

**North Over-The-Rhine (NOTR)  
On-Street Parking  
Utilization Assessment  
City of Cincinnati, OH**



Prepared by

**DESMAN**

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JANUARY 22, 2026

January 22, 2026

Mr. Daniel Fortinberry, CAPP, CPP  
Parking Services Manager  
Parking Services Division, DCED  
**City of Cincinnati**  
300 W. 6th Street  
Cincinnati, OH 45202

RE: North OTR Neighbor On-Street Parking Utilization Assessment Summary  
DESMAN Project No. 51-23124-3 Service Request #5

Mr. Fortinberry,

DESMAN is pleased to submit this summary report of our recent re-survey of on-street parking utilization in the North Over-the-Rhine (NOTR) neighborhood area.

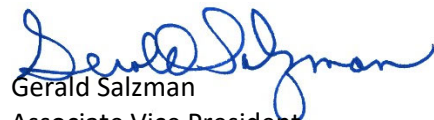
We appreciate this opportunity to provide parking consulting services to your agency. We will be happy to set up a meeting to discuss our findings, and conclusions recommendations once you have had a chance to review our submittal.

Sincerely,

**DESMAN INC.**



Gregory A. Shumate  
Senior Associate



Gerald Salzman  
Associate Vice President

## BACKGROUND

This report summarizes a recent survey of the prevailing utilization of on-street in the North Over-the-Rhine (NOTR) neighborhood over a two-day period during the month of September in 2025. This was the second parking survey of this type conducted in the NOTR since the area was initially surveyed in the spring of 2024. The findings of 2024 parking study and survey, which encompassed a larger study area, were led to refinements to a proposal to establish Special Parking permit Area (SPPA) regulations in the NOTR that were similar to those enacted for the southern portion of the OTR neighborhood, hereafter referred to as the SOTR (i.e., the area bounded by Central Parkway on the west and south, Liberty Street on the north and Sycamore Street on the east) in 2018.

Basically, newly adopted SPPA regulations for the NOTR were enacted in 2025 and were applied to only the portion of the NOTR generally defined by Liberty Street on the south, Central Parkway on the west, Findlay Street on the north, and E. Clifton Avenue on the east (see **Exhibit 1**). The NOTR area to the north of Findlay Street, comprised of mostly industrial land uses, was excluded from the SPPA regulations and also excluded from this most recent survey of on-street parking activity.

The purpose of this new survey was to evaluate how the prevailing parking activity has been affected by the adoption of the SPPA regulations. To accomplish this task, the scope, timeframe, data collection, and general methodology of this survey were devised to closely parallel that of the NOTR survey conducted in the spring of 2024 before the new SPPA regulations were enacted. Therefore, this report contains numerous comparisons to how the survey findings of this more recent survey compare with the findings from the 2024 survey. Lastly, this report concludes with a summation of how the SPPA regulations appears to have altered the parking behaviors of both the resident, and non-resident parkers in the area.

## THE SPECIAL PARKING PERMIT AREA (SPPA) REGULATIONS

The newly adopted SPPA regulations are applicable only to the portion of the NOTR that lies between Findlay Street to the north and Liberty Street to the south. Within this area, the following three designations for legal on-street parking zones have been created.

