Equipment Solutions, Tree Care Inc., Forevergreen, CINCYTICKET, General Factory Supply, Eason Horticultural Resources Inc., Tree Care Inc., Nelbud, Winstel Controls, GBEX, Wm. A. Natorp Co., Commonwealth Land Title Insurance Company, Graf Coyne, and First Student Inc.

Between FY 2023 and FY 2026, Parks experienced turnover of multiple positions, during which time multiple issues arose related to timely accounting processes. During this time, vendors provided goods or services to Parks without a valid contract, necessitating a moral obligation ordinance to pay the vendors.

Sufficient resources are available in various Parks operating budget accounts to provide moral obligation payments to the vendors.

The reason for the emergency is the immediate need to pay vendors for outstanding charges for goods and services provided to the Cincinnati Parks Department between Fiscal Year 2023 and Fiscal Year 2026.

The Administration recommends passage of this Emergency Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachment

E M E R G E N C Y

AEP

- 2026

AUTHORIZING a payment of $136.40 to Rumpke from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x1000x7276 as a moral obligation for trash collection services rendered in February 2025; **AUTHORIZING** a payment of $775 to Irvine Wood Recovery, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x3000x7373 as a moral obligation for providing playground turf to the Sinton facility in April 2025; **AUTHORIZING** a payment of $119.12 to the Cincinnati Color Company from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7335 as a moral obligation for paint supplies provided in May 2025; **AUTHORIZING** a payment of $1,562.02 to Professional Awards Service, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7364 as a moral obligation for Cincinnati Parks Department uniforms provided in September 2025; **AUTHORIZING** a payment of $119.99 to S&S Worldwide from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7381 as a moral obligation for providing a teen and adult balance ball chair in September 2024; **AUTHORIZING** a payment of $1,300.50 to HercRentals from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for light tower trailer and surveillance camera unit rentals for Burnet Woods in July 2025; **AUTHORIZING** a payment of $1,785 to Power Equipment Solutions from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for golf cart rentals provided in November 2025; **AUTHORIZING** a payment of $730 to Tree Care, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5100x7278 as a moral obligation for tree care services provided in August 2024; **AUTHORIZING** a payment of $1,366.50 to Forevergreen from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5200x7373 as a moral obligation for bridge planter maintenance on Fort Washington Way provided in June 2025; **AUTHORIZING** a payment of $6,564.95 to CINCYTICKET from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7289 as a moral obligation for online ticketing services provided for Krohn Conservatory between August and October 2025; **AUTHORIZING** a payment of $1,958 to General Factory Supply from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7362 as a moral obligation for horticulture supplies provided for Krohn Conservatory in February 2023; **AUTHORIZING** a payment of $4,535.16 to Eason Horticultural Resources, Inc. from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7373 as a moral obligation for horticulture supplies provided for Krohn Conservatory in May 2024; **AUTHORIZING** a payment of $3,800 to Tree Care, Inc. from Cincinnati Parks Department Urban Forestry Fund non-personnel operating budget account no. 428x202x5100x7278 as a moral obligation for tree care services provided in April 2024; **AUTHORIZING** a payment of $295 to Nelbud from Cincinnati Parks Department Parks

Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for sprinkler inspections and an air/water gauge provided in June 2025; **AUTHORIZING** a payment of $2,216.67 to Winstel Controls from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for equipment maintenance supplies provided in June 2025; **AUTHORIZING** a payment of $607.06 to GBEX from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7335 as a moral obligation for plumbing supplies provided in May 2025; **AUTHORIZING** a payment of $18,062.65 to Wm A. Natorp Co. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5200x7373 as a moral obligation for horticulture supplies provided in August 2025; **AUTHORIZING** a payment of $1,004.75 to Commonwealth Land Title Insurance Company from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for title insurance related to a land purchase in February 2026; **AUTHORIZING** a payment of $6,898.50 to Graf Coyne from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for outside legal counsel provided in December 2022; and **AUTHORIZING** a payment of $770 to First Student, Inc. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x4000x7219 as a moral obligation for busing services provided in April 2025 and March 2026.

WHEREAS, the Cincinnati Parks Department ("Parks") retained vendors to provide Parks with goods and services between FY 2023 and FY 2026, Rumpke; Irvine Wood Recovery, Inc.; Cincinnati Color Company; Professional Awards Service, Inc.; S&S Worldwide; HercRentals; Power Equipment Solutions; Tree Care, Inc.; Forevergreen; CINCYTICKET; General Factory Supply; Eason Horticultural Resources, Inc.; Tree Care, Inc.; Nelbud; Winstel Controls; GBEX; Wm. A. Natorp Co.; Commonwealth Land Title Insurance Company; Graf Coyne; and First Student, Inc. (collectively, "Vendors"); and

WHEREAS, between FY 2023 and FY 2026 Parks experienced turnover of multiple positions, during which time multiple issues arose related to timely accounting processes; and

WHEREAS, the Vendors provided goods or services to Parks without a valid contract, necessitating a moral obligation ordinance to pay the Vendors; and

WHEREAS, Parks has onboarded new staff and committed to training to ensure deadlines are not missed and established policies are adhered to in the future; and

WHEREAS, sufficient resources are available in Parks operating budget accounts to provide moral obligation payments to Vendors; and

WHEREAS, Council desires to provide payment to the Vendors for such services in an amount totaling $54,507.27; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the Director of Finance is authorized to pay $136.40 to Rumpke from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x1000x7276 as a moral obligation for trash collection services rendered in February 2025.

Section 2. That the Director of Finance is authorized to pay $775 to Irvine Wood Recovery, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x3000x7373 as a moral obligation for providing playground turf to the Sinton facility in April 2025.

Section 3. That the Director of Finance is authorized to pay $119.12 to the Cincinnati Color Company from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7335 as a moral obligation for paint supplies provided in May 2025.

Section 4. That the Director of Finance is authorized to pay $1,562.02 to Professional Awards Service, Inc. from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7364 as a moral obligation for Cincinnati Parks Department uniforms provided in September 2025.

Section 5. That the Director of Finance is authorized to pay $119.99 to S&S Worldwide from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7381 as a moral obligation for providing a teen and adult balance ball chair in September 2024.

Section 6. That the Director of Finance is authorized to pay $1,300.50 to HercRentals from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for light tower trailer and surveillance camera unit rentals for Burnet Woods in July 2025.

Section 7. That the Director of Finance is authorized to pay $1,785 to Power Equipment Solutions from Cincinnati Parks Department General Fund non-personnel operating budget account no. 050x202x5000x7413 as a moral obligation for golf cart rentals provided in November 2025.

Section 8. That the Director of Finance is authorized to pay $730 to Tree Care, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5100x7278 as a moral obligation for tree care services provided in August 2024.

Section 9. That the Director of Finance is authorized to pay $1,366.50 to Forevergreen from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x202x5200x7373 as a moral obligation for bridge planter maintenance on Fort Washington Way provided in June 2025.

Section 10. That the Director of Finance is authorized to pay $6,564.95 to CINCYTICKET from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7289 as a moral obligation for online ticketing services provided for Krohn Conservatory between August and October 2025.

Section 11. That the Director of Finance is authorized to pay $1,958 to General Factory Supply from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7362 as a moral obligation for horticulture supplies provided for Krohn Conservatory in February 2023.

Section 12. That the Director of Finance is authorized to pay $4,535.16 to Eason Horticultural Resources, Inc. from Cincinnati Parks Department Krohn Conservatory Fund non-personnel operating budget account no. 332x202x3100x7373 as a moral obligation for horticulture supplies provided for Krohn Conservatory in May 2024.

Section 13. That the Director of Finance is authorized to pay $3,800 to Tree Care, Inc. from Cincinnati Parks Department Urban Forestry Fund non-personnel operating budget account no. 428x202x5100x7278 as a moral obligation for tree care services provided in April 2024.

Section 14. That the Director of Finance is authorized to pay $295 to Nelbud from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for sprinkler inspections and an air/water gauge provided in June 2025.

Section 15. That the Director of Finance is authorized to pay $2,216.67 to Winstel Controls from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7258 as a moral obligation for equipment maintenance supplies provided in June 2025.

Section 16. That the Director of Finance is authorized to pay $607.06 to GBEX from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x202x5000x7335 as a moral obligation for plumbing supplies provided in May 2025.

Section 17. That the Director of Finance is authorized to pay $18,062.65 to Wm A. Natorp Co. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-ersonnel operating budget account no. 430x202x5200x7373 as a moral obligation for horticulture supplies provided to the City in August 2025.

Section 18. That the Director of Finance is authorized to pay $1,004.75 to Commonwealth Land Title Insurance Company from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for title insurance related to a land purchase in February 2026.

Section 19. That the Director of Finance is authorized to pay $6,898.50 to Graf Coyne from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x2000x7281 as a moral obligation for outside legal counsel provided in December 2022.

Section 20. That the Director of Finance is authorized to pay $770 to First Student, Inc. from Cincinnati Parks Department Parks Private Endowment and Donations Fund non-personnel operating budget account no. 430x203x4000x7219 as a moral obligation for busing services provided in April 2025 and March 2026.

Section 21. That the proper City officials are authorized to do all things necessary and proper to carry out the provisions of Sections 1 through 20.

Section 22. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to pay vendors for outstanding charges for goods and services provided to the Cincinnati Parks Department between Fiscal Year 2023 and Fiscal Year 2026.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager

202601555

Subject: **Emergency Ordinance – Parks: "Then and Now" Payment to First Student, Inc.**

Attached is an Emergency Ordinance captioned:

> **AUTHORIZING** the payment of $614.25 to First Student, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x203x4000x7219 for chartered busing services provided to the City in October 2025, pursuant to the attached then and now certificate from the Director of Finance.

Approval of this Emergency Ordinance authorizes the payment of $614.25 to First Student, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x203x4000x7219 for chartered busing services provided to the City in October 2025, pursuant to the attached then and now certificate from the Director of Finance.

On April 5, 2024, the City entered into Master Agreement No. 107 241R005081 with First Student, Inc. to provide chartered busing services for recreation programs managed by various City departments, including the Cincinnati Parks Department. The Agreement was active throughout FY 2026. The outstanding charges due to First Student, Inc. for FY 2026 total $731.50, but only $117.25 remains available under the existing FY 2026 encumbrance, necessitating an additional payment of $614.25. The then and now certificate verifies that a sufficient sum was appropriated and in the City Treasury to pay such charges under the contract both at the time the contract began and at the time the certificate was issued.

The reason for the emergency is the immediate need to pay First Student, Inc. for the outstanding charges in a timely manner.

The Administration recommends passage of this Emergency Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachments

E M E R G E N C Y

JWF

- 2026

AUTHORIZING the payment of $614.25 to First Student, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x203x4000x7219 for chartered busing services provided to the City in October 2025, pursuant to the attached then and now certificate from the Director of Finance.

WHEREAS, on April 5, 2024, the City entered into Master Agreement No. 107 241R005081 (the "Agreement") with First Student, Inc. ("Contractor") to provide chartered busing services for recreation programs managed by various City departments, including the Cincinnati Parks Department ("Parks"); and

WHEREAS, the Agreement was active throughout FY 2026; and

WHEREAS, Parks encumbered $1,309 in the Cincinnati Financial System via Delivery Order (D.O.) 200 2026001108, but this amount was insufficient for the actual goods provided to Parks by Contractor in FY 2026; and

WHEREAS, the outstanding charges due to Contractor for FY 2026 total $731.50, but only $117.25 remains available under the existing FY 2026 encumbrance, necessitating an additional payment of $614.25; and

WHEREAS, pursuant to Ohio Revised Code Section 5705.41(D)(1), the Director of Finance has issued a certificate, attached to this ordinance, verifying that a sufficient sum was appropriated and in the City Treasury to pay such charges under the contract both at the time the contract began and at the time the attached certificate was issued; and

WHEREAS, Council desires to pay Contractor $614.25 for chartered busing services provided to the City in October 2025; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the Director of Finance is authorized to pay $614.25 to First Student, Inc. from Cincinnati Parks Department Park Miscellaneous Revenue and Special Activity Fund non-personnel operating budget account no. 326x203x4000x7289 for chartered busing services provided to the City in October 2025, pursuant to the attached then and now certificate from the Director of Finance.

Section 2. That the proper City officials are authorized to do all things necessary and proper to carry out the provisions of Section 1.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to pay First Student, Inc. for the outstanding charges in a timely manner.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

CITY OF CINCINNATI

DIRECTOR OF FINANCE

THEN AND NOW CERTIFICATE

I, Steve Webb, Director of Finance for the City of Cincinnati, state the following:

WHEREAS, the City entered into a contract (Master Agreement 107 241R005081) (the "Agreement") beginning on April 5, 2024 with First Student, Inc. ("Contractor") to provide chartered busing services for recreation programs managed by various City department, including the Cincinnati Parks Department ("Parks"); and

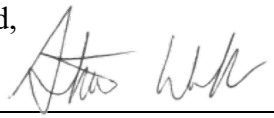
WHEREAS, Parks encumbered $1,309.00 in the Cincinnati Financial System ("CFS") via Delivery Order (D.O.) 200 2026001108 for chartered busing services provided by Contractor, which was insufficient to provide payment for actual goods purchased from Contractor during FY 2026; and

WHEREAS, the outstanding charges due to Contractor for FY 2026 total $731.50, but only $117.25 remains available under the existing FY 2026 encumbrance, necessitating an additional payment of $614.25;

NOW, THEREFORE,

1. As of July 1, 2025, and as of the date this certificate was executed, I verify that the City Treasury held a sufficient sum that was appropriated and available for the purpose of paying for goods and services rendered under the City's contract with First Student, Inc. This verification is conditioned upon and subject to Council's approval of an ordinance authorizing the drawing of a warrant in payment of amount due to First Student, Inc.

Signed,



Steve Webb, Director of Finance
City of Cincinnati

Date: 5/6/2026

city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager 202601552

Subject: **Emergency Ordinance – ETS: "Then and Now" Payment to B2GNow**

Attached is an Emergency Ordinance captioned:

> **AUTHORIZING** the payment of $133,200.79 from General Fund Enterprise Software and Licenses Non-Departmental non-personnel operating budget account no. 050x952x0000x7418 to AskReply, Inc. dba B2Gnow for the annual subscription fee for the B2Gnow and LCPtracker compliance management tracking system for the period of July 1, 2025, through June 30, 2026, the end of the license term, pursuant to the attached then and now certificate from the Director of Finance.

Approval of this Emergency Ordinance will authorize the payment of $133,200.79 to AskReply, Inc. dba B2Gnow ("Contractor") for outstanding charges related to the annual subscription fee for the B2Gnow and LCPtracker compliance management tracking system for the period of July 1, 2025, through June 30, 2026, to be paid from General Fund Enterprise Software and Licenses Non-Departmental non-personnel operating budget account no. 050x952x0000x7418 pursuant to the attached then and now certificate from the Director of Finance.

On July 1, 2024, the City entered into a two-year agreement with AskReply, Inc. dba B2Gnow for access to the B2Gnow and LCPtracker compliance management tracking system.

The City paid the subscription fee for the first year of the contract, but no funds were encumbered for the second annual subscription fee prior to the start of the second year of the agreement, which began on July 1, 2025.

Pursuant to Ohio Revised Code (ORC) Section 5705.41(D)(1), the Director of Finance has issued a Then and Now Certificate, attached to this Emergency Ordinance, verifying that a sufficient sum was appropriated and in the City Treasury for the purpose of paying such charges under the contract both at the time the contract began and at the time the certificate was issued.

The reason for the emergency is the immediate need to pay Contractor for the outstanding charges in a timely manner.

The Administration recommends passage of this Emergency Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachments

E M E R G E N C Y

MSS

-2026

AUTHORIZING the payment of $133,200.79 from General Fund Enterprise Software and Licenses Non-Departmental non-personnel operating budget account no. 050x952x0000x7418 to AskReply, Inc. dba B2Gnow for the annual subscription fee for the B2Gnow and LCPtracker compliance management tracking system for the period of July 1, 2025, through June 30, 2026, the end of the license term, pursuant to the attached then and now certificate from the Director of Finance.

WHEREAS, On July 1, 2024, the City entered into a two-year agreement with AskReply, Inc. dba B2Gnow ("Contractor") for access to the B2Gnow and LCPtracker compliance management tracking system; and

WHEREAS, the City timely paid the subscription fee for the first year of the agreement, but no funds were encumbered for the second annual subscription fee prior to the second year of the agreement, which began on July 1, 2025; and

WHEREAS, pursuant to the terms of the agreement, Contractor continued and continues to provide access to the B2Gnow and LCPtracker compliance management system during the second year of the contract; and

WHEREAS, Contractor has invoiced the City $133,200.79 for the subscription fees due for the second year of the contract; and

WHEREAS, pursuant to Ohio Revised Code 5705.41(D)(1), the Director of Finance has issued a certificate, attached to this ordinance, verifying that a sufficient sum was appropriated and in the City Treasury to pay such charges under the agreement both at the time the services were authorized and at the time the attached certificate was issued; and

WHEREAS, Council desires to pay Contractor for the City's outstanding obligation of $133,200.79, for the second year of subscription services that Contractor has provided to the City from July 1, 2025, which Contractor will continue to provide through June 30, 2026; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the Director of Finance is authorized to pay $133,200.79 from General Fund Enterprise Software and Licenses Non-Departmental non-personnel operating budget account no. 050x952x0000x7418 to AskReply, Inc. dba B2Gnow ("Contractor") for the B2Gnow

and LCPtracker compliance management tracking system for the period of July 1, 2025, through June 30, 2026, the end of the license term, pursuant to the attached then and now certificate from the Director of Finance.

Section 2. That the proper City officials are authorized to do all things necessary and proper to carry out the provisions of Section 1.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to pay Contractor for the outstanding charges in a timely manner.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

Attachment A

DOTE Potential Project List

Projects	Matching Funds
Plum Street Improvements	Future City Capital & OKI STBG/CMAQ
2nd & 3rd Steet Crosswalks	Future City Capital
East 6th Street Rehabilitation	Future City Capital
Faraday Road Improvements	Future City Capital
W North Bend Road Rehabilitation	Future City Capital
Victory Parkway Improvements (Taft to Gilbert)	Future City Capital & OKI STBG/CMAQ
Gilbert Avenue Improvements (MLK to Woodburn)	Future City Capital & OKI STBG/CMAQ
Evans Street Improvements	Future City Capital
Eggleston Avenue Rehabilitation	Future City Capital & OKI Repaving
Twain Street Improvements	Future City Capital
Duck Creek Sidewalk	Future City Capital & ODOT Safety
Purcell Sidewalk	Future City Capital & OKI TA
Reading & Asmann Improvements	Future City Capital & OKI TA
CTCS Columbia Tusculum	Future City Capital
Red Bank Shared Use Path	Future City Capital & State Grant Funding
Anthony Wayne Rehabilitation	Future City Capital
RAISE State to Central	Future City Capital & Federal RAISE Grant
Banks Audible Pedestrian Signals	Future City Capital & ODOT Safety
Artist Alley Reconstruction	Future City Capital
Lick Run Connector	Future City Capital & OKI STBG/CMAQ
Western Hills Viaduct	Future City Capital & Various Other Grants
Baltimore Landslide	Future City Capital
Glenway Ave Landslide	Future City Capital
Highland Ave Landslide	Future City Capital
Court Street Bike Facility	Future City Capital & State Grant Funding
Queen City Avenue Rehabilitation	Future City Capital

city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of Council

202601553

From: Sheryl M. M. Long, City Manager

Subject: **Ordinance – Police: FY 2025 Local Law Enforcement Crime Gun Intelligence Center (CGIC) Integration Initiative**

Attached is an Ordinance captioned:

> **AUTHORIZING** the City Manager to apply for, accept, and appropriate a grant of up to $300,000 from the United States Department of Justice, Bureau of Justice Assistance, FY 2025 Local Law Enforcement Crime Gun Intelligence Center Integration Initiative (ALN 16.738) to support expansion of the Cincinnati Police Department Crime Gun Intelligence Center; and **AUTHORIZING** the Director of Finance to deposit the grant funds into Law Enforcement Grant Fund 368x8553, project account no. 25CGIC.

This Ordinance authorizes the City Manager to apply for, accept, and appropriate a grant of up to $300,000 from the United States Department of Justice (DOJ), Bureau of Justice Assistance (BJA), FY 2025 Local Law Enforcement Crime Gun Intelligence Center Integration Initiative (ALN 16.738) to support expansion of the Cincinnati Police Department Crime Gun Intelligence Center. This Ordinance further authorizes the Director of Finance to deposit the grant funds into Law Enforcement Grant Fund 368x8553, project account no. 25CGIC.

A grant of up to $300,000 is available from the United States Department of Justice, Bureau of Justice Assistance, FY 2025 Local Law Enforcement Crime Gun Intelligence Center Integration Initiative (ALN 16.738) to support the Cincinnati Police Department (CPD) Crime Gun Intelligence Center (CGIC). The grant funds will be used by CPD to purchase software and equipment to enhance CGIC's operational effectiveness and to partner with a researcher to evaluate and improve investigations, gun crime clearance rates and prosecutions.

The grant does not require matching funds, and there are no new FTEs/full time equivalents associated with this grant.

The City has already applied for this grant to comply with an application deadline of April 8, 2026, but no funds will be accepted without approval by the City Council.

Expanding the Crime Gun Intelligence Center is in accordance with the "Live" goal to "[c]reate a more livable community" as described on pages 156-162 of Plan Cincinnati (2012).

The Administration recommends passage of this Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachment

JWF

- 2026

AUTHORIZING the City Manager to apply for, accept, and appropriate a grant of up to $300,000 from the U.S. Department of Justice, Bureau of Justice Assistance, FY 2025 Local Law Enforcement Crime Gun Intelligence Center Integration Initiative (ALN 16.738) to support expansion of the Cincinnati Police Department Crime Gun Intelligence Center; and **AUTHORIZING** the Director of Finance to deposit the grant funds into Law Enforcement Grant Fund 368x8553, project account no. 25CGIC.

WHEREAS, a grant of up to $300,000 is available from the U.S. Department of Justice, Bureau of Justice Assistance, FY 2025 Local Law Enforcement Crime Gun Intelligence Center Integration Initiative (ALN 16.738) to support the Cincinnati Police Department ("CPD") Crime Gun Intelligence Center ("CGIC"); and

WHEREAS, the grant funds will be used by CPD to purchase software and equipment to enhance CGIC's operational effectiveness and to partner with a researcher to evaluate and improve investigations, gun crime clearance rates, and prosecutions; and

WHEREAS, this grant does not require matching funds, and there are no new FTEs/full time equivalents associated with this grant; and

WHEREAS, the City has already applied for this grant to comply with the April 8, 2026 application deadline, but no funds will be accepted without approval by Council; and

WHEREAS, expanding the Crime Gun Intelligence Center is in accordance with the "Live" goal to "[c]reate a more livable community" as described on pages 156-162 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for, accept, and appropriate a grant of up to $300,000 from the U.S. Department of Justice, Bureau of Justice Assistance, FY 2025 Local Law Enforcement Crime Gun Intelligence Center Integration Initiative (ALN 16.738) to support expansion of the Cincinnati Police Department Crime Gun Intelligence Center by purchasing software and equipment to enhance operational effectiveness and to partner with a researcher to evaluate and improve investigations, gun crime clearance rates, and prosecutions.

Section 2. That the Director of Finance is authorized to deposit the grant funds into Law Enforcement Grant Fund 368x8553, project account no. 25CGIC.

Section 3. That the proper City officials are authorized to do all things necessary and proper to comply with the terms of Sections 1 and 2.

Section 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of City Council

202601551

From: Sheryl M. M. Long, City Manager

Subject: **Emergency Ordinance – DOTE: Various Grant Applications**

Attached is an Emergency Ordinance captioned:

> **AUTHORIZING** the City Manager to apply for various grants of up to $6,000,000 per application from the Metro Transit Infrastructure Fund ("MTIF") program as awarded by the Southwest Ohio Regional Transit Authority ("SORTA"), the Municipal Road Fund ("MRF") program awarded by Hamilton County, the State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP") grants awarded by the Ohio Public Works Commission ("OPWC"), and the Surface Transportation Block Grants ("STBG"), Congestion Mitigation/Air Quality ("CMAQ") grants, Transportation Alternatives ("TA") grants, and STBG Repaving program grants awarded by the Ohio-Kentucky-Indiana Regional Council of Governments ("OKI") (ALN 20.205), to fund various City road, bridge, pedestrian, and bicycle construction projects identified in Attachment A.

Approval of this Emergency Ordinance authorizes the City Manager to apply for various grants, all to fund various Department of Transportation and Engineering (DOTE) projects. DOTE identified the attached list of projects for potential grant funding, although the list is subject to change, and DOTE may apply for resources for projects not included in the attachment.

