HYDE PARK SQUARE · CINCINNATI

One Hyde Park

Honoring a century on the Square, while building for the next.

View southwest across Erie toward the Square, showing the new mixed-use building and the renovated A L'aise building beyond.

Rendering by MSA Design - May 2026

Hyde Park Square Mixed-Use Development

Revised Planned Development Submission

APPLICANT
HPSRD, LLC
Cincinnati, Ohio

DESIGN ARCHITECT
MSA Design
Cincinnati, Ohio

DEVELOPMENT TEAM
PLK Communities
The Loring Group
NorthPointe Group

Submitted to the Department of City Planning and Engagement
City of Cincinnati · May 29, 2026

Cover Letter

May 29, 2026

Department of City Planning and Engagement
City of Cincinnati
805 Central Avenue, Suite 720
Cincinnati, Ohio 45202

Re: Revised Planned Development Submission (Hyde Park Square Mixed-Use Development)

Dear Director Keough-Jurs and Staff:

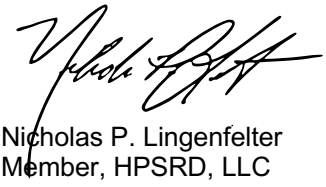
HPSRD, LLC and PLK Communities are pleased to submit the enclosed revised Planned Development application for the Hyde Park Square Mixed-Use Development.

After the prior approval was repealed by Council at the development team's request, in lieu of a contested ballot referendum, the team continued working on a materially revised plan. The intervening period has included direct engagement with the Hyde Park Neighborhood Council, additional dialogue with City staff, coordination with neighboring property owners, two acquisitions that improved the site assemblage, and a full redesign of the project by MSA Design of Cincinnati.

The plan submitted today is substantively different from the prior approval. The hotel use has been removed. The building's maximum height has been reduced, with a 65-foot street parapet on every frontage and the tallest portion stepped back from Erie and Edwards, where the adjacent context already establishes a taller scale. The Michigan Avenue frontage has been opened to create the primary residential entry and a purpose built drop off and loading zone, a use Plan Hyde Park specifically calls for in higher density areas. The new construction is organized around a single residential building rather than two separate buildings, with two outdoor plazas, retail along Erie and Edwards, and structured parking below grade. The A L'aise building is retained and renovated, with the team's prior commitment to pursue City landmark designation following renovation carried forward.

We appreciate the staff's continued engagement and look forward to working with the City through the review process.

Respectfully submitted,



Nicholas P. Lingenfelter
Member, HPSRD, LLC

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Executive Summary

The plan submitted here is a substantially different project from the one the Council approved in April 2025 and later repealed at the team's request in September 2025.

Over the past year, the team has acquired two additional parcels, brought MSA Design of Cincinnati on as the new design architect, completed a full redesign, and continued working with HPNC, Save Hyde Park Square, the Hyde Park Business Association, City staff, and adjacent property owners. The result is a smaller, shorter, and more contextual proposal than the previous one.

Other Changes Include:

1. The hotel use has been removed.
2. The maximum height of the new building has been reduced.
3. The building is lower at the street and side frontages, with the upper floor stepped back to improve the pedestrian experience and bring the street-facing facades more in line with nearby buildings.
4. A second parking entry has been added to reduce vehicle activity on Edwards Road.
5. The architecture focuses on the masonry, bay rhythm, and arched retail openings of the Square itself.
6. The A L'aise building will be preserved, and the team will pursue City landmark designation to formally recognize and protect its status on Hyde Park Square.
7. Parking, drop-off, and service activities all remain on site rather than spilling onto the residential streets to the south and east.

2025 Approved Plan vs. 2026 Revised Plan

	2025 Approved Plan	2026 Revised Plan
Use Program	Residential, retail, hotel with rooftop restaurant and banquet space	Residential and retail only, no hotel, no use deviation requested
Maximum Height	85'-6" allowed under PD ordinance; 80'-0" committed at parapet	65' 0" at the street on every frontage; 75' 6" at the highest stepped-back portions on Erie and Edwards.
Stories Above Grade	7	6 (one commercial, five residential)
Design Architect	Shook Kelley (Charlotte)	MSA Design (Cincinnati)
Site Organization	Two separate buildings	One building with two outdoor plazas
Vehicle Access	Single through-project private drive (Edwards to Michigan)	Two separate parking entries at the south end (Edwards and Michigan); no internal vehicular connection at the street level.
Michigan Avenue Frontage	Continuous street-wall structure on Michigan Avenue	Existing structure on Michigan removed to create the southeast plaza, primary residential entry, and drop-off / loading zone called for in Plan Hyde Park

