

Proposed Adjustments to Final PD Zoning Submission

We appreciate your ongoing collaboration as we move through the zoning process. Our shared goal remains to balance community priorities and financial feasibility while maintaining the collaborative approach outlined in the Preliminary and Final PD processes.

After careful planning, engagement, and consideration all constituent interests, we are confident that our development concept and program statement is consistent with applicable plans and policies and is compatible with surrounding development, enhances the potential for superior urban design, provides substantial benefits to the neighborhood and the City that justify deviations from the base district regulations, and more than adequately provides for open space, landscaping, buffering, pedestrian circulation, traffic circulation, building design, and building location.

It is important to recognize that our plan is still conceptual in nature and will require final development plan approval once we proceed with the design phase of the project. Following extensive discussions with City Staff, we will work with our future design teams to incorporate the recommended adjustments outlined below into our plans before the Final PD submission.

Proposed Refinements

1. Building Height Reduction & Parking Adjustments

At the City's request, we are prepared to reduce the maximum building height from 85.5 feet to 80 feet (accounting for minor field variations once designed) in the Final PD submission, excluding stair and elevator shafts.

Exhibit A, attached to this letter, includes a Building Height Model, illustrating how this height reduction can be achieved by switching structural materials. While this change does not reduce density, it will increase costs by an estimated \$8 million, as shown in the exhibit.

To offset this additional cost, we must adjust public parking ratios to align with existing city code for this parcel. Our original plan exceeded required parking ratios at significant expense, in direct response to community feedback from our surveying, which showed that the majority of Hyde Park residents preferred the increased height in exchange for additional public parking. Since we are reducing height at an increased cost, we must reduce public parking to zoning code minimums. It should be noted that we will not adjust our residential parking ratios, and they will remain consistent with our application.

As detailed in Exhibit B, this adjustment will reduce total parking by approximately 94 spaces, helping to offset approximately \$4.2 million of the added construction cost. This adjustment applies only to underground parking and does not impact density.

2. Rear Massing & Scale Adjustments

Our Final PD submission will incorporate design adjustments that visually break the rear façade into two distinct structures, addressing scale and massing concerns while ensuring the project aligns with the surrounding neighborhood. Further refinements will be subject to additional community input during the Final PD engagement process.

3. Curb Cut Relocation for Traffic Safety

Our Traffic Impact Study (TIS) is now complete and has confirmed necessary refinements to be made in our Final PD plan, as expected in our public engagement sessions.

The existing curb cut on Edwards is currently further south than shown in our concept plan. Based on recommendations from DOTE and traffic engineers, our Final PD design will relocate the curb cut further south to align with the existing curb cut at the site.

To improve traffic flow and pedestrian safety, we request that the City and DOTE allow for potential street meter adjustments recommended to help alleviate congestion during school pickup and drop-off. Additionally, we support incorporating restriping adjustments depicted in the final TIS findings.

We will also work alongside the community to advocate for enhanced pedestrian safety. Specifically, we are prepared to provide design and labor assistance if the City supplies HAWK crossing beacons on Erie Avenue to ensure safer crossings.

4. Historic Preservation Commitment

We are fully committed to preserving Hyde Park's architectural character and contributing structures. To this end, after completing necessary renovations and updates, we will work with City Staff to landmark the A L'aise building, mirroring our successful preservation approach with the Stewart Home in Madisonville.

5. Open Space Flexibility

Given mixed community feedback on open space programming, we request flexibility in how open space is incorporated into the final design. This aspect of the project will continue to be vetted with the community before the Final PD submission.

6. Construction Impact Planning

We recognize concerns regarding construction-related disruptions, which is why we have included an Impact Analysis in Exhibit C. This document details how different material selections affect scheduling, logistics, and overall impact on the neighborhood.

The use of steel and concrete, while more expensive, reduces freight load, minimizes staging area needs, and lessens long-term disruption compared to traditional wood construction.

7. Shadow Study

Upon completion of the Final PD design, we will work with City Staff to provide an updated shadow study to ensure alignment with their review process.

This addendum is provided in the spirit of transparency and collaboration. It ensures that refinements requested by City Staff are addressed in the Final PD submission while maintaining the integrity of our original proposal and the extensive community engagement efforts to date.

We look forward to working together toward a successful outcome.

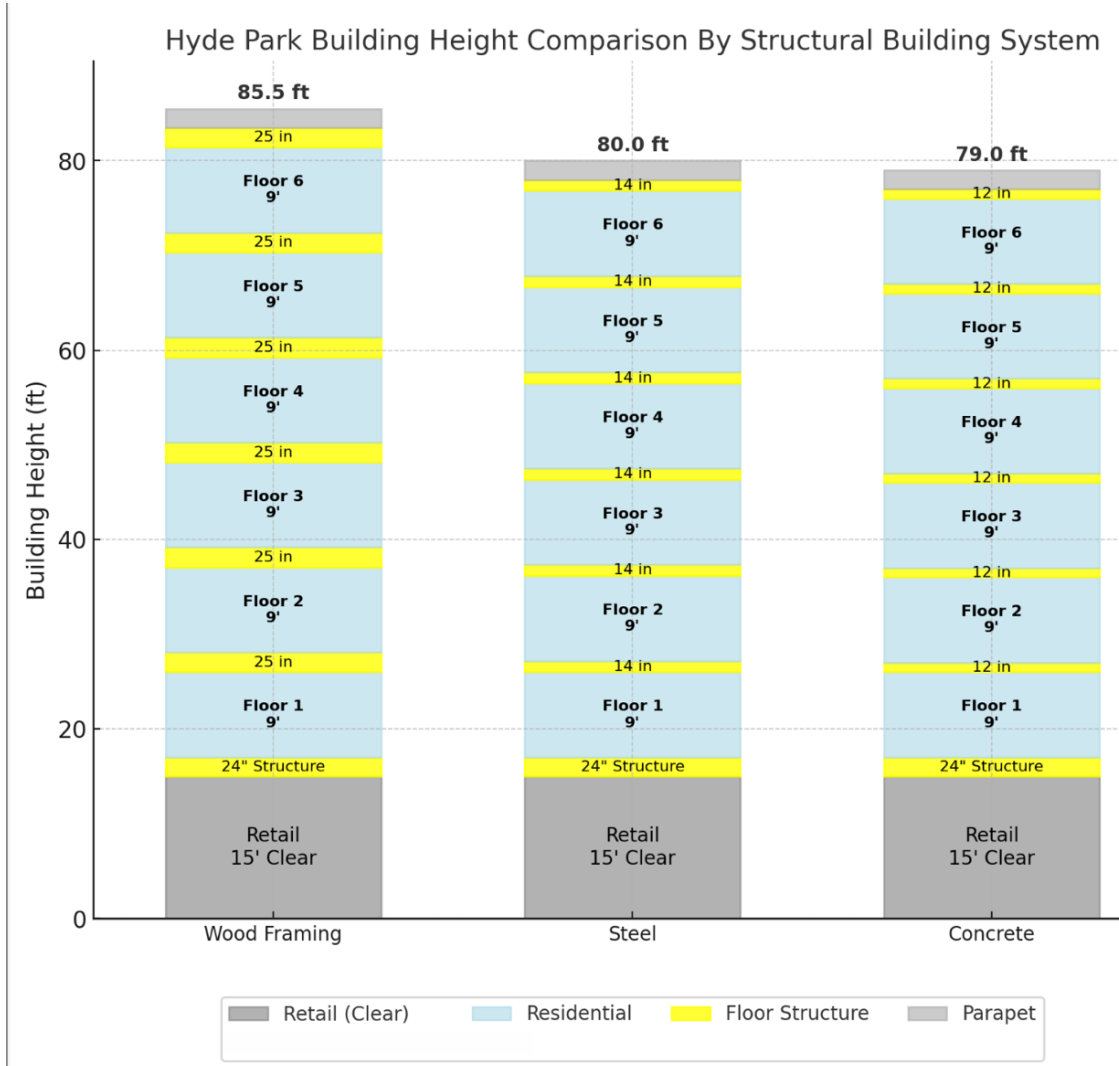
Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Nicholas P. Lingenfelter". The signature is stylized and cursive.

Nicholas P. Lingenfelter
Member
HPSRD, LLC

Exhibit A

Building Height and Associated Costs By Building Structure Type



Building Structural System

Urban Cost/SF

Wood Framing

\$ 240-260 PSF

Concrete

\$ 300-325 PSF

Steel

\$ 300-325 PSF

Concept Residential SF

155,000

Less: A L'aise SF

33,256

Net New Construction SF

121,744

Estimated Cost Increase from Material Change and Height Reduction

\$ 8,000,000

Exhibit B Parking Analysis and Adjustments

Concept Plan Submission

A L'aise Commercial SF	
Retail	4,600 SF 50% Retail
Restaurant Dining SF (70%)	3,220 SF 70% Dining Space
Restaurant Prep (30%)	1,380 SF 30% Prep Space
Total A L'aise Commercial SF	9,200 SF
Hotel Ground Floor Restaurant SF	
Restaurant Dining SF (70%)	2,240 SF
Restaurant Prep Space (30%)	960 SF
Hotel Roof Amenity/Bar Space	4,800 SF
Hotel Banquet Space	8,400 SF
Total Hotel SF	16,400 SF
New Residential Structure Commercial SF	
Retail	5,700 SF 50% Retail
Restaurant Dining SF (70%)	3,990 SF 70% Dining Space
Restaurant Prep (30%)	1,710 SF 30% Prep Space
Total New Residential Structure Commercial SF	11,400 SF
Total Commercial SF	37,000 SF
Hotel Spaces 1 Per Room	90 Spaces
Current Submission (1 Per 200 SF after 2,000 SF)*	93 Spaces
Total Commercial Spaces	183 Spaces
Total Apartment Spaces	168 Spaces
Total Development Spaces	351 Spaces