Since the first grant application deadline is May 29, 2026, the City may have already applied for grants, but no grant funds will be accepted without approval by the City Council.

Depending on the terms of the grant award for each project, local matching resources may be required and will be identified in future capital improvement program project funding. There are no new FTEs/full time equivalents associated with these grants.

The implementation of various road, bridge, pedestrian, and bicycle construction projects is in accordance with the "Connect" goal to "[d]evelop an efficient multi-modal transportation system that supports neighborhood livability" and strategies to "[e]xpand options for non-automotive travel" and "[p]lan, design and implement a safe and sustainable transportation system" as described on pages 129-137 of Plan Cincinnati (2012).

The reason for the emergency is the immediate need to apply for the grant resources in relation to established application deadlines.

The Administration recommends passage of this Emergency Ordinance.

cc: Andrew Dudas, Budget Director
Steve Webb, Finance Director

Attachment

E M E R G E N C Y

AEP

- 2026

AUTHORIZING the City Manager to apply for various grants of up to $6,000,000 per application from the Metro Transit Infrastructure Fund ("MTIF") program as awarded by the Southwest Ohio Regional Transit Authority ("SORTA"), the Municipal Road Fund ("MRF") program awarded by Hamilton County, the State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP") grants awarded by the Ohio Public Works Commission ("OPWC"), and the Surface Transportation Block Grants ("STBG"), Congestion Mitigation/Air Quality ("CMAQ") grants, Transportation Alternatives ("TA") grants, and STBG Repaving program grants awarded by the Ohio-Kentucky-Indiana Regional Council of Governments ("OKI") (ALN 20.205), to fund various City road, bridge, pedestrian, and bicycle construction projects identified in Attachment A.

WHEREAS, the Department of Transportation and Engineering has identified projects for potential grant funding as listed in Attachment A, although the list is subject to change and the City may apply for resources for projects not included in the attachment; and

WHEREAS, the first grant application deadline is May 29, 2026, and the City may have already applied for one or more of the grants by that date, but no grant funds will be accepted from any source without approval by Council; and

WHEREAS, depending on the terms of the grant award for each project, local matching resources may be required and will be identified in future capital project funding; and

WHEREAS, there are no new FTEs/full time equivalents associated with any of these grants; and

WHEREAS, the implementation of various road, bridge, pedestrian, and bicycle construction projects is in accordance with the "Connect" goal to "[d]evelop an efficient multi-modal transportation system that supports neighborhood livability" and strategies to "[e]xpand options for non-automotive travel" and "[p]lan, design and implement a safe and sustainable transportation system" as described on pages 129-137 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for various grants of up to $6,000,000 per application from the Metro Transit Infrastructure Fund ("MTIF") program as awarded by the Southwest Ohio Regional Transit Authority ("SORTA"), the Municipal Road Fund ("MRF") program awarded by Hamilton County, the State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP") grants

awarded by the Ohio Public Works Commission ("OPWC"), and the Surface Transportation Block Grants ("STBG"), Congestion Mitigation/Air Quality ("CMAQ") grants, Transportation Alternatives ("TA") grants, and STBG Repaving program grants awarded by the Ohio-Kentucky-Indiana Regional Council of Governments ("OKI") (ALN 20.205), to fund various City road, bridge, pedestrian, and bicycle construction projects identified in Attachment A.

Section 2. That the proper City officials are authorized to take all necessary actions to carry out the terms of the grants and Section 1.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to apply for the grant resources in relation to established application deadlines.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

Attachment A

DOTE Potential Project List

Projects	Matching Funds
Plum Street Improvements	Future City Capital & OKI STBG/CMAQ
2nd & 3rd Steet Crosswalks	Future City Capital
East 6th Street Rehabilitation	Future City Capital
Faraday Road Improvements	Future City Capital
W North Bend Road Rehabilitation	Future City Capital
Victory Parkway Improvements (Taft to Gilbert)	Future City Capital & OKI STBG/CMAQ
Gilbert Avenue Improvements (MLK to Woodburn)	Future City Capital & OKI STBG/CMAQ
Evans Street Improvements	Future City Capital
Eggleston Avenue Rehabilitation	Future City Capital & OKI Repaving
Twain Street Improvements	Future City Capital
Duck Creek Sidewalk	Future City Capital & ODOT Safety
Purcell Sidewalk	Future City Capital & OKI TA
Reading & Asmann Improvements	Future City Capital & OKI TA
CTCS Columbia Tusculum	Future City Capital
Red Bank Shared Use Path	Future City Capital & State Grant Funding
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Artist Alley Reconstruction	Future City Capital
Lick Run Connector	Future City Capital & OKI STBG/CMAQ
Western Hills Viaduct	Future City Capital & Various Other Grants
Baltimore Landslide	Future City Capital
Glenway Ave Landslide	Future City Capital
Highland Ave Landslide	Future City Capital
Court Street Bike Facility	Future City Capital & State Grant Funding
Queen City Avenue Rehabilitation	Future City Capital

city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of City Council

202601549

From: Sheryl M.M. Long, City Manager

Subject: **Emergency Ordinance – Purchase, Funding, and Development Agreement for Convention Center (Whex) Garage with Whex Garage, LLC**

Attached is an Emergency Ordinance captioned:

AUTHORIZING the City Manager to execute a Purchase, Funding, and Development Agreement with Whex Garage LLC, (a wholly-owned subsidiary of 3CDC), pursuant to which the City will: (i) purchase certain property located on the southwest corner of W. 5th Street and Elm Street in Cincinnati, (ii) then lease such property to Whex Garage LLC, and (iii) provide a grant in an amount not to exceed $4,000,000 to Whex Garage LLC to renovate the existing garage, commonly known as the Whex Garage, located on such property; **ESTABLISHING** new capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements; **AUTHORIZING** the transfer and return to source of $4,000,000 from capital improvement program project account no. 980x164x241620, "Convention Center District Urban Renewal TIF," to the unappropriated surplus of Urban Renewal – Tax Increment Bond Fund 852; **AUTHORIZING** the transfer and appropriation of $4,000,000 from the unappropriated surplus of Urban Renewal – Tax Increment Bond Fund 852 to the newly established capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements; and **DECLARING** that (i) the improvement of the Whex Garage to be an urban renewal project located in an urban renewal area, each as defined in Ohio Revised Code Chapter 725, and (ii) expenditures from the newly established capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements serve a public purpose because the project will foster additional redevelopment and reinvestment in the Convention Center District in support of the City-owned Convention Center.

BACKGROUND

Ordinance 6-2022 approved by Council on January 26, 2022 established Cincinnati Center City Development Corporation ("3CDC") as the Convention District Development Manager working on behalf of the City of Cincinnati ("City") and Hamilton County, Ohio ("County"). In March 2023, in it's capacity as Development Manager, 3CDC acquired the 780-space Whex Garage at 212 West Fourth Street in the Central Business District under affiliate Whex Garage, LLC. To support the acquisition, Ordinance 84-2023 approved by Council on March 15, 2023 authorized an annual contribution of $275,000 in TIF District funds to back the $12.3 million in acquisition financing and equity secured by 3CDC. A total of $825,000 in TIF District funds has been provided to date.

Since acquiring the Whex Garage in 2023, 3CDC has completed the renovation of the First Financial Center and helped advance plans and secure legislative approvals for the construction of a new Convention Headquarters Hotel. As part of the overall Convention District planning process, the Whex Garage is also undergoing a $15.4 million renovation and will be renamed the Convention Center Garage. This proposed Purchase, Funding, and Development Agreement outlines additional City participation and support for the renovation and operation of the Convention Center Garage.

PROJECT INFORMATION

Renovation of the Convention Center Garage commenced in May 2025, in part to ensure that it is completed with minimal delay compared to the opening of the First Financial Center. In addition to the $15.4 million in hard and soft costs, the project includes an additional $12.3 million in acquisition carry costs for a total project cost of $27.7 million with a completion date of no later than October 31, 2026. Financing for the renovation includes a private loan and equity secured by 3CDC, the previously secured loan from ODOD, and a requested $4 million grant from the City to be funded with savings from the First Financial Center renovation. The Convention Center Garage renovation includes the reconfiguration of internal ramps, removal of the 5th Street speed ramp, creation of a new ground level vehicular access point along 5th Street, construction of a new elevator and stair tower on 5th Street connecting the garage to the First Financial Center and the Convention Headquarters Hotel, and upgrades to the mechanical, electrical, and plumbing systems.

In addition to the City's financial support of the renovation, the Purchase, Funding, and Development Agreement also anticipates the City acquiring the Convention Center Garage from 3CDC for one dollar. Holding title to the Convention Center Garage will ensure the City has oversight and control over an important public asset supporting the Convention District. Additionally, the City's ownership will facilitate a property tax exemption that will support the financial viability of the Convention Center Garage specifically and the Convention District as a whole. The Purchase, Funding, and Development Agreement includes a lease and management agreement outlining terms and conditions under which 3CDC will manage the garage on behalf

of the City. Many of the management terms and conditions mirror the garage master lease provisions that govern 3CDC's management of other City-owned public parking garages.

DEVELOPER INFORMATION

Whex Garage, LLC, is a wholly owned subsidiary of 3CDC. 3CDC is a private, non-profit 501(c)(3) corporation with a mission to strengthen the core assets of downtown by revitalizing and connecting the Central Business District and Over-the-Rhine.

RECOMMENDATION

The Administration recommends approval of this Emergency Ordinance to authorize execution of the Purchase, Funding, and Development Agreement. The emergency designation is necessary to enable timely execution of documents required to meet project deadlines.

Copy: Markiea L. Carter, Director, Department of Community & Economic Development

E M E R G E N C Y

EVK

- 2026

AUTHORIZING the City Manager to execute a Purchase, Funding, and Development Agreement with Whex Garage LLC, (a wholly-owned subsidiary of 3CDC), pursuant to which the City will: (i) purchase certain property located on the southwest corner of W. 5th Street and Elm Street in Cincinnati, (ii) then lease such property to Whex Garage LLC, and (iii) provide a grant in an amount not to exceed $4,000,000 to Whex Garage LLC to renovate the existing garage, commonly known as the Whex Garage, located on such property; **ESTABLISHING** new capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements; **AUTHORIZING** the transfer and return to source of $4,000,000 from capital improvement program project account no. 980x164x241620, "Convention Center District Urban Renewal TIF," to the unappropriated surplus of Urban Renewal – Tax Increment Bond Fund 852; **AUTHORIZING** the transfer and appropriation of $4,000,000 from the unappropriated surplus of Urban Renewal – Tax Increment Bond Fund 852 to the newly established capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements; and **DECLARING** that (i) the improvement of the Whex Garage to be an urban renewal project located in an urban renewal area, each as defined in Ohio Revised Code Chapter 725, and (ii) expenditures from the newly established capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements serve a public purpose because the project will foster additional redevelopment and reinvestment in the Convention Center District in support of the City-owned Convention Center.

WHEREAS, in 2022, the City and the Board of County Commissioners of Hamilton County, Ohio, acting for and on behalf of Hamilton County, Ohio (the "County") appointed Cincinnati Center City Development Corporation ("3CDC") as master developer for the redevelopment of the City-owned Convention Center (the "Convention Center") and certain properties surrounding the Convention Center, including (i) certain real property located on the southwest corner of W. 5th Street and Elm Street in Cincinnati (the "Property"), which is currently owned by Whex Garage LLC ("Developer"), and (ii) approximately 1.71 acres of real property located at 251 W. Fifth Street and 240 W. Fourth Street immediately adjacent to the Property, upon which a convention center hotel is to be constructed pursuant to an agreement among the City, the County, and Cincinnati CH (OH), LLC (the "Convention Center Hotel Project"); and

WHEREAS, the City, Developer, and Cincinnati CH (OH), LLC have entered or will enter into a Real Estate Agreement to convey certain real property interests that benefit and burden the Property; and

WHEREAS, to further facilitate the success of the recently redeveloped Convention Center and the to-be constructed Convention Center Hotel Project, the parties acknowledge and agree there is a need for a public parking garage to support those assets; and

WHEREAS, the City desires to purchase the Property, including the parking garage located thereon operated as the Whex Garage, from Developer and Developer desires to convey the Property to the City, for the total purchase price of $1; and

WHEREAS, following the transfer of the Property, the City intends to lease the Property to Developer pursuant to a Lease and Management Agreement, between the City and Developer, pursuant to which Developer shall operate the Property as a public parking garage (the "Lease"); and

WHEREAS, Developer is further engaged in renovating the Whex Garage, including through the reconfiguration of internal ramps, removal of a speed ramp, creation of a new ground level vehicular access point along Fifth Street, construction of a new elevator and stair tower connecting the garage to the Convention Center and the Convention Center Hotel Project, and an upgrade of building MEP systems (the "Project"); and

WHEREAS, the City desires to provide support for the Project in the form of a grant of City funds in an amount not to exceed $4,000,000, which funds are to be sourced from the construction savings from the recently completed Convention Center renovation project; and

WHEREAS, the City's Real Estate Services Division has determined, by appraisal, that the current fair market annual rental value of the lease of the Property is $1,200,000; however, the City has determined that because: (i) the Property will be conveyed to the City for nominal consideration, and (ii) the economic and non-economic benefits the City will receive from the lease of the Property to Developer under the Lease shall equal or exceed the fair market rental value from such Lease, the City is agreeable to leasing the Property to Developer at the rate of $1 per year; and

WHEREAS, the City has determined that eliminating competitive bidding in connection with the lease of the Property is in the best interest of the City because (i) ownership of the Property is being transferred to the City by Developer as part of the larger Convention Center District redevelopment, (ii) such transfer of the Property to the City is contingent upon the City's lease of the Property to Developer for tax exemption purposes, and (iii) the City has an established relationship with 3CDC and its affiliates to manage and maintain other City-owned public parking assets in the Central Business District and Over-the-Rhine neighborhoods; and

WHEREAS, the City has determined that the Property is not needed for any other municipal purpose during the terms of the proposed lease thereof; and

WHEREAS, the City believes that the Project is in the vital and best interests of the City and the health, safety, and welfare of its residents; and is consistent with the public purpose and provisions of applicable federal, state, and local laws and requirements; and

WHEREAS, Section 13 of Article VIII of the Ohio Constitution provides that, in order to create or preserve jobs and employment opportunities, and to improve the economic welfare of the people of the state, it is in the public interest and a proper public purpose for the state or its political subdivisions, or not-for-profit corporations designated by them, to acquire, construct, enlarge, improve, or equip, and to sell, lease, exchange, or otherwise dispose of, property, structures, equipment, and facilities for industry, commerce, distribution, and research, and to make loans and

to provide moneys for the acquisition, construction, enlargement, improvement, or equipment of such property, structures, equipment, and facilities; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute a Purchase, Funding, and Development Agreement (the "Agreement") with Whex Garage LLC, an Ohio limited liability company ("Developer"), a wholly-owned subsidiary of Cincinnati Center City Development Corporation ("3CDC"), in substantially the form as attached to this ordinance as Attachment A and incorporated herein by reference, pursuant to which the City of Cincinnati (the "City") will: (a) purchase certain real property located on the southwest corner of W. 5th Street and Elm Street in Cincinnati, including the parking garage located thereon commonly referred to as the Whex Garage (the "Property"), (b) then lease the Property to Whex Garage LLC, and (c) provide a grant to Developer in an amount not to exceed $4,000,000 from construction savings associated with the recently completed Convention Center renovation project for certain improvements to the Whex Garage and related infrastructure improvements.

Section 2. That the City's Real Estate Services Division has determined, by professional appraisal, that the fair market rental value of the Property is approximately $1,200,000 per year; however, the City is agreeable to leasing the Property to Developer at the rate of $1 annually because the City will receive economic and non-economic benefits from the transaction that are anticipated to equal or exceed the fair market rental value of the Property and because it is in the best interest of the City due to the development and financial benefits the City will achieve from the transaction.

Section 3. That the City intends to lease the Property to Developer pursuant to a Lease and Management Agreement, in substantially the form as attached to the Agreement (the "Lease"), pursuant to which Developer shall operate the Property as a public parking garage.

Section 4. That (a) it is in the best interest of the City to eliminate competitive bidding in connection with the City's lease of the Property because (i) ownership of the Property is being transferred to the City by Developer as part of the larger Convention Center District redevelopment, (ii) such transfer of the Property to the City is contingent upon the City's lease of the Property to Developer for tax exemption purposes, (iii) the City has an established relationship with 3CDC and its affiliates to manage and maintain other City-owned public parking assets in the Central Business District and Over-the-Rhine neighborhoods, and (iv) the Property is not needed for other municipal purposes during the term of the proposed lease thereof.

Section 5. That Council establishes new capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for improvements to the Whex Garage and related infrastructure improvements (the "Project").

Section 6. That Council authorizes the transfer and return to source of $4,000,000 from capital improvement program project account no. 980x164x241620, "Convention Center District Urban Renewal TIF," to the unappropriated surplus of Urban Renewal – Tax Increment Bond Fund 852.

Section 7. That Council authorizes the transfer and appropriation of $4,000,000 from the unappropriated surplus of Urban Renewal – Tax Increment Bond Fund 852 to capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," to provide resources for the Project pursuant to the Agreement.

Section 8. That Council hereby declares that (a) the Project constitutes an urban renewal project, and that the Project site constitutes an urban renewal area, each as defined in Ohio Revised Code ("R.C.") Chapter 725, and (b) expenditures from the newly established capital improvement program project account no. 980x105x261021, "Convention Center District Whex Garage TIF," in support of the Project serve a public purpose because the Project will foster additional

redevelopment and reinvestment in the Convention Center District in support of the City-owned Convention Center.

Section 9. That the City Manager and other City officials are authorized to take all necessary and proper actions to carry out the provisions of this ordinance, including, without limitation, executing any and all plats, deeds, leases, closing documents, agreements, amendments, memorandums of lease, and other instruments otherwise described in or required by this ordinance, the Agreement, or the Lease.

Section 10. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is to enable the transactions described herein to proceed within the time frame necessary to meet the closing timeline associated with those transactions.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

Contract No. _____

PURCHASE, FUNDING, AND DEVELOPMENT AGREEMENT

between the

CITY OF CINCINNATI

and

WHEX GARAGE LLC

Project Name: Whex Garage

(purchase and leaseback of real property for development
of a garage in Cincinnati)

PURCHASE, FUNDING, AND DEVELOPMENT AGREEMENT

This Purchase, Funding, and Development Agreement (this "**Agreement**") is made and entered into as of the Effective Date (as defined on the signature page hereof) by and between the **CITY OF CINCINNATI**, an Ohio municipal corporation, the address of which is 801 Plum Street, Cincinnati, Ohio 45202 (the "**City**"), and **WHEX GARAGE LLC**, an Ohio nonprofit limited liability company, the address of which is 1203 Walnut Street, 4th Floor, Cincinnati, Ohio 45202 ("**Developer**"), an affiliate of Cincinnati Center City Development Corporation, an Ohio nonprofit corporation ("**3CDC**").

Recitals:

A. In 2022, the City and the Board of County Commissioners of Hamilton County, Ohio, acting for and on behalf of Hamilton County, Ohio (the "**County**") appointed 3CDC as master developer for the redevelopment of the City-owned Convention Center (the "**Convention Center**") and certain properties surrounding the Convention Center, including (i) certain real property located on the southwest corner of W. 5th Street and Elm Street in Cincinnati, which property is more particularly described on Exhibit A (*Site Plan and Legal Description of Property*) hereto (the "**Property**"), which is owned by Developer, and (ii) [approximately 1.71 acres of real property located at 251 W. Fifth Street and 240 W. Fourth Street] immediately adjacent to the Property, upon which a convention center hotel is to be constructed pursuant to an agreement among the City, the County, and Cincinnati CH (OH), LLC (the "**Convention Center Hotel Project**").

B. Pursuant to a certain *Real Estate Agreement* dated _____, 2026, between the City, Developer, and Cincinnati CH (OH), LLC, the parties agreed to convey certain real property interests that benefit and burden the Property (the "**Hotel Real Estate Agreement**").

C. To further facilitate the success of the recently redeveloped Convention Center and the to-be constructed Convention Center Hotel Project, the parties acknowledge and agree there is a need for a public parking garage to support those assets.

D. Accordingly, the City desires to purchase the Property, including the parking garage located thereon operated as the Whex Garage, from Developer and Developer desires to convey the Property to the City on the Closing Date (as defined below), for the total purchase price of $1.00 (the "**Purchase Price**"), on the terms and conditions described herein.

E. Following the transfer of the Property, the City intends to lease the Property to Developer pursuant to a *Lease and Management Agreement*, between the City and Developer, where Developer shall operate the Property solely as a public parking garage (the "**Lease**").

F. In addition to leasing the Property from the City, Developer desires to renovate the existing garage on the Property, as more particularly described on Exhibit B (*Statement of Work, Budget, and Sources of Funds*) hereto (the "**Project**").

G. The City, upon the recommendation of the City's Department of Community and Economic Development ("**DCED**"), desires to provide support for the Project in the form of a grant of City funds in an amount not to exceed $4,000,000 (the "**Grant**"), on the terms and conditions described herein.

H. The City believes that the Project is in the vital and best interests of the City and the health, safety, and welfare of its residents; and is consistent with the public purpose and provisions of applicable federal, state, and local laws and requirements.

I. Section 13 of Article VIII of the Ohio Constitution provides that, in order to create or preserve jobs and employment opportunities, and to improve the economic welfare of the people of the state, it is in the public interest and a proper public purpose for the state or its political subdivisions, or not-for-profit corporations designated by them, to acquire, construct, enlarge, improve or equip, and to sell, lease, exchange or otherwise dispose of, property, structures, equipment and facilities for industry, commerce, distribution and research, and to make loans and to provide moneys for the acquisition,

construction, enlargement, improvement or equipment of such property, structures, equipment and facilities.

J. Execution of this Agreement on behalf of the City has been authorized by Ordinance No. _____ passed by City Council on _____.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Term. The term of this Agreement shall commence on the Effective Date, and unless sooner terminated as herein provided, shall end on the date on which Developer has satisfied all other obligations to the City under this Agreement (the "**Term**"). Any and all obligations of Developer that have accrued but have not been fully performed as of such termination or expiration date shall survive such termination or expiration until fully performed.

2. Purchase Price. Subject to the terms and conditions set forth herein, Developer hereby agrees to sell the Property to the City, and the City hereby agrees to purchase the Property from Developer, for the Purchase Price. The City acknowledges that it is familiar with the condition of the Property, and, at Closing (as defined below), Developer shall convey the Property to the City in "as is" condition, subject to all encumbrances of record consented to in writing by the City. Developer makes no representations or warranties to the City with respect to the condition of the Property and, from and after the Closing, Developer shall have no liability of any kind to the City for any defects, adverse environmental condition, or any other matters affecting the Property.

3. Amount and Terms of Grant. Subject to the terms and conditions of this Agreement, the City agrees to provide the Grant to Developer from City funds, in an amount not to exceed $4,000,000 (the "**Funds**"). The Funds shall be used exclusively to pay for the costs itemized on Exhibit B and for no other purpose. For the avoidance of doubt, Developer shall not use any portion of the Funds to pay for the purchase of inventory, supplies, furniture, trade fixtures, or any other items of personal property, or to establish a working capital fund. The City shall disburse the Funds as described in Exhibit C (*Disbursement of Funds*) hereto. Any disbursement of the Funds must be properly vouchered within 30 days of the Completion Date. The City shall have no obligation as to vouchers submitted thereafter. Notwithstanding anything herein to the contrary, the City shall have no obligation to disburse any of the Funds until all of the conditions for disbursement set forth in this Agreement, including, without limitation, Exhibit C, are satisfied. Except for the City's agreement to provide the Grant, as described herein, the City shall not be responsible for any costs associated with the completion of the Project.

