



## Summary

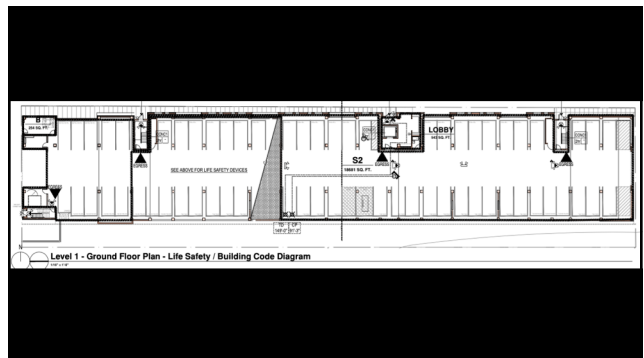
- Project Overview
- Zoning
- Traffic
- Detention
- Environmental
- Timing
- FAQ's

## Project Overview

- 51 luxury apartment homes ((43) 2/2.5 units and (8) 1/1.5 Units)
- All units will have upscale interior finishes including custom cabinetry and trim work, high-end Wolf appliances, full dining rooms, and custom detailing throughout.
- Private parking garage will provide ample off-street parking as well as guest parking at roughly 104 spaces.
- Average unit will be 1,325 SF (70% larger than new competitive projects).
- Rental rates estimated to average over \$3,000 per month.
- The project will have a full-time property manager and maintenance person on staff.

## Project Overview

- Architecture Team is Drawing Department which is based in Oakley.
- General Contractor is Manning Contracting (Hyde Park Residents).
- Ownership/investment is all local PLK team.
- This is a long-term hold for us.
- Cost per unit is almost 3x our average units cost in any other location in the MSA.



### Zoning Overview

Regulations	CC-A	Actual	Zoning Review
Maximum building height (ft.)	85	72	Compliant
Minimum building height (ft.)	15	72	Compliant
Minimum Lot area/unit (sq. ft.)	700	712	Compliant
Minimum Front yard setback (Michigan and Shaw)	0	0	Compliant
Minimum Side yard setback	0	15/6	Compliant
Building placement requirements	No		
Ground floor transparency standards	No		

- The property technically has 2 front yards (Michigan and Shaw).
- We will be required to have plantings per buffer yard requirements, and the planting ratio is to be calculated for the entire length of the site.
- Buffer yard cannot contain "noisemaking" building equipment such as air conditioning condensers.
- Buffer yard cannot contain refuse storage / dumpsters.

### Traffic Governing Authorities

#### City of Cincinnati Department of Transportation and Engineering (DOTe)

- Oversee construction, maintenance and preservation of the City's public streets, bridges, sidewalks and bike paths.
- The department also owns and manages public traffic signals and street lights.

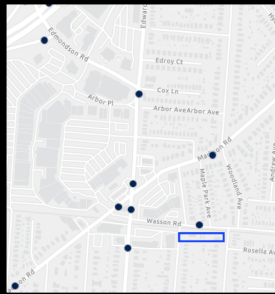
#### Ohio Kentucky and Indiana Region Council of Governments (OKI)

- Provide transportation, water, air quality and land use studies for participating governments.
- Includes traffic counts for the City of Cincinnati.

#### The Institute of Transportation Engineers (ITE)

- Use their data to generate Trip Generation Rates.

### DOTe Traffic Impact Analysis



DOTe's analysis anticipates 430 total daily vehicular trip (inbound and outbound) a day split over the 2 entrances (average of 215 per street).

They then compare this to the existing average daily volumes as provided by OKI of roughly 11,000.

Per DOTe: "based on these levels, we do not expect any negative impacts generated from this project."

### Traffic Impact Study Requirements

Cincinnati requires a Traffic Impact Study if a development is expected to generate **100 or more new inbound or outbound trips during the peak hours**.

The Institute of Transportation Engineers Calculation Charts indicate that this type of building would generate an average of 0.44 cars, per peak hour, per unit.

**The building would provide a total impact of 22 cars in a peak hour split over 2 exits.**

**The level of impact would not trigger a traffic impact study per Cincinnati Standards.**

### Detention

The site currently lets 100% of rain run off into combined sewer system as there is no mechanism to store it.

We are providing an underground storage tank to collect almost 90% of all rainfall to the site.

The tank will slowly release the water via a 4" pipe as there is capacity.

Tank capacity is calculated based on 10 years historical rain fall plus a 25 year forward outlook.

Tank needs to be above lateral feed to naturally drain.

Rainwater collected via downspouts

Rainwater release into system, lateral as capacity permits



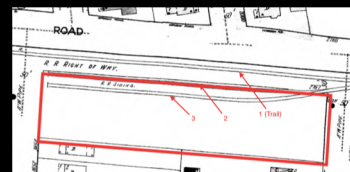
### Environmental

- This site was historically used as a railroad spur and for other railroad purposes.

- We spent the last year working with our environmental team doing multiple tests at this site and that is ongoing.

- Ultimately, certain historical environmental impact will be remediated prior to commencing construction.

- We are working diligently with our environmental team and the Ohio EPA to obtain a no further action letter upon completion of OEPA's Voluntary Action Program (Brownfield Redevelopment).



### Timing

- We are currently working with the EPA to remediate the site.
- Underground Site Commencement is about 30 days after remediation.
- Garage is scheduled to be complete by year end.
- Unit construction scheduled to start in January with a 12 month total time frame.
- Total project delivery is about 16 months.
- To date permits have been issued for all demolition, site work, foundations and the parking garage and the wood frame portion is in for final review.

### Other FAQ

- Pool – Pool hours are TBD by operations but are typically sun-up to sun-down.
- Trash – All trash is internally stored in a sealed trash room and manually pushed out by our maintenance person.
- Pedestrian Safety – we know there are concerns about pedestrian safety all along the Wasson Way. We have no control over this, but would gladly lobby with you for improvements around our site.

**Thank You!**