	2025 Approved Plan	2026 Revised Plan
Below-Grade Parking	Approximately 257 spaces	Approximately 235 to 362 spaces, depending on final garage depth, with either option exceeding the apparent code minimum.
Residential Units	Approximately 120 new plus A L'aise	Approximately 116 new plus A L'aise
A L'aise	Preserved; landmark designation committed	Preserved; landmark designation reaffirmed
Site Assemblage	Original parcel set	Two added parcels (2717 and 2727 Erie) improving the connectivity with the square and enabling a Michigan Avenue parking entry.

What This Submission Requests

The revised plan requests PD Approval to support superior urban design and two primary deviations from the CN-P-B base district and the UDOD #4 street-wall standard. No use deviation is requested.

First, a height deviation above the 50-foot base maximum. At the street, the maximum parapet on every frontage is 65 feet, at or below the parapet height of A L'aise across the corner. The tallest portion of the revised structure is stepped back from Erie and Edwards and reaches 75 feet 6 inches in height.

Second, the modified treatment of the Michigan Avenue street wall. The existing Michigan Avenue frontage already includes a historic gap in the Square's street wall. The revised plan removes the existing structure on that frontage and replaces it with the southeast plaza, which serves as the primary residential entry and a purpose-built passenger drop-off and loading zone separated from through traffic. Plan Hyde Park (Goal 6, Strategy 1, Action Step 2) specifically calls for designated passenger pickup and drop-off zones in higher-density areas. The Michigan Avenue treatment delivers that, on the frontage where the planning record's street-wall objective is already interrupted, and where the residential and commercial scale of the immediate context is most varied.

Both deviations are narrower in their impact than the deviations the City previously approved, and both are accompanied by the compensating public benefits described below.

Cont.

Public Benefits Delivered by the Plan

- Housing. Approximately 157 housing units in the heart of Hyde Park, where the City's own data identifies a housing undersupply, on a site where four generations of adopted Hyde Park planning documents have called for housing of this kind.
- Removal of an existing surface parking lot, a use the 1983 Hyde Park Plan explicitly identifies as inappropriate, with structured below-grade parking and an active street wall.
- A net increase in parking inventory available to the Square, located below grade, with the final number of public access spaces determined through final design, construction pricing, economic viability, and available financial support.
- Preservation and landmark designation of the historic A L'aise building.
- Two new outdoor plazas extend the public realm of Hyde Park Square.
- A purpose-built passenger drop-off and loading zone on Michigan Avenue, directly responsive to Plan Hyde Park Goal 6, Strategy 1, Action Step 2.
- A resident dog amenity that responds to a community priority named in Plan Hyde Park, while serving the project's residential program.
- EV infrastructure for a portion of garage spaces.
- Design and labor assistance for City-installed HAWK pedestrian-safety beacons on Erie Avenue.
- Construction-period coordination commitments to Hyde Park School, Cincinnati Public Schools, and the Hyde Park Business Association.
- Reconstructed sidewalks on all three street frontages.
- Covered, secure resident bicycle parking and visitor bicycle parking at retail frontages.

The Site in One Sentence

A 2.89-acre site at the center of the Hyde Park Square business district, presently occupied by a surface parking lot and a row of one- and two-story commercial buildings, located in the High-Investment Zone and Core Block of the 1984 Urban Design Plan and in the Neighborhood Commercial area of Plan Hyde Park (2026), where the City's adopted planning documents going back forty-three years have consistently called for higher-density mixed-use redevelopment.

That is the case that the rest of this submission makes in detail.

Development Vision Statement

Hyde Park Square remains the commercial and civic heart of one of Cincinnati's most established neighborhoods. Its public square, historic architecture, local businesses, restaurants, and daily activities are what make it special. But like any long-standing neighborhood business district, tenants change, buildings age, customer patterns shift, and the Square needs continued reinvestment to remain vibrant. The revised Hyde Park Square mixed-use development is intended to bring new life and long-term stability to the district while respecting the character that has made the Square meaningful for future generations.