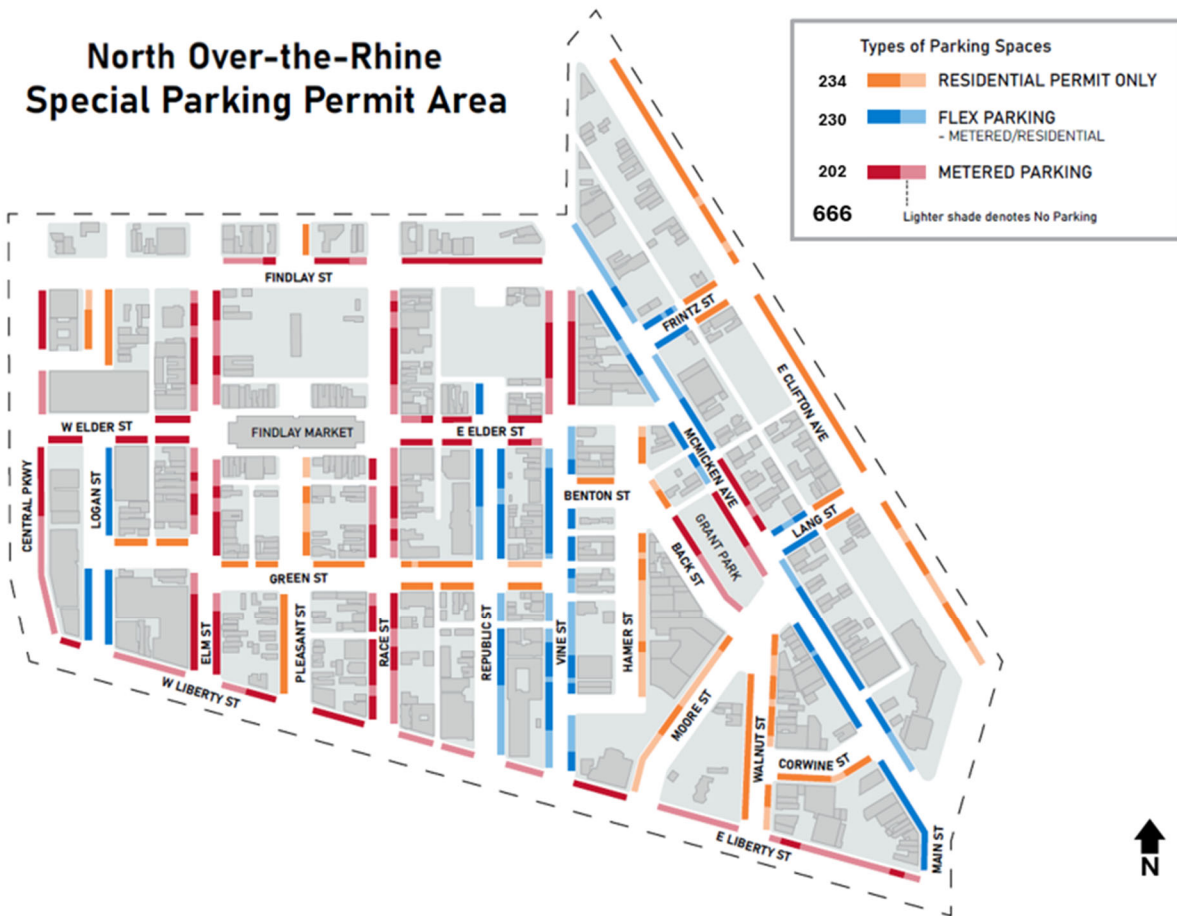
**“Residential Permit Parking Space Zones”** are intended to exclusively accommodate officially registered resident permit holders,

**“Pay Parking Space Zones”** are signed and controlled by either parking meters, pay stations, or declared as pay-by-phone only zones which are intended to serve transient parkers who visit or work in the area. All parkers at any of these on-street spaces, including residents and regardless of whether they are resident permit holders, must adhere to the posted parking time limit and pay the corresponding parking fee for the duration of stay at their parking location.

**“Flex Parking Space Zones”** are similar to “Pay Parking Space Zones” in that they are also controlled by parking meters, pay stations, or declared as pay-by-phone only zones, but resident permit holders who choose to park within these zones, unlike transient parkers, do not have to adhere to any of the post time limits and they don’t have to pay fee.

**Exhibit 1** depicts the boundary limits of the new SPPA for the NOTR neighborhood, and the current whereabouts of each of these three SPPA parking zones. A total of 666 parking spaces now exist within this SPPA District. Although not depicted on this Exhibit, two curbside areas along Liberty Street designated as school bus and Police where posted signage noted that only for parking by school buses and Cincinnati Police Department.

## Exhibit 1 – NOTR SPPA Parking Zones



Source: Department of Public Works, Parking Services Division

### [THE DIFFERENCES BETWEEN THE 2024 AND THE 2025 NOTR PARKING SURVEYS](#)

**Exhibits 1 and 2** respectively depict the area boundary for the 2024 and 2025 NOTR parking survey areas.

The exhibits also show four subareas established by DESMAN during the 2024, to more clearly comprehend the on-street parking patterns in the immediate area surrounding the Findlay Market House (Sub-area #1), the predominately comprised of residential land uses areas to the south (Sub-area #2) and east (Sub-area #3), and the more industrial area to the north (Sub-area #4). Since boundary limits of the newly enacted SPPA District excluded, all of Sub-area #4, and a small portion of Sub-area #1, but the limits Sub-areas #2 and #3 were unaltered for the 2025 survey.