4. Due Diligence Materials.

(A) Delivery of Due Diligence Materials to the City. Following the parties' execution of this Agreement, Developer, at its sole expense, shall obtain and deliver to the City the following items (collectively, the "**Due Diligence Materials**") prior to the Closing Date:

(i) *Title*: A title certificate or, if available, an Owner's Policy of Title Insurance, dated not prior to the Effective Date hereof, showing that Developer owns fee simple title to the Property free from liens or any other encumbrances, except those listed in Exhibit D (*List of Encumbrances*) hereto;

(ii) *Legal Description(s) and Survey*: Legal description of the Property and recent property survey of the Property showing all easements and other matters of record that can be shown on a survey;

(iii) *Site Plan*: Detailed site plan showing the Property and other improvements;

(iv) *Plans and Specifications*: Developer must provide plans and specifications for the Project, including such professionally-prepared architectural or engineering plans and specifications for the Project as may be required by the City (as the same may be

amended from time to time and approved by the City, the "**Plans and Specifications**"), generally consistent with the statement of work shown on Exhibit B;

(v) *Budget*: Developer must present a final itemized budget for the Project (as the same may be amended from time to time and approved by the City, the "**Budget**"), generally consistent with the budget shown on Exhibit B;

(vi) *Permits*: Developer must present evidence that any necessary City permits have been secured;

(vii) *Financing*: Developer must present evidence that all other financing necessary for the Project has been obtained, if applicable;

(viii) *Approval of Contractors*: Developer must present a list of contractors and subcontractors for the Project, none of whom shall be identified as being debarred on lists maintained by the City or by the federal or state governments;

(ix) *Environmental*: Phase I environmental site assessments for the Property, and a Phase II environmental site assessment as may be required at the discretion of the City;

(x) *Engineering Studies*: Geotechnical and other engineering studies for the Property as required at the discretion of the City;

(xi) *Insurance*: Evidence satisfactory to the City that Developer has obtained proof of insurance for all insurance policies required by the Lease; and

(xii) *Other Information*: Such other information and documentation pertaining to Developer or the Property as the City may reasonably request.

(B) Contingency for City's Satisfaction with Due Diligence Materials. Developer shall deliver all Due Diligence Materials to be provided by Developer to the City and fully cooperate with the City in any other investigations the City may conduct concerning the Property as the City deems reasonably necessary. All reports and the like obtained by Developer from third parties and delivered to the City shall be recent (i.e., prepared or updated, as the case may be, within 3 months from the date that the item is delivered to the City or within such shorter time period as stated herein or as the City deems necessary to reasonably rely on the accuracy of such item) and shall be prepared by properly licensed and qualified companies or individuals reasonably acceptable to the City. The City shall use reasonable efforts to notify Developer of its acceptance or objections to the Due Diligence Materials within 10 business days after receipt of such materials by the City.

(C) Right to Terminate. If during the due diligence investigations, any party determines that the transfer of the Property is not feasible or desirable for any reason, then, notwithstanding anything in this Agreement to the contrary, such party may terminate this Agreement by giving the other party written notice thereof, whereupon this Agreement shall terminate and no party shall thereafter have any rights or obligations hereunder. All rights of the parties under this Section 4(C) shall expire as of the Closing Date.

5. Conveyance of the Property.

(A) Agreement to Sell Property. In consideration of the Purchase Price and the covenants contained herein, Developer hereby agrees to sell to the City, and the City agrees to purchase, all of Developer's right, title, and interest in and to the Property. Between the Effective Date and the conveyance of the Property to the City (the "**Closing**"), Developer shall not make or permit any physical changes to the Property outside of those consistent with the Plans and Specifications without the City's prior written consent. Developer shall deliver exclusive possession of the Property to the City at the Closing, including the existing interests on the Property identified on Exhibit E (*List of Existing Interests*) hereto.

(B) City's Right to Enter. Between the Effective Date and the Closing, the City's agents, employees, and contractors shall have the right to enter upon the Property for purposes of inspection and any and all other reasonable purposes.

(C) Reserved.

(D) Title. Except as may be expressly provided herein and in the Hotel Real Estate Agreement, Developer shall not take any action without the City prior's written consent between the Effective Date and the Closing that affects the title to the Property, including, without limitation, conveying any interest in the Property to any third party, granting any easements, or otherwise voluntarily or consensually performing any act that results in any additional exceptions to title that would survive such Closing.

(E) Closing Date. On such date upon which the parties mutually agree (the "**Closing Date**"), but in no event later than _____, Developer shall transfer title of the Property to the City by general warranty deed in substantially the form of Exhibit F (*Form of General Warranty Deed*) hereto (the "**Deed**"). Developer's title shall be free, clear, and unencumbered, subject only to such matters of record as are acceptable to the City. At the Closing, Developer shall execute a customary seller's title affidavit and the parties shall execute a settlement statement, and any and all other customary closing documents, all in form and substance reasonably agreed to by Developer and the City.

(F) Closing Costs. At the Closing, Developer shall pay all customary closing costs (e.g., County transfer tax and County recording fees, if applicable). Developer shall be exclusively responsible for all delinquent taxes and assessments, including penalties and interest, and for all other real estate taxes and assessments that are a lien at the time of the Closing. Real estate taxes and assessments shall be prorated as of the Closing Date.

(G) Environmental Indemnity. As a material inducement to the City to enter into this Agreement, Developer does hereby agree that, with respect to any environmental condition on or otherwise affecting the Property that exists at or prior to the time of the City's execution of this Agreement, or that arises post-Closing during the City's ownership of the Property while the Lease is in effect (herein, an "**Environmental Condition**"), and regardless of whether or not such Environmental Condition is described in any environmental assessment or any other environmental report that may have been previously furnished by Developer to the City or otherwise obtained by the City, Developer shall (i) at no expense to the City, promptly take all steps necessary to remediate such Environmental Condition, within a reasonable time after discovery, to the satisfaction of the City's Office of Environment and Sustainability, and (ii) defend, indemnify, and hold the City harmless from and against any and all actions, suits, claims, losses, costs (including, without limitation, attorneys' fees), demands, judgments, liability, and damages suffered or incurred by or asserted against the City as a result of or arising from any such Environmental Condition, unless such Environmental Condition occurred during the City's prior ownership. Developer's obligations for (x) remediation under this paragraph shall survive the completion of the Project, and (y) indemnity under this paragraph shall survive the completion of the Project and the term of the Lease, as it relates to any Environmental Condition created prior to the expiration or termination thereof.

6. Lease. On the Closing Date, the City and Developer shall enter into the Lease, pursuant to which the City shall convey a leasehold interest in the Property to Developer in accordance with the terms and conditions of the Lease, which Lease shall be substantially in the form of Exhibit G (*Form of Lease Agreement*) hereto.

7. Commencement and Completion of Project.

(A) Commencement and Completion of Construction. Developer (i) represents that it (a) applied for and receive the required building permits from the City's Department of Buildings and Inspections ("**B&I**") for construction of the Project, and (b) commenced on-site construction of the Project in accordance with the Plans and Specifications as of _____, 20____; and (ii) shall complete construction of the Project (as evidenced by issuance of a certificate of occupancy for the Project) in accordance with the Plans and Specifications and all other City approvals no later than October 31, 2026 (the "**Completion Date**"); *provided however*, that upon Developer's written request and at the City's sole and absolute discretion, the City may extend the Completion Date each by up to 12 months by providing written notice to Developer.

Under no circumstances shall Developer use insufficient funds as the justification for requesting an extension of either such date.

(B) Plans and Specifications. Developer shall complete the Project in accordance with the Plans and Specifications. Developer shall not make any material changes thereto without the City's prior written consent.

(C) Contractors and Subcontractors. In performing work on the Project, Developer shall not solicit bids from any contractors or subcontractors who are identified as being debarred by the federal or state government or who are identified as being debarred on the City's Vendor's Performance list.

(D) Applicable Laws. Developer shall obtain, pay for, and maintain all necessary building permits and other permits, licenses, and other governmental approvals and shall comply with all applicable federal, state, and local laws, codes, ordinances, judicial orders, and other governmental requirements applicable to the Project, including, without limitation, those set forth on Exhibit H (*Additional Requirements*) hereto, and this Agreement shall in no way act as an authorization for Developer to act without obtaining such permits or licenses, or in violation of applicable laws, codes, ordinances, judicial orders or other governmental requirements. The City makes no representations or other assurances to Developer that Developer will be able to obtain whatever variances, permits, or other approvals from B&I, the City's Department of Transportation and Engineering ("**DOTE**"), other City departments, City Planning Commission, City Council, or any other governmental agency that may be required in connection with the Project.

(E) Inspection of Work. During construction at the Property, the City, its employees and agents shall have the right at all reasonable times to inspect the progress of construction to determine whether Developer is complying with its obligations under this Agreement. If the City determines that the work is not in accordance with the Plans and Specifications or other requirements of this Agreement, is not in compliance with all applicable laws, or is not performed in a good and workmanlike manner, the City shall have the right, in its reasonable judgment and after giving Developer prior written notice thereof, to stop such work and order its replacement at Developer's expense, and pursue all other rights and remedies available under this Agreement, the Lease, or available at law or in equity, including, without limitation, pursuing an action for specific performance.

(F) Mechanics' Liens. Developer shall not permit any mechanics' liens or other liens to be filed against the Property during construction. If a mechanic's lien shall at any time be filed, Developer shall, within 30 days after notice of the filing thereof, cause the same to be discharged of record.

(G) Reporting During Construction. Upon the City's request throughout construction, Developer shall provide the City with reports describing the status of the Project, including, without limitation, information about whether the Project is on budget and on schedule and containing such additional pertinent information thereto as the City may from time-to-time reasonably request. Developer shall submit a final report to the City upon completion of the Project.

(H) Recognition of City Support. Developer shall acknowledge the support of the City with respect to the Project in all printed materials such as informational releases, pamphlets and brochures, construction signs, project and identification signage, and any publicity such as that appearing on the Internet, television, cable television, radio, or in the press or any other printed media. In identifying the City as a participant, Developer shall use either the phrase "Project made possible by the City of Cincinnati" or a City of Cincinnati logotype or other form of acknowledgement that has been approved in advance in writing by the City. Developer's obligations under this section shall commence on the Effective Date and shall terminate on the date on which the Project has been completed.

(I) Barricade Fees Payable to DOTE. Developer acknowledges that (i) Developer may be required to obtain a barricade permit and pay barricade fees to DOTE for the closure of any sidewalks and curb lanes of the adjacent streets if and when construction necessitates such closures, and (ii) with many entities competing for space on City streets, it is important that construction activities be limited to only that space which is reasonably necessary and the shortest duration as possible and that all work be scheduled and performed to cause the least interruption possible to vehicular travel, bicyclists, pedestrians and

businesses; therefore, DOTE shall have the right to evaluate Developer's need for a barricade throughout construction and, if at any time after consultation with Developer DOTE determines that a barricade is not needed, DOTE shall have the right to withdraw the permit.

8. Insurance; Indemnity.

(A) Insurance. Throughout construction, Developer shall maintain, or cause to be maintained, the following insurance: (i) Commercial General Liability insurance of at least $1,000,000 per occurrence, combined single limit/$2,000,000 aggregate, naming the City as an additional insured, (ii) builder's risk insurance in the amount of 100% of the value of the improvements to be constructed, (iii) worker's compensation insurance in such amount as required by law, (iv) all insurance as may be required by Developer's lenders for the Project, and (v) such other insurance as may be reasonably required by the City's Division of Risk Management. Developer's insurance policies shall (a) be written in standard form by companies of recognized responsibility and credit reasonably acceptable to the City, that are authorized to do business in Ohio, and that have an A.M. Best rating of A VII or better, and (b) provide that they may not be canceled or modified without at least 30 days' prior written notice to the City. Within 10 days following execution of this Agreement, Developer shall send proof of all such insurance to the Department of Community and Economic Development at 805 Central Avenue, Suite 700, Cincinnati, Ohio 45202, Attention: Department of Community and Economic Development, or such other address as may be specified by the City from time to time.

(B) Waiver of Subrogation. Developer hereby waives all claims and rights of recovery, and on behalf of Developer's insurers, rights of subrogation, against the City, its employees, agents, contractors, and subcontractors with respect to any and all damage to or loss of property that is covered or that would ordinarily be covered by the insurance required under this Agreement to be maintained by Developer, even if such loss or damage arises from the negligence of the City, its employees, agents, contractors, or subcontractors; it being the agreement of the parties that Developer shall at all times protect against such loss or damage by maintaining adequate insurance. Developer shall cause its property insurance policies to include a waiver of subrogation provision consistent with the foregoing waiver.

(C) Indemnity. Notwithstanding anything in this Agreement to the contrary, as a material inducement to the City to enter into this Agreement, Developer shall defend, indemnify, and hold the City, its officers, council members, employees, and agents (collectively, the "**Indemnified Parties**") harmless from and against any and all actions, suits, claims, losses, costs (including, without limitation, attorneys' fees), demands, judgments, liability and damages (collectively, "**Claims**") suffered or incurred by or asserted against the Indemnified Parties as a result of or arising from the acts of Developer, its agents, employees, contractors, subcontractors, licensees, invitees or anyone else acting at the request of Developer in connection with the Project. Developer's obligations under this paragraph shall survive termination or expiration of this Agreement with respect to Claims suffered, incurred, asserted, or arising prior thereto.

9. Casualty; Eminent Domain. If the Property, or any improvements thereon made pursuant to the Project, is damaged or destroyed by fire or other casualty during construction, or if any portion of the Property is taken by exercise of eminent domain (federal, state, or local), Developer shall repair and restore the Property, as expeditiously as possible, and to the extent practicable, to substantially the same condition that existed immediately prior to such occurrence. If the available condemnation or insurance proceeds are insufficient to fully repair and restore the Property, the City shall not be required to make up the deficiency. Developer shall handle all construction or reconstruction in accordance with the applicable requirements set forth herein, including, without limitation, obtaining the City's approval of the plans and specifications for the improvements if they deviate from the final Plans and Specifications as initially approved by the City hereunder. Developer shall not be relieved of any obligations, financial or otherwise, under this Agreement during any period in which the Project or the Property is being repaired or restored.

10. Default; Remedies.

(A) Default. The occurrence of any of the following shall be an "**event of default**" under this Agreement:

(i) the failure of Developer to perform or observe any obligation, duty, or responsibility under this Agreement, the Lease, or any other agreement to which Developer and the City are parties, or which the Property or the owner thereof is subjected to, and failure by Developer to correct such failure within 30 days after Developer's receipt of written notice thereof from the City (the "**Cure Period**"); *provided, however*, that if the nature of the default is such that it cannot reasonably be cured during the Cure Period, Developer shall not be in default under this Agreement or the Lease so long as Developer commences to cure the default within the Cure Period and thereafter diligently completes such cure within 60 days after Developer's receipt of the City's initial notice of default. Notwithstanding the foregoing, if Developer's failure to perform or observe any obligation, duty, or responsibility under this Agreement or the Lease creates a dangerous condition or otherwise constitutes an emergency as determined by the City, an event of default shall be deemed to have occurred if Developer fails to take corrective action immediately upon discovering such dangerous condition or emergency; or

(ii) the dissolution of Developer, the filing of any bankruptcy or insolvency proceedings by or against Developer, the making by Developer of an assignment for the benefit of creditors, the appointment of a receiver (temporary or permanent) for Developer or the Property, or the attachment of, levy upon, or seizure by legal process of any of the property of Developer; or

(iii) any representation, warranty, or certification of Developer made in connection with this Agreement, the Lease, or any other related agreements or documents shall prove to have been false or materially misleading when made.

(B) Remedies. Upon the occurrence of an event of default under this Agreement or the Lease that are not cured or corrected within the Cure Period, the City shall be entitled to: (i) if the default occurs prior to Closing, terminate this Agreement or the Lease by giving Developer written notice thereof, (ii) take such actions in the way of "self-help" as the City determines to be reasonably necessary or appropriate to cure or lessen the impact of such event of default, all at the expense of Developer, and (iii) exercise any and all other rights and remedies under this Agreement, the Lease, or available at law or in equity, including, without limitation, pursuing an action for specific performance. Developer shall be liable for all costs and damages, including, without limitation, attorneys' fees, suffered or incurred by the City as a result of a default of Developer under this Agreement, the Lease, or the City's enforcement or termination of this Agreement or the Lease. The failure of the City to insist upon the strict performance of any covenant or duty or to pursue any remedy under this Agreement, the Lease, or any other agreement to which Developer and the City are parties relating to the Project shall not constitute a waiver of the breach of such covenant or of such remedy.

11. Notices. All notices given by the parties hereunder shall be deemed given if personally delivered, or delivered by UPS, Federal Express, or other recognized courier service, or mailed by U.S. registered or certified mail, postage prepaid, return receipt requested, addressed to the parties at their addresses below or at such other addresses as either party may designate by notice to the other party given in the manner prescribed herein. Notices shall be deemed given on the date of receipt.

To the City:

City of Cincinnati
Attention: Director of the Department of Community and Economic Development
Centennial Plaza Two, Suite 700
805 Central Avenue,
Cincinnati, Ohio 45202

To Developer:

Whex Garage LLC
1203 Walnut Street, 4th Floor
Cincinnati, Ohio 45202
Attention: Legal

If Developer sends a notice to the City alleging that the City is in default under this Agreement, Developer shall simultaneously send a copy of such notice by U.S. certified mail to: City Solicitor, City of Cincinnati, 801 Plum Street, Suite 214, Cincinnati, Ohio 45202.

12. Representations, Warranties, and Covenants. Developer makes the following representations, warranties, and covenants to induce the City to enter into this Agreement:

(i) Developer is duly organized and validly existing under the laws of the State of Ohio, is qualified to do business in the State of Ohio, has properly filed all certificates and reports required to be filed by it under the laws of the State of Ohio, and is not in violation of any laws relevant to the transactions contemplated by this Agreement.

(ii) Developer has full power and authority to execute and deliver this Agreement and to carry out the transactions provided for herein. This Agreement has by proper action been duly authorized, executed, and delivered by Developer and all actions necessary have been taken to constitute this Agreement, when executed and delivered, valid and binding obligations of Developer.

(iii) Developer's execution, delivery, and performance of this Agreement and the transactions contemplated hereby will not violate any applicable laws, or any writ or decree of any court or governmental instrumentality, or Developer's organizational documents, or any mortgage, contract, agreement or other undertaking to which Developer is a party or which purports to be binding upon Developer or upon any of its assets, nor is Developer in violation or default of any of the foregoing.

(iv) There are no actions, suits, proceedings, or governmental investigations pending, or to the knowledge of Developer, threatened against or affecting the Project or Developer or its parents, subsidiaries, or affiliates, at law or in equity or before or by any governmental authority that, if determined adversely, would impair the financial condition of such entity or its ability to perform its obligations with respect to the matters contemplated herein.

(v) Developer shall give prompt notice in writing to the City of the occurrence or existence of any litigation, labor dispute, or governmental proceeding or investigation affecting Developer that could reasonably be expected to interfere substantially with its normal operations or materially and adversely affect its financial condition or its completion of the Project.

(vi) The statements made and information contained in the documentation provided by Developer to the City that are descriptive of Developer or the Project have been reviewed by Developer and do not contain any untrue statement of a material fact or omit to state any material fact necessary in order to make such statements, in light of the circumstances under which they were made, not misleading.

(vii) With reference to Section 301-20 of the Cincinnati Municipal Code, neither Developer nor any of its affiliates are currently delinquent in paying any fines, penalties, judgments, water, or other utility charges, or any other amounts owed by them to the City.

13. Reporting Requirements.

(A) Submission of Records and Reports; Records Retention. Developer shall collect, maintain, and furnish to the City upon the City's request such accounting, financial, business, administrative, operational, and other reports, records, statements, and information as may be requested by the City pertaining to Developer, the Project, or this Agreement, including, without limitation, audited financial statements, bank statements, income tax returns, information pertinent to the determination of finances of the Project, and such reports and information as may be required for compliance with programs and projects funded by the City, Hamilton County, the State of Ohio, or any federal agency (collectively, "**Records and Reports**"). All Records and Reports compiled by Developer and furnished to the City shall be in such form as the City may from time to time require. Developer shall retain all Records and Reports for a period of 3 years after the completion of the Project.

(B) City's Right to Inspect and Audit. During construction and for a period of 3 years after completion of the Project, Developer shall permit the City and its employees, agents, and auditors to have reasonable access to and to inspect and audit Developer's Records and Reports. In the event any such inspection or audit discloses a material discrepancy with information previously provided by Developer to the City, Developer shall reimburse the City for its out-of-pocket costs associated with such inspection or audit.

14. General Provisions.

(A) Assignment. Developer shall not sell, lease, or convey any interest in or to the Property or assign its rights or obligations under this Agreement or the Lease without the prior written consent of the City, which may be withheld in the City's sole and absolute discretion, and any attempt to do so without the City's consent shall, at the City's option, render this Agreement null and void.

(B) Entire Agreement. This Agreement (including the exhibits hereto) contains the entire agreement between the parties with respect to the subject matter hereof and supersedes any and all prior discussions, negotiations, representations, or agreements, written or oral, between them respecting the subject matter hereof. In the event that any of the provisions of this Agreement are in conflict or are inconsistent, the provision determined by the City to provide the greatest legal and practical safeguards with respect to the City's interests in connection with this Agreement shall control.

(C) Amendments and Waivers. This Agreement may be amended, waived, or otherwise modified only by a written amendment signed by both parties.

(D) Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the City of Cincinnati and the State of Ohio. All actions regarding this Agreement shall be brought in the Hamilton County Court of Common Pleas, and Developer agrees that venue in such court is proper. Developer hereby waives trial by jury with respect to any and all disputes arising under this Agreement.

(E) Binding Effect. This Agreement shall be binding upon and shall inure to the benefit of and be enforceable by and against the parties and their respective successors and permitted assigns.

(F) Captions. The captions of the various sections and paragraphs of this Agreement are not part of the context hereof and are only guides to assist in locating such sections and paragraphs and shall be ignored in construing this Agreement.

(G) Severability. If any part of this Agreement is held by a court of law to be void, illegal, or unenforceable, such part shall be deemed severed from this Agreement, and the balance of this Agreement shall remain in full force and effect.

(H) No Third Party Beneficiaries. No third party beneficiary rights are intended to be created by this Agreement.

(I) No Brokers. Developer represents to the City that it has not dealt with a real estate broker, salesperson, or other person who might claim entitlement to a fee or other compensation from either party as a result of the parties' execution of this Agreement.

(J) No Recording. This Agreement shall not be recorded in the Hamilton County Recorder's Office.

(K) Time. Time is of the essence with respect to the performance by Developer of its obligations under this Agreement.

(L) Official Capacity. All representations, warranties, covenants, agreements, and obligations of the City under this Agreement shall be effective to the extent authorized and permitted by applicable law. None of those representations, warranties, covenants, agreements, or obligations shall be deemed to be a representation, warranty, covenant, agreement, or obligation of any present or future officer, agent, employee, or attorney of the City in other than his or her official capacity.

(M) Conflict of Interest. No officer, employee, or agent of the City who exercises any functions or responsibilities in connection with the planning or carrying out of the Project shall have any personal financial interest, direct or indirect, in Developer or in the Project, and Developer shall take appropriate steps to assure compliance.

(N) Administrative Actions. To the extent permitted by applicable laws, and unless otherwise expressly provided in this Agreement, all actions taken or to be taken by the City under this Agreement may be taken by administrative action and shall not require legislative action of the City beyond the legislative action authorizing the execution of this Agreement.

(O) Counterparts and Electronic Signatures. This Agreement may be executed by the parties hereto in two or more counterparts and each executed counterpart shall be considered an original but all of which together shall constitute one and the same instrument. This Agreement may be executed and delivered by electronic signature.

15. Exhibits. The following exhibits are attached hereto and made a part hereof:
Exhibit A – *Site Plan and Legal Description of Property*
Exhibit B – *Statement of Work, Budget, and Sources of Funds*
Exhibit C – *Disbursement of Funds*
Exhibit D – *List of Encumbrances*
Exhibit E – *List of Existing Interests*
Exhibit F – *Form of General Warranty Deed*
Exhibit G – *Form of Lease Agreement*
Exhibit H – *Additional Requirements* (incl. Addendum I - City's Prevailing Wage Determination)

[*SIGNATURE PAGE FOLLOWS*]

Executed by the parties on the dates indicated below their respective signatures, effective as of the later of such dates (the "**Effective Date**").

CITY OF CINCINNATI,
an Ohio municipal corporation

By: _____
Sheryl M. M. Long, City Manager

Date: _____, 2026

WHEX GARAGE LLC,
an Ohio limited liability company

By: _____

Printed Name: _____

Title: _____

Date: _____, 2026

Approved as to Form:

_____
Assistant City Solicitor

Certified Date: _____
Fund/Code: _____
Amount: _____
By: _____
Steve Webb, City Finance Director

Exhibit A
to Purchase, Funding, and Development Agreement

Site Plan and Legal Description of Property

Property Address:

Auditor Parcel ID No.:

Situated in Section 18, Town 4, Fractional Range 1, Between the Miamis, Cincinnati Township, The City of Cincinnati, Hamilton County, Ohio, and being Lot 1 of Whex Garage Subdivision, Section One as recorded in Plat Book _ Page _, of the Hamilton County Recorder's Office.