The site sits on the south side of the Square, at the corner of Erie Avenue and Edwards Road. It is presently occupied by a surface parking lot, a row of older one and two-story commercial buildings, and the historic A L'aise building, which the project will retain and renovate. The site is within the boundaries of the High-Investment Zone defined in the 1984 Hyde Park Square Neighborhood Business District Urban Design Plan, within the Core Block defined in the same plan as the appropriate location for higher-density mixed-use development, and within the Neighborhood Commercial designation in the Future Land Use map adopted in Plan Hyde Park (2026).

The revised plan delivers a use program aligned with that planning context: ground-floor retail along Erie Avenue and Edwards Road sized for independent neighborhood-scale tenants; residential above the retail in a mix of one-bedroom and two-bedroom units sized for residents at multiple life stages; the renovated A L'aise carrying its own residential and retail program; structured parking located below grade to keep the project's parking demand on-site; two outdoor plazas connecting the building to the Square and providing public gathering space; and a dog amenity along the southern property edge, including a dog run, heated covered area, and dog wash, that responds to a community amenity specifically identified in Plan Hyde Park. The dog amenity will also be part of the development program for the benefit of our residents.

Hyde Park's adopted plans, developed over four decades, consistently locate higher-intensity activity within established commercial nodes and direct surrounding residential streets to remain primarily residential.

By placing housing, parking, retail, and pedestrian activity inside the Square, on a site presently dominated by surface parking, the project keeps growth out of the surrounding residential fabric. That is the core planning argument behind the submission.

What Has Changed from the 2025 Plan

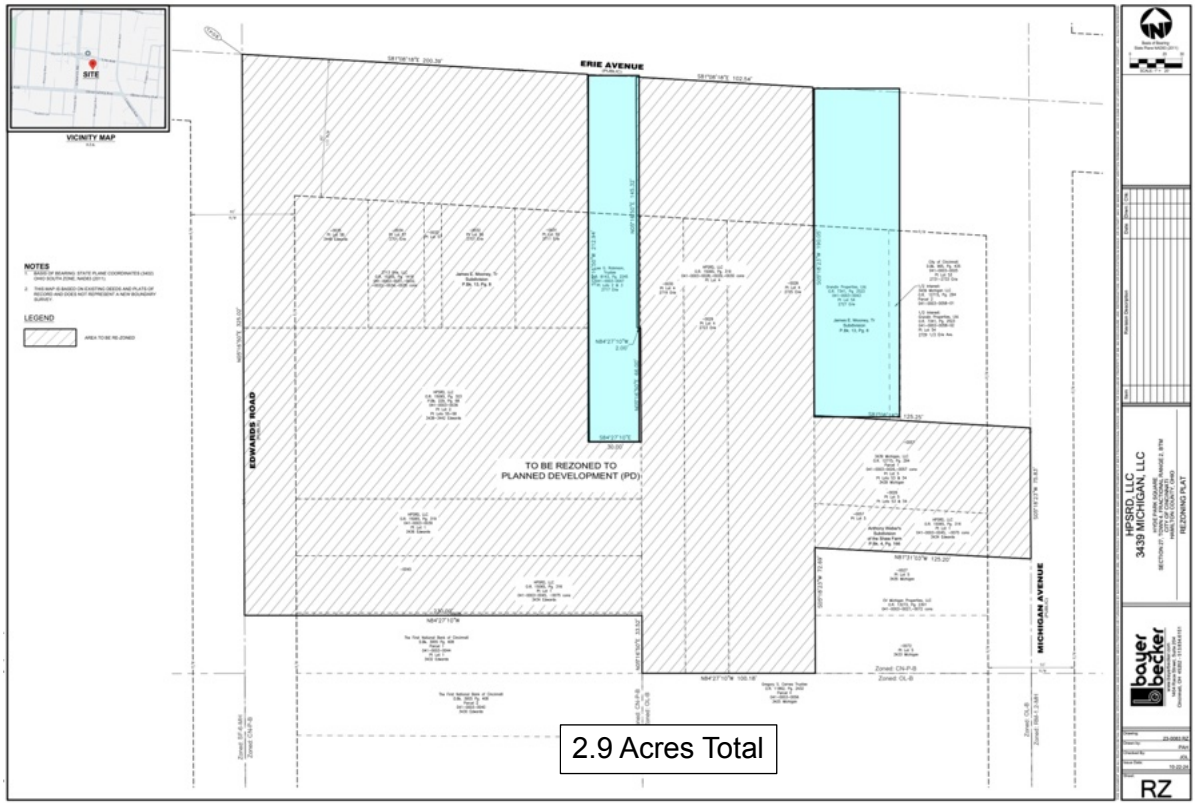
The prior Planned Development for this site was approved by City Council on April 23, 2025, and repealed by Council on September 4, 2025, at the development team's request, in lieu of a contested ballot referendum. The team continued working on a materially revised plan during the intervening period. The revised plan submitted today differs from the prior approval in the following respects.