Both exhibits also depict the ID code numbers assigned to each city block face segment where legal on-street parking areas were surveyed. These same codes numbers were used to document the on-street parking activity in both 2024 and 2025.

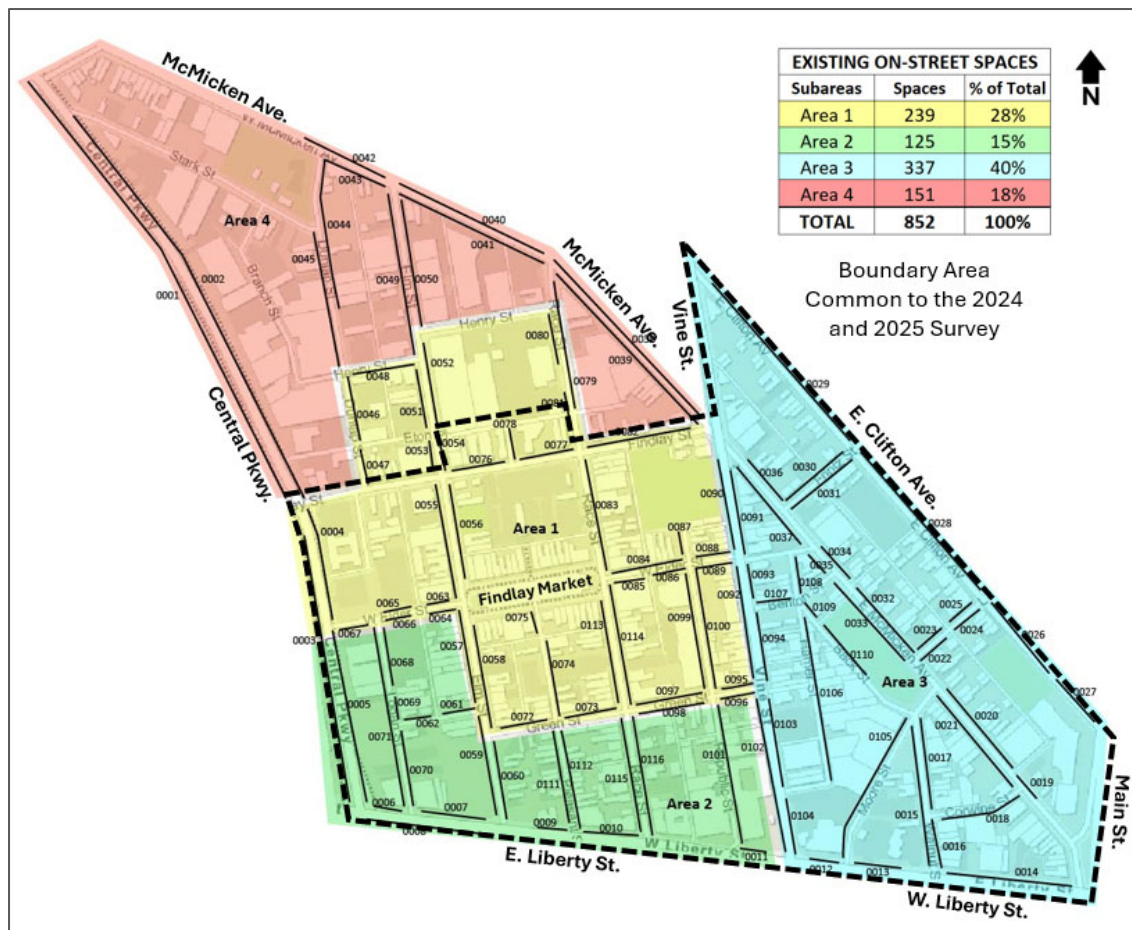
Both the 2024 and 2025 parking activity surveys were conducted on a Friday, and on a Saturday for a one hour-long period starting at 12:00 AM, 7:00 AM and 12:00 PM, but the 2024 survey was conducted on March 22<sup>nd</sup> and 23<sup>rd</sup>, while the 2025 survey was conducted on September 26<sup>th</sup> and 27<sup>th</sup>. Lastly, there was a total of 852 existing parking spaces within the survey boundary in 2024, but due to the reduced boundary limits of the SPPA District the 2025 survey area only encompassed 666 existing parking spaces.