Exhibit B
to Purchase, Funding, and Development Agreement

Statement of Work, Budget, and Sources of Funds

I. STATEMENT OF WORK

Developer shall manage the renovation of the 780 space Convention Center Garage located at 210 W 4th Street. The renovation includes the reconfiguration of internal ramps, removal of the 5th Street speed ramp, creation of a new ground level vehicular access point along 5th Street, construction of a new elevator and stair tower on 5th Street connecting the garage to the Convention Center and the Convention Headquarters Hotel. Additionally, the renovation will upgrade building MEP systems.

II. BUDGET

Budget Items	Total	City Funds	Non-City Funds
Acquisition Carry Costs	$12,330,461	$0	$12,330,461
General Requirements, General Conditions	$315,755	$0	$315,755
Demo, Concrete, Foundations, Elevator, Electrical, and Structural Steel	$5,759,667	$4,000,000	$1,759,667
General Trades, Roofing, Curtain Wall, Paint, Signage	$1,592,084	$0	$1,592,084
Fire Suppression, Plumbing, Masonry	$797,111	$0	$797,111
Restoration, Landscape, Utilities	$608,352	$0	$608,352
Miscellaneous Hard Costs	$2,873,218	$0	$2,873,216
FF&E	$293,000	$0	$293,000
Contingency	$623,366	$0	$623,366
Developer Fee	$750,000	$0	$750,000
Interest Carry	$542,000	$0	$542,000
Operating Reserve	$250,000	$0	$250,000
Other Soft Costs	$1,043,456	$0	$1,043,456
Total	**$27,778,470**	**$4,000,000**	**$23,778,468**

I. SOURCES OF FUNDS

Construction Loan	$13,200,000
CEF III Equity	$4,578,470
ODOD	$6,000,000
City Grant	$4,000,000
Total	**$27,778,470**

Exhibit C
to Purchase, Funding, and Development Agreement

Disbursement of Funds

(A) Conditions to be Satisfied Prior to Disbursement of Funds. The City shall be under no obligation to disburse the Funds unless and until the following conditions are satisfied and continue to be satisfied:

(i) Closing on the Property has occurred and Developer and the City have executed the Lease;

(ii) Developer has provided the City with evidence of insurance required under this Agreement;

(iii) Developer has provided the City with evidence that it has obtained all licenses, permits (including Revocable Street Privileges), governmental approvals, written authorization from DOTE, and the like necessary for the Project;

(iv) Developer has provided the City with evidence that Developer has secured all other funds necessary to complete the Project (if any);

(v) Developer has provided and the City has approved of the Due Diligence Materials, and the Project has commenced and is proceeding in accordance with the Plans and Specifications, Budget, and Construction Schedule;

(vi) Developer has provided the City with such other documents, reports, and information relating to the Project as the City has reasonably requested; and

(vii) Developer is not in default under this Agreement or the Lease.

(B) Disbursement of Funds. Provided all of the requirements for disbursement of the Funds shall have been satisfied, the City shall endeavor to disburse the Funds to Developer within 30 days of receipt of a completed draw request in accordance with Section (C)(ii) of this Exhibit. The City shall disburse the Funds on a reimbursement basis and pro-rata with all construction loan funds being utilized by Developer for the Project (i.e., the Funds shall not be first in). Developer shall not be entitled to a disbursement of Funds to pay for costs incurred prior to June 12, 2025. Developer shall request the Funds and shall use the Funds solely for the purposes permitted under the Agreement. Nothing in this Agreement shall permit, or shall be construed to permit, the expenditure of Funds for the acquisition of supplies or inventory, or for the purpose of purchasing materials not used in the construction, or for establishing a working capital fund, or for any other purpose expressly disapproved in writing by the City. Developer shall not request a disbursement of Funds for any expenditure that is not itemized on or contemplated by the approved budget or if the costs for which the disbursement is being requested exceeds the applicable line item in the budget; however, Developer may request, in writing, that funds be transferred between line items, with the City's approval thereof not to be unreasonably withheld. Disbursements from the project account shall be limited to an amount equal to the actual cost of the work, materials, and labor incorporated in the work up to the amount of such items as set forth in Developer's request for payment. Anything contained in this Agreement to the contrary notwithstanding, the City shall not be obligated to make or authorize any disbursements from the project account if the City determines, in its reasonable discretion, that the amounts remaining from all funding sources with respect to the Project are not sufficient to pay for all the costs to complete construction. Developer acknowledges that the obligation of the City to disburse the Funds to Developer for construction shall be limited to the Funds to be made available by the City under this Agreement. Developer shall provide all additional funds from other resources to complete the Project. Notwithstanding anything in this Agreement to the contrary, the City's obligation to make the Funds

available to Developer, to the extent such Funds have not been disbursed, shall terminate 90 days following completion of construction of the Project.

(C) Draw Procedure

(i) Frequency. Developer may make disbursement requests no more frequently than once in any 30 day period.

(ii) Documentation. Each disbursement request shall include the following: For construction costs shown on the approved budget, Developer shall submit a draw request form provided by the City, with the following attachments: (i) an AIA G-702-703 Form (AIA) or such other similar form acceptable to the City, (ii) for partial payments, sworn affidavits and/or conditional lien waivers (together with invoices, contracts, or other supporting data) from all contractors, subcontractors, and materialmen covering all work, labor, and materials for the work through the date of the disbursement., (iii) for final payments, sworn affidavits and/or unconditional lien waivers (together with invoices, contracts, or other supporting data) from all contractors, subcontractors, and materialmen covering all work, labor, and materials for the work through the date of the disbursement and establishing that all such work, labor, and materials have been paid for in full, (iv) waivers or disclaimers from suppliers of fixtures or equipment who may claim a security interest therein, and (v) such other documentation or information requested by the City that a prudent construction lender might request. All affidavits and lien waivers shall be signed, fully-executed originals.

(D) Retainage. After review and approval of a disbursement request, the City shall disburse 90% of the amount requested (with retainage of 10%) or 100% of the amount requested if the application for payment already includes retainage in an amount of 10%. The retained amount shall be disbursed when (i) construction has been completed and evidence thereof, in form satisfactory to the City, has been delivered to the City, (ii) the City has obtained final lien waivers and all other conditions to payment set forth in this Agreement have been satisfied with respect to such payment, and (iii) Developer has complied with all of its other obligations under this Agreement as determined by the City in its sole discretion. For the avoidance of doubt, Developer may, following the completion of the Project, and upon the provision of the required documentation and the satisfaction of the other disbursement conditions in this Exhibit, request disbursal of the entire amount of Funds in one lump sum, in which case such amount would not be subject to retainage.

(E) Estoppel Certification. A request for the disbursement of City Funds shall, unless otherwise indicated in writing at the time Developer makes such request, be deemed as a representation and certification by Developer that (i) all work done and materials supplied to date are in accordance with the approved plans and specifications and in strict compliance with all legal requirements as of the date of the request, (ii) the construction is being completed in accordance with the approved budget and construction schedule, and (iii) Developer and the City have complied with all of their respective obligations under this Agreement. If Developer alleges that the City has been or is then in default under this Agreement at the time Developer makes such request, and if the City disputes such allegation, the City shall not be obligated to make or authorize such disbursement until the alleged default has been resolved.

Exhibit D
to Purchase, Funding, and Development Agreement

List of Encumbrances

TO BE ATTACHED

Exhibit E
to Purchase, Funding, and Development Agreement

List of Existing Interests

TO BE ATTACHED

Exhibit F
to Purchase, Funding, and Development Agreement

Form of General Warranty Deed

[SEE ATTACHED]

[SPACE ABOVE FOR RECORDER'S USE]

GENERAL WARRANTY DEED

WHEX GARAGE LLC, an Ohio nonprofit limited liability company ("**Grantor**"), for valuable consideration paid, hereby grants and conveys, with general warranty covenants, to the **CITY OF CINCINNATI**, an Ohio municipal corporation, the address of which is 801 Plum Street, Cincinnati, Ohio 45202 ("**Grantee**"), all of Grantor's right, title, and interest in and to the real property more particularly described on Exhibit A (*Legal Description*) hereto (the "**Property**"), to wit:

Property Address:

Auditor's Parcel No.

Prior Instrument Reference: Official Record _____, Page _____, Hamilton County, Ohio Recorder's Office

Funding for the City's acquisition of the described Property was authorized by Ordinance No. _____, passed by City Council on _____.

Exhibits. The following exhibits are attached hereto and made a part hereof:

Exhibit A – Legal Description

Executed on the date of acknowledgement below.

WHEX GARAGE LLC

By: _____

Printed Name: _____

Title: _____

STATE OF OHIO)
) SS:
COUNTY OF HAMILTON)

The foregoing instrument was acknowledged before me this ___ day of _____, 2026 by _____, the _____ of the Whex Garage LLC, an Ohio limited liability company, on behalf of the company.

_____
Notary Public
My commission expires: _____

Approved as to Form:

_____
Assistant City Solicitor

This instrument prepared by:
City of Cincinnati Law Department
801 Plum Street
Cincinnati, Ohio 45202

EXHIBIT A
to General Warranty Deed

Legal Description

TO BE ATTACHED TO EXECUTION VERSION

Exhibit G
to Purchase, Funding, and Development Agreement

Form of Lease Agreement

SEE ATTACHED

Contract No. _____

LEASE AND MANAGEMENT AGREEMENT
(Whex Garage LLC)

THIS LEASE AND MANAGEMENT AGREEMENT (this "**Lease**") is made and entered into as of the Effective Date (as defined on the signature page hereof) by and between the **CITY OF CINCINNATI**, an Ohio municipal corporation, having an address of 801 Plum Street, Cincinnati, Ohio 45202 (the "**City**"), and **WHEX GARAGE LLC**, an Ohio nonprofit limited liability company, having an address of 1203 Walnut Street, 4th Floor, Cincinnati, Ohio 45202 ("**Operator**") (Operator being a wholly-owned subsidiary of Cincinnati Center City Development Corporation ("**3CDC**")).

Recitals:

A. The Operator owns the parcel and parking garage set forth in Exhibit A (including the real property and the improvements thereon, the "Garage," and as the same may be amended and/or updated from time to time). Prior to execution of this Lease, the Operator is conveying its fee simple interest in the Garage to the City.

B. Operator has financed debt on the Garage with (i) bonds issued by the Port of Greater Cincinnati Development Authority (the "Authority") (such bonds issued being referred to herein as the "**Bonds**") pursuant to a Trust Indenture between the Authority and The Huntington National Bank, as Trustee ("**Trustee**") and a Financing Agreement between Operator and Fifth Third Bank ("**Financing Agreement**") and (ii) a loan from the Ohio Department of Development ("**ODOD**") (the "**Subordinate Loan**").

C. The City and Operator now desire to execute this Lease to provide for a lease and management agreement for the Garage.

D. The fair market rental value of the Garage is $1,200,000.00 annually, as determined by an appraisal by the City's Real Estate Services Division.

E. The City has determined to lease the Garage to Operator for $1.00 annually as the City will receive economic and non-economic benefits from such lease which will equal or exceed the fair market rental value of the Garage.

F. The City determined that eliminating competitive bidding in connection with the lease of the Garage is in the best interest of the public because (i) ownership of the Garage is being transferred to the City by Operator as part of a larger redevelopment project in the area of the Garage, (ii) such transfer of the Garage to the City is contingent upon the City's lease of the Garage to Operator for tax incentive purposes, (iii) the City has an established relationship with Operator, or Operator's affiliates, to manage and maintain the City's public parking assets in the Central Business District and Over-the-Rhine neighborhoods and (iv) it is in the interest of the City to maintain public parking in the area of the Garage and Operator, or its affiliates, have an established and successful record of managing the City's public parking assets.

G. City Planning Commission, having the authority to approve the change in the use of City-owned property, approved the same at its meeting on April 3, 2026 and execution of this Lease was authorized by Ordinance No. _____, passed by City Council on _____.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. GRANT.

(A) Grant. On the terms and conditions set forth in this Lease, the City does hereby lease the Garage to Operator, and Operator does hereby lease the Garage from the City, beginning on the applicable Commencement Date (as defined below) through the Termination Date (as defined below) for the Garage. The parties acknowledge that from the date the Garage was built through the Commencement Date, Operator has previously owned and operated the Garage and conducted its own due diligence in order to familiarize itself with the condition and characteristics of the Garage. The City has not made any representations or warranties concerning the condition or characteristics of the Garage, and Operator acknowledges and agrees that Operator is not relying upon any such representations or warranties from the City. Without limitation of the foregoing, under no circumstances shall the City be responsible or liable for any pre-existing environmental conditions affecting the Garage. On the applicable Commencement Date, Operator shall accept the Garage in "as is" condition.

(B) Title Matters. The City is leasing the Garage to Operator subject to and together with (as the case may be) any and all easements, covenants, restrictions and other matters of record affecting the Garage (including, but not limited to the REAs (as defined herein). Operator shall not take any actions that would violate any such easements, covenants, restrictions, or other matters of record. Except for Permitted Garage Mortgages under Section 9 (*Permitted Leasehold Mortgages*) below, Operator shall not have the right to grant any additional easements or otherwise further encumber the City's title to the Garage without the City's prior written consent. The City shall have the right to take such actions affecting the Garage as may be deemed reasonably necessary by the City from time to time so long as such actions do not unreasonably impair the rights granted to Operator under this Lease; however, during the Term (as defined below) of this Lease the City shall not grant a mortgage on the Garage to any third party.

(C) Ownership of Garage. Throughout the Term, the City shall be deemed to be the fee owner of the Garage for State law and federal tax law purposes.

(D) Advertising Rights. Subject to compliance with the terms of any recorded restrictive covenants applicable to the Garage, the City explicitly retains the right to grant to third parties the right to place advertisements on the exterior of the Garage; *provided however*, that such activities shall not in any way materially disrupt the Garage's business operations. For clarity, any revenues arising from any such advertisements shall not be considered Garage Revenue (as defined below) under this Lease and shall not be pledged by Operator as security for the Bonds.

2. TERM; RENEWAL OPTIONS; DEVELOPMENT AGREEMENTS.

(A) Lease Term. The term ("**Term**") of this Lease shall commence on the Effective Date and shall expire, unless extended or sooner terminated in accordance with the provisions of this Lease, on the date of the outermost Termination Date for the Garage, as identified in Exhibit A to this Lease, as may be amended. On the Termination Date, subject to extension pursuant to any renewal options described in Section 2(B), the Garage shall be surrendered to the City in accordance with the terms herein and will no longer be subject to this Lease. All obligations of Operator under this Lease that have accrued but have not been fully performed as of the end of the Term or the Termination Date, including without limitation indemnity obligations, shall survive such Termination Date and expiration or termination of the Term until fully performed.

(B) Renewal Options. Operator shall have the right to exercise renewal options and extend the Termination Date for the Garage for two (2) successive 10-year periods (each, if applicable, a "**Renewal Period**"), on the same terms and conditions as set forth in this Lease. To exercise a renewal option for a Garage, the Operator must give the City written notice thereof no less than twelve (12) months (but no sooner than 18 months) prior to the date of the initial Termination Date (or, if applicable, the end of the first Renewal Period). As used herein, the "Termination Date" for the Garage means the later of the original Termination Date or the last day of any exercised Renewal Period.

(C) Tax Matters. The City will cooperate in good faith with reasonable written requests from Operator for the City to take such actions or to refrain from taking such actions as may be reasonably necessary for the establishment and maintenance of the tax-exempt status of the Garage Debt (defined in Section 9(A) below) with respect to which the interest is exempt from federal income taxation and of any tax abatements to the extent they exist or apply to the Garage or related commercial property.

3. PERMITTED USE. Operator shall use the Garage solely for the operation of a public parking garage (including any and all ancillary uses approved in writing by the City for the Garage). Operator shall operate the Garage in a Class A Manner (as defined below). Operator shall obtain and maintain all necessary licenses and permits and shall operate and maintain the Garage in compliance with all applicable federal, state and local laws, codes, ordinances and other governmental requirements, including without limitation all environmental laws. Operator shall operate the Garage as a public parking facility, open and available to members of the general public on a daily, monthly or other subscription basis.

4. RENT.

(A) Base Rent. Beginning on the Commencement Date for the Garage, and on each anniversary thereof until the Termination Date, Operator shall pay the City annual base rent ("**Base Rent**") in the amount of One Dollar ($1.00). Operator may, at its option, prepay Base Rent.

(B) Additional Rent. This is a "triple net" lease, and throughout the Term, Operator shall pay all costs associated with the operation, maintenance, repair and replacement of the Garage, including without limitation charges for gas, electricity, water, sewer, telephone and all other utilities, insurance costs, real estate taxes, service payments, installments of assessments that become due and payable during the Term, management fees to any third-party operator, and all other costs that would generally be regarded in the industry as operating costs or expenses (the foregoing, together with any other costs or expenses otherwise consistent with this definition, collectively referred to as the "**Operating Costs**"). For clarity, Operating Costs does not include the Management Fee (defined below) or the City Management Fee (defined below). Operator shall make payments of Operating Costs directly to the persons or entities to whom such payments are owed. To the extent that the City, rather than Operator, pays any costs or expenses that would otherwise be payable by Operator as Operating Costs, Operator shall reimburse the City on an annual basis for such costs or expenses, as additional rent, within thirty (30) days after Operator's receipt of documentation substantiating such costs or expenses.

(C) Eligible Costs. Operator may only use Garage Revenue for the following uses (collectively, the "**Eligible Costs**"), in each case in accordance with the terms and conditions of this Lease, and in the following order of priority: (i) payment of Operating Costs; (ii) payment of all scheduled payments required with respect to the Garage Debt (as defined in Section 9(A) below), including administrative costs associated with or required to be paid under any Bonds **("Debt Service Payments**") and amounts sufficient to provide minimum levels of reserve funds required with the Bonds; (iii) payment on Subordinated Loans; iv) deposits to the Parking Program Fund required to be made under any Bonds or otherwise required under this Lease (for purposes of this Lease, all such payments and costs together with the Debt Service Payments are collectively referred to as the "**Debt Costs**"); (v) payment of the Management Fee; (vi) payment of the City Management Fee; (vii) deposits to the Sinking Fund (as permitted below) and/or other replenishments consistent with Section 5; and (viii) any remaining amounts, after the payments of the Eligible Costs listed in subparagraphs (i) through (vii) above, to the Operator, which remaining amount shall be referred to herein as "**Net Garage Revenues**." Net Garage Revenue shall be transferred by Operator to Operator's affiliate, 3CDC, and utilized solely for the purposes of supporting and funding redevelopment and revitalization projects in the Central Business District and Over-the-Rhine neighborhoods of Cincinnati.

5. PERMITTED SINKING FUND CONTRIBUTIONS. Promptly following the Effective Date, Operator shall establish a separate, federally-insured bank account for the Garage into which Operator shall deposit Garage Revenues (the "**Sinking Fund**") that will be used by Operator to (a) fund repair, replacement, or addition of structural elements or other aspects of the Garage; (b) fund Operating Costs; and/or (c) fund Debt Costs.

"Permitted Sinking Fund Contributions" means deposits of Garage Revenue into the Sinking Fund until such time as the Sinking Fund, together with any required Reserve Fund and Parking Program Fund balances, contains an amount equal to (i) the Parking Space Reserve; (ii) approximately one year of budgeted Debt Service Payments; and (iii) 300 days of budgeted Operating Costs, and thereafter contributions only to replenish and maintain such balance.

"Parking Space Reserve" means $400 per parking space in the Garage, which at the election of Operator may escalate to $500 per space for years 11–20 after the Effective Date and $600 per space thereafter.

6. REAL ESTATE TAXES. Operator shall pay all real estate taxes, service payments, and assessments levied against the Garage that become due and payable during the Term. Upon each such payment, Operator shall furnish the City with appropriate evidence of payment. If Operator institutes proceedings to contest the validity or amount of such taxes, the City, at no cost to the City, shall cooperate with Operator to the extent that the participation of the owner of the lessor's interest under this Lease is required. Operator shall be entitled to any and all amounts recovered which relate to tax payments previously made by Operator. Notwithstanding the foregoing, the City reserves the right to evaluate, on a case-by-case basis, the merit of Operator's contest and reserves the right not to cooperate in such contest if, in the reasonable determination of the City, such contest would not be in the best interest of the public. Certain Garages have been granted tax-exempt status as set forth on Exhibit A. The City agrees to reasonably cooperate in filing any applicable real estate tax exemption paperwork as required to obtain or maintain any applicable tax exemptions for the Garage. The parties acknowledge that there is no guarantee that any tax exemption will be granted or maintained by the State.

7. OPERATION OF THE GARAGE.

(A) Maintenance & Repairs; Services. Throughout the Term, Operator shall operate the Garage in a "Class A Manner". As used herein "**Class A Manner**" means keeping the Garage and abutting sidewalks in good, clean, and safe condition and repair; maintaining appropriate signage and lighting; providing a sufficient number of garage attendants; maintaining appropriate technology; and providing all security and other services for the Garage consistent with services offered at other parking facilities of similar age, size, quality and amenities in the downtown Cincinnati area. The City shall not have any maintenance or repair obligations or any obligation to provide services for the benefit of the Garage under this Lease.

(B) Management and Monitoring Fees. Notwithstanding anything in this Lease to the contrary, for each year of the Term, Operator shall be entitled to a management fee for management and oversight of the Garage equal to an amount of up to five percent (5%) of Garage Revenue (the "**Management Fee**"); *provided however*, that the Management Fee shall at all times be a commercially reasonable amount for the services provided. The Management Fee and any distributions of Garage Revenue to 3CDC under Section 4(D) shall be the sole source of compensation to Operator and its affiliates for management and oversight services provided under this Lease. As the City will provide certain monitoring and oversight of this Lease, for each year of the Term Operator shall pay to the City a fee, payable annually with the delivery of the Operating Report (defined below), equal to one half of one percent (0.5%) of the annual Garage Revenue (the "**City Management Fee**").

(C) Reporting of Accidents and Other Significant Occurrences. Operator shall keep the City informed of all reported accidents and other significant, unanticipated occurrences at or otherwise affecting the Garage that involve public health or safety issues or that could lead to negative publicity. Operator shall notify the City's Parking Division within 48 hours of break-ins and assaults. For all incidents for which a police report is filed, Operator shall promptly obtain a copy of the police report and promptly provide a copy of it to the City's Parking Division.

(D) Operating Account. Operator shall maintain, in its own name or in the name of its applicable subsidiary for the Garage, a separate federally-insured bank account for the Garage (the "**Operating Account**") into which Operator shall deposit all user fees or other revenue generated from the

operation of the Garage (if any) (collectively, the "**Garage Revenue**"). Upon request of the City, Operator shall provide the City with copies of the bank statements for each Operating Account.

(E) Parking Program Fund. Operator shall establish a separate, federally-insured bank account to act as a capital improvement reserve fund for financing capital repairs and improvements to the Garage and for covering shortfalls in Operating Costs or Debt Costs (the **"Parking Program Fund**"). Operator shall deposit Garage Revenue into the Parking Program Fund until the balance is not less than (i) $500 per parking space in the Garage; plus (ii) any additional amounts projected to be necessary to fund capital improvements under a Capital Improvement Plan.

(F) Parking Rates. Throughout the Term, Operator shall establish commercially reasonable parking rates for Public Parking Spaces. The City will have the right to approve parking rates so long as (i) the Debt Service Coverage Ratio, as defined in the Financing Agreement for the prior calendar year was not less than 1.40x and (ii) the debt service coverage ratio for the current calendar year is projected to be not less than 1.40x. Prior to the beginning of each calendar year during the Term, or prior to any proposed change in parking rates, Operator shall notify the City Manager in writing of the parking rates for the Public Parking Spaces and, in the event that the Debt Service Coverage Ratio, as defined in the Financing Agreement for the prior calendar year was not less than 1.40x and the debt service coverage ratio for the current calendar year is projected to be not less than 1.40x, obtain written approval from the City for such rate change. In the event that the City does not provide any response within thirty (30) days to proposed rate changes when the aforementioned qualifiers relating to debt service coverage ratio are met, then such rate changes shall automatically be deemed approved.

(G) Parking Garage Operator. If Operator hires an independent parking operator to manage and operate any of the Garage, each such third-party parking operator shall be reputable and have prior experience in operating similar-sized parking garages and such engagement shall be on commercially reasonable terms. Operator shall be allowed to structure such independent parking operator agreement in any manner it deems appropriate, including as a lease, which is hereby approved as a sublease; *provided however*, that any such sublease shall include a provision clarifying that a termination of Operator's interest in this Lease shall automatically terminate any such sublease. The hiring by Operator of a parking operator for any of the Garage, including structuring such hiring as a lease, shall not relieve Operator from any obligations or liability under this Lease. In its Operating Report, Operator shall provide the City notice if Operator hires such an independent parking operator and upon any change in such operator.