Property Assemblage and Site Circulation

One of the most critical improvements to the plan is the addition of two small parcels at 2717 Erie Avenue and 2727 Erie Avenue (noted on the property map) on the following page. These parcels have been integrated into the revised plan and allow for improved safety and a better pedestrian experience.

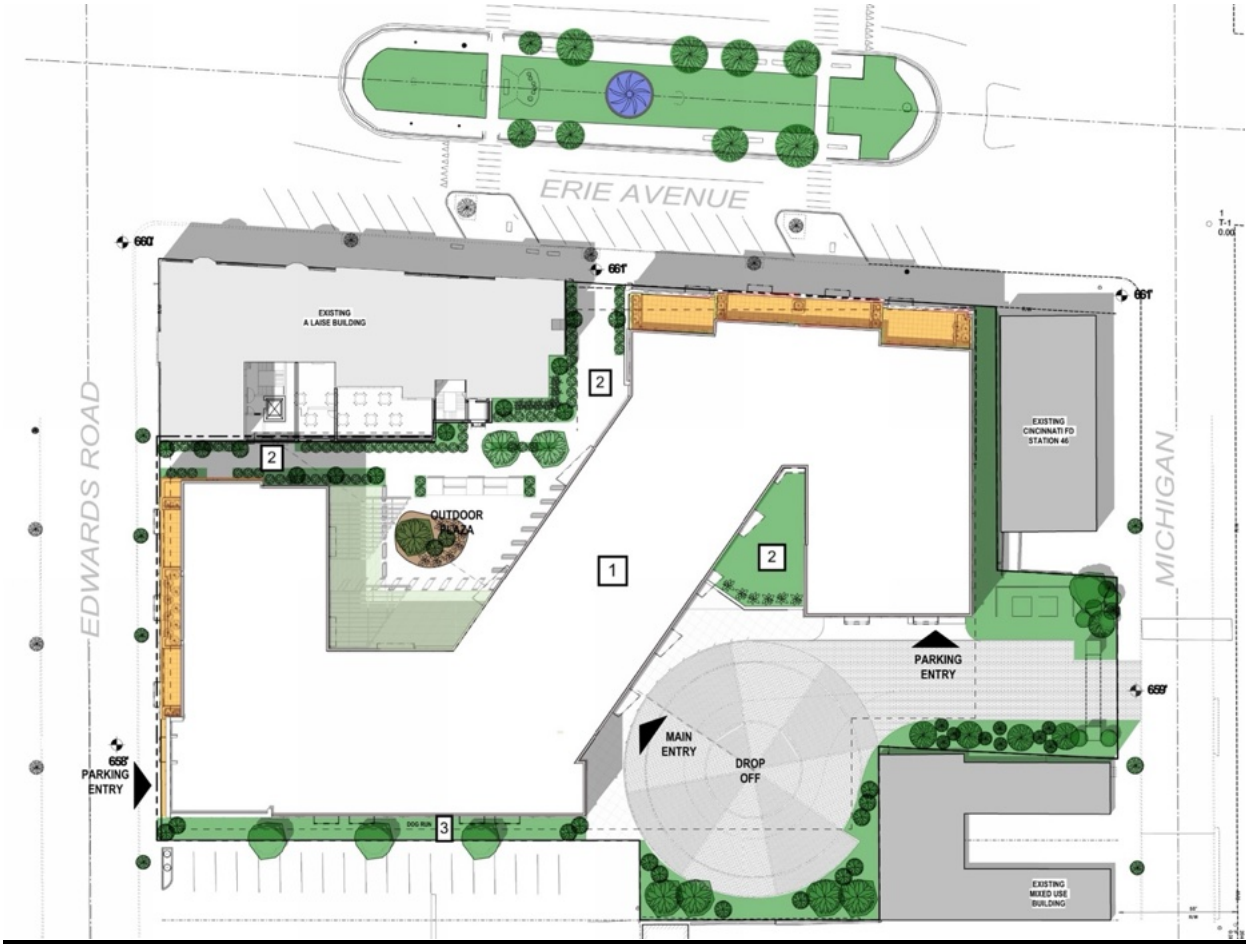
The acquisition of 2717 Erie Avenue allows the project to function as a more cohesive extension of the Square. It improves connectivity, opens the southern portion of the site to more sunlight, and creates a more pedestrian-friendly environment.