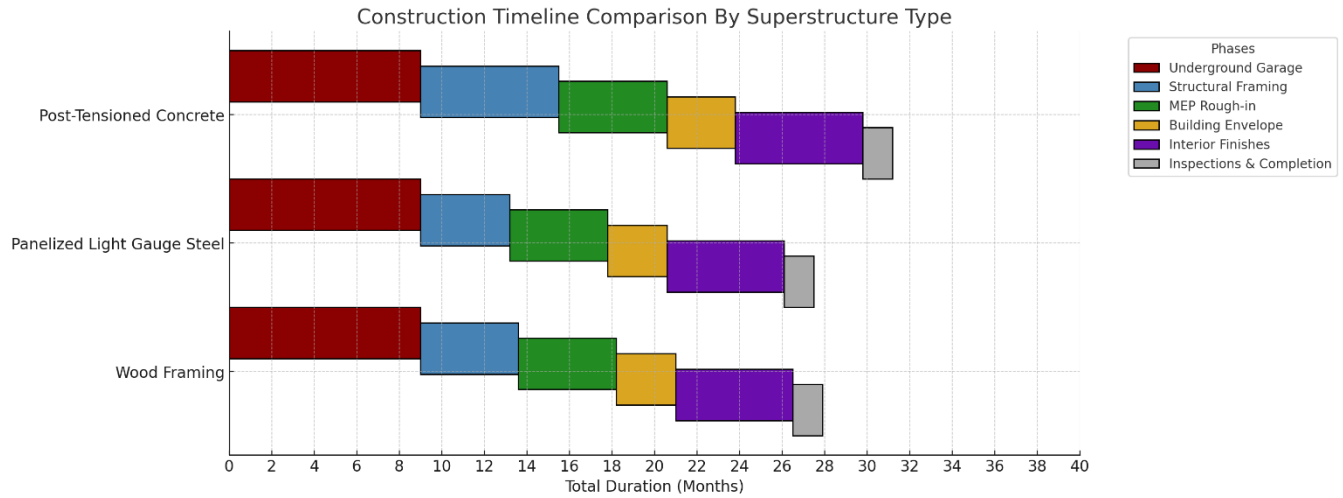
*Excludes Hotel SF Which is Counted in the Hotel Above

A L'aise Commercial SF		5,000 Exempt
Retail	4,600 SF 50% Retail	1 Per 500 SF 4
Restaurant Dining SF (70%)	3,220 SF 70% Dining Space	1 Per 300 SF 5
Restaurant Prep (30%)	1,380 SF 30% Prep Space	1 Per 1,500 SF 0
Total A L'aise Commercial SF	9,200 SF	10
Hotel Ground Floor Restaurant SF		
Restaurant Dining SF (70%)	2,240 SF	1 Per 300 SF 7
Restaurant Prep Space (30%)	960 SF	1 Per 1,500 SF 1
Hotel Roof Amenity/Bar Space	4,800 SF	1 Per 300 SF 10
Hotel Banquet Space	8,400 SF	1 Per 300 SF 17
Total Hotel Ground Floor Restaurant SF	16,400 SF	36
New Residential Structure Commercial SF		5,000 Exempt
Retail	5,700 SF 50% Retail	1 Per 500 SF 6
Restaurant Dining SF (70%)	3,990 SF 70% Dining Space	1 Per 300 SF 7
Restaurant Prep (30%)	1,710 SF 30% Prep Space	1 Per 1,500 SF 1
Total New Residential Structure Commercial SF	11,400 SF	15
Total Commercial SF	37,000 SF	
Total Commercial Spaces		60
Hotel Spaces .5 Per Room		45
On Street (Erie) Reduction		-16
Total Commercial Spaces		89
Total Apartment Spaces		168
Total Development Spaces		257

Net Change in Parking Spaces	94 Spaces
Cost Savings (\$45,000 / Space)	\$ 4,230,000

Exhibit C Construction Schedule and Community Impacts

Construction Time Comparison



Estimated Freight Loads from Construction

Structural System	Wood Framing Over Concrete	Concrete (Slabs & Underground Garage)	Steel (Composite Decking & Light Gauge Framing)
Total Freight Loads (Estimated)	800 - 1,000	500 - 650	400 - 550
Notes	Requires frequent small deliveries due to site constraints. Trusses, studs, sheathing, and fire-treated wood require multiple deliveries.	Bulk rebar and concrete delivered in large batches. Concrete trucks typically carry 8-10 cubic yards each, requiring multiple pours per floor.	Most prefabricated, allowing larger deliveries at once. Requires specialized crane logistics for steel beam erection.
Biggest Delivery Bottleneck	Frequent trips, small loads	Concrete batch scheduling	Crane coordination
Urban Staging Challenge	High	Medium	Low (prefab advantage)
Efficiency of Trucking	Lowest	Moderate	Highest

Hyde Park Mixed-Use Development Program Statement



All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOD review

November 2024
Revised December 2024

City Staff Memo Updated from 2/18/25 Included in Italics

Development Vision Statement

Once the bustling pulse of Cincinnati's east side, Hyde Park Square now feels paused in mid-sentence, a story interrupted. The last Community Plan created for Hyde Park Square was developed forty years ago. At that time, the square thrived across 120,000 square feet of commercial space, nurturing over 150 businesses, supporting more than 800 jobs, and generating an impressive \$68 million in annual sales (\$214 million current value). Yet today, while the charming facades and tree-lined sidewalks remain, the energy and economic force of Hyde Park Square have faded. As time and demographic shifts march on, Hyde Park finds itself lagging, unable to meet modern expectations for amenities and vibrant communal spaces.

Our proposed redevelopment on Hyde Park Square aims to do more than build structures; it's about reinvigorating the heart of the neighborhood. This vision fuses historical charm with contemporary functionality, creating a mixed-use hub that seamlessly blends residential life, hospitality, retail, and green space. This reimagined urban tapestry invites residents and visitors alike to linger, live, and rediscover a place where Hyde Park Square's heartbeat is once again felt.

The Boutique Hotel: Reclaiming Economic Momentum

Imagine a boutique hotel with up to 90 rooms, where each room invites guests to experience Hyde Park's essence. Nationally, boutique hotel guests spend 30-50% more than at standard hotels, infusing local businesses with revenue. Nearby shops and restaurants could see sales jump by as much as 20%, according to Highland Group studies, reinvigorating the area. Picture an ambiance curated with local art, dishes crafted from regional ingredients, and a hospitality experience that is uniquely Hyde Park. A boutique hotel would amplify the neighborhood's character, giving visitors a reason to return while sustaining the economic vitality of nearby businesses.

Consider this: 90 rooms at a 70% occupancy rate translates into over 20,000 guests annually, new customers for Hyde Park's boutiques and eateries, fueling year-round energy and growth. This model aligns with PwC findings, which show that boutique hotels serve as venues for community events, creating further opportunities for local engagement and income. This hotel would also embed itself into the local economy through weddings, family reunions, and neighborhood events, becoming a core part of Hyde Park Square's social fabric.

Community Open Space to Connect

Our redevelopment open space near the center—not merely green space but a thoughtfully crafted area for community gathering. This common open space will serve as a gathering place, adding vitality to the development.

Multi-Family Housing: Meeting Long-Standing Needs

The last community plan for Hyde Park Square identified the need for diverse housing options, including multi-family residences catering to a range of people from young professionals to retirees. Yet, four decades later, Hyde Park has seen a minimal expansion in the total number of homes in the area. Our project addresses this gap with 165,000 square feet of new residential homes that will be designed to honor Hyde Park Square's architectural character while providing modern amenities. These homes will foster a walkable, community-oriented lifestyle, meeting a long-neglected need in the neighborhood.

We'll also restore the historic A L'aise Building alongside these new homes, re-introducing roughly 35,000 square feet of residential homes that preserve history while breathing new life into this iconic structure. After completing necessary renovations and updates to the A L'aise we will work with City Staff to landmark the A L'aise building, mirroring our successful preservation approach with the Stewart Home in Madisonville.

This approach balances new growth with a deep respect for Hyde Park Square's storied past, contributing to a more inclusive and dynamic neighborhood.

Addressing Parking and Traffic: A Modern Solution for an Evolving Square

In the early 1980s, Hyde Park Square's roads saw upwards of 10,000 cars per day, a figure that has since slightly decreased. However, car ownership per household has increased by 15% since then, according to the Federal Highway Administration. This means more vehicles on local streets overall, with increased density impacting the neighborhood even as fewer cars pass through daily. Despite this shift, parking availability around the square remains largely unchanged, leaving the area in need of modern solutions. To address these challenges, we propose an underground parking garage offering safe and convenient parking that alleviates street congestion and allows for smoother pedestrian and vehicle flow. By addressing today's parking and traffic demands, we aim to help Hyde Park Square welcome a new generation of residents, businesses, and visitors, all while reclaiming the space's historic role as a vibrant, accessible community center.

Bringing the Vision Together: A Future Rooted in Heritage

This redevelopment is about connecting Hyde Park Square's past with its future, and revitalizing the square as a living, thriving community center. Over the last 40 years, Hyde Park Square has seen shifts but little transformation; the potential has been present, but the progress has been paused. Our proposal is not just about adding buildings—it's a blueprint for Hyde Park Square's revival. This vision will empower business growth, attract new residents, and create a welcoming, vibrant neighborhood for everyone.

Our development plan isn't just about preserving history; it's about creating a new legacy, investing in a community where tradition meets innovation, and where Hyde Park's future is as bright as its past. Now is the moment to bring Hyde Park Square back to its full potential, making it a place where memories are made, and economies thrive—a revitalized heart for a timeless neighborhood.