(H) Reporting Requirements. Throughout the Term, Operator shall provide the City (to be delivered to the City's Department of Community and Economic Development Department ("**DCED**")) with the following information and reports:

i. *Budget.* Prior to the Commencement Date and prior to the beginning of each calendar year thereafter during the Term, Operator shall provide the City with an operating budget for the Garage (with reasonable proration of Operating Costs) for the upcoming year, including anticipated capital expenditures to be paid from the Parking Program Fund, estimated Operating Costs, and estimated Management and City Management Fees, in a form acceptable to the City.

ii. *Operating Report*. No later than March 31st of each calendar year during the Term, Operator shall provide the City with a reasonably detailed, professionally prepared operating statement, balance sheet, and report for the Garage (and such other financial statements and information as may be reasonably requested by the City) for the calendar year then just ended showing (a) the Garage Revenue, Operating Costs, Management Fee, City Management Fee, and Permitted Sinking Fund Contributions made for such calendar year; (b) the calculation of the amount of the Net Garage Revenue for such year; (c) the balances in the Operating Account and Parking Program Fund as of the end of such year; (d) an attendance report showing the number of motor vehicles that were parked at the Garage during such year; (e) evidence of insurance policies required to be maintained under this Lease, as applicable; (f) information on activities under any Capital Improvement Plan (as defined below); and (g) any and all other information regarding operations of the Garage or compliance with the terms of this Lease as the City may

from time to time reasonably request (each an "**Operating Report**"). The Operating Report shall be in a form acceptable to the City.

iii. *Financial Statements.* Within one hundred eighty (180) days after the end of each fiscal year of Operator, Operator shall provide the City with audited financial statements detailing income and expenses for the Garage for the year then just ended, prepared by an independent certified public accountant utilizing generally accepted accounting principles. The City's receipt of Operator's audited financial statements shall not constitute a waiver of the City's right to inspect and audit Operator's books and records pertaining to the Garage. If Operator submits consolidated audited financial statements for itself and its parent company and/or one or more of its subsidiaries, such statements shall contain supplemental schedules detailing the performance of the Garage individually.

iv. *Structural Engineering Report; Capital Improvement Plan.* Upon the execution of this Lease, the Operator is completing a substantial renovation of the Garage from proceeds of the Bonds in accordance with plan and specifications provided to the City. Upon the substantial completion of the renovation of the Garage, the Operator will provide to the City a certificate establishing the substantial completion date (the "Completion Date"). On the tenth (10th) anniversary of the Completion Date and on each successive tenth (10th) anniversary thereafter, Operator, at its expense, shall provide the City with a structural engineering report, prepared by a reputable structural engineer, assessing the then current structural integrity of the Garage. If at any time during the Term the City has reasonable concern regarding the structural integrity of the Garage, then the City may request and the Operator, at its expense, shall provide the City, promptly following such request, with a structural engineering report, prepared by a reputable structural engineer, assessing the then current structural integrity of the Garage. As part of the Operating Report delivered for the sixth (6th) year prior to the Termination Date (to be delivered by the following March 31st), the Operator, at its expense, shall provide the City with a structural engineering report, prepared by a reputable structural engineer, assessing the then current structural integrity of each applicable Garage. Based upon such report, the Operator shall promptly develop a capital improvement plan to accomplish such capital repairs and improvements required to bring the Garage into a good, clean, safe, and stable condition and shall submit it to the City for review and approval (each as approved by the City, a "**Capital Improvement Plan**"). Notwithstanding the forgoing, the City may, in its sole discretion, waive the requirement that Operator produce a structural engineering report for the Capital Improvement Plan if the City has within a reasonable amount of time beforehand otherwise received an acceptable and up-to-date structural engineering report under this provision and Operator is able to develop an acceptable Capital Improvement Plan based on the prior report. Notwithstanding anything in this Lease to the contrary, Operator shall not be required to borrow funds or contribute additional funds from its own resources to complete a Capital Improvement Plan if available funds from a combination of the Sinking Fund and Garage Revenue are not sufficient to finance a Capital Improvement Plan. In the event that such available funds are insufficient to finance a Capital Improvement Plan, the parties will work together in good faith to jointly identify funds for completing such Capital Improvement Plan.

v. *Other Information.* Operator shall collect, maintain, and furnish to the City from time to time such other accounting, financial, business, administrative, operational and other reports, records, statements and information as may be reasonably requested by the City pertaining to Operator or the Garage (including information related to Operator and 3CDC's use of Garage Revenue), including without limitation bank statements, loan statements, income tax returns, and such other reports and information as may be required for compliance with programs and projects funded by the City, Hamilton County, the State of Ohio, or any federal agency (all reports, records, statements and other information furnished by Developer under this paragraph being referred to herein collectively as "**Records and Reports**"). All Records and Reports compiled by Operator and furnished to the City shall be in such form as the City may from time to time require. During the Term, Operator shall permit the City and its designees and auditors to have access to and to inspect and audit Operator's Records and Reports. If the City's inspection or audit reveals a material discrepancy with information previously provided by Operator as determined by the City Manager, Operator shall reimburse the City for the City's actual out-of-pocket costs associated with such inspection or audit, and the parties shall work cooperatively to resolve such discrepancy.

(I) City's Right to Inspect. The City shall have the right to inspect each of the Garage from time to time for any proper purpose; *provided* that the City will not unreasonably interfere with the Garage' business operations.

(J) REA Compliance; Pass-Through of "Garage Owner" Obligations.

i. REAs. The City, Whex (or its permitted affiliate and assigns), and Cincinnati CH (OH), LLC intend to execute one or more reciprocal covenants, restrictions, and easements agreements affecting the Garage, including without limitation (A) a Reciprocal Covenants, Restrictions, and Easements Agreement (Convention Center-Hotel-Garage Skybridge) among the City, Operator and Cincinnati CH (OH), LLC ("Cincinnati CH"), relating to the operation, control, maintenance and repair of an elevated pedestrian walkway (the "Skybridge") extending from the property immediately west of the Garage (the "Hotel"), over the Garage property, and over the 5th Street right of way to the Cincinnati Convention Center (the "Convention Center"), and (B) a Reciprocal Covenants, Restrictions, and Easements Agreement (Former Home Alley) among the City, Operator and Cincinnati CH, relating to the operation, control, maintenance and repair of the property which was formerly Home Alley, as each may be finalized, recorded, and amended from time to time (collectively, the "**REAs**").

ii. Pass-Through Obligations. As between the City (fee owner) and Operator (lessee), Operator covenants to perform, at Operator's sole cost, risk, and expense, any and all covenants, obligations, responsibilities, and commitments of the "Garage Owner" (or owner of the Garage property) under the REAs that are applicable to the Garage or its operations, including without limitation: (A) construction coordination and temporary construction easements; (B) granting, maintaining, and honoring access/encroachment/utility/support easements benefiting the Skybridge/Hotel/Convention Center; (C) maintenance, repair, capital maintenance, shared maintenance cost allocations (including the Whex sewer line allocations), and access control systems integration; (D) insurance requirements (during and after construction), waivers of subrogation, and contractor insurance; (E) security responsibilities; (F) casualty response, reconstruction, and cooperation; (G) signage, wayfinding, and operational coordination; and (H) any estoppel, subordination, and consent requirements applicable to the Garage side.

iii. REA Changes; Coordination. Operator shall not consent to, execute, or record any amendment, modification, release, or termination of any REA provision that burdens or benefits the Garage without the City's prior written approval; the City will not unreasonably withhold, condition, or delay consent. Operator shall cooperate with the City and Cincinnati CH in providing non-disturbance and subordination agreements reasonably required by mortgagees with respect to the REAs.

iv. Funding; Priority. Operator shall fund any REA-related maintenance, repair, or capital costs consistent with the Eligible Costs priority in Section 4(C), utilizing Operating Costs, Parking Program Fund, Sinking Fund, and Debt Costs, as applicable.

v. Cross-Default. Any material default by Operator in performing "Garage Owner" obligations under the REA relating to the former Home Alley (after applicable notice and cure periods under the REAs) shall constitute a default under this Lease.

8. ALTERATIONS; SIGNS; NO LIENS.

(A) Alterations. Operator shall not make any material alterations, additions, or other changes to the Garage that would diminish the fair market value of the Garage. Any and all alterations made by Operator shall be made in a good and workmanlike manner, in compliance with all applicable laws and regulations, and shall be consistent with the quality, design, functionality, and aesthetic appeal of the Garage. Once installed, Operator shall not remove such alterations (unless such removal shall have been consented to in writing by the City, such consent not to be unreasonably withheld), and Operator shall surrender the same to the City on the Termination Date as described in Section 15 (*Surrender; Holdover*) below.

(B) Signs. Operator shall be permitted to install such directional, informational, advertising and other signs at the Garage as Operator deems appropriate provided that all such signs are professionally prepared and comply with all laws and regulations. Operator shall, at its expense, keep all signs in good condition and repair. Notwithstanding the foregoing, Operator shall install conspicuous signage, as a part of the Garage, that is visible from a public-right-of-way, indicating that public parking is available at the Garage (subject to all applicable zoning laws and regulations).

(C) No Liens. If any mechanics' lien or other similar lien is filed against the Garage as a result of labor or material furnished at Operator's request, Operator shall cause the lien to be released or bonded off within 30 days following the filing of such lien.

9. PERMITTED LEASEHOLD MORTGAGES.

(A) Permitted Mortgages. The parties acknowledge and agree that: (i) Operator has obtained or will obtain one or more loans in connection with refinancing the Garage; namely, the Bonds and the Subordinate Loan (collectively, and together with any bonds or loans made to refinance such bonds or loans, the "**Garage Debt**"); and (ii) following the parties' execution of this Lease, Operator may grant to the Trustee or the other secured parties for the Garage Debt, as security for such loan(s), a cross-collateralized leasehold mortgage and other security instruments with respect to Operator's leasehold interests in the Garage (each, a "**Permitted Garage Mortgage**", with each holder thereof being referred to herein as a "**Permitted Garage Mortgagee**"). From and after the date of the parties' execution of this Lease, Operator shall not refinance the debt that is secured by a leasehold mortgage on a Garage without prior written consent of the City. At the end of the Term, Operator shall pay in full all then outstanding Garage Debt and shall surrender the Garage to the City free and clear of all Permitted Garage Mortgages.

(B) Notice to Permitted Garage Mortgagees of Default under Lease. If the City sends a notice of default to Operator under this Lease and intends to exercise any right it may have under this Lease to terminate this Lease as to a Garage by reason of such default, the City shall, prior to exercising any right to terminate (but not necessarily concurrently with the delivery of a notice of default), send a copy of such notice of default to the Trustee and to all Permitted Garage Mortgagees at such address as is provided by each Permitted Garage Mortgagee in writing to the City from time to time. The City shall send notices to the Permitted Garage Mortgagees in the same manner in which the City sends notices to Operator under this Lease.

(C) Opportunity to Cure Operator's Default. Notwithstanding anything in Section 12 (*Default; Remedies*) below to the contrary, the City shall delay exercising any right the City may have pursuant to Section 12(B) to terminate the Lease in order to permit each Permitted Garage Mortgagee a reasonable opportunity to cure Operator's default in accordance with the following:

(i) If the Permitted Garage Mortgagee (a) does not notify the City in writing within 60 days after receiving a copy of the notice of default that such Permitted Garage Mortgagee intends to cure the default or (b) the Permitted Mortgagee does not in fact commence to cure the default within such 60-day period, whether by way of instituting foreclosure proceedings or otherwise, then the City shall be free to exercise its right to terminate this Lease by reason of Operator's default; or

(ii) If the Permitted Garage Mortgagee (a) does notify the City in writing within 60 days after receiving a copy of the notice of default that such Permitted Garage Mortgagee intends to cure the default and (b) the Permitted Mortgagee does in fact commence to cure the default within such 60-day period, whether by way of instituting foreclosure proceedings or otherwise, but (c) it fails to completely cure the default to the City's reasonable satisfaction within 180 days after (i), in the event that the subject default is under Section 12(A)(iii), the Operator being deemed in default pursuant to Section 12(A)(iii) and the Permitted Garage Mortgagee's receipt of notice

of such default or (ii), in all other cases, the Permitted Garage Mortgagee's receipt of a copy of the notice of default, then the City shall be free to exercise its right to terminate this Lease by reason of Operator's default; or

(iii) If Operator's default is under Section 12(A)(iv), Permitted Garage Mortgagee may assume this Lease by providing written notice thereof to the City.

Notwithstanding anything herein to the contrary, the Permitted Garage Mortgagee's rights hereunder shall run concurrently with any cure rights by the Operator acting on behalf of the City under the REA's, such that the Permitted Garage Mortgagee shall not have any extended cure periods beyond those provided for in the REAs for violations or defaults on REA terms. Nothing in this Lease shall be construed as requiring any Permitted Garage Mortgagee to cure defaults of Operator under this Lease. The Operator and the City agree that if Operator's default is under Section 12(A)(iii), the Operator's failure to object to the City's basis for default or the court entering a Declaratory Judgement that Operator is in default shall immediately grant possession, as lessee under this Lease, of the applicable Garages to the Permitted Garage Mortgagee so that it may commence to cure such default in accordance with the terms of Section 9(C)(ii). If the nature of the default is such that the Permitted Garage Mortgagee determines that, in order to cure such default, it is necessary to hire a contractor or other third party to do work on-site, all such persons and companies shall be subject to the City's prior written approval and shall perform such work in accordance with all terms and conditions of this Lease.

(D) Operator's Default under Permitted Mortgages; City's Right to Terminate Lease Early. If Operator receives a notice of default from any Permitted Mortgagee, Operator shall promptly send a copy of each such notice to the City. If, as a result of Operator's default under a Permitted Mortgage, the Permitted Mortgagee exercises any right that it may have under the Permitted Mortgage to institute foreclosure proceedings or otherwise effectuate a transfer of Operator's leasehold estates to the Permitted Mortgagee, a purchaser at foreclosure, or other transferee, the City shall have the right, in its sole discretion, to terminate this Lease at any time, either before or after any transfer, by (i) giving to each Permitted Mortgagee and Operator no less than ninety (90) days prior written notice and (ii) by paying to each Permitted Mortgagee an amount equal to the then outstanding principal of and accrued interest on the Bonds or Subordinate Loans, including accrued interest thereon from a default interest rate of up to a maximum increase of 4%, if applicable, but excluding all other penalties, late charges, and interest thereon, with Operator being responsible for paying any further balance owed to each Permitted Mortgagee and any and all other indebtedness of Operator allocable to the Garage. Any such payment by the City shall first be applied to any past due amounts and interest accrued thereon. At the time of termination, all funds then maintained in the reserves and funds set forth in this Lease shall be applied towards repayment of outstanding principal of and accrued interest on the Bonds and Subordinate Loans, in accordance with each Permitted Mortgagee's interest therein. Upon such termination, the parties agree to take such actions as may be necessary to enable the City to pay the foregoing amounts using tax-exempt municipal bonds. Further, any transferee of Operator's leasehold estate under this Lease shall deliver to the City, within thirty (30) days of any transfer, an instrument evidencing the transferee's express assumption of the Operator's obligations and liabilities under this Lease. Operator shall reimburse the City for any and all out-of-pocket costs incurred by the City in connection with any such mortgage foreclosure or transfer.

(E) Subordination of City's Rights of Distraint with Respect to Operator's Personal Property. Notwithstanding any existing or future statute, law or rule of law to the contrary, the City hereby agrees that any rights of distraint arising in favor of the City under this Lease to machinery, equipment, apparatus, appliances, goods, chattels and any other personal property located at the Garage and belonging to Operator shall be subject and subordinate to the rights of any holder of a Permitted Garage Mortgage. Although the foregoing subordination shall be self-operative without the necessity for any further instrument or document, the City hereby agrees, upon written request from Operator, to furnish written confirmation thereof to Operator and any vendor, supplier, holder of a security interest in Operator's property, or any other third party designated by Operator.

(F) City's Transfer of its Interest in the Garage; Operator's Purchase Option. The City shall not have the right to sell or otherwise dispose of the Garage during the Term of this Lease without the express written consent of the Operator. At the expiration of the Term, the Operator has the right to purchase the Garage from the City for $100.00. Operator shall provide notice of its intent to purchase the Garage not less than ninety (90) days prior to the Termination Date. If such notice is not provided to the City not less than ninety (90) days prior to the Termination Date, then the City may provide a notice to Operator that no notice of Operator's intent to purchase the Garage has been received by the City. If the Operator fails to provide a notice of its intent to purchase the Garage within ten (10) days after receipt of the City's aforementioned notice, then Operator's above described right to purchase the Garage shall be forfeited. Upon exercise by the Operator to purchase the Lessor's interest in the Garage and upon payment of all amounts payable by the Operator in connection therewith, the City will deliver, or cause to be delivered, to the Lessee such quit-claim deeds, bills of sale, instruments and other documents conveying to the Operator all of the City's interests in the Garage. No further action of the Council of the City shall be required to authorize or to effect the conveyance contemplated in this Section, and any officer or officers of the City are authorized and directed hereby to execute and deliver any instruments and documents necessary or advisable to effect the conveyance.

10. INSURANCE; INDEMNITY.

(A) Insurance. From and after the Effective Date, Operator shall maintain, or cause to be maintained by its third-party management company, the following insurance:

i. special peril (formerly known as "all-risk") full replacement cost property insurance on the Garage, naming the City and Operator as their interests may appear;

ii. property insurance on any and all personal property of Operator from time to time located at the Garage in the amount of the full replacement cost thereof;

iii. garage liability insurance covering claims for bodily injury, personal injury or death, and property damage occurring at the Garage in an amount not less than Three Million Dollars ($3,000,000) per accident, combined single limit, and garagekeepers' insurance written on a direct primary basis in an amount not less than Two Hundred Fifty Thousand Dollars ($250,000) for loss in any one event, or such additional amounts as the City or its insurance or risk advisors may determine from time to time to be customary for similar-sized parking facilities in the Central Business District of Cincinnati, together with umbrella liability insurance in the amount of not less than $10,000,000, naming the City as an additional insured;

iv. workers' compensation insurance as required by law; and

v. such other policies or additional amounts of insurance as may be required under any and all Permitted Garage Mortgages (such other policy requirements and additional amounts of insurance in excess of the policies and amounts herein stated shall control over the above requirements).

(B) Policy Requirements. Operator's insurance policies shall (i) be written in standard form by insurance companies authorized to do business in Ohio and having an A.M. Best rating of A VII or better, (ii) provide that they may not be canceled or modified without at least 30 days prior written notice to the City, and (iii) be primary and non-contributory with respect to insurance maintained by the City. Prior to each Commencement Date, and annually thereafter with the Operating Report, Operator shall provide the City with a certificate of insurance evidencing the insurance required to be maintained by Operator hereunder.

(C) Waiver of Subrogation. Operator hereby waives all claims and rights of recovery, and on behalf of Operator's insurers, rights of subrogation, against the City, its employees, agents, contractors and subcontractors with respect to any and all damage to or loss of property that is covered or that would ordinarily be covered by the insurance required under this Lease to be maintained by Operator, even if such loss or damage arises from the negligence of the City, its employees, agents, contractors or subcontractors; it being the agreement of the parties that Operator shall at all times protect itself against

such loss or damage by maintaining adequate insurance. Operator shall cause its property insurance policies to include a waiver of subrogation provision consistent with the foregoing waiver.

(D) Indemnity. The City assumes no responsibility for any acts, errors or omissions of Operator or any employee, agent, representative or any other person acting or purporting to act for or on behalf of Operator. Operator shall defend, indemnify and hold the City, its employees, agents, contractors and subcontractors ("**Indemnified Parties**") harmless from and against all costs (including without limitation legal costs), losses, claims, demands, actions, suits, judgments, claims for relief, damages and liability suffered or incurred by or asserted against the Indemnified Parties or any one or more of them as a result of or arising from the acts of Operator, its agents, employees, licensees, invitees, contractors, subcontractors or anyone else acting at the request of Operator in connection with Operator's activities at or with respect to any of the Garage or in connection with any breach by Operator under this Lease.

11. CASUALTY; EMINENT DOMAIN. If the Garage is damaged or destroyed by fire or other casualty, or if any portion of the Garage is taken by exercise of eminent domain (federal, state or local), Operator shall repair and restore the Garage, as expeditiously as possible, and to the extent practicable, to substantially the same condition in which the Garage was in immediately prior to such occurrence. The City and Operator shall jointly participate in filing claims and taking such other actions pertaining to the payment of proceeds resulting from such occurrence. If insurance proceeds under Operator's insurance policies are paid to the City as the owner of the Garage, the City shall promptly turn over all such proceeds to Operator. If the proceeds are insufficient to fully repair and restore the Garage, the City shall not be required to make up the deficiency. Operator shall handle all construction/reconstruction and repair. Operator shall not be relieved of any obligations, financial or otherwise, under this Lease during any period in which the Garage is being repaired or restored.

12. DEFAULT; REMEDIES.

(A) Default. Each of the following shall constitute an event of default by Operator under this Lease:

i. Operator fails to pay any sum payable to the City hereunder when due, and such failure to pay continues for longer than 30 days after Operator receives written notice thereof from the City;

ii. Operator fails to perform or observe any covenant, term, or condition contained in Section 7(E) of this Lease, and such failure continues for longer than 30 days after Operator receives written notice thereof from the City, or if such failure is not reasonably susceptible of being cured within such 30 day period, an event of default shall not be deemed to have occurred if Operator commences to cure such failure within such 30 day period and thereafter diligently pursues such cure to completion and, in fact, cures such failure within ninety (90) days after Operator receives written notice of the default from the City;

iii. Operator fails to perform or observe any other covenant, term, or condition contained in this Lease, and (a) if such failure is reasonably susceptible to being cured within thirty (30) days, Operator fails to cure such failure within thirty (30) days of Operator receiving written notice of such failure from the City; or (b) if such failure is not reasonably susceptible to being cured within such 30 day period, Operator fails (i) to commence to cure such failure within such 30 day period or (ii) thereafter fails to diligently pursue such cure to completion and actually completes such cure within ninety (90) days of Operator receiving written notice of such failure from the City; or (c) if the failure creates a dangerous condition or otherwise constitutes an emergency as determined by the City, Operator fails to take corrective action immediately upon discovering such dangerous condition or emergency. The foregoing notwithstanding, if under this Section 12(A)(iii) the applicable period for Operator to cure has expired, before the City shall have any rights set forth herein due to Operator's default, the City shall provide a second written notice upon expiration of the cure period to the Operator stating why Operator is in default. Operator shall have five (5) days to object in writing to the City's stated basis for default. If Operator does not object, it shall be deemed in default under this provision. If Operator provides an objection, Operator and the City shall work together in good faith to resolve the dispute. If they cannot resolve the dispute in fifteen (15) days, then the City may file for a Declaratory Judgment that Operator is in default in the Hamilton County Court of Common Pleas. If the court issues a Declaratory Judgment finding a default, then Operator shall

be deemed in default under this provision, but the parties acknowledge that any Permitted Garage Mortgagee shall be provided an opportunity to take possession of the Garage as lessee under this Lease and cure such default as provided in Section 9 above; and

iv. The commencement of levy, execution or attachment proceedings against Operator, any principal (which shall be defined as any individual or entity having an ownership interest in Operator of more than 25%) or partner of Operator, or any of the assets of Operator, or the application for or appointment of a liquidator, receiver, custodian, sequester, conservator, trustee, or other similar judicial officer; or the insolvency in the bankruptcy or equity sense, of Operator or any principal or partner of Operator; or the assignment for the benefit of creditors, or the admission in writing of an inability to pay debts generally as they become due, or the ordering of the winding-up or liquidation of the affairs of Operator or any principal or partner of Operator; or the commencement of a case by or against Operator or any principal or partner of Operator under any insolvency, bankruptcy, creditor adjustment, debtor rehabilitation or similar laws, state or federal, or the determination by any of them to request relief under any insolvency, bankruptcy, creditor adjustment, debtor rehabilitation or similar proceeding, state or federal, including, without limitation, the consent by any of them to the appointment of or taking possession by a receiver, liquidator, assignee, trustee, custodian, sequester or similar official for it or for any of its respective property or assets (unless, in the case of involuntary proceedings, the same shall be dismissed within ninety (90) days after institution).

v. Any other provisions of this Section 12(A) notwithstanding, in the event that any act or omission of Operator, as required by Section 7(J) above, results in a default of the City or Garage Owner under the REAs described in said Section 7(J) after any applicable notice and cure periods, such act or omission shall be considered an immediate default of Operator under this Lease, unless Operator has contested such alleged default in good faith and is pursuing the City's and/or Garage Owner's rights under the REAs.