The acquisition of 2727 Erie Avenue allows the project to provide a more concise and efficient underground garage layout. It also creates an opportunity for garage access from Michigan Avenue and allows the vehicular plaza to serve as an internal drop-off and arrival area, helping to move project-related vehicle activity off the surrounding streets.



Site Organization

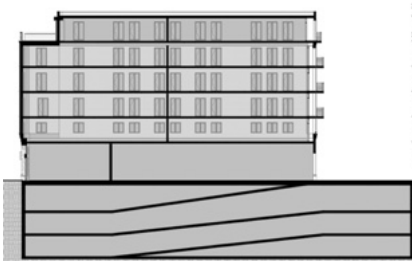
The revised plan replaces the prior two-building concept with a single mixed-use building organized around two public-facing open spaces and a separated internal arrival zone.



1. A single building replaces the two separate buildings shown in the prior concept.
2. Two outdoor plazas replace the single covered/uncovered plaza of the prior concept: a northwest plaza adjacent to A L'aise that opens toward the Square, and a southeast plaza with a vehicle drop-off that serves as the primary residential entry.
3. A dog amenity will be provided for our residents along the southern property edge, including a dog run, a heated covered area, and a dog wash.

Parking

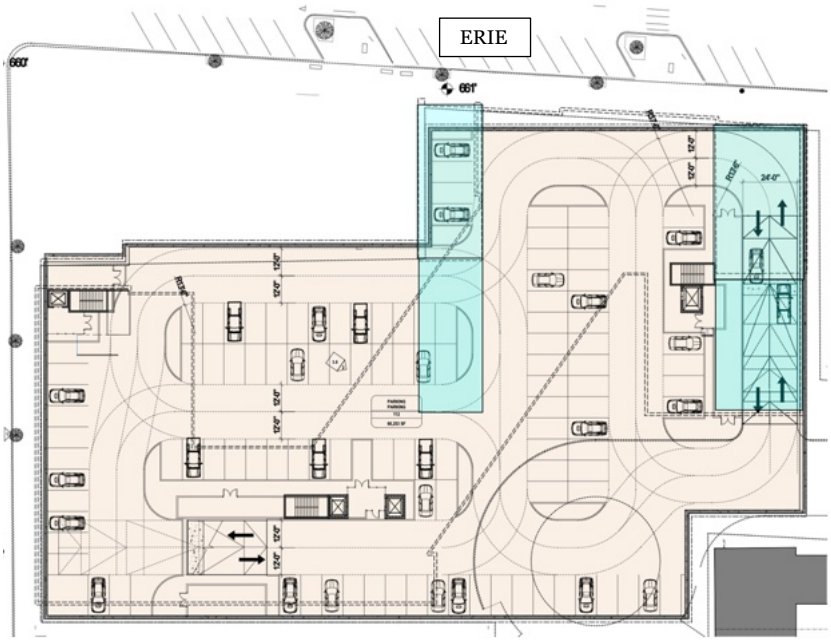
The revised plan increases below-grade parking capacity from the prior commitment of approximately 257 spaces to a design range of approximately 235 spaces in a two-level garage and approximately 362 spaces in a three-level garage.



Vehicle access has also been reconfigured. The prior plan relied on a single internal private drive accessed from Edwards Road, with a main internal artery running from Edwards Road to Michigan Avenue through the project. The revised plan eliminates the street-level internal drive and instead provides two separate parking entries at the south end of the property: one from Edwards Road and one from Michigan Avenue.

Parking Structure and Code Parking Requirements

The below-grade parking structure is currently anticipated to be approximately 60,250 square feet per level. Based on the current design footprint, a two-level garage would provide approximately 235 parking spaces, and a three-level garage would provide approximately 362 parking spaces.