Like the 2024 survey, the 2025 survey documented the overall occupancy and turnover of all the legal on-street parking spaces throughout the NOTR. However, the 2024 survey mainly focused 1) on assessing the availability on-street parking available to serve the Findlay Market area workers, and 2) on gaining some understanding about the degree that daily shoppers and visitors were competing for the same supply of available on-street parking spaces before, during, and after the normal business hours of most Findlay Market area businesses.

The focus of this 2025 survey was to evaluate how the newly established SPPA program regulations have affected impacted the availability and utilization of on-street parking dynamics given the reassignment of a large portion of existing on-street parking spaces as “Resident Permitholder Only Spaces” and “Flex Spaces”. **Exhibit 1** illustrates the curbside areas now designated as resident permitholder spaces, flex spaces, and metered spaces within the SPPA district, which excludes the northernmost portion of the NOTR that was surveyed in 2024.

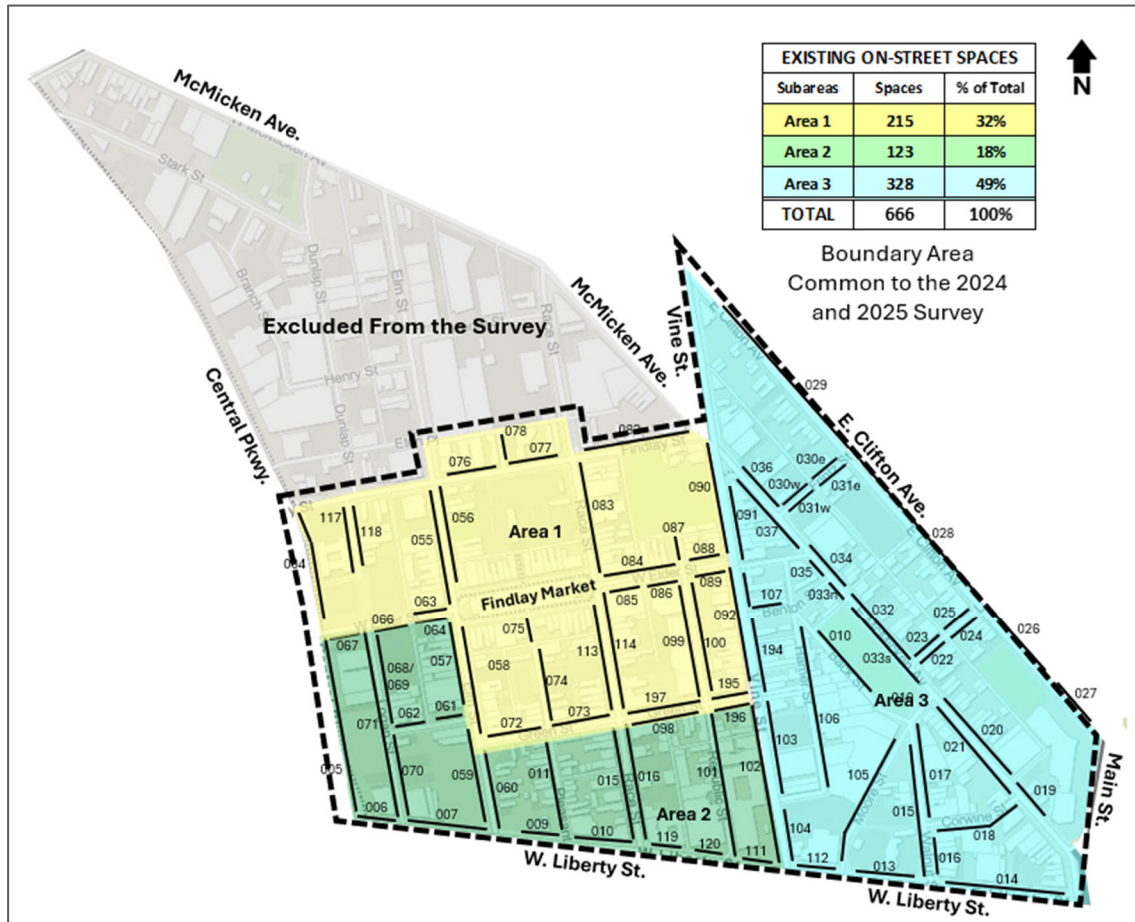
Lastly, it is important to note that in order to effectively compare the 2024 and 2025 parking data, we did not include the existing inventory and parking data collected during the 2024 survey for Sub-Area 4. Also, another 24 spaces in Sub-Area 1, 2 spaces in Sub-Area 2, and 9 spaces in Subarea 3, included in the 2024 survey, were excluded from this 2025 survey area scope, because they were either outside of the new SPPA District study area boundary, or they have since been eliminated.