(B) Remedies.

i. Upon the occurrence of an event of default that continues beyond the applicable notice and cure period (if any) provided for under Section 12(A(i-iii)) above, the City may be entitled to terminate this Lease by providing written notice of such termination to Operator and the City may take possession of the Garage upon delivery of such notice, or the City may take such actions in the way of "self help" as the City determines to be reasonably necessary or appropriate to cure or lessen the impact of such default, all at the expense of Operator, and may exercise any and all other rights and remedies under this Lease or available at law or in equity, including without limitation pursuing an action for specific performance, subject to the terms of Sections 9(A-D) above.

In the event of any default under Section 12(A)(iv) above due to acts or omissions of Operator, the City shall be entitled to terminate this Lease effective immediately upon written notice to the Operator and entitle the City to possession of the Garage. Termination or repossession under this Section 12(B)(ii) shall not be subject to any terms of Sections 9(A-D) as the same relate to any cure period for Operator or the Permitted Mortgagees.

All such rights and remedies under this Section 12(B) being cumulative. Operator shall be liable for all costs and damages, including without limitation legal fees, suffered or incurred by the City as a result of a default of Operator under this Lease or the City's enforcement or termination of this Lease. Operator shall pay all such costs and damages within 30 days after receiving documentation from the City of the amount due. The failure of the City to insist upon the strict performance of any covenant or duty or to pursue any remedy under this Lease shall not constitute a waiver of the breach of such covenant or of such remedy. Nothing contained in this Lease shall limit or prejudice the right of a party to prove for and obtain as damages incident to a termination of this Lease in any bankruptcy, reorganization or other court proceedings, the maximum amount allowed by any statute or rule of law in effect when such damages are to be proved.

(C) Rights of Permitted Garage Mortgagees. Notwithstanding the City's termination rights provided for in Section 12(B) above, prior to exercising such termination rights the City shall provide each Permitted Garage Mortgagee with notice and an opportunity to cure as described in Section 9 above.

13. ASSIGNMENT AND SUBLETTING.

(A) Assignment. Operator acknowledges that the City is entering into this transaction because of the City's confidence that Operator has the financial backing, business experience and community support that are necessary to carry out the operation of the Garage in accordance with the provisions of this Lease throughout the entire Term. Operator acknowledges that the City shall not be expected to consent to a proposed assignment by Operator of its interests under this Lease to any person or entity in whom the City does not have similar confidence. Any attempt by Operator to assign or otherwise transfer its interests under this Lease to a third party without the City's prior written consent (such consent not to be unreasonably withheld or delayed) shall be null and void and shall, at the option of the City, constitute a default of Operator under this Lease. The foregoing notwithstanding, if (i) Operator transfers its interests under this Lease to an affiliate of Operator, (ii) if Operator enters into a sublease with an independent parking operator pursuant to Section 7(H), or (iii) if Operator's interests are transferred to a Permitted Garage Mortgagee or other successor tenant under Section 9(D) hereof, such transfer shall not constitute a prohibited assignment for purposes of this section so long as Operator provides the City with at least 60 days' prior written notice of any transfer under clause (i) and enters into such clerical assignment or amendment documents as may be deemed reasonably necessary or appropriate by the City in connection with a transfer under (i) to effect the requisite changes in this Lease in connection therewith. As used in the preceding sentence, an "affiliate" of Operator means an entity that controls, or is controlled by, or is under common control with, Operator. For purposes hereof "control" shall mean the power, exercisable jointly or severally, to manage and direct the business and affairs of a party through the ownership of more than fifty percent (50%) of membership or partnership interests, corporate stock and/or voting rights. No assignment or sublease by Operator of its rights or obligations under this Lease to any third party shall relieve Operator from any liability to the City under this Lease.

(B) Assignment to Subsidiaries. Operator intends to operate the Garage in a separate legal entity, each of which shall be a wholly owned subsidiary of Operator, as set forth in Exhibit A. City expressly consents to such operation and Operator's assignment of its right and obligations to its applicable subsidiaries.

(C) Consent to Collateral Assignment. After the Effective Date, Operator may collaterally assign, transfer, and convey to a trustee (the "Trustee") all of Operator's right, title, and interest in this Lease to secure the Garage Debt. City acknowledges and agrees to such collateral assignment, transfer, and conveyance to the Trustee. Any exercise of rights by the Trustee, including any transfer, shall not be deemed a prohibited assignment.

14. ESTOPPEL CERTIFICATES. Within thirty (30) days after written request from the other party (or, with respect to certificates from the City, within such longer period of time as may be reasonably needed in order to conduct requisite due diligence and obtain all required governmental authorizations and signatures), each party shall execute and deliver to the requesting party an estoppel certificate (i) certifying that this Lease is unmodified and in full force and effect (or if there have been modifications, that the same is in full force and effect as modified and stating the modifications), (ii) stating, to the best of such party's knowledge, whether or not the requesting party is in default under this Lease, and, if so, specifying the nature of such default, and (iii) covering such other matters pertaining to this Lease as the requesting party may reasonably request.

15. SURRENDER; HOLDOVER.

(A) Surrender. On the Termination Date, Operator shall (i) surrender the Garage to the City in good condition and repair, reasonable wear and tear excepted, and free and clear of all mortgages and other monetary liens. On or before the Termination Date, Operator shall remove all of Operator's personal property, and any property not so removed shall be deemed abandoned. Operator

shall not remove any signs, trade fixtures, ordinary fixtures or equipment used in connection with the Garage unless the City approves of such removal in writing. Operator shall promptly repair any and all damage to the Garage caused by its removal of any items under this paragraph. Upon expiration or termination of this Lease, Operator shall first use the Sinking Fund and Parking Program Fund for the repayment of Garage Debt, then, shall transfer an amount equal to one year's operating expenses, which shall be calculated by taking the average annual operating expenses of the Garage for the five years prior to the Termination Date, to the City, and then Operator shall retain the balance.

(B) Holdover. If Operator fails to surrender possession of the Garage to the City on the Termination Date, such holdover shall be deemed as creating a tenancy-at-will on all of the same terms and conditions as set forth herein, but terminable by the City at any time by giving written notice thereof to Operator. Operator shall be liable for all costs and damages suffered or incurred by the City as a result of Operator's holding over.

(C) Documents to be Delivered to City. On each Termination Date, Operator shall deliver to the City originals of all books and records, unpaid invoices, operating manuals, contracts with third parties, warranty information, and all other written materials and documents that are in Operator's possession or under Operator's control and that are reasonably needed in order for there to be a seamless transition with respect to the operation of the Garage.

Notwithstanding the foregoing, the provisions of this Section 15 shall not apply if Operator exercises its option to purchase the Garage at the expiration of the Term in accordance with Section 9(F) above.

16. NOTICES. All notices required to be given to any party under this Lease shall be in writing and (i) personally delivered, (ii) deposited in the United States mail, first class, postage prepaid, or (iii) delivered by a nationally recognized overnight courier service, to the parties at the following addresses or such other address as either party may specify from time to time by notice to the other. Notices shall be deemed given upon receipt.

To the City:	To Operator:
City of Cincinnati	Whex Garage LLC
Attn: Director of Comm. & Econ. Dev.	1203 Walnut Street, 4th Floor
805 Central Ave. Suite 700	Cincinnati, Ohio 45202
Cincinnati, OH	Attention: Legal & CEO

If Operator sends a notice to the City alleging that the City is in breach of this Lease, Operator shall simultaneously send a copy of such notice by U.S. certified mail to: City Solicitor, City of Cincinnati, 801 Plum Street, Room 214, Cincinnati, Ohio 45202.

Whenever approval is required by the City hereunder, the City agrees to use best efforts to provide such approval or provide written objection to such approval within 45 business days of the City's receipt of Operator's request for approval pursuant to this Lease.

17. GENERAL PROVISIONS.

(A) Entire Agreement. This Lease contains the entire agreement between the parties with respect to the subject matter hereof and supersedes any and all prior discussions, negotiations, representations or agreements, written or oral, between them respecting the subject matter hereof.

(B) Amendments. This Lease may be amended only by a written amendment signed by both parties.

(C) Governing Law. This Lease shall be governed by and construed in accordance with the laws of the City of Cincinnati and the State of Ohio. All actions regarding this Lease shall be

brought in the Hamilton County Court of Common Pleas, and Operator agrees that venue in such court is proper. Operator hereby waives trial by jury with respect to any and all disputes arising under this Lease.

(D) Binding Effect. This Lease shall be binding upon and shall inure to the benefit of and be enforceable by and against the parties and their respective successors and permitted assigns.

(E) Captions. The captions of the various sections and paragraphs of this Lease are not part of the context hereof and are only guides to assist in locating such sections and paragraphs and shall be ignored in construing this Lease.

(F) Severability. If any part of this Lease is held to be void, illegal or unenforceable by a court of law, such part shall be deemed severed from this Lease, and the balance of this Lease shall remain in full force and effect.

(G) No Recording. This Lease shall not be recorded in the Hamilton County Recorder's office. At the request of either party, the parties shall execute a memorandum of lease for recording purposes in substantially the form attached hereto as Exhibit B (*Form of Memorandum of Lease*).

(H) Time. Time is of the essence with respect to the performance by the parties of their respective obligations under this Lease.

(I) No Third-Party Beneficiaries. The parties hereby agree that, except for the rights of Permitted Garage Mortgagees under Section 9 (*Permitted Leasehold Mortgages*) hereof, no third-party beneficiary rights are intended to be created by this Lease.

(J) No Brokers. The City and Operator represent to each other that they have not dealt with a real estate broker, salesperson or other person who might claim entitlement to a fee or other compensation as a result of the parties' execution of this Lease.

(K) Official Capacity. All representations, warranties, covenants, agreements and obligations of the City under this Lease shall be effective to the extent authorized and permitted by applicable law. None of those representations, warranties, covenants, agreements or obligations shall be deemed to be a representation, warranty, covenant, agreement or obligation of any present or future member, officer, agent or employee of the City in other than his or her official capacity. No official executing or approving the City's participation in this Lease shall be personally liable under this Lease.

(L) Representation as to Authority. The City and Operator each represents to the other that it has the power and authority to enter into and perform its obligations under this Lease without the consent of anyone who is not a party to this Lease and that the execution and performance of this Lease have been duly authorized by all necessary actions on the part of the performing party.

(M) Parking Technology. The Garage shall incorporate the following technology: (i) real-time data tracking regarding total parking space capacity, available to the City for publication online and compatible with other City garage inventory tracking systems, and which may include electronic signage at one or more entrances, as deemed appropriate by DCED, indicating available parking, and (ii) a ticketing and payment system compatible with leading enterprise software providers including specifications such as public application program interface (API), open data, and open source code. Operator agrees to cooperate in good faith with DCED in incorporating other parking technology in the Garage from time to time.

(N) Exhibits. The following exhibits are attached here and made a part hereof:

Exhibit A – *List of Garages with Applicable Legal Descriptions*
Exhibit B - *Form of Memorandum of Lease*

This Lease and Management Agreement is executed by the parties on the dates indicated below their respective signatures, effective as of _____, 2026 (the "**Effective Date**").

CITY OF CINCINNATI

By: _____
Sheryl Long, City Manager

Date: _____, 2026

Whex Garage LLC

By: _____

Printed name: _____

Title: _____

Date: _____, 2026

Recommended By:

_____
Markiea Carter, Director
Department of Community and Economic Development

Approved as to Form:

_____
Assistant City Solicitor

Certified Date: _____
Fund/Code: _____
Amount: _____
By: _____
Steve Webb, City Finance Director

STATE OF OHIO)
) ss:
COUNTY OF HAMILTON)

The foregoing instrument was acknowledged before me this ____ day of _____, 2026, by Sheryl Long, City Manager of the CITY OF CINCINNATI, an Ohio municipal corporation, on behalf of the corporation.

_____
Notary Public
My commission expires: _____

STATE OF OHIO)
) ss:
COUNTY OF HAMILTON)

The foregoing instrument was acknowledged before me this ____ day of _____, 2026 by _____, the _____ of Whex Garage LLC, an Ohio nonprofit limited liability company, on behalf of the company.

_____
Notary Public
My commission expires: _____

EXHIBIT A
to
Lease and Management Agreement

GARAGE

1. Whex Garage

(A) **Operator Entity**: Whex Garage LLC

(B) **Commencement Date**: the Commencement Date shall be the same date as the Effective Date

(C) **Termination Date**: The date which is Seventy-Five (75) years after the Commencement Date

(D) **Renewal Period Dates**: Two (2) successive renewal periods of ten (10) years each (each, a "Renewal Period"). To exercise a renewal option for a Garage, the Operator must give the City written notice thereof no less than twelve (12) months (but no sooner than 18 months) prior to the date of the initial Termination Date (or, if applicable, the end of the first Renewal Period).

(E) **Completion Date (per Purchase Funding and Development Agreement)**: not later than October 31, 2026

(F) **Tax-Exemption Status**: Structure Exempt

(G) **Principal amount of Bonds**: $13,200,000.00

(H) **Subordinate Secured Debt**: [$10,578,470.00]

(I) **Legal Description of Garage Parcel**:

Situated in Section 18, Town 4, Fractional Range 1, between the Miamis, Cincinnati Township, the City of Cincinnati, Hamilton County, Ohio and being Lot 1 of Whex Garage Subdivision, Section one as recorded in Plat Book ____, Page ____, of the Hamilton County Recorder’s Office.

EXHIBIT B
to
Lease and Management Agreement

Form of Memorandum of Lease

SEE ATTACHED

---------- space above for recorder ----------

MEMORANDUM OF LEASE
(Whex Garage LLC)

This Memorandum of Lease is executed by the **CITY OF CINCINNATI**, an Ohio municipal corporation, having an address of 801 Plum Street, Cincinnati, Ohio 45202 (the "**City**"), and **WHEX GARAGE LLC,** an Ohio nonprofit limited liability company (being a wholly-owned subsidiary of Cincinnati Center City Development Corporation, commonly known as 3CDC), having an address of 1203 Walnut Street, 4th Floor, Cincinnati, Ohio 45202 ("**Operator**").

1. The City and Whex Garage LLC ("**Tenant**") are parties to a certain *Lease and Management Agreement* dated [_____], relating to certain real estate and the public parking garage, as more particularly described in the attached Exhibit A (the "**Garage**"), which was evidenced by a Memorandum of Lease filed on [_____], and recorded in OR Book [_____], Page [_____], of the Hamilton County Records (the "**Lease**").

2. Pursuant to the Lease, the City has leased the Garage to Operator commencing on [April, 1 2026] (defined therein as the Commencement Date) through, unless extended, [April, 1, 2100] (defined therein as the Termination Date), as set forth on Exhibit A of the Lease. Operator has two (2) successive 10-year renewal options as described in the Lease.

3. This Memorandum of Lease is executed solely for recording purposes, and nothing herein shall be deemed as modifying any of the terms or conditions of the Lease.

[signature page(s) follow]

Executed by the parties on the dates of their respective signatures.

CITY OF CINCINNATI

By: _____
Sheryl Long, City Manager

Date: _____, 2026

WHEX GARAGE LLC

By: _____

Printed name: _____

Title: _____

Date: _____, 2026

Recommended By:

_____
Markiea Carter, Director
Department of Community and Economic Development

Approved as to Form:

_____
Assistant City Solicitor

STATE OF OHIO)
) ss:
COUNTY OF HAMILTON)

The foregoing instrument was acknowledged before me this ____ day of _____, 2026, by Sheryl Long, City Manager of the CITY OF CINCINNATI, an Ohio municipal corporation, on behalf of the corporation.

_____
Notary Public
My commission expires: _____

STATE OF OHIO)
) ss:
COUNTY OF HAMILTON)

The foregoing instrument was acknowledged before me this ____ day of _____, 2026 by _____, the _____ of Whex Garage LLC, an Ohio limited liability company, on behalf of the company.

_____
Notary Public
My commission expires: _____

This instrument prepared by:

Caitlin Graham Felvus
Cincinnati Center City Development Corporation
1203 Walnut St. 4th Floor
Cincinnati, OH 45202

Exhibit A
To Memorandum of Lease

Legal Description

Situated in Section 18, Town 4, Fractional Range 1, between the Miamis, Cincinnati Township, the City of Cincinnati, Hamilton County, Ohio and being Lot 1 of Whex Garage Subdivision, Section one as recorded in Plat Book ____, Page ____, of the Hamilton County Recorder's Office.

Exhibit H
to Purchase, Funding, and Development Agreement

Additional Requirements

Developer and Developer's general contractor shall comply with all applicable statutes, ordinances, regulations, and rules of the government of the United States, State of Ohio, County of Hamilton, and City of Cincinnati (collectively, "**Government Requirements**"), including the Government Requirements listed below, to the extent that they are applicable. Developer hereby acknowledges and agrees that (a) the below listing of Government Requirements is not intended to be an exhaustive list of Government Requirements applicable to the Project, Developer, or Developer's contractors, subcontractors or employees, either on the City's part or with respect to any other governmental entity, and (b) neither the City nor its Law Department is providing legal counsel to or creating an attorney-client relationship with Developer by attaching this Exhibit to the Agreement.

This Exhibit serves two functions:

(i) Serving as a Source of Information with Respect to Government Requirements. This Exhibit identifies certain Government Requirements that may be applicable to the Project, Developer, or its contractors and subcontractors. Because this Agreement requires that Developer comply with all applicable laws, regulations, and other Government Requirements (and in certain circumstances to cause others to do so), this Exhibit flags certain Government Requirements that Developers, contractors and subcontractors regularly face in constructing projects or doing business with the City. To the extent a Developer is legally required to comply with a Government Requirement, failure to comply with such a Government Requirement is a violation of the Agreement.

(ii) Affirmatively Imposing Contractual Obligations. If certain conditions for applicability are met, this Exhibit also affirmatively imposes contractual obligations on Developer, even where such obligations are not imposed on Developer by Government Requirements. As described below, the affirmative obligations imposed hereby are typically a result of policies adopted by City Council which, per Council's directive, are to be furthered by the inclusion of certain specified language in some or all City contracts. The City administration is responsible for implementing the policy directives promulgated by Council (which typically takes place via the adoption of motions or resolutions by Council), including, in certain circumstances, by adding specific contractual provisions in City contracts such as this Agreement.

(A) Construction Workforce.

(i) Applicability. Consistent with the limitations contained within the City Resolutions identified in clause (ii) below, this Section (A) shall not apply to contracts with the City other than construction contracts, or to construction contracts to which the City is not a party. For the avoidance of doubt, this Agreement is a construction contract solely to the extent that it directly obligates Developer to assume the role of a general contractor on a construction project for public improvements such as police stations or other government buildings, public parks, or public roadways.

The Construction Workforce Goals are not applicable to future work (such as repairs or modifications) on any portion of the Project. The Construction Workforce Goals are not applicable to the purchase of specialty fixtures and trade fixtures.

(ii) Requirement. In furtherance of the policy enumerated in City Resolutions No. 32-1983 and 21-1998 concerning the inclusion of minorities and women in City construction work, if Developer is performing construction work for the City under a construction contract to which the City is a party, Developer shall use Best Efforts to achieve a standard of no less than 11.8% Minority Persons (as defined below) and 6.9% females (of whom at least one-half shall be Minority Persons) in each craft trade in Developer and its general contractor's aggregate workforce in Hamilton County, to be achieved at least

halfway through the construction contract (or in the case of a construction contract of six months or more, within 60 days of beginning the construction contract) (collectively, the "**Construction Workforce Goals**").

As used herein, the following terms shall have the following meanings:

(a) "**Best Efforts**" means substantially complying with all of the following as to any of its employees performing such construction, and requiring that all of its construction subcontractors substantially comply with all of the following: (1) solicitation of Minority Persons as potential employees through advertisements in local minority publications; and (2) contacting government agencies, private agencies, and/or trade unions for the job referral of qualified Minority Persons.

(b) "**Minority Person**" means any person who is Black, Asian or Pacific Islander, Hispanic, American Indian or Alaskan Native.

(c) "**Black**" means a person having origin in the black racial group of Africa.

(d) "**Asian or Pacific Islander**" means a person having origin in the original people of the Far East or the Pacific Islands, which includes, among others, China, India, Japan, Korea, the Philippine Islands, Malaysia, Hawaii and Samoa.

(e) "**Hispanic**" means a person of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish cultural origin.

(f) "**American Indian**" or "**Alaskan Native**" means a person having origin in any of the original people of North America and who maintains cultural identification through tribal affiliation.

(B) Trade Unions; Subcontracts; Competitive Bidding.

(i) Meeting and Conferring with Trade Unions.

(a) Applicability. Per City of Cincinnati, Ordinance No. 130-2002, this requirement is limited to transactions in which Developer receives City funds or other assistance (including, but not limited to, the City's construction of public improvements to specifically benefit the Project, or the City's sale of real property to Developer at below fair market value).

(b) Requirement. This Agreement may be subject to the requirements of City of Cincinnati, Ordinance No. 130-2002, as amended or superseded, providing that, if Developer receives City funds or other assistance, Developer and its general contractor, prior to the commencement of construction of the Project and prior to any expenditure of City funds, and with the aim of reaching comprehensive and efficient project agreements covering all work done by Developer or its general contractor, shall meet and confer with: the trade unions representing all of the crafts working on the Project, and minority, female, and locally-owned contractors and suppliers potentially involved with the construction of the Project. At this meeting, Developer and/or its general contractor shall make available copies of the scope of work and if prevailing wage rates apply, the rates pertaining to all proposed work on the Project. Not later than ten (10) days following Developer and/or its general contractor's meet and confer activity, Developer shall provide to the City, in writing, a summary of Developer and/or its general contractor's meet and confer activity.

(ii) Contracts and Subcontracts; Competitive Bidding.

(a) Applicability. This clause (ii) is applicable to "construction contracts" under Cincinnati Municipal Code Chapter 321. Municipal Code Chapter 321 defines "construction" as "any construction, reconstruction, improvement, enlargement, alteration, repair, painting, decorating, wrecking or demolition, of any public improvement the total overall project cost of which is fairly estimated by Federal or Ohio statutes to be more than four thousand dollars and performed by other than full-time employees who have completed their probationary periods in the classified service of a public authority," and "contract"

as “all written agreements of the City of Cincinnati, its boards or commissions, prepared and signed by the city purchasing agent or a board or commission for the procurement or disposal of supplies, service or construction.”

(b) Requirement. If CMC Chapter 321 applies to the Project, Developer is required to ensure that all contracts and subcontracts for the Project are awarded pursuant to a competitive bidding process that is approved by the City in writing. All bids shall be subject to review by the City. All contracts and subcontracts shall be expressly required by written agreement to comply with the provisions of this Agreement and the applicable City and State of Ohio laws, ordinances and regulations with respect to such matters as allocation of subcontracts among trade crafts, Small Business Enterprise Program, Equal Employment Opportunity, and Construction Workforce Goals.

(iii) Competitive Bidding for Certain City-Funded Development Agreements.

(a) Applicability. Pursuant to Ordinance No. 273-2002, the provision in clause (b) below applies solely where the Project receives in $250,000 or more in direct City funding, and where such funding comprises at least 25% of the Project’s budget. For the purposes of this clause (iii), “direct City funding” means a direct subsidy of City funds in the form of cash, including grants and forgivable loans, but not including public improvements, land acquisitions and sales, job creation tax credits, or tax abatements or exemptions.

(b) Requirement. This Agreement requires that Developer issue an invitation to bid on the construction components of the development by trade craft through public notification and that the bids be read aloud in a public forum. For purposes of this provision, the following terms shall be defined as set forth below:

(1) “Bid” means an offer in response to an invitation for bids to provide construction work.

(2) “Invitation to Bid” means the solicitation for quoted prices on construction specifications and setting a time, date and place for the submission of and public reading of bids. The place for the public reading of bids shall be chosen at the discretion of Developer; however, the place chosen must be accessible to the public on the date and time of the public reading and must have sufficient room capacity to accommodate the number of respondents to the invitation to bid.

(3) “Trade Craft” means (a) general construction work, (b) electrical equipment, (c) plumbing and gas fitting, (d) steam and hot water heating and air conditioning and ventilating apparatus, and steam power plant, (e) elevator work, and (f) fire protection.

(4) “Public Notification” means (a) advertisement of an invitation to bid with ACI (Allied Construction Industries) and the Dodge Report, and (b) dissemination of the advertisement (either by mail or electronically) to the South Central Ohio Minority Business Council, Greater Cincinnati Northern Kentucky African-American Chamber of Commerce, and the Hispanic Chamber of Commerce. The advertisement shall include a description of the “scope of work” and any other information reasonably necessary for the preparation of a bid, and it shall be published and disseminated no less than fourteen days prior to the deadline for submission of bids stated in the invitation to bid.

(5) “Read Aloud in a Public Forum” means all bids shall be read aloud at the time, date and place specified in the invitation for bids, and the bids shall be available for public inspection at the reading.