Community-Driven Development: Listening to Hyde Park

As part of the Hyde Park Square redevelopment process, HPSRD, LLC prioritized engaging the community at every step to date. We will continue this process as we develop the final plans, ensuring the development aligns with the neighborhood's vision and needs. Through a comprehensive survey that garnered over 900 responses, residents, business owners, and concerned citizens were invited to share their thoughts on what Hyde Park Square is missing and how the proposed development could fill those gaps.

Key findings from the first survey revealed:

- **71.81%** of the 900+ respondents identified as Hyde Park residents, highlighting the strong local interest in shaping the future of their neighborhood.
- When asked what Hyde Park Square lacks, **55.83%** indicated the need for new restaurants and dining options, while **42.64%** identified improved parking and pedestrian access as essential.
- Additionally, **76.96%** of respondents indicated that the current selection of restaurants, retail, and ground-floor businesses on Hyde Park Square does not fully meet the high standards associated with Hyde Park.

Community Meetings and Open Office Hours

In addition to the survey, HPSRD, LLC attended multiple community council meetings, established a working group of leaders around Hyde Park, and held open office hours for Q&A with the HSRD team. These sessions allowed for direct dialogue between the development team and the community, fostering transparency and collaboration. Meetings included discussions with the Hyde Park Neighborhood Council (HPNC) to gather feedback on key components of the conceptual design, including building height, parking, and the inclusion of a boutique hotel.

Key dates and events in the engagement process:

- **August:** Project team introduction and community survey kickoff, collecting over 900 responses.
- **September:** The initial site concept was revealed based on community feedback.
- **October:** Focused discussions on height and hospitality components, followed by development team office hours on October 15 and 18.
- **October 29:** Neighborhood-wide meeting led by HPNC.
- **November 5:** Preliminary planned development (PD) request support was requested from the HPNC.

As of November 1st, 2024, the development team has spent 18+ hours of community engagement, not including staff time spent on creating and distributing the survey, analyzing survey results, and adjusting architecture presentations.

- 7.5 hours of time spent at HPNC
- 4.5 hours of hosting office hours
- 2.5 hours participating in special HPNC meeting
- 1.5 hours with HPNC zoning committee
- 2 hours with established working group

The development team has also utilized media relations to notify the community, including outreach to various publications resulting in news stories in print, digital, and on camera.

Addressing Community Concerns

Through these engagements, several critical areas of concern were identified, including parking, traffic, building height, and maintaining the neighborhood's character.

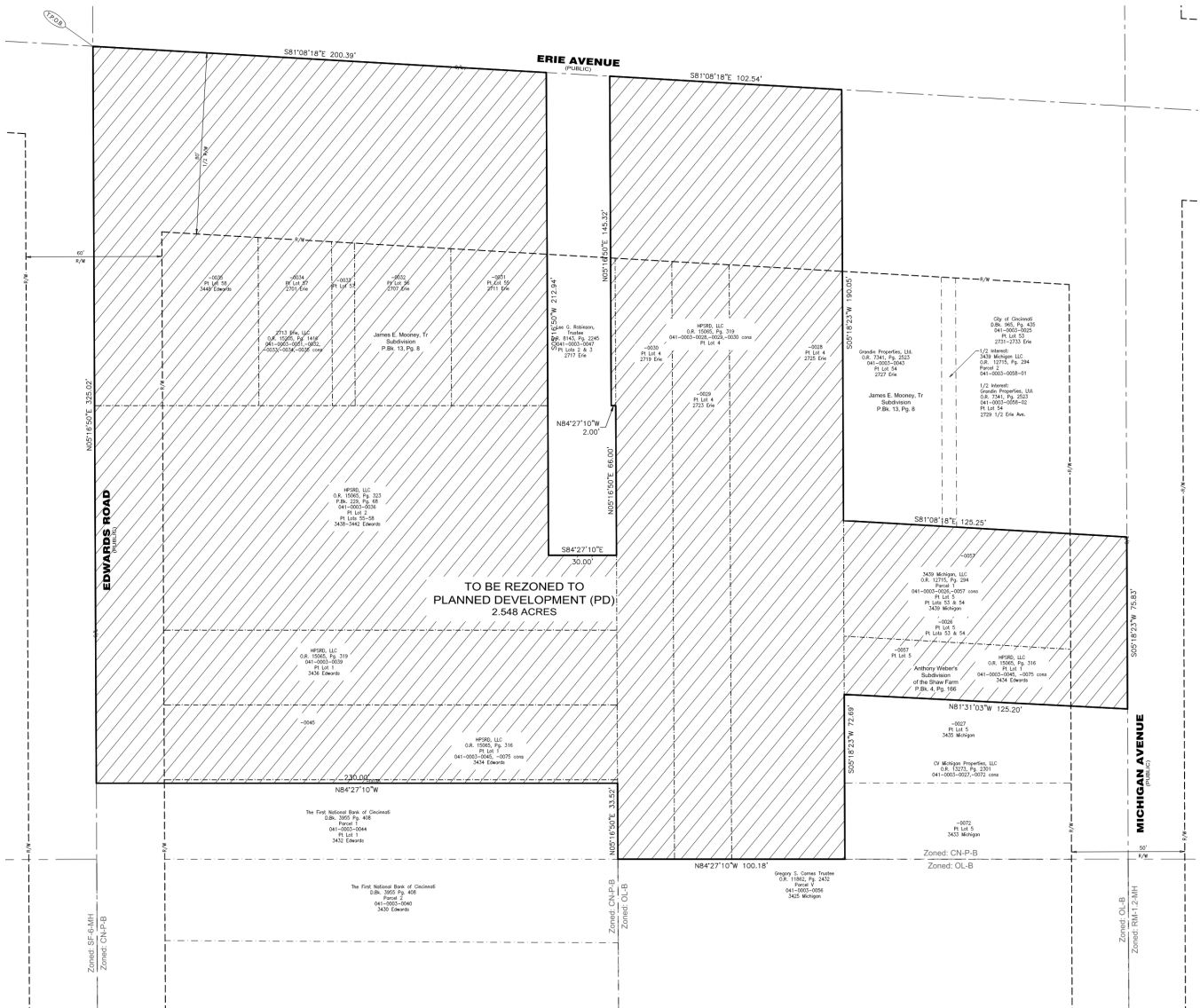
- **Parking and Traffic:** 26% of survey respondents cited parking as a primary concern, while 29% pointed to traffic issues. To address these, the development intends to include an underground parking garage with the concept plan providing 257 spaces to alleviate street parking congestion and enhance pedestrian flow around the square.
- **Building Height and Density:** While 40% of respondents were concerned about design and character and 8% about density, the project's height adjustments were made to accommodate parking needs and are designed to align with recently constructed precedent buildings in the area. Approximately 53% of the respondents surveyed supported the increased height to allow for public parking to be developed.
- **Support for the Boutique Hotel:** Survey results show that approximately **53%** of respondents support the inclusion of a boutique hotel, further indicating the community's desire for enhanced dining and hospitality options in the area.

By taking community feedback into account at every phase, HPSRD, LLC is committed to ensuring that the proposed redevelopment enhances the vibrancy of Hyde Park Square while maintaining the historical charm and character that residents cherish.

Plan Elements

Location of Site

The proposed Hyde Park Square (HPS) Mixed-Use Development is uniquely situated in the southeastern corner of one of Cincinnati's most treasured intersections: Erie Avenue and Edwards Road. Framed by Erie Avenue to the north, Edwards Road to the west, Michigan Avenue to the east, and additional properties to the south, this assemblage of sites forms the foundation for Hyde Park's next chapter. This location, at the heart of Hyde Park Square, is steeped in history yet primed for modern transformation.



Legal Description, Ownership & Property Addresses

The development site consists of multiple contiguous parcels located within the southeast quadrant of the Hyde Park Square business district. These parcels, under the ownership of HPSRD, LLC, are bounded by Erie Avenue to the north, Edwards Road to the west, Michigan Avenue to the east, and neighboring properties to the south. HPSRD, LLC holds sole ownership and title to all included parcels, each listed individually below, with corresponding property addresses and legal descriptions.

Address	Parcel ID #
3434 Edwards Rd.	041-0003-0075
3434 Edwards Rd.	041-0003-0045
3436 Edwards Rd.	041-0003-0039
3438 Edwards Rd.	041-0003-0036
3440 Edwards Rd.	041-0003-0036
3442 Edwards Rd.	041-0003-0036
3446 Edwards Rd.	041-0003-0035
3448 Edwards Rd.	041-0003-0035
2701 Erie Ave.	041-0003-0034
2707 Erie Ave.	041-0003-0033
2709 Erie Ave.	041-0003-0032
2711 Erie Ave.	041-0003-0031
2713 Erie Ave.	041-0003-0031
2719 Erie Ave.	041-0003-0030
2721 Erie Ave.	041-0003-0029
2723 Erie Ave.	041-0003-0029
2725 Erie Ave.	041-0003-0028
3439 Michigan Ave.	041-0003-0057
3449 Michigan Ave.	041-0003-0026

HPSRD, LLC intends to consolidate the existing parcels into 2-3 distinct parcels, with boundaries and dimensions aligned with the primary uses of the proposed development.

Description of Proposed Land Uses, Phases & Buildings

The development site, encompassing approximately 1.78 acres, will undergo redevelopment in three (3) distinct components, with uses that largely align with the Cincinnati CN-P zoning currently designated for the site. This Planned Development (“PD”) includes expanding the underlying CN-P zoning to include hotel use and increase height maximums. The height adjustments are necessary both to meet the cost demands of the proposed underground parking structure and to harmonize with the surrounding precedent buildings, which exceed the underlying CN-P limits and have been newly constructed since the original Hyde Park Square plan was enacted.