## Exhibit 2 – 2024 NOTR Parking Survey Area Boundary and Inventory



Prepared by DESMAN

## Exhibit 3 – 2025 NOTR Parking Survey Area Boundary and Inventory



Prepared by DESMAN

### THE PARKING SURVEY FINDINGS

**Exhibit 4** shows that while the same portion of the 2024 survey area (i.e., 701 spaces) included only a few more legal parking spaces than currently existed in the 2025 survey area (i.e., 666 spaces), the overall percentage of vacant parking spaces during the 12:00AM, 7:00AM and 12:00PM survey timeframes in 2025 was almost twice as high as the percentages recorded in 2024. This general observation is notable because of the differences in weather during the early spring in 2024, and the end of the summer in 2025. Typically, parking demand tends to be stronger when weather and climate conditions are milder.

The higher parking space vacancy percentages recorded in 2025 might also be an indication that workers and perhaps visitors that had previously occupied parking spaces in Sub-Areas 1, 2 and 3 are now choosing to seek parking spaces outside the SPPA survey area boundary in Sub-Area 4, which was excluded from the 2025 survey area.

## Exhibit 4 – Overall Inventory and Occupancy Summary for 2024 and 2025

2024 NOTR Inventory/Occupancy Survey Summary								2025 NOTR Inventory/Occupancy Survey Summary							
Occupied & Vacant Spaces by Sub-Area (Friday, 3/22/2024)								Occupied & Vacant Spaces by Sub-Area (Friday, 9/19/2025)							
Sub Areas	Existing Spaces	12:00 AM		7:00 AM		12:00 PM		Sub Areas	Existing Spaces	12:00 AM		7:00 AM		12:00 PM	
		Occ	Vacant	Occ	Vacant	Occ	Vacant			Occ	Vacant	Occ	Vacant	Occ	Vacant
Sub-Area 1	239	177	62	199	40	188	51	Sub-Area 1	215	143	72	134	81	168	47
Sub-Area 2	125	126	0	122	3	133	0	Sub-Area 2	123	66	57	85	38	91	32
Sub-Area 3	337	196	141	181	156	196	141	Sub-Area 3	328	151	177	109	219	117	211
<b>TOTAL</b>	<b>701</b>	<b>499</b>	<b>203</b>	<b>502</b>	<b>199</b>	<b>517</b>	<b>192</b>	<b>TOTAL</b>	<b>666</b>	<b>360</b>	<b>306</b>	<b>328</b>	<b>338</b>	<b>376</b>	<b>290</b>
		71%	29%	72%	28%	74%	27%			54%	46%	49%	51%	56%	44%

Occupied & Vacant Spaces by Sub-Area (Saturday, 3/23/2024)								Occupied & Vacant Spaces by Sub-Area (Saturday, 9/20/2025)							
Sub Areas	Existing Spaces	12:00 AM		7:00 AM		12:00 PM		Sub Areas	Existing Spaces	12:00 AM		7:00 AM		12:00 PM	
		Occ	Vacant	Occ	Vacant	Occ	Vacant			Occ	Vacant	Occ	Vacant	Occ	Vacant
Sub-Area 1	239	186	53	190	49	209	30	Sub-Area 1	215	152	88	128	103	179	70
Sub-Area 2	125	119	6	122	3	147	0	Sub-Area 2	123	86	51	74	56	105	31
Sub-Area 3	337	222	115	215	122	237	100	Sub-Area 3	328	164	182	168	161	162	178
<b>TOTAL</b>	<b>701</b>	<b>527</b>	<b>174</b>	<b>527</b>	<b>174</b>	<b>593</b>	<b>130</b>	<b>TOTAL</b>	<b>666</b>	<b>402</b>	<b>321</b>	<b>370</b>	<b>320</b>	<b>446</b>	<b>279</b>
		79%	26%	79%	26%	89%	20%			60%	48%	56%	48%	67%	42%

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Exhibits 5 provides the counts residential permit spaces, paid spaces and flex spaces by sub-area for the recently adopted SPPA District. While there is an almost equal amount of exclusively Residential Permit, Paid, and Flex Parking Spaces throughout the SPPA District, Sub-Area 1, the mostly commercial area which surround the Findlay Market House, has the greatest allocation of strictly Paid Parking, and Sub-Area 3, the mostly residential area which lies to the east of Vine Street, has the majority of both Residential Permit and Flex Parking spaces.