(C) City Building Code. All construction work must be performed in compliance with City building code requirements.

(D) Lead Paint Regulations. All work must be performed in compliance with Chapter 3742 of the Ohio Revised Code, Chapter 3701-32 of the Ohio Administrative Code, and must comply with OSHA's Lead in Construction Regulations and the OEPA's hazardous waste rules. All lead hazard abatement work must be supervised by an Ohio Licensed Lead Abatement Contractor/Supervisor.

(E) Displacement. If the Project involves the displacement of tenants, Developer shall comply with all Government Requirements in connection with such displacement. If the City shall become obligated to pay any relocation costs or benefits or other sums in connection with the displacement of tenants, under Cincinnati Municipal Code Chapter 740 or otherwise, Developer shall reimburse the City for any and all such amounts paid by the City in connection with such displacement within twenty (20) days after the City's written demand.

(F) Small Business Enterprise Program.

(i) Applicability. The applicability of Municipal Code Chapter 323 (Small Business Enterprise Program) is limited to construction contracts in excess of $5,000. Municipal Code Chapter 323 defines "contract" as "a contract in excess of $5,000.00, except types of contracts listed by the City purchasing agent as exempt and approved by the City Manager, for (a) construction, (b) supplies, (c) services, or (d) professional services." It defines "construction" as "any construction, reconstruction, improvement, enlargement, alteration, repair, painting, decorating, wrecking or demolition, of any public improvement the total overall project cost of which is fairly estimated by Federal or Ohio statutes to be more than $4,000 and performed by other than full-time employees who have completed their probationary periods in the classified service of a public authority." To the extent Municipal Code Chapter 323 does not apply to this Agreement, Developer is not subject to the various reporting requirements described in this Section (F).

(ii) Requirement. The City has an aspirational goal that 30% of its total dollars spent for construction and 15% of its total dollars spent for supplies/services and professional services be spent with Small Business Enterprises ("SBE"s), which include SBEs owned by minorities and women. Accordingly, subject to clause (i) above, Developer and its general contractor shall use its best efforts and take affirmative steps to assure that SBEs are utilized as sources of supplies, equipment, construction, and services, with the goal of meeting 30% SBE participation for construction contracts and 15% participation for supplies/services and professional services contracts. An SBE means a consultant, supplier, contractor or subcontractor who is certified as an SBE by the City in accordance with Cincinnati Municipal Code ("CMC") Chapter 323. (A list of SBEs may be obtained from the Department of Economic Inclusion or from the City's web page, http://cincinnati.diversitycompliance.com.) Developer and its general contractor may refer interested firms to the Department of Economic Inclusion for review and possible certification as an SBE, and applications may also be obtained from such web page. If the SBE program is applicable to this Agreement, as described in clause (i) above, Developer agrees to take (or cause its general contractor to take) at least the following affirmative steps:

(1) Including qualified SBEs on solicitation lists.
(2) Assuring that SBEs are solicited whenever they are potential sources. Contractor must advertise, on at least two separate occasions, both in local minority publications and in other local newspapers of general circulation, invitations to SBEs to provide services, to supply materials or to bid on construction contracts for the Project. Contractor is encouraged to use the internet and similar types of advertising to reach a broader audience, but these additional types of advertising cannot be used as substitutes for the above.
(3) When economically feasible, dividing total requirements into small tasks or quantities so as to permit maximum SBE participation.
(4) When needs permit, establishing delivery schedules that will encourage participation by SBEs.

(iii) Subject to clause (i) above, if any subcontracts are to be let, Developer shall require the prime contractor to take the above affirmative steps.

(iv) Subject to clause (i) above, Developer shall provide to the City, prior to commencement of the Project, a report listing all of the contractors and subcontractors for the Project, including information as to the owners, dollar amount of the contract or subcontract, and other information that may be deemed necessary by the City Manager. Developer or its general contractor shall update the report monthly by the 15th. Developer or its general contractor shall enter all reports required in this subsection via the City's web page referred to in clause (i) above or any successor site or system the City uses for this purpose. Upon execution of this Agreement, Developer and its general contractor shall contact the Department of Economic Inclusion to obtain instructions, the proper internet link, login information, and password to access the site and set up the necessary reports.

(v) Subject to clause (i) above, Developer and its general contractor shall periodically document its best efforts and affirmative steps to meet the above SBE participation goals by notarized affidavits executed in a form acceptable to the City, submitted upon the written request of the City. The City shall have the right to review records and documentation relevant to the affidavits. If affidavits are found to contain false statements, the City may prosecute the affiant pursuant to Section 2921.12, Ohio Revised Code.

(vi) Subject to clause (i) above, failure of Developer or its general contractor to take the affirmative steps specified above, to provide fair and equal opportunity to SBEs, or to provide technical assistance to SBEs as may be necessary to reach the minimum percentage goals for SBE participation as set forth in Cincinnati Municipal Code Chapter 323, may be construed by the City as failure of Developer to use best efforts, and, in addition to other remedies under this Agreement, may be a cause for the City to file suit in Common Pleas Court to enforce specific performance of the terms of this section

(G) Equal Employment Opportunity.

(i) Applicability. Chapter 325 of the Cincinnati Municipal Code (Equal Employment Opportunity) applies (a) where the City expends more than $5,000 under a non-construction contract, or (b) where the City spends or receives over $5,000 to (1) employ another party to construct public improvements, (2) purchase services, or (3) lease any real or personal property to or from another party. Chapter 325 of the Municipal Code does not apply where the contract is (a) for the purchase of real or personal property to or from another party, (b) for the provision by the City of services to another party, (c) between the City and another governmental agency, or (d) for commodities such as utilities.

(ii) Requirement. If this Agreement is subject to the provisions of Chapter 325 of the Cincinnati Municipal Code (the City of Cincinnati's Equal Employment Opportunity Program), the provisions thereof are hereby incorporated by reference into this Agreement.

(H) Prevailing Wage. Developer shall comply, and shall cause all contractors working on the Project to comply, with all any prevailing wage requirements that may be applicable to the Project. In the event that the City is directed by the State of Ohio to make payments to construction workers based on violations of such requirements, Developer shall make such payments or reimburse the City for such payments within twenty (20) days of demand therefor. A copy of the City's prevailing wage determination may be attached to this Exhibit as Addendum I to Additional Requirements Exhibit (*City's Prevailing Wage Determination*) hereto.

(I) Compliance with the Immigration and Nationality Act. In the performance of its construction obligations under this Agreement, Developer shall comply with the following provisions of the federal Immigration and Nationality Act: 8 U.S.C.A. 1324a(a)(1)(A) and 8 U.S.C.A. 1324a(a)(2). Compliance or noncompliance with those provisions shall be solely determined by final determinations resulting from the actions by the federal agencies authorized to enforce the Immigration and Nationality Act, or by determinations of the U.S.

(J) Prompt Payment. The provisions of Chapter 319 of the Cincinnati Municipal Code, which provides for a "Prompt Payment System", may apply to this Agreement. Municipal Code Chapter 319 also (i) provides certain requirements for invoices from contractors with respect to the Prompt Payment System, and (ii) obligates contractors to pay subcontractors for satisfactory work in a timely fashion as provided therein.

(K) Conflict of Interest. Pursuant to Ohio Revised Code 102.03, no officer, employee, or agent of the City who exercises any functions or responsibilities in connection with the planning or carrying out of the Project may have any personal financial interest, direct or indirect, in Developer or in the Project, and Developer shall take appropriate steps to assure compliance.

(L) Ohio Means Jobs. If this Agreement constitutes a construction contract (pursuant to the guidance with respect to the definition of that term provided in Section (A) above), then, pursuant to Ordinance No. 238-2010: To the extent allowable by law, Developer and its general contractor shall use its best efforts to post available employment opportunities with Developer, the general contractor's organization, or the organization of any subcontractor working with Developer or its general contractor with the OhioMeansJobs Center, 1916 Central Parkway, Cincinnati, Ohio 45214-2305, through its Employer Services Unit Manager at 513-946-7200.

(M) Wage Enforcement.

(i) Applicability. Council passed Ordinance No. 22-2016 on February 3, 2016, which ordained Chapter 326 (Wage Enforcement) of the Cincinnati Municipal Code (the "**Wage Enforcement Chapter**"). The Wage Enforcement Chapter was then amended by Ordinance No. 96-2017, passed May 17, 2017. As amended, the Wage Enforcement Chapter imposes certain requirements upon persons entering into agreements with the City whereby the City provides an incentive or benefit that is projected to exceed $25,000, as described more particularly in the Wage Enforcement Chapter. Cincinnati Municipal Code Section 326-5 requires that the language below be included in contracts subject to the Wage Enforcement Chapter.

(ii) Required Contractual Language. Capitalized terms used, but not defined, in this clause (ii) have the meanings ascribed thereto in the Wage Enforcement Chapter.

(a) This contract is or may be subject to the Wage Enforcement provisions of the Cincinnati Municipal Code. These provisions require that any Person who has an Agreement with the city or with a Contractor or Subcontractor of that Person shall report all Complaints or Adverse Determinations of Wage Theft and Payroll Fraud (as each of those terms is defined in Chapter 326 of the Cincinnati Municipal Code) against the Contractor or Subcontractors to the Department of Economic Inclusion within 30 days of notification of the Complaint or Adverse Determination.

(b) If this contract is subject to the Wage Enforcement provisions of Chapter 326 of the Cincinnati Municipal Code, the Person entering into this contract is required to include provisions in solicitations and contracts regarding a Development Site that all employers, Contractors or Subcontractors performing or proposing to perform work on a Development Site provide an initial sworn and notarized "Affidavit Regarding Wage Theft and Payroll Fraud" on a form prescribed by the city manager or his or her designee and, within 30 days of an Adverse Determination or Complaint of Wage Theft or Payroll Fraud, shall provide an "Amended Affidavit Regarding Wage Theft and Payroll Fraud" on a form prescribed by the city manager or his or her designee.

(c) If this contract is subject to the Wage Enforcement provisions of Chapter 326 of the Cincinnati Municipal Code, the Person entering into this contract is required to authorize, and does hereby specifically authorize, any local, state or federal agency, court, administrative body or other entity investigating a complaint of Wage Theft or Payroll Fraud against the Person (collectively "investigative bodies") to release to the City's Department of Economic Inclusion any and all evidence, findings, complaints and determinations associated with the allegations of Wage Theft or Payroll Fraud upon the City's request and further authorizes such investigative bodies to keep the City advised regarding the status of the investigation and ultimate determination. If the investigative bodies require the Person to provide additional authorization on a prescribed form or in another manner, the Person shall be required to provide such additional authorization within 14 days of a request by the City.

(d) If this Agreement is subject to the Wage Enforcement provisions of Chapter 326 of the Cincinnati Municipal Code, the Person entering into this Agreement shall include in its contracts with all Contractors language that requires the Contractors to provide the authorizations set forth in subsection (c) above and that further requires each Contractor to include in its contracts with Subcontractors those same obligations for each Subcontractor and each lower tier subcontractor.

(e) If this Agreement is subject to the Wage Enforcement provisions of Chapter 326 of the Cincinnati Municipal Code, the Person entering into this Agreement shall post a conspicuous notice on the Development Site throughout the entire period work is being performed pursuant to the Agreement indicating that the work being performed is subject to Cincinnati Municipal Code Chapter 326, Wage Enforcement, as administered by the City of Cincinnati Department of Economic Inclusion. Such notice shall include contact information for the Department of Economic Inclusion as provided by the department.

(f) Under the Wage Enforcement provisions, the city shall have the authority, under appropriate circumstances, to terminate this contract or to reduce the incentives or subsidies to be provided under this contract and to seek other remedies, including debarment.

(N) Americans With Disabilities Act; Accessibility.

(i) Applicability. Cincinnati City Council adopted Motion No. 201600188 on February 3, 2016 (the "**Accessibility Motion**"). This motion directs City administration to include language specifically requiring compliance with the Americans With Disabilities Act, together with any and all regulations or other binding directives promulgated pursuant thereto (collectively, the "**ADA**"), and imposing certain minimum accessibility standards on City-subsidized projects regardless of whether there are arguably exceptions or reductions in accessibility standards available under the ADA or State law.

(ii) Requirement. In furtherance of the policy objectives set forth in the Accessibility Motion, (A) the Project shall comply with the ADA, and (B) if (i) any building(s) within the Project is subject to the accessibility requirements of the ADA (e.g., by constituting a "place of public accommodation" or another category of structure to which the ADA is applicable) and (ii) such building(s) is not already required to meet the Contractual Minimum Accessibility Requirements (as defined below) pursuant to the ADA, applicable building code requirements, or by any other legal requirement, then Developer shall cause such building(s) to comply with the Contractual Minimum Accessibility Requirements in addition to any requirements pursuant to the ADA and the applicable building code or legal requirement. As used herein, "**Contractual Minimum Accessibility Requirements**" means that a building shall, at a minimum, include (1) at least one point of entry (as used in the ADA), accessible from a public right of way, with respect to which all architectural barriers (as used in the ADA) to entry have been eliminated, and (2) if such accessible point of entry is not a building's primary point of entry, conspicuous signage directing persons to such accessible point of entry.

(O) Electric Vehicle Charging Stations in Garages.

(i) Applicability. Cincinnati City Council passed Ordinance No. 89-2017 on May 10, 2017. This ordinance requires all agreements in which the City provides any amount of "qualifying incentives" for projects involving the construction of a parking garage to include a provision requiring the inclusion of certain features in the garage relating to electric vehicles. The ordinance defines "qualifying incentives" as the provision of incentives or support for the construction of a parking garage in the form of (a) the provision of any City monies or monies controlled by the City including, without limitation, the provision of funds in the form of loans or grants; (b) the provision of service payments in lieu of taxes in connection with tax increment financing, including rebates of service payments in lieu of taxes; and (c) the provision of the proceeds of bonds issued by the City or with respect to which the City has provided any source of collateral security or repayment, including, but not limited to, the pledge of assessment revenues or service payments in lieu of taxes. For the avoidance of doubt, "qualifying incentives" does not include (1) tax abatements such as Community Reinvestment Area abatements pursuant to Ohio Revised Code 3735.67, et seq., or Job Creation Tax Credits pursuant to Ohio Revised Code 718.15; (2) the conveyance

of City-owned real property for less than fair market value; and (3) any other type of City support in which the City provides non-monetary assistance to a project, regardless of value.

(ii) Requirement. If the applicability criteria of Ordinance No. 89-2017 are met, then the following requirements shall apply to any parking garage included within the Project: (a) at least one percent of parking spaces, rounding up to the nearest integer, shall be fitted with Level 2 minimum 7.2 kilowatt per hour electric car charging stations; provided that if one percent of parking spaces is less than two parking spaces, the minimum number of parking spaces subject to this clause shall be two parking spaces; and (b) the parking garage's electrical raceway to the electrical supply panel serving the garage shall be capable of providing a minimum of 7.2 kilowatts of electrical capacity to at least five percent of the parking spaces of the garage, rounding up to the nearest integer, and the electrical room supplying the garage must have the physical space for an electrical supply panel sufficient to provide 7.2 kilowatts of electrical capacity to at least five percent of the parking spaces of the garage, rounding up to the nearest integer.

(P) Certification as to Non-Debarment. Developer represents that neither it nor any of its principals is presently suspended or debarred by any federal, state, or local government agency. In completing the Project, Developer shall not solicit bids from any contractors or subcontractors who are identified as being suspended or debarred by any federal, state, or local government agency. If Developer or any of its principals becomes suspended or debarred by any federal, state, or local government agency during the term of this Agreement, Developer shall be considered in default under this Agreement.

(Q) Use of Nonfranchised Commercial Waste Haulers Prohibited. The City requires that persons providing commercial waste collection services (as that term is defined under CMC Chapter 730) within the City of Cincinnati obtain a franchise, and the City maintains a list of franchised commercial waste haulers. Developer is prohibited from using or hiring (or causing to be used or hired) a nonfranchised commercial waste hauler to provide commercial waste collection services in connection with the performance of this Agreement, and Developer is responsible for ensuring that any commercial waste collection services provided in connection with the performance of this Agreement are provided by a franchised commercial waste hauler. Questions related to the use of commercial waste franchisees can be directed to, and a list of current franchisees can be obtained from, the City's Office of Environment & Sustainability by calling (513)352-3200.

Addendum I to Additional Requirements Exhibit

City's Prevailing Wage Determination

TO BE ATTACHED

city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of City Council

202601550

From: Sheryl M.M. Long, City Manager

Subject: Ordinance Quitclaim of Water Main Easement Silverton E127-Q

Attached is an Ordinance captioned:

> **AUTHORIZING** the City Manager to execute a plat entitled Waterline Easement Vacation Plat Quitclaim E127-Q for Easement E127-WSL 1729 to release and quitclaim a portion of a public utility easement held by the City of Cincinnati for the use and benefit of Greater Cincinnati Water Works for a water main and associated appurtenances located in an upon certain real property located in Section 13, Town 4, E.R. 1 M.P. and Section 18, Town 4, F.R. 2, in the Village of Silverton, Hamilton County, Ohio.

The above-referenced Vacation Plat is being executed by the City of Cincinnati to release and quitclaim a portion of the City's rights and interests in a public utility easement for a water main and associated appurtenances, per the petition of AG47 Residential II, LLC, an Ohio limited liability company, the owner of the subject property. The Vacation Plat has been examined and approved as to its technical features by the Greater Cincinnati Water Works Chief Engineer. The City Manager has determined, upon consultation with Greater Cincinnati Water Works, that the portion of the requested easement is no longer used by Greater Cincinnati Water Works or needed for any municipal purposes, and recommends its release.

The Administration recommends passage of this Ordinance.

cc: Andrea Yang, Executive Director, Greater Cincinnati Water Works

CINCINNATI
CITY BUSINESS LIST

City of Cincinnati

An Ordinance No. _____

DMZ

EESW

-2026

AUTHORIZING the City Manager to execute a plat entitled Waterline Easement Vacation Plat Quitclaim E127-Q for Easement E127-WSL 1729 to release and quitclaim a portion of a public utility easement held by the City of Cincinnati for the use and benefit of Greater Cincinnati Water Works for a water main and associated appurtenances located in an upon certain real property located in Section 13, Town 4, E.R. 1 M.P. and Section 18, Town 4, F.R. 2, in the Village of Silverton, Hamilton County, Ohio;

WHEREAS, the City of Cincinnati is the holder of a public utility easement for a water main and associated appurtenances as recorded in Deed Book 3451, PG 641, Hamilton County, Ohio Recorder's Office (the "Easement") in and upon certain real property designated as Hamilton County, Ohio Auditor's Parcel No. 0602-0003-0264 (the "Property"); and

WHEREAS, the owner of the Property, AG47 Residential II, LLC, an Ohio limited liability company ("Petitioner"), has petitioned for the City to release and quitclaim its rights and interests in a portion of the Easement, as depicted on a plat entitled Waterline Easement Vacation Plat Quitclaim E127-Q for Easement E127-WSL 1729 attached to this ordinance as Attachment A and incorporated herein by reference (the "Vacation Plat"); and

WHEREAS, the City Manager, upon consultation with Greater Cincinnati Water Works ("GCWW"), has determined that the portion of the Easement requested by Petitioner to be released is no longer used by GCWW or needed for any municipal purposes and therefore recommends the release of the same; and

WHEREAS, the Vacation Plat has been examined and approved as to its technical features by the GCWW Chief Engineer, who has found it to be correct; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute the plat entitled Waterline Easement Vacation Plat Quitclaim E127-Q for Easement E127-WSL 1729, attached to this ordinance as Attachment A and incorporated herein by reference, to release and quitclaim a portion of a public utility easement granted to the City of Cincinnati in and upon certain real property designated as Hamilton County, Ohio Auditor's Parcel No. 0602-0003-0264, for the use and benefit of Greater Cincinnati Water Works for a water main and associated appurtenances (the "Easement").

Section 2. That the Easement is no longer used by GCWW and is not needed for any other municipal purpose.

Section 3. That the City Manager and other City Officials are authorized to take all necessary and proper actions to carry out the provisions of this ordinance including, without limitation, executing any and all ancillary agreements, plats and other documents.

Section 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

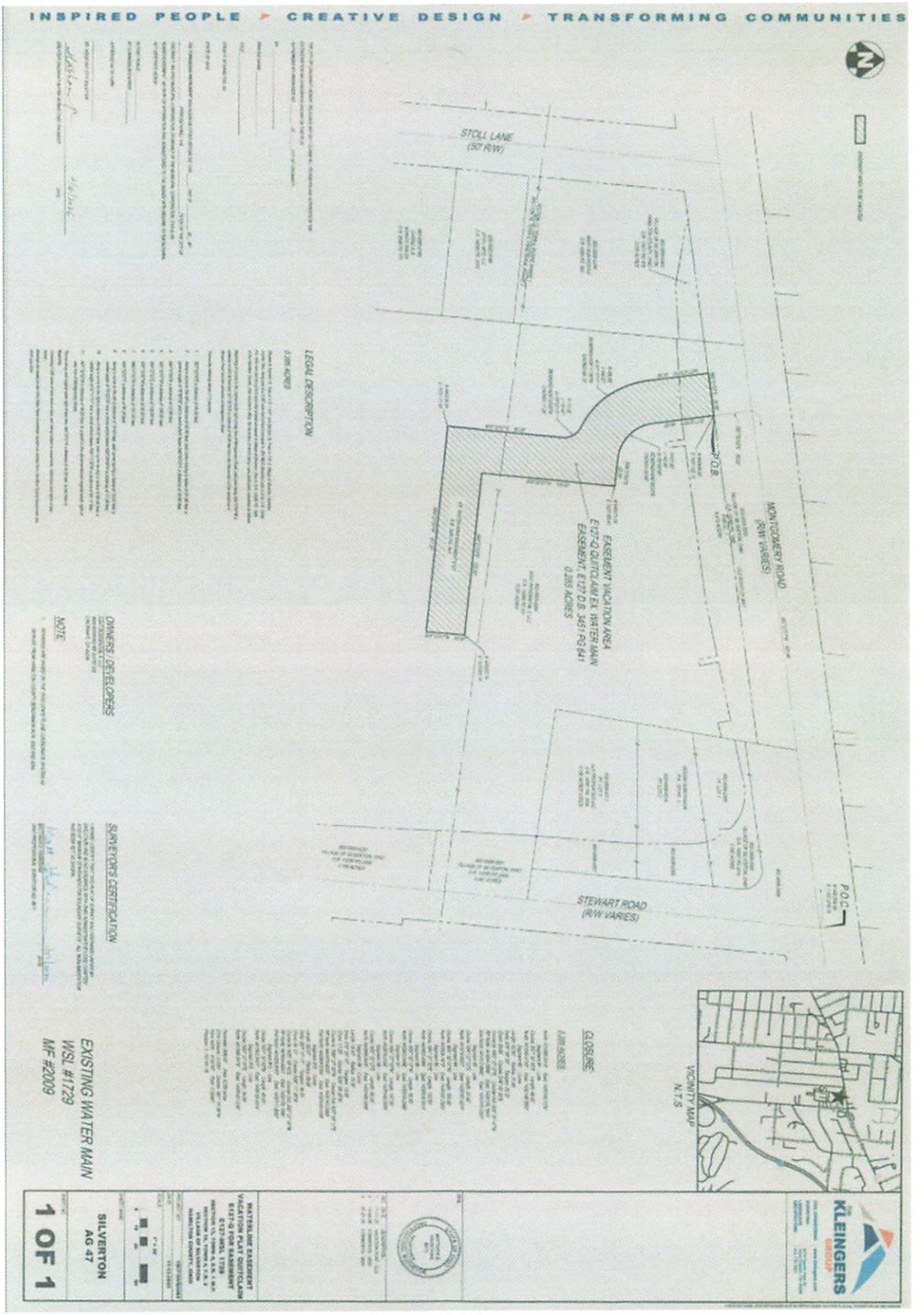
Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

ATTACHMENT A

ATTACHMENT A



ATTACHMENT A



city of CINCINNATI
Interdepartment Correspondence Sheet

May 13, 2026

To: Mayor and Members of City Council

202601554

From: Sheryl M.M. Long, City Manager

Subject: Ordinance Accepting and Confirming the Grant of a Public Utility Easement at Waterfront Way

---

Attached is an Ordinance captioned:

> **ACCEPTING AND CONFIRMING** the grant of a public utility easement in favor of the City of Cincinnati for water mains and related fixtures, equipment, and appurtenances through certain real property in the Anderson Township, Hamilton County, Ohio as designated on the plat entitled Water Main Easement E-1158, The Views at Coldstream, as recorded in Plat Book 513, Page 9, Hamilton County, Ohio Recorder's Office, and a grant of easement in favor of the City of Cincinnati for ingress and egress, to access the aforementioned water mains and related fixtures, over certain real property in Anderson Township, Hamilton County, Ohio as designated in the Grant of Easement as recorded at Official Record Volume 15397, Page 00001, Hamilton County, Ohio Recorder's Office.