Component 1

Component 1 includes the construction of an underground parking garage beneath the site, accommodating approximately 257 parking spaces for the development and neighborhood use. This garage, accessible via a vehicular ramp, pedestrian stairs, and elevators, will incorporate a mechanical ventilation system and fire suppression. Stormwater detention will be managed within the garage’s plumbing system, linking to the existing combination sewer on Michigan Avenue. The garage roof will form the foundation for the new private drive and public plaza, designed to support stormwater runoff and landscaped areas.

Component 2

Component 2 will renovate the existing structure at the southeast corner of Edwards Road and Erie Avenue, known as the A L'aise Building, which currently offers approximately 10,000 square feet of retail space on the ground floor and 35,000 square feet of market-rate residential homes on the upper floors. Renovations will upgrade the building's mechanical, electrical, and plumbing systems and interior finishes to enhance its functionality and appeal.

Component 3

Component 3 involves the construction of lease two (2) mixed-use buildings, combining residential and hotel uses, with a central outdoor plaza and park space:

- **Building 1 (Residential):** Located on the southern portion of the site and bordered by Edwards Road, Michigan Avenue, and the new private drive, this building will feature 11,000 square feet of ground-floor retail along Edwards Road. Above, approximately 120,000 square feet will be dedicated to market-rate residential homes, offering resident amenities such as a fitness center, outdoor terraces, and a pool.
- **Building 2 (Hotel):** Fronting Erie Avenue, this building's primary entrance will be situated along the new private drive to the south. It will include retail space and a hotel lobby on the first floor, with the upper floors containing approximately 50,000 square feet of hotel rooms and guest amenities. A rooftop restaurant with an outdoor terrace will provide panoramic views of Hyde Park Square, enhancing both community engagement and the hotel's appeal.

The Three Components are intended to run consecutively and will likely overlap, especially between Components 2 and 3. The overall schedule is approximately 24 months for components 2 and 3.

Density

The development site concept is designed to accommodate a total of approximately 266,000 GSF of commercial development with a square footage not to exceed 355,000 GSF. The development is broken down to the following potential uses:

Program	Concept	Maximum Total
Total Development Area	266,000 sf (approx.)	355,000 sf
Multi-Family Rental Apartments	155,000 sf	250,000 sf
Hotel	50,000 sf	60,000 sf
Office	0 sf	10,000 sf
Commercial / Retail / F&B	37,000 sf	40,000 sf
Parking Facilities	<i>Approx. 257 spaces</i> <small>Per the email to the city dated 2/18/25</small>	Approx. 400 spaces

The final allocation will be subject to market demands but will remain within these density parameters to ensure the site effectively meets residential and commercial needs.

Pedestrian Circulation Systems and Open Space

The development will prioritize pedestrian access and open space, ensuring a seamless and welcoming environment for residents and visitors. Existing sidewalks at the site will remain unchanged or be widened to improve the overall pedestrian experience. The newly constructed internal road will include a minimum of 5-foot-wide sidewalks, enhancing walkability throughout the development. This open space will feature

a combination of landscaping, site lighting, and visual elements to create an inviting atmosphere for casual and community-oriented use.

The total area of the property is 1.78 acres, and the concept program includes 25% of open space. The development intends to retain 5 – 35% of open space.

Parking

The development's initial phase will include a parking garage that serves residents, hotel guests, and the public. In addition, existing street parking will be maintained where possible to accommodate commercial patrons and residents.

Minimum Parking Ratios*

Apartment Parking Spaces	1 / Unit
<i>Retail</i>	<i>1 / 500 SF</i>
<i>Restaurant Dining</i>	<i>1 / 300 SF</i>
<i>Restaurant Prep</i>	<i>1 / 1,500 SF</i>
<i>Office</i>	<i>1 / 800 SF</i>
<i>Hotel</i>	<i>0.5 / Room</i>

*ADA parking spaces will comply with the 2024 Ohio Building Code.

** *As per Section 1405.04 (A.4.i-iv) The first 5,000 SF of commercial space in each building will be exempt from parking. All square commercial square footage above 5,000 SF will be subject to the above minimum parking ratios.*

The following minimum dimensions will apply for all publicly accessible parking stalls:

- **Stall width:** 8.5 feet
- **Stall size:** 160 square feet
- **Access drive width:** 20 feet wide

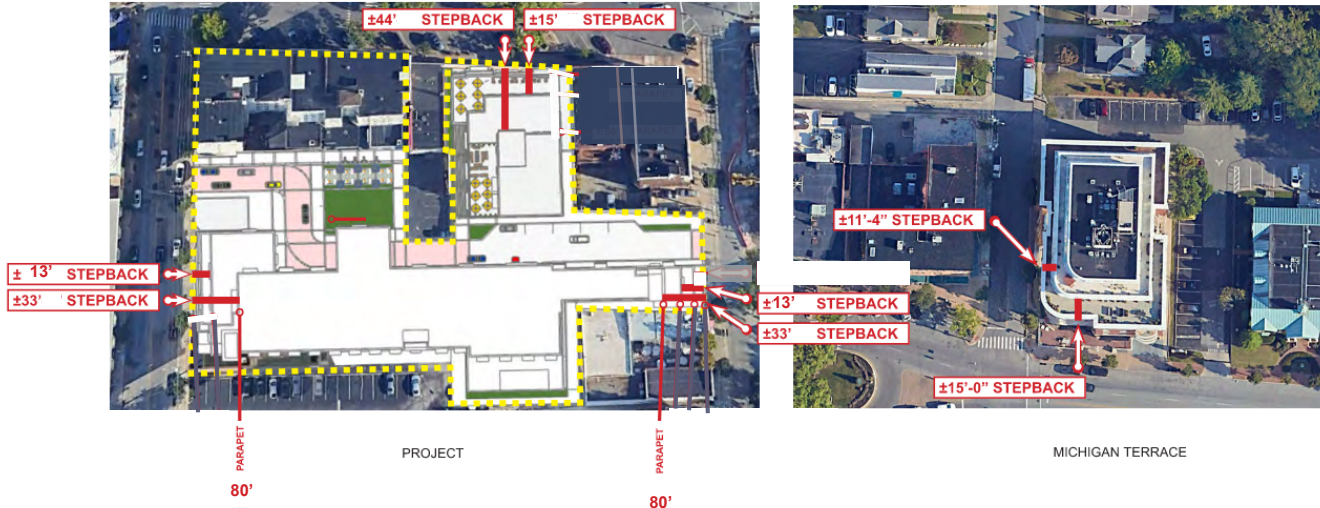
Setbacks

At street level, there is a zero (0) feet setback requirement in this zoning district to encourage activity and make the streetscape more pedestrian friendly.

The maximum height at the street with zero setbacks will match the A L'aise building with two setbacks on the upper two floors.

- On Erie, the first setback will be 15 feet from the street and the second will be 44 feet from the street.
- On Edwards, the first setback will be 13 feet from the street and the second will be 33 feet from the street.
- On Michigan, the first setback will be 13 feet from the street and the second will be 33 feet from the street.

All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOT review



Building Heights

Component 3 of the proposed development will include mixed-use buildings with a maximum height of up to seven (7) stories, reaching 80 feet (per the email to the city dated 2/18/25 and excluding the stair and elevator shafts). However, due to strategic setbacks, both buildings will only rise to five (5) stories at the street line, thereby ensuring compatibility with the surrounding structures and streetscape. This approach aligns the visual massing with existing buildings while still accommodating the necessary height to support the development's economic viability and underground parking. Refer to the submitted plans for detailed sections that provide height specifications for each building's frontage.

ELEVATION FROM ERIE

The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25.



SKYLAR/TERREX PROJECT A L'ISE LORRING
All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOT review

ELEVATION FROM EDWARDS

The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25.



2700 ERIE LA'ISE PROJECT US BANK
All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOT review

ELEVATION FROM SOUTH

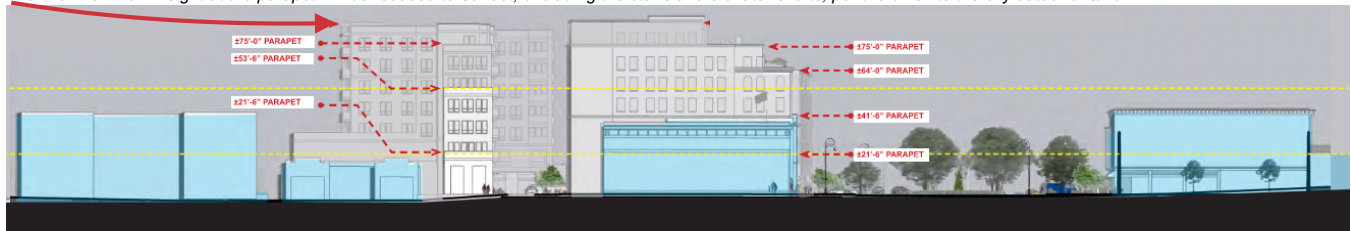
The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25. In addition, Our Final PD submission will incorporate design adjustments that visually break the rear façade into two distinct structures, addressing scale and massing concerns while ensuring the project aligns with the surrounding neighborhood. Further refinements will be subject to additional community input during the Final PD engagement process.



LORRING PROJECT FIRESTATION SKYLAR/TERREX
 All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOT review

ELEVATION FROM MICHIGAN

The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25.



PRISCILLA APARTMENTS 3417 -3419 MICHIGAN PROJECT FIRESTATION 2736 ERIE
 All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOT review

For context, the tallest building in the area is the Hyde Park School located one block south on the Northwest corner of Edwards and Observatory. The 4.5-story structure reaches ~100 feet at the gable peak.