## Exhibit 5 – Legal On-Street Parking by Sub-Area for the NOTR SPPA District in 2025

NOTR SPPA District Survey Sub-Areas	Total Spaces		Residential Permit Spaces		Paid Parking Spaces		Flex Parking Spaces	
Sub-Area 1	215	32%	64	30%	113	53%	38	18%
Sub-Area 2	123	18%	17	14%	63	51%	43	35%
Sub-Area 3	328	49%	153	47%	26	8%	149	45%
<b>Study Area Totals</b>	<b>666</b>	<b>100%</b>	<b>234</b>	<b>35%</b>	<b>202</b>	<b>30%</b>	<b>230</b>	<b>35%</b>

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Exhibits 6 and 7 provide a summary of the utilization of legal on street parking spaces in each Sub-Area during the three different survey timeframes on Friday and Saturday in 2025. During each of the survey timeframes, and within each survey there were some blocks where the count of parked vehicles exceeded the number of legal curbside parking spaces.

The “Over Park” column on these tables provide tallies of the number of parked vehicles that surpassed the number of legal curbside parking spaces. These “Over Park” figures represent the illegally parked at curbside in “No Parking Areas”, even when some numbers of available vacant “legal” spaces also existed elsewhere within same subarea. These figures could be an indication that the current allocation, and/or placement of restricted (i.e., Residential Permit Spaces) and semi-restricted (i.e., Flex Spaces) residential

SPPA designated parking spaces might not be suitably accommodating the actual demand during the given survey timeframes.

### Exhibit 6 – Inventory and Occupancy Summary Tallied by SPPA Parking Zones – Friday 9/19/25

	Spaces	12:00 AM			07:00 AM			12:00 PM		
		Occ	Vacant	Over Park	Occ	Vacant	Over Park	Occ	Vacant	Over Park
<b>SPPA Parking Designations</b>		<b>Sub-Area 1</b>								
Residential Permit Parking	64	48	22	6	44	21	1	38	28	2
Paid Parking	113	83	43	13	77	46	10	98	33	18
Flex Parking - Paid/Residential Permit	38	9	29	0	11	29	2	29	11	2
No Parking	0	3	0	3	2	0	2	3	0	3
<b>Sub-Area Totals</b>	<b>215</b>	<b>143</b>	<b>94</b>	<b>22</b>	<b>134</b>	<b>96</b>	<b>15</b>	<b>168</b>	<b>72</b>	<b>25</b>
		<b>Sub-Area 2</b>								
Residential Permit Parking	17	19	0	2	13	4	0	14	3	0
Paid Parking	63	38	29	4	53	11	1	59	5	1
Flex Parking - Paid/Residential Permit	43	7	36	0	6	37	0	11	34	2
No Parking	0	2	0	2	13	0	13	7	0	7
<b>Sub-Area Totals</b>	<b>123</b>	<b>66</b>	<b>65</b>	<b>8</b>	<b>85</b>	<b>52</b>	<b>14</b>	<b>91</b>	<b>42</b>	<b>10</b>
		<b>Sub-Area 3</b>								
Residential Permit Parking	153	73	80	0	81	72	0	67	86	0
Paid Parking	26	9	17	0	5	21	0	8	18	0
Flex Parking - Paid/Residential Permit	149	69	92	4	23	118	2	42	97	0
No Parking	0	0	0	0	0	0	0	0	0	0
<b>Sub-Area Totals</b>	<b>328</b>	<b>151</b>	<b>189</b>	<b>4</b>	<b>109</b>	<b>211</b>	<b>2</b>	<b>117</b>	<b>201</b>	<b>0</b>
<b>Study Area Totals</b>	<b>666</b>	<b>360</b>	<b>348</b>	<b>34</b>	<b>328</b>	<b>359</b>	<b>31</b>	<b>376</b>	<b>315</b>	<b>35</b>