Coldstream Estates Development, LLC, an Ohio limited liability company, has granted and dedicated a public utility easement in favor of the City of Cincinnati for water mains and related fixtures, equipment, and appurtenances, and has granted an easement in favor of the City of Cincinnati for ingress and egress to access the aforementioned water mains and related fixtures. This ordinance is to accept the owner's grant of easements to the City for the water mains and related infrastructure. The Greater Cincinnati Water Works Chief Engineer has examined and approved the Easement Plat and the grant of easement as to their technical features and found them to be correct.

The Administration recommends passage of this Ordinance.

cc: Andrea Yang, Executive Director, Greater Cincinnati Water Works

ACCEPTING AND CONFIRMING the grant of a public utility easement in favor of the City of Cincinnati for water mains and related fixtures, equipment, and appurtenances through certain real property in Anderson Township, Hamilton County, Ohio as designated on the plat entitled Water Main Easement E-1158, The Views at Coldstream, as recorded in Plat Book 513, Page 9, Hamilton County, Ohio Recorder's Office, and a grant of easement in favor of the City of Cincinnati for ingress and egress, to access the aforementioned water mains and related fixtures, over certain real property in Anderson Township, Hamilton County, Ohio as designated in the Grant of Easement as recorded at Official Record Volume 15397, Page 00001, Hamilton County, Ohio Recorder's Office.

WHEREAS, Coldstream Estates Development, LLC, an Ohio limited liability company, Thomas R. Eger, Trustee of the 140 Waterfront Way Trust, and Justin Evans, Trustee of the 130 Waterfront Way Trust, have granted and dedicated a public utility easement in favor of the City of Cincinnati for water mains and related fixtures, equipment, and appurtenances through certain real property in Anderson Township, Hamilton County, Ohio as designated on the plat entitled Water Main Easement E-1158, The Views at Coldstream, as recorded in Plat Book 513, Page 9, Hamilton County, Ohio Recorder's Office (the "Water Main Easement"); and

WHEREAS, Coldstream Estates Development, LLC, an Ohio limited liability company, and Laura H. Kitzmiller, have granted and dedicated an access easement in favor of the City of Cincinnati for ingress and egress to the aforementioned water main and related fixtures, through certain real property in Anderson Township, Hamilton County, Ohio as designated in the Grant of Easement recorded at Hamilton County, Ohio Official Record Volume 15397, Page 00001 (the "Access Easement") (the Water Main Easement and the Access Easement being collectively referred to herein as the "Easements"); and

WHEREAS, the Greater Cincinnati Water Works Chief Engineer has examined and approved the easement plat and the grant of easement as to their technical features and found them to be correct; and

WHEREAS, based on the foregoing, the City Manager, upon consultation with the Greater Cincinnati Water Works, recommends that Council accept and confirm the acceptance of the aforementioned Easements; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the public utility easement in favor of the City of Cincinnati for water mains and related fixtures, equipment, and appurtenances through certain real property in Anderson Township, Hamilton County, Ohio as designated on the plat entitled Water Main Easement E-1158, The Views at Coldstream, as recorded in Plat Book 513, Page 9, Hamilton County, Ohio Recorder's

Office (the "Water Main Easement") and the access easement in favor of the City of Cincinnati for ingress and egress to the aforementioned water main and related fixtures, through certain real property in Anderson Township, Hamilton County, Ohio as designated in the Grant of Easement recorded at Hamilton County, Ohio Official Record Volume 15397, Page 00001 (the "Access Easement") (the Water Main Easement and the Access Easement being collectively referred to herein as the "Easements"), and incorporated herein by reference, are hereby accepted and confirmed. The real property encumbered by the Easements is more particularly described as follows:

Water Main Easement

Tract One:

Situate in Military Survey No 1681 of the Virginia Military District, Anderston Township, Hamilton County, Ohio and being more particularly described as follows:

The private roadway known as Waterfront Way, as depicted and described in Plat Book 494, Page 1-3 of the Hamilton County, Ohio Recorder's Office.

Tract Two:

Situate in Military Survey No. 1681 and 1682, Anderson Township, Hamilton County, Ohio, and being more particularly described as follows:

Open Space A as depicted and described in the Villas in the plat of the Coldstream Country Club Subdivision as set forth in Plat Book 496, Pages 9-11 of the Hamilton County, Ohio Recorder's Office.

Tract Three:

Situate in Military Survey #1681 and Military Survey #1682 of the Virginia Military District, Anderson Township, Hamilton County, State of Ohio and being all of Lot 7 of the Waterfront Estates at Coldstream, A.K.A. The Views at Coldstream Subdivision Plat recorded September 7, 2022 in Plat Book 494, Pages 1 through 3, of the Hamilton County, Ohio Recorder's Office.

Tract Four:

Situate in Military Survey No. 1681 of the Virginia Military District, Anderson Township, Hamilton County, Ohio and being more particularly described as follows:

Being all of Lot 6 of Waterfront Estates at Coldstream, A.K.A. The Views at Coldstream, as recorded in Plat Book 494, Pages 1-3, of the Hamilton County, Ohio Recorder's Office.

Access Easement

Tract One:

Situate in Military Survey No 1681 of the Virginia Military District, Anderston Township, Hamilton County, Ohio and being more particularly described as follows:

The private roadway known as Waterfront Way, as depicted and described in Plat Book 494, Page 1-3 of the Hamilton County, Ohio Recorder's Office.

Tract Two:

Situate in Military Survey No. 1681 of the Viriginia Military District, Anderson Township, Hamilton County, Ohio and being more particularly described as follows:

Being all of Lot 1 of Waterfront Estates at Coldstream, as recorded in Plat Book 494, Page 1-3 of the Hamilton County, Ohio Recorder's Office.

Section 2. That the City Solicitor shall cause an authenticated copy of this ordinance to be recorded in the Hamilton County, Ohio Recorder's Office.

Section 3. That the proper City officers and officials are authorized to take all necessary and proper actions to carry out the provisions of this ordinance.

Section 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed:_____, 2026

_____
Aftab Pureval, Mayor

Attest:_____
Clerk

City of Cincinnati

801 Plum Street, Suite 348
Cincinnati, Ohio 45202

Phone: (513) 352-3464
Email: mark.jeffreys@cincinnati-oh.gov
Web: www.cincinnati-oh.gov

Mark Jeffreys
Councilmember

May 8, 2026

MOTION

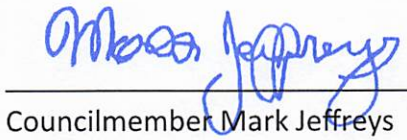
WE MOVE that City Council approve the allocation of $50,000 from the Carryover FY '25 Special Events Fund to support the OwnCincy Workshop series that promotes homeownership through 12 workshops, a wealth marketplace (financial institutions), vendors, a youth financial education series, and home repair how-to segments at Xavier University's Cintas Center on Saturday, June 27, 2026, 8 a.m. – 4 p.m. In addition to the one-day event, OwnCincy holds workshops throughout the year at venues such as the National Underground Railroad Freedom Center, various Cincinnati recreation centers, and the Hilton Garden Inn on topics including credit repair, the homebuying process, finding and working with a Realtor®, investing, budgeting, and available resources for homebuying.

The OwnCincy homeownership events include information on resources available from the City of Cincinnati for potential homebuyers.

The June 27th all-day event as well as the workshop series throughout the year are free and open to the public, and will include the City of Cincinnati's logo and opportunities for City employees to share valuable information with the public.

STATEMENT

Realtor® Darrick Dansby through his organization, OwnCincy, an Ohio 501(c)(3) non-profit organization, partnered with the Cincinnati City of Cincinnati, the Greater Cincinnati Realtists Association, several financial institutions, and other organizations involved in the homebuying process to provide valuable information and resources to the public to promote and encourage homeownership. OwnCincy also sponsors a "Mega Open House" in July where Realtors® selling homes below a certain price point may list their open house on the Mega Open House Day in order to promote affordable homes.



Councilmember Mark Jeffreys

City of Cincinnati

801 Plum Street, Suite 350
Cincinnati, OH 45202

Phone (513) 352-5243
Email evan.nolan@cincinnati-oh.gov

202015205

Evan Nolan
Councilmember

WE MOVE that the City Administration assess the efficacy of the City's current housing and economic development tools, programs, and funding sources utilized to incentivize and invest in housing development and economic development generally across the City of Cincinnati, including, without limitation, each of those listed below:

- Tax Increment Financing Districts (TIF Districts)
- Voluntary Tax Incentive Contribution Agreement Program (VTICA)
- Neighborhood Business District Improvement Program
- Neighborhood Business District Support Fund
- Neighborhood Catalytic Capital Improvement Program
- Catalytic Neighborhood Futures Fund
- Notice of Funding Availability
- "Quickstrike" Acquisition & Project Funding

WE FURTHER MOVE that the City restructure such housing and economic development tools, programs, and funding sources into a more flexible, streamlined, and consolidated fund to be overseen by the City's new Office of Strategic Growth (OSG) and administered in partnership with Cincinnati Development Fund, HomeBase Cincinnati, The Port of Greater Cincinnati Development Authority, and others that such partners may recommend in collaboration with OSG, that the City's non-profit and for-profit development partners, including community development corporations and other neighborhood organizations, can more efficiently access to activate and accelerate economic development and new housing development in neighborhoods across the City;

WE FURTHER MOVE that the City confer with development partners to focus investments from such restructured fund in areas and on projects that will result in the greatest impact for our city, taking into consideration the following priority areas:

- Neighborhood business districts;
- Preserving and creating more home ownership and closing the home ownership gap;
- Low-income areas;
- Where development is not naturally occurring without public subsidy;
- Where there are no TIF Districts or VTICA funds;
- Where TIF Districts or VTICAs are not producing sufficient revenue;
- Along major transit corridors, such as Glenway/Warsaw Avenue, Hamilton Avenue, and Reading Road; and
- The needs across the entire project life cycle of a development from site acquisition and pre-development costs through gap financing, completed construction, and ongoing stabilization;

WE FURTHER MOVE, for the purpose of streamlining deployment of TIF funds to more efficiently spur development in TIF Districts, that the City Administration take the steps necessary to amend the City's TIF District policies to allocate current unencumbered TIF District funds and future unencumbered TIF District revenues as follows:

I. 50% to the newly established fund described above to be deployed as first-available sources for eligible TIF District uses.

II. 50% on a project-by-project basis for eligible TIF District uses advised by the community and approved by City Council.

Evan T. Nolan

Councilmember Evan Nolan

Jeff Cramerding

Anna Albi

City of Cincinnati

801 Plum Street, Suite 346A
Cincinnati, Ohio 45202

Phone: (513) 352-5210
Email: ryan.james@cincinnati-oh.gov
Web: www.cincinnati-oh.gov

Ryan James
Councilmember

May 7, 2026

Motion

WE MOVE that the Clerk of Council and city administration review safety procedures for City Hall and submit a report via presentation within 15 days regarding potential improvements to current policy to ensure a safe workplace for all city employees.

Statement

Due to an increase in threats and threatening rhetoric directed towards city employees, we seek to reevaluate our current procedures. We further seek to explore security measures on the third floor and add any necessary updates based on findings to protect our employees' safety and wellbeing.

PS

Ryan James

Councilman Ryan James

Jan-Michele Lemon Kearney

Anna Alli

City of Cincinnati

801 Plum Street, Suite 346A
Cincinnati, Ohio 45202

Phone: (513) 352-5210
Email: ryan.james@cincinnati-oh.gov
Web: www.cincinnati-oh.gov

Ryan James
Councilmember

May 7, 2026

Motion

WE MOVE that the Clerk of Council and city administration review safety procedures for City Hall and submit a report via presentation within 15 days regarding potential improvements to current policy to ensure a safe workplace for all city employees.

Statement

Due to an increase in threats and threatening rhetoric directed towards city employees, we seek to reevaluate our current procedures. We further seek to explore security measures on the third floor and add any necessary updates based on findings to protect our employees' safety and wellbeing.

PS

Ryan James

Councilman Ryan James

Jan-Michele Lemon Kearney

Anna Alli

Moss Jeffrey

city of CINCINNATI
Interdepartment Correspondence Sheet

April 22, 2026

To: Mayor and Members of City Council

From: Sheryl M.M. Long, City Manager

202601441

Subject: **Council Report on Traffic Enforcement**

REFERENCE DOCUMENT #202600192

On January 20, 2026, Councilmember Mark Jeffreys referred the following item for report:

> **MOTION**, submitted by Councilmember Jeffreys, **WE MOVE** that the City Administration issue a report within sixty (60) days that:
>
> - Outlines traffic citations overall and by neighborhood for 2025, and update the same for the previous four years;
> - Shares how many 'traffic blitzes' there were in 2025 and the number of citations and stops for each traffic blitz;
> - Outlines plans for 'traffic blitzes' and other plans for traffic enforcement in 2026;
> - Shares the number of crashes that CPD responded to on Interstate Highways (1-74/75/71) within city limits in 2024 & 2025, including the total Full Time Equivalent (FTE) hours spent responding to those crashes and the subsequent follow-up.

Traffic Enforcement Cincinnati Police Department

For Official Use Only

Data is preliminary, and subject to further analysis and revision

Prepared by Crime Analysis and Problem Solving
Cincinnati Police Department

Table 1:	**Traffic Citation Counts by neighborhood from 2021 through 2025**
Table 2:	**Traffic Citation Counts by District from 2021 through 2025**
Table 3:	**Crash Summary Statistics for those occurring on 1-74, 1-71, and 1-75 - 2024 and 2025, including FTE hours spent on crash investigations**
Table 4:	**Blitz Details occurring in 2025**
Table 5:	**Traffic Initiative Plans in 2026**

OTHER PLANS FOR TRAFFIC ENFORCEMENT IN 2026

Districts will participate in the 2026 Traffic Blitz events and use both data and complaints from the community and community councils to proactively address traffic concerns. Data driven approaches to crime and traffic safety, e.g., crash data, provided by Crime Analysis and Problem Solving (CAPS) will assist districts to conduct enforcement efforts where needed. Traffic enforcement plans are driven through data analysis and initiatives may be spontaneous in response at the district level.
Districts will also continue to assist and give recommendations to the Department of Transportation and Engineering (DOTE) in support of their traffic calming efforts. The districts will continue to conduct periodic enforcement in the short term, repeatedly looking for longer term solutions, such as a change in traffic patterns, etc. Additionally, Neighborhood Liaison Units will conduct traffic/pedestrian safety training at community meetings and at schools. Several designated traffic enforcement officers have been selected to focus on reducing speeding, auto accidents, while increasing pedestrian safety.

GRANTS/ORDINANCES

Ordinance No. 2025-142 of the City of Cincinnati is authorizing the City to apply for, accept, and appropriate a Selective Traffic Enforcement Program grant from the State of Ohio Department of Public Safety, for the purpose of funding a program to reduce deaths and injuries resulting from vehicular accidents due to speeding, loss of control, restraint violations, operating a vehicle under the influence, and high visibility enforcement efforts to reduce fatal accidents.
Ordinance No. 2025-141 of the City of Cincinnati is authorizing the City to apply for, accept, and appropriate a grant from the Ohio Department of Public Safety, the Ohio Traffic Safety Office's FY26 Impaired Driving Enforcement Program, to aid in reducing death and injuries resulting from vehicular accidents.

Ordinance No. 2025-143 of the City of Cincinnati is authorizing the City to apply for, accept, and appropriate a grant from the State of Ohio Department of Public Safety, Ohio Traffic Safety Office, to fund a Traffic Safety Resource Prosecutor (TSRP) position to provide training, education, and technical support to traffic crimes prosecutors and law enforcement agencies throughout the State of Ohio, and to develop a coordinated statewide, multidisciplinary planned approach to the prosecution of impaired driving and other traffic crimes in Ohio.

CONCLUSION

The Cincinnati Police Department will continue to conduct periodic short term traffic enforcement while repeatedly looking for longer term solutions in addition to the continued collaboration with their partners on traffic enforcement and traffic calming measures.
Additionally, CPD will continue to utilize data driven approaches to crime and traffic safety, e.g., crash data, in collaboration with Crime Analysis and Problem Solving (CAPS).

CPD will utilize the listed grant funding to collaborate with the Traffic Unit, who has staff supervision over the Department's selective enforcement program and other specialized traffic-related programs. The Traffic Unit acts as a liaison and an implementation site for state programs such as the seat belt and holiday drunk driving programs, to reduce deaths and injuries resulting from vehicular accidents due to speeding, loss of control, restraint violations, operating a vehicle under the influence, and high visibility enforcement efforts to reduce fatal accidents.

Attachment

Table 1: Traffic Citation Counts by neighborhood from 2021 through 2025

NEIGHBORHOOD	2021	2022	2023	2024	2025	Grand Total
AVONDALE	1,057	1,108	1,012	697	568	4,442
BOND HILL	603	554	813	421	340	2,731
CALIFORNIA	24	32	31	23	34	144
CAMP WASHINGTON	373	444	807	600	647	2,871
CARTHAGE	301	239	282	283	234	1,339
CBD/RIVERFRONT	518	436	571	690	1,271	3,486
CLIFTON	439	475	592	345	305	2,156
COLLEGE HILL	535	496	833	437	573	2,874
COLUMBIA TUSCULUM	114	200	356	189	135	994
CORRYVILLE	419	344	353	307	339	1,762
CUF	631	489	916	781	718	3,535
EAST END	94	151	99	109	95	548
EAST PRICE HILL	1,124	1,560	1,601	1,070	1,207	6,562
EAST WALNUT HILLS	73	84	81	112	118	468
EAST WESTWOOD	276	371	273	277	362	1,559
ENGLISH WOODS	50	73	83	88	94	388
EVANSTON	233	349	342	247	232	1,403
HARTWELL	139	116	133	136	116	640
HYDE PARK	189	193	188	196	176	942
INTERSTATES	2,235	1,987	3,476	2,507	2,678	12,883
KENNEDY HEIGHTS	64	57	38	24	45	228
LINWOOD	55	36	87	65	83	326
LOWER PRICE HILL	468	563	1,289	1,115	1,151	4,586
MADISONVILLE	249	289	219	212	231	1,200
MILLVALE	308	303	286	216	216	1,329
MOUNT ADAMS	66	174	210	200	310	960
MOUNT AIRY	647	619	1,503	1,142	810	4,721
MOUNT AUBURN	217	271	235	361	175	1,259
MOUNT LOOKOUT	72	83	74	70	88	387
MOUNT WASHINGTON	115	103	131	83	120	552
N/A OR OUT OF CITY	55	47	66	76	73	317
NORTH AVONDALE	373	444	364	387	364	1,932
NORTH FAIRMOUNT	184	169	144	145	105	747
NORTHSIDE	559	688	1,416	999	730	4,392
OAKLEY	315	370	321	321	276	1,603
OVER-THE-RHINE	692	664	765	1,320	909	4,350
PADDOCK HILLS	261	201	216	139	125	942
PENDLETON	42	45	28	35	56	206
PLEASANT RIDGE	157	182	162	114	136	751
QUEENSGATE	407	353	712	672	719	2,863
RIVERSIDE	189	220	295	304	318	1,326
ROSELAWN	395	285	317	336	310	1,643
SAYLER PARK	96	97	233	189	135	750
SEDAMSVILLE	196	336	453	273	336	1,594
SOUTH CUMMINSVILLE	145	165	153	123	88	674
SOUTH FAIRMOUNT	1,001	1,126	1,234	1,032	1,232	5,625
SPRING GROVE VILLAGE	448	459	880	442	473	2,702
VILLAGES AT ROLL HILL	77	114	103	118	139	551
WALNUT HILLS	753	744	607	458	463	3,025
WEST END	894	576	701	756	884	3,811
WEST PRICE HILL	1,150	1,561	1,400	1,030	1,215	6,356
WESTWOOD	1,822	2,454	2,357	2,236	2,476	11,345
WINTON HILLS	326	247	509	322	342	1,746
Grand Total	22,225	23,746	30,350	24,830	25,375	126,526

Table 2: Traffic Citation Counts by District from 2021 through 2025

DISTRICT	2021	2022	2023	2024	2025	Grand Total
CENTRAL BUSINESS SECTION	584	610	781	890	1,581	4,446
DISTRICT 1	2,883	2,398	3,357	3,925	3,461	16,024
DISTRICT 2	2,507	2,873	2,736	2,223	2,232	12,571
DISTRICT 3	9,200	11,359	14,463	11,394	11,834	58,250
DISTRICT 4	4,761	4,472	5,471	3,815	3,516	22,035
INTERSTATES	2,235	1,987	3,476	2,507	2,678	12,883
N/A OR OUT OF CITY	55	47	66	76	73	317
Grand Total	22,225	23,746	30,350	24,830	25,375	126,526

[i]Data tables (Table 1 and Table 2) reflect citation counts issued by Cincinnati Police for offenses falling under ORC Sections beginning with 45-- and CMC Sections beginning with 5--.

Table 3: Crash Summary Statistics for those occurring on I-74, I-71, and I-75 - 2024 and 2025, including FTE hours spent on crash investigations

		Time Spent on Crash (Time Dispatched to Cleared) In Minutes					
	Interstate	Count	Sum	Min	Max*	Average	Stan Dev**
2025	I-74	156	6,293.00	0	352	40.3	35.5
	I-71	558	24,541.00	0	1,476	44.0	67.9
	I-75	1,526	57,325.00	0	303	37.6	28.2
	Total	**2,240**	**88,159.00**	**0**	**1,476**	**39.4**	**42.2**
2024	**I-74**	**177**	**7,712.40**	**0**	**222**	**43.6**	**32.2**
	I-71	531	24,739.60	0	781	46.6	46.9
	I-75	1,320	56,700.00	0	2,955	43	89.6
	Total	**2,028**	**89,151.90**	**0**	**2,955**	**44**	**76.8**

Note: This does not include the time the Traffic Unit takes to investigate serious and fatal crashes. They estimate crash investigations take an average of 80-120 hours per case, and more for complex prosecuted cases. This includes multiple traffic officer's time at the scene, investigative processes, and trial preparation. They investigated 58 cases in 2024 and 47 cases in 2025.

* Max field denotes what the highest value., which gives an idea of the outlier value. For instance, in 2024 there was at least one crash report/investigation that lasted 2,955 minutes (49 hours). Upon inspection, the calculation Time (Dispatched to Time Cleared) did not accurately reflect the time report/investigated. Instead, this was a complex crash between a bus, semi-truck, and sedan. The officer entered the crash report the day after, including the finalized time cleared. Similarly, crashes with the minimum value of zero reflect reporting processes, like entering the same dispatch and clearance date/time.

** Stan Dev denotes the standard deviation or how dispersed the values are around the mean. Typically, two standard deviations around the mean denotes an "outlier". With this method, a 2024 crash report/investigation lasting longer than 198 minutes would be considered an outlier. Equation for 2024 Total outlier: 76.8*2 + 44.0 = 197.6

Table 4: Blitz Details occurring in 2025

Blitz Period	Operational Notes	Citations
2025 (2/17 – 2/28)	Partnership between Traffic Unit and Ohio State Patrol. The main goal is to maximize uniformed presence and address hazardous driving. The secondary goal is to boost morale and develop relationships with a local partner.	1,834
2025 (11/17 – 11/21)	Performed by select District Officers and supported by Traffic Unit. The main goal was to onboard and expose young officers to traffic stop processes and their benefits. The secondary goal is to maximize enforcement within each district.	422

Table 5: Traffic Initiative Plans in 2026

Period	Operational Notes
Spring 2026 (3/1 – 3/14)	**Traffic Blitz:** Partnership between Traffic Unit and Ohio State Patrol.
Summer 2026 (*TBD*)	**Traffic Blitz:** Partnership with the 117th recruit class following their release from probationary training with the main goal of exposure to traffic-based stops, processes, and their benefits.
Summer 2026 (6/4, 7/2, & 8/6)	**Community Event:** 2026 Smale Family Days – Partnership with Hamilton County Safe Communities, Cincinnati Parks Foundation, and Cincinnati Parks, with the main goal of pedestrian safety and education during the event.
Spring - Summer 2026 (4/16, 6/11, & 8/20)	**OVI Checkpoint:** Partnership between Traffic Unit and Ohio State Patrol.
Fall 2026 (*TBD*)	**Traffic Blitz:** Partnership with the 118th recruit class following their release from probationary training with the main goal of exposure to traffic-based stops, processes, and their benefits.