Landscaping

Landscaping will be incorporated into available open spaces, including areas surrounding buildings, courtyards, and along streets. Street trees will be planted where feasible, ensuring the development remains green and aesthetically pleasing while accommodating other essential land uses.

Refuse Collection

All trash and waste facilities will be located on-site, strategically placed to minimize visibility and impact on residents and hotel patrons. Waste from the hotel and residential tenants will be stored within the respective buildings and collected from designated pick-up points along Michigan Avenue or the new internal road. Commercial trash will also be stored within the development and collected via Michigan Avenue or the internal road.

Fire Department Access

The developer will coordinate with the Cincinnati Fire Department to ensure all emergency access requirements are met. Proper fire safety facilities will be integrated into the design, including access points and on-site provisions that adhere to public safety standards.

Internal Private Drive

A new internal drive will be designed to serve the development and provide additional connection points to tie all parts of the site into the existing neighborhood network. This private drive will look and feel like a city street, featuring sidewalks, planted tree lawns, and pedestrian-scale streetlamps. While accessible to vehicles for emergency purposes, the drive's design will prioritize pedestrian safety and comfort. It is envisioned as an inviting connector between Edwards Rd. and Michigan Ave. Special treatments at select corners, such as landscaped areas or public art installations, will further enhance the pedestrian experience.

**2/18/25 Update. The final location of the curb cut for this private drive will be relocated further south on Edwards near the property line.*



All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOD review

Geotechnical

A comprehensive geotechnical report will be submitted with the Final PD application. This report will outline all necessary considerations for subsurface conditions, ensuring the development's structural integrity and compliance with city regulations.

Stormwater

On-site stormwater detention facilities will be constructed to manage runoff in accordance with Metropolitan Sewer District (MSD) standards. Roof drains will direct water into a detention system located under the parking garage, which will subsequently outlet into the existing public storm infrastructure on Michigan Avenue.

Sanitary

Existing sanitary mains on Erie Avenue, Edwards Road, and Michigan Avenue will serve the development. Coordination with MSD will ensure proper sanitary services. Additionally, the project will reroute a private sewer from the southern portion of the site and reconnect it to the combination sewer along Michigan Avenue.

Traffic Control

On October 4, 2024, the developer met with the City of Cincinnati's Department of Transportation & Engineering (DOTe) to introduce the project and discuss traffic-related considerations. Topics covered included:

- The requirement for a Traffic Impact Study (TIS) includes the potential addition of a left turn from **Edwards Road**.
- **Curb height** adjustments to align with DOTe standards.
- Considerations for on-street parking.

2/18/25 Update. Our Traffic Impact Study (TIS) is now complete and has confirmed necessary refinements to be made in our Final PD plan, as expected in our public engagement sessions including:

- 1. The existing curb cut on Edwards is currently further south than shown in our concept plan. Based on recommendations from DOTe and traffic engineers, our Final PD design will relocate the curb cut further south to align with the existing curb cut at the site.*
- 2. To improve traffic flow and pedestrian safety, we request that the City and DOTe allow for potential street meter adjustments recommended to help alleviate congestion during school pickup and drop-off. Additionally, we support incorporating restriping adjustments depicted in the final TIS findings.*
- 3. We will also work alongside the community to advocate for enhanced pedestrian safety. Specifically, we are prepared to provide design and labor assistance if the City supplies HAWK crossing beacons on Erie Avenue to ensure safer crossings.*

Water

Existing water mains within Edwards Road, Erie Avenue, and Michigan Avenue will serve the development. The developer has already requested water service availability from Greater Cincinnati Water Works (GCWW) and will continue coordinating with GCWW to ensure proper water service connections.

Electric & Natural Gas

Electric and natural gas service mains currently exist within the rights-of-way on Edwards Road, Erie Avenue, and Michigan Avenue. The developer will work with the appropriate utility providers to ensure seamless service integration for the project.

Telephone, Internet and Video Services

The developer will coordinate with local telecommunications and service providers to ensure all necessary telephone, internet, and video services are available and efficiently connected to the development.

Exterior Lighting

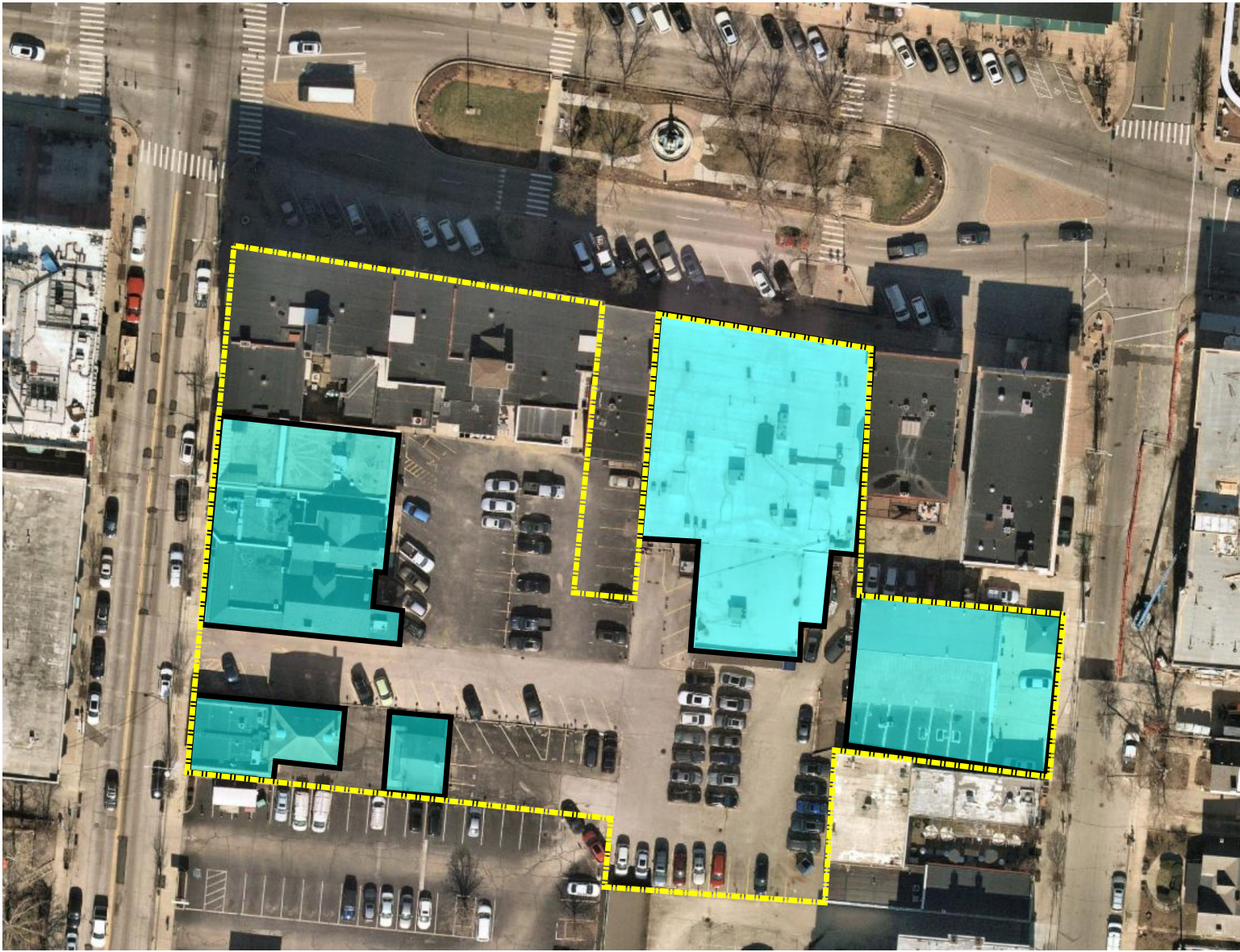
All exterior light sources will be shielded to prevent light from spilling onto adjacent properties and public rights-of-way. Building façade lighting will be mounted in appropriate locations on the building or within landscaped areas, using directional lighting to enhance architectural features without causing light pollution.

Signage

The development will feature building identification signage as well as tenant-specific signage, and signage will follow the CN-P zoning district standards. A comprehensive signage program will be submitted with the Final Development application for approval.



HYDE PARK SQUARE MIXED - USE DEVELOPMENT
NOVEMBER 2024



 **BUILDING TO BE DEMOLISHED**

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Prepared for: **PLK**
 5905 E. GALBRAITH ROAD SUITE 4100
 CINCINNATI, OHIO 45226

TRANSMITTAL SET NAME:	DATE:	REVISION ID:	TRANSMITTAL SET NAME:	DATE:	REVISION ID:

HYDE PARK SQUARE MIXED USE
 CINCINNATI, OHIO 45208
 Tuesday, October 15, 2024 CONCEPT DESIGN

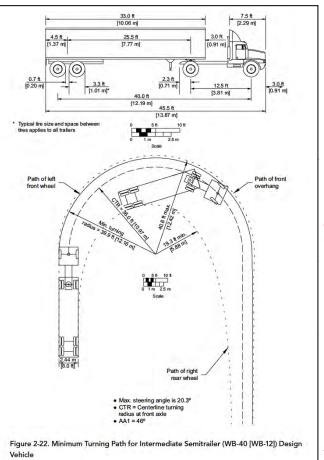
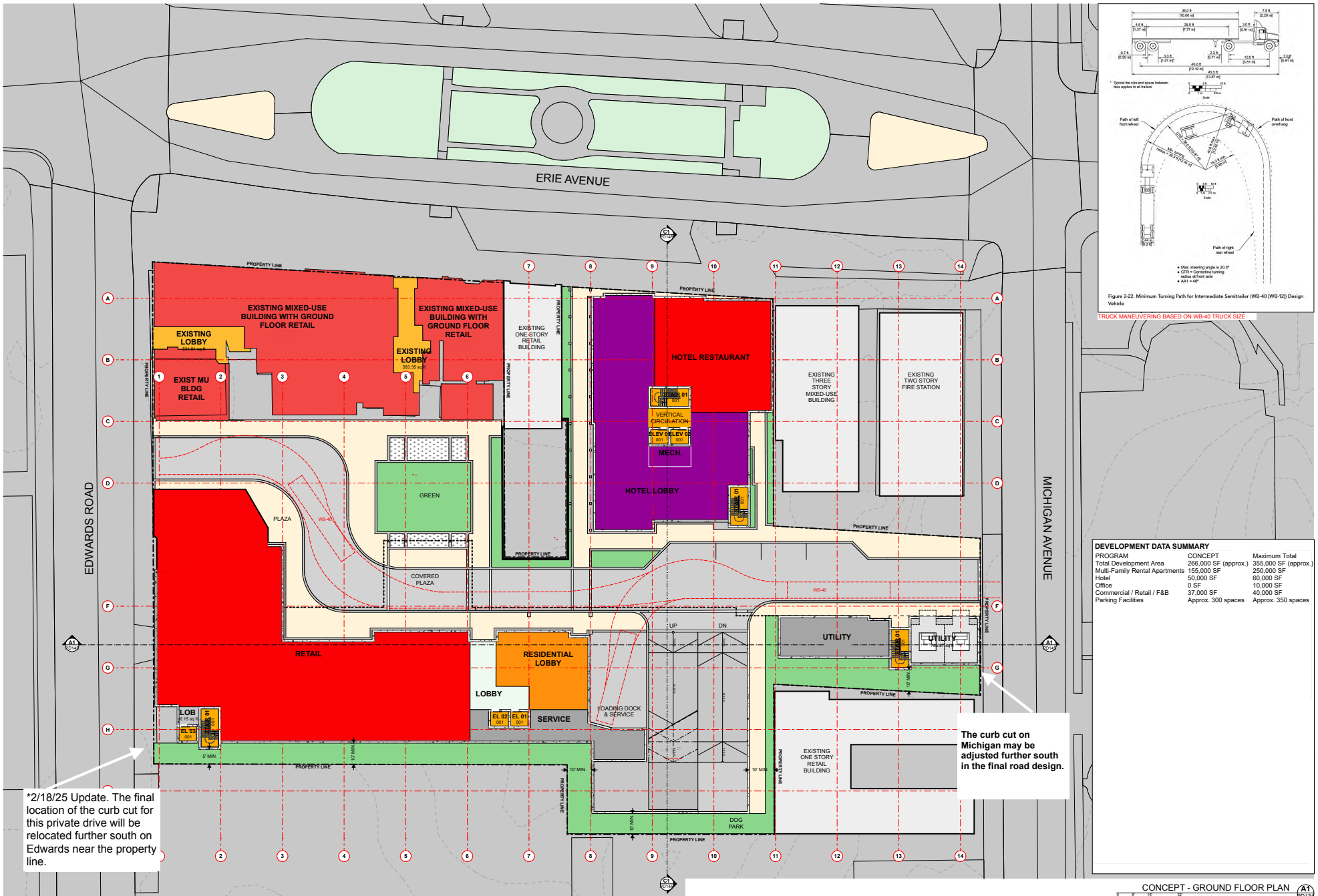


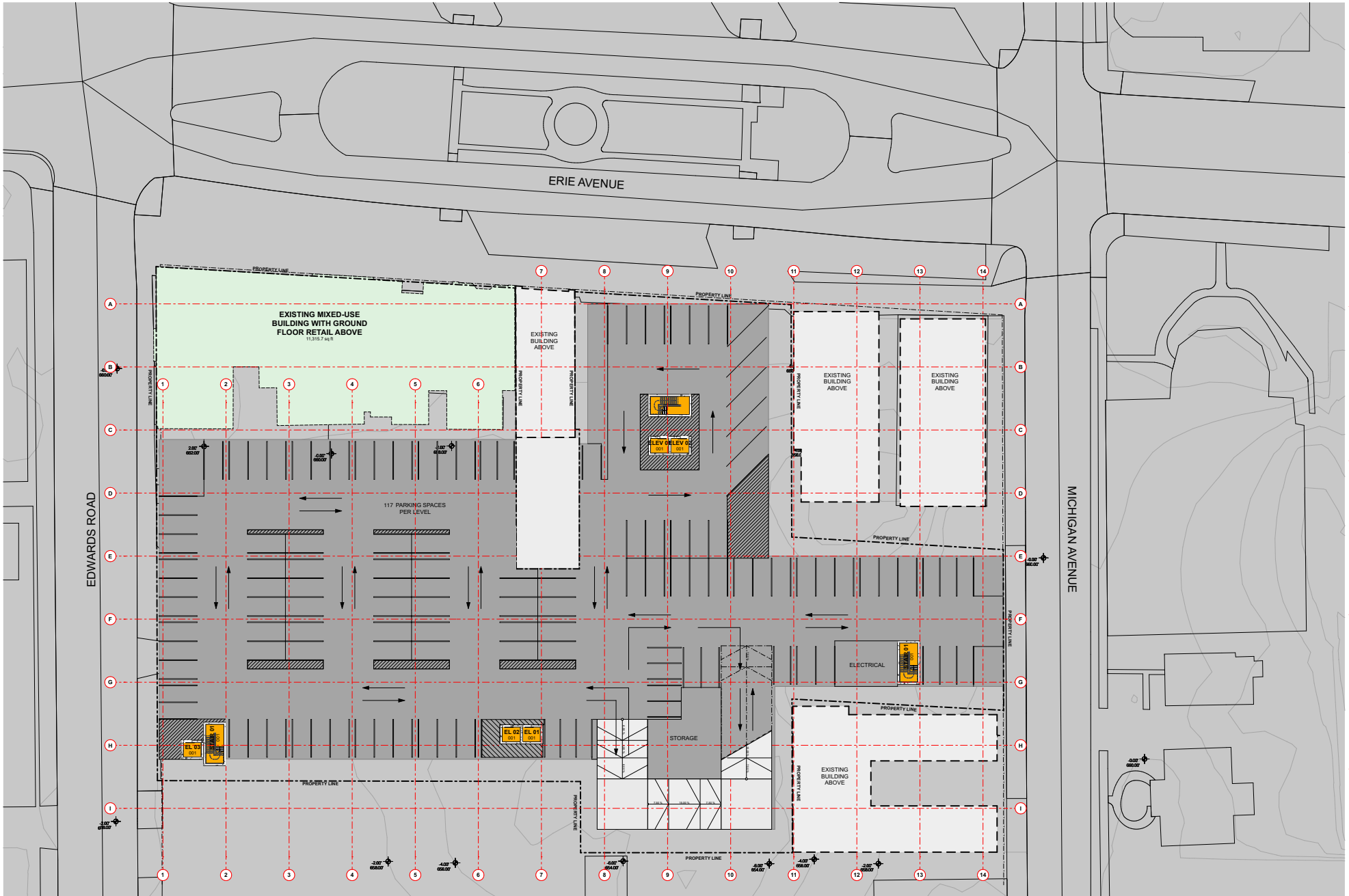
Figure 3-22. Minimum Turning Path for Intermediate Semitrailer (WB-40 [WB-12]) Design
TRUCK MANEUVERING BASED ON WB-40 TRUCK SIZE

DEVELOPMENT DATA SUMMARY

PROGRAM	CONCEPT	Maximum Total
Total Development Area	266,000 SF (approx.)	355,000 SF (approx.)
Multi-Family Rental Apartments	155,000 SF	250,000 SF
Hotel	50,000 SF	60,000 SF
Office	0 SF	10,000 SF
Commercial / Retail / F&B	37,000 SF	40,000 SF
Parking Facilities	Approx. 300 spaces	Approx. 350 spaces

*2/18/25 Update. The final location of the curb cut for this private drive will be relocated further south on Edwards near the property line.

The curb cut on Michigan may be adjusted further south in the final road design.