	Spaces	12:00 AM			07:00 AM			12:00 PM		
		Occ %	Vacant %	Over Park	Occ %	Vacant %	Over Park	Occ %	Vacant %	Over Park
<b>SPPA Parking Designations</b>		<b>Sub-Area 1</b>								
Residential Permit Parking	64	75%	34%		69%	33%		59%	44%	
Paid Parking	113	73%	38%		68%	41%		87%	29%	
Flex Parking - Paid/Residential Permit	38	24%	76%		29%	76%		76%	29%	
No Parking	0									
<b>Sub-Area Totals</b>	<b>215</b>	<b>67%</b>	<b>44%</b>	<b>10%</b>	<b>62%</b>	<b>45%</b>	<b>7%</b>	<b>78%</b>	<b>33%</b>	<b>12%</b>
		<b>Sub-Area 2</b>								
Residential Permit Parking	17	112%	0%		76%	24%		82%	18%	
Paid Parking	63	60%	46%		84%	17%		94%	8%	
Flex Parking - Paid/Residential Permit	43	16%	84%		14%	86%		26%	79%	
No Parking	0									
<b>Sub-Area Totals</b>	<b>123</b>	<b>54%</b>	<b>53%</b>	<b>7%</b>	<b>69%</b>	<b>42%</b>	<b>11%</b>	<b>74%</b>	<b>34%</b>	<b>8%</b>
		<b>Sub-Area 3</b>								
Residential Permit Parking	153	48%	52%		53%	47%		44%	56%	
Paid Parking	26	35%	65%		19%	81%		31%	69%	
Flex Parking - Paid/Residential Permit	149	46%	62%		15%	79%		28%	65%	
No Parking	0									
<b>Sub-Area Totals</b>	<b>328</b>	<b>46%</b>	<b>58%</b>	<b>1%</b>	<b>33%</b>	<b>64%</b>	<b>1%</b>	<b>36%</b>	<b>61%</b>	<b>0%</b>
<b>Study Area Totals</b>	<b>666</b>	<b>54%</b>	<b>52%</b>	<b>5%</b>	<b>49%</b>	<b>54%</b>	<b>5%</b>	<b>56%</b>	<b>47%</b>	<b>5%</b>

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## Exhibit 7 – Inventory and Occupancy Summary Tallied by SPPA Parking Zones – Saturday 9/20/25

SPPA Parking Designations	Spaces	12:00 AM			07:00 AM			12:00 PM		
		Occ	Vacant	Over Park	Occ	Vacant	Over Park	Occ	Vacant	Over Park
<b>Sub-Area 1</b>										
Residential Permit Parking	64	50	18	4	49	17	0	41	25	1
Paid Parking	113	86	43	11	71	53	11	122	18	27
Flex Parking - Paid/Residential Permit	38	16	27	1	8	33	0	16	27	2
No Parking	0	4	0	4	5	0	5	4	0	4
<b>Sub-Area Totals</b>	<b>215</b>	<b>152</b>	<b>88</b>	<b>20</b>	<b>128</b>	<b>103</b>	<b>16</b>	<b>179</b>	<b>70</b>	<b>34</b>
<b>Sub-Area 2</b>										
Residential Permit Parking	17	9	8	0	18	0	1	18	0	1
Paid Parking	63	75	10	5	43	32	2	73	9	8
Flex Parking - Paid/Residential Permit	43	2	41	0	13	31	1	14	30	1
No Parking	0	0	0	0	0	0	0	0	0	0
<b>Sub-Area Totals</b>	<b>123</b>	<b>86</b>	<b>59</b>	<b>5</b>	<b>74</b>	<b>63</b>	<b>4</b>	<b>105</b>	<b>39</b>	<b>10</b>
<b>Sub-Area 3</b>										
Residential Permit Parking	153	76	82	5	78	75	0	62	91	0
Paid Parking	26	10	17	1	12	14	0	21	13	8
Flex Parking - Paid/Residential Permit	149	73	83	8	75	72	6	74	74	5
No Parking	0	5	0	5	3	0	3	5	0	5
<b>Sub-Area Totals</b>	<b>328</b>	<b>164</b>	<b>182</b>	<b>19</b>	<b>168</b>	<b>163</b>	<b>9</b>	<b>162</b>	<b>178</b>	<b>18</b>
<b>Study Area Totals</b>	<b>666</b>	<b>402</b>	<b>329</b>	<b>44</b>	<b>370</b>	<b>329</b>	<b>29</b>	<b>446</b>	<b>287</b>	<b>62</b>