CONCEPT - TIER 1, 2 & 3 FLOOR PLAN
SCALE: 1/16" = 1'-0"
A1

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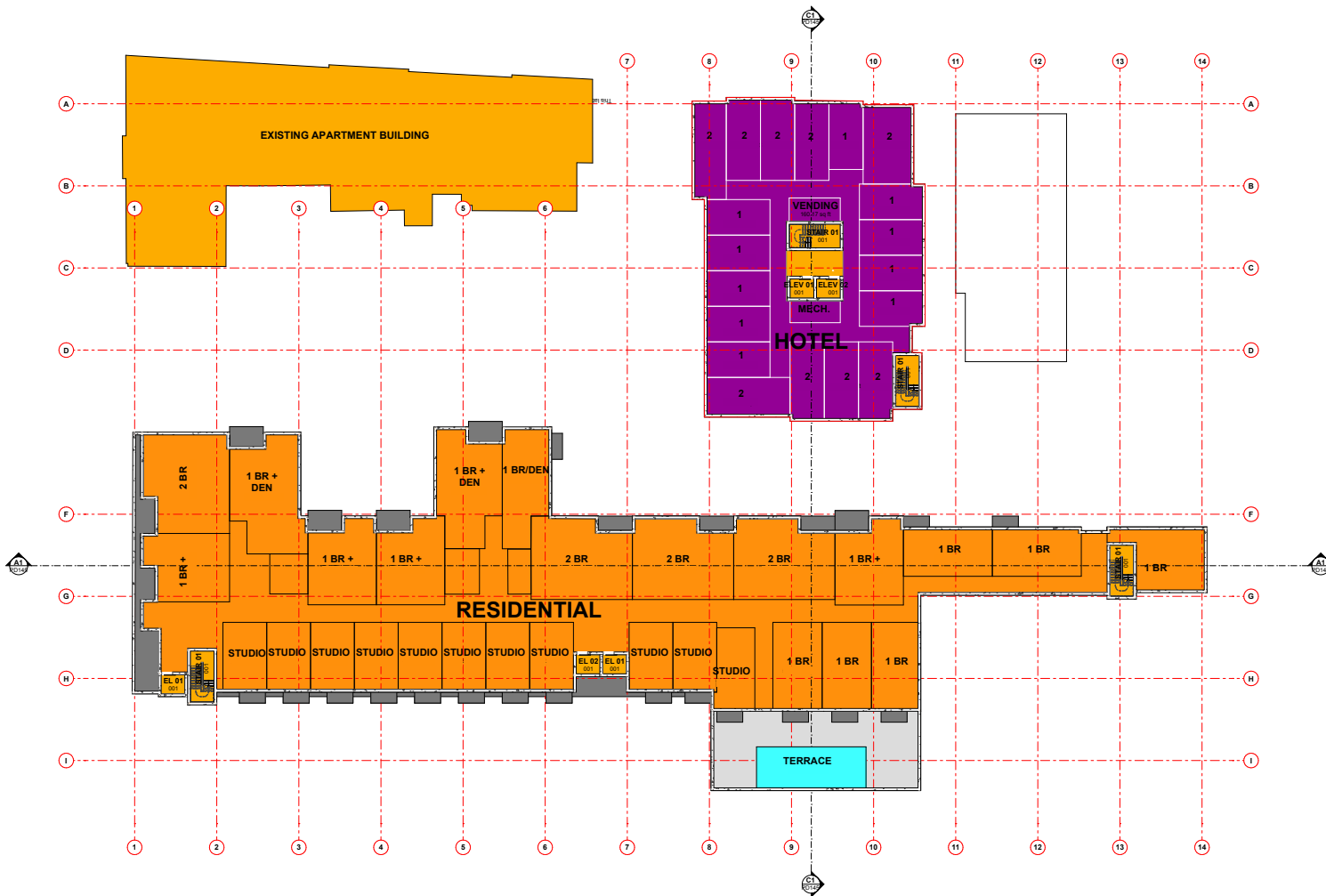
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HYDE PARK SQUARE MIXED USE
#Site Address:
CINCINNATI, OHIO 45208
Thursday, July 25, 2024 SCHEMATIC DESIGN

UNDERGROUND PARKING PLAN
23052

PD136

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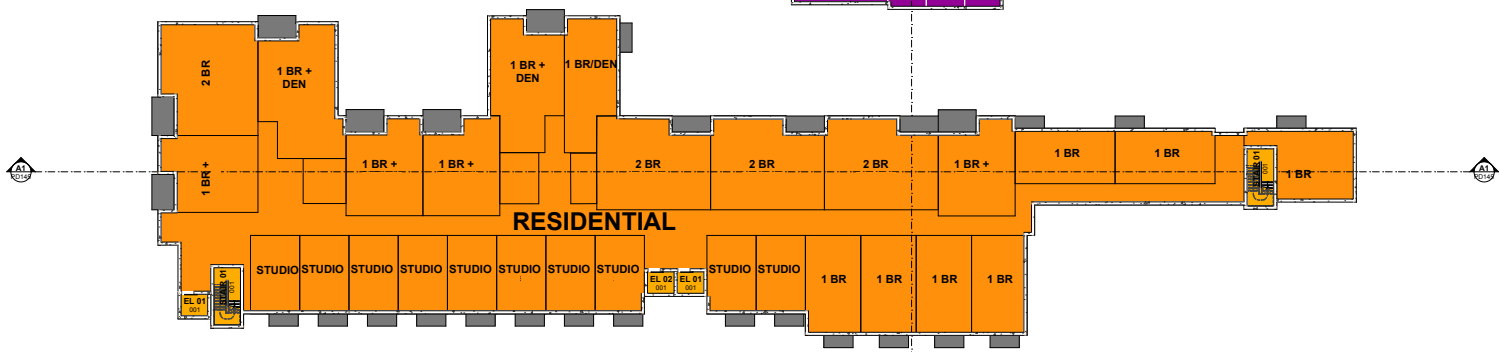
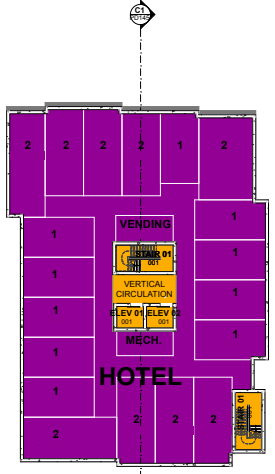
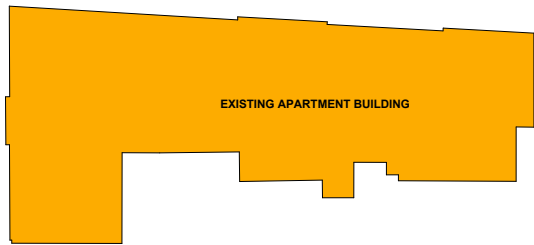
HYDE PARK SQUARE MIXED USE
 CINCINNATI, OHIO 45208
 Tuesday, October 15, 2024 CONCEPT DESIGN

CONCEPT - SECOND & THIRD FLOOR PLAN **AT**
 SCALE: 1/16" = 1'-0" **0113**

SCHEME 8 - CONCEPTUAL IMAGES SUBJECT TO CHANGE AS THE PROJECT DEVELOPS

23052
PD138

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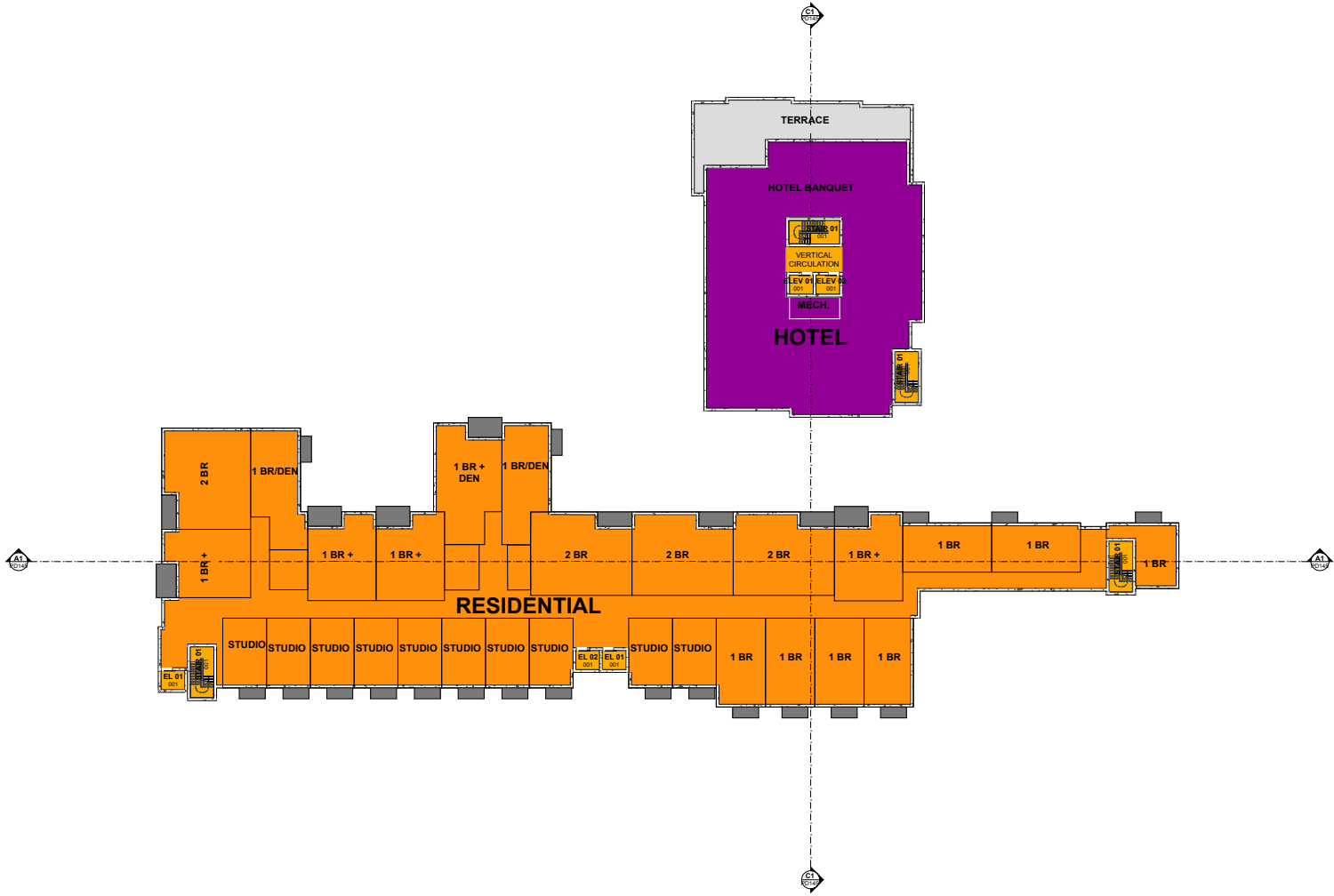
HYDE PARK SQUARE MIXED USE
 CINCINNATI, OHIO 45208
 Tuesday, October 15, 2024 CONCEPT DESIGN

CONCEPT - FOURTH FLOOR PLAN
 SCALE: 1/16" = 1'-0"

WORKING SCHEME - FOURTH FLOOR
 23052
 SCHEME 8 - CONCEPTUAL IMAGES SUBJECT TO CHANGE AS THE PROJECT DEVELOPS

PD139

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HYDE PARK SQUARE MIXED USE
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CONCEPT - SIXTH FLOOR PLAN
 SCALE: 1/16" = 1'-0"
 WORKING SCHEME - SIXTH FLOOR
 23052
 SCHEME B - CONCEPTUAL IMAGES SUBJECT TO CHANGE AS THE PROJECT DEVELOPS

PD141

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 Tuesday, October 15, 2024 CONCEPT DESIGN

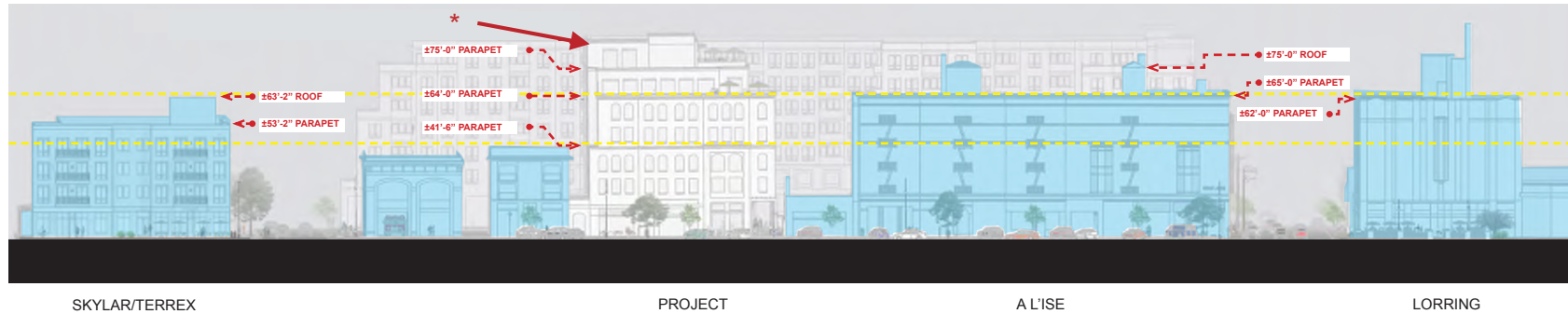
CONCEPT - SEVENTH FLOOR PLAN SCALE: 1/16" = 1'-0"

WORKING SCHEME - SEVENTH FLOOR
 23052
 SCHEME B - CONCEPTUAL IMAGES SUBJECT TO CHANGE AS THE PROJECT DEVELOPS

PD144

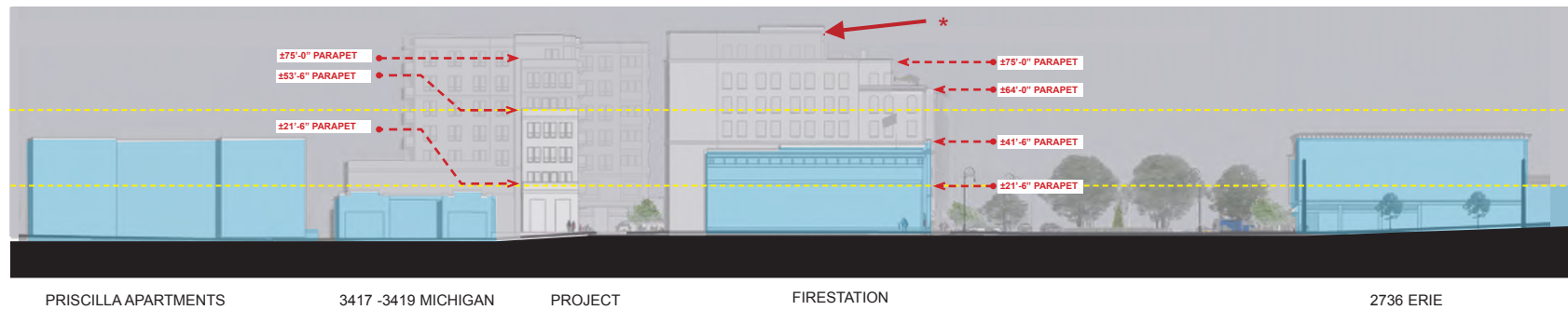
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ELEVATION FROM ERIE



*The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25.
 All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOD review

ELEVATION FROM MICHIGAN



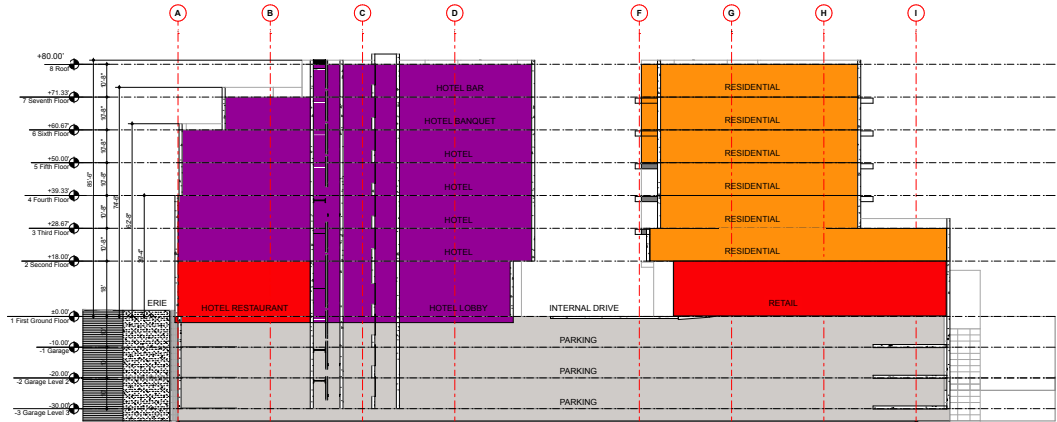
*The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25.
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ELEVATION FROM EDWARDS

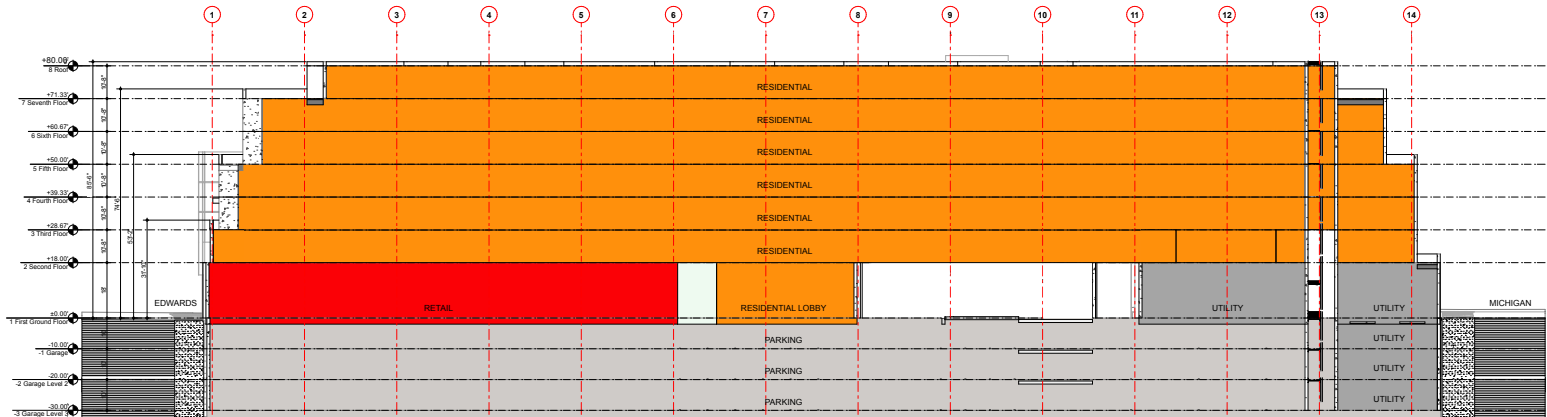


*The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25.
 All designs are all conceptual in nature and will be refined before submission for the Final Development Plan and UDOD review

*The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25.



CONCEPT - BUILDING SECTION N S **A1**
SCALE: 1/8" = 1'-0"



*The final maximum height at the parapet will be reduced to 80 feet, excluding the stairs and elevator shafts, per the email to the city dated 2/18/25. The 82 Feet Depicted here is the roof line only.

In addition, Our Final PD submission will incorporate design adjustments that visually break the rear façade into two distinct structures, addressing scale and massing concerns while ensuring the project aligns with the surrounding neighborhood. Further refinements will be subject to additional community input during the Final PD engagement process.

CONCEPT - BUILDING SECTION - W E **A1**
SCALE: 1/8" = 1'-0"

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HYDE PARK SQUARE MIXED USE
CINCINNATI, OHIO 45208
Tuesday, October 15, 2024 CONCEPT DESIGN

WORKING SCHEME - BUILDING SECTIONS
23052
SCHEME B - CONCEPTUAL IMAGES SUBJECT TO CHANGE AS THE PROJECT DEVELOPS

PD145



View From Michigan Along Erie 05
0114



View From Edwards Along Erie 01
0114



View From Erie Towards Hyde Park Square A3
0114



View Towards Hotel Along Internal Road A1
0114

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HYDE PARK SQUARE MIXED USE
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Tuesday, October 15, 2024 CONCEPT DESIGN

WORKING SCHEME - PERSPECTIVE VIEWS
23052
SCHEME 8 - CONCEPTUAL IMAGES SUBJECT TO CHANGE AS THE PROJECT DEVELOPS

PD144

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