SPPA Parking Designations	Spaces	12:00 AM			07:00 AM			12:00 PM		
		Occ %	Vacant %	Over Park	Occ %	Vacant %	Over Park	Occ %	Vacant %	Over Park
<b>Sub-Area 1</b>										
Residential Permit Parking	64	78%	28%		77%	27%		64%	39%	
Paid Parking	113	76%	38%		63%	47%	108%	16%		
Flex Parking - Paid/Residential Permit	38	42%	71%		21%	87%		42%	71%	
No Parking	0									
<b>Sub-Area Totals</b>	<b>215</b>	<b>71%</b>	<b>41%</b>	<b>9%</b>	<b>60%</b>	<b>48%</b>	<b>7%</b>	<b>83%</b>	<b>33%</b>	<b>16%</b>
<b>Sub-Area 2</b>										
Residential Permit Parking	17	53%	47%		106%	0%		106%	0%	
Paid Parking	63	119%	16%		68%	51%		116%	14%	
Flex Parking - Paid/Residential Permit	43	5%	95%		30%	72%		33%	70%	
No Parking	0									
<b>Sub-Area Totals</b>	<b>123</b>	<b>70%</b>	<b>48%</b>	<b>4%</b>	<b>60%</b>	<b>51%</b>	<b>3%</b>	<b>85%</b>	<b>32%</b>	<b>8%</b>
<b>Sub-Area 3</b>										
Residential Permit Parking	153	50%	54%		51%	49%		41%	59%	
Paid Parking	26	38%	65%		46%	54%		81%	50%	
Flex Parking - Paid/Residential Permit	149	49%	56%		50%	48%		50%	50%	
No Parking	0									
<b>Sub-Area Totals</b>	<b>328</b>	<b>50%</b>	<b>55%</b>	<b>6%</b>	<b>51%</b>	<b>50%</b>	<b>3%</b>	<b>49%</b>	<b>54%</b>	<b>5%</b>
<b>Study Area Totals</b>	<b>666</b>	<b>60%</b>	<b>49%</b>	<b>7%</b>	<b>56%</b>	<b>49%</b>	<b>4%</b>	<b>67%</b>	<b>43%</b>	<b>9%</b>

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Generally, the overall survey results indicate that 30% or more of the total number of spaces within each Sub-Area were vacant during the three survey timeframes on both Friday and Saturday. The overall number of vacant spaces within Sub-Area 3 never dipped below 50%, but this finding should not be surprising since the sub-area is predominantly residential and light industrial land uses simply do not generate the same level of daily transient parking demand as Sub-Areas 1 and 2.

When the utilization of parking by SPPA designation is examined by during the three different survey timeframes, only the Resident Permit spaces in Sub-Areas 2 registered extremely high occupancy levels in excess of 90% (note the “red” percentage levels on Friday and Saturday). These figures could be an indication that more Residential Only Permit spaces may be needed. This finding is not surprising since construction and rehabilitation of residential properties in Sub-Area 2 has recently been quite significant.

Within the Findlay Market area, all of the Paid Parking spaces were occupied during the 12:00 PM timeframe on Saturday, but the 38 Flex Spaces in the area were only 42%. This finding might indicate that transient parkers have not yet come to realize the Flex Spaces are also available to serve them, or that the locations of the Flex Spaces might not be evident or in close proximity to the market house where most shopper and visitor tend to gravitate.

### **CONCLUSION**

From this statistical standpoint, the on-street parking framework defined by the new SPPA District regulations appears to have improved the overall parking dynamics in the NOTR neighborhood. However, given the rate and scope of change occurring throughout the NOTR area, this framework for controlling and managing the use of available curbside parking will need to be routinely re-examined and adjusted based on the evolving parking dynamics throughout the area.

### **FINAL NOTE**

The following web Link will enable the reader to view a series of “Heat Maps” that show the recorded on-street parking occupancy percentages by curbside zone, and by survey timeframe, as documented during the parking surveys of the common NOTR study area boundary in 2024 and 2025.

[http://map.ndsdata.com/map/ZqG2x-z0Qkq0X7UO?date\\_id=3418](http://map.ndsdata.com/map/ZqG2x-z0Qkq0X7UO?date_id=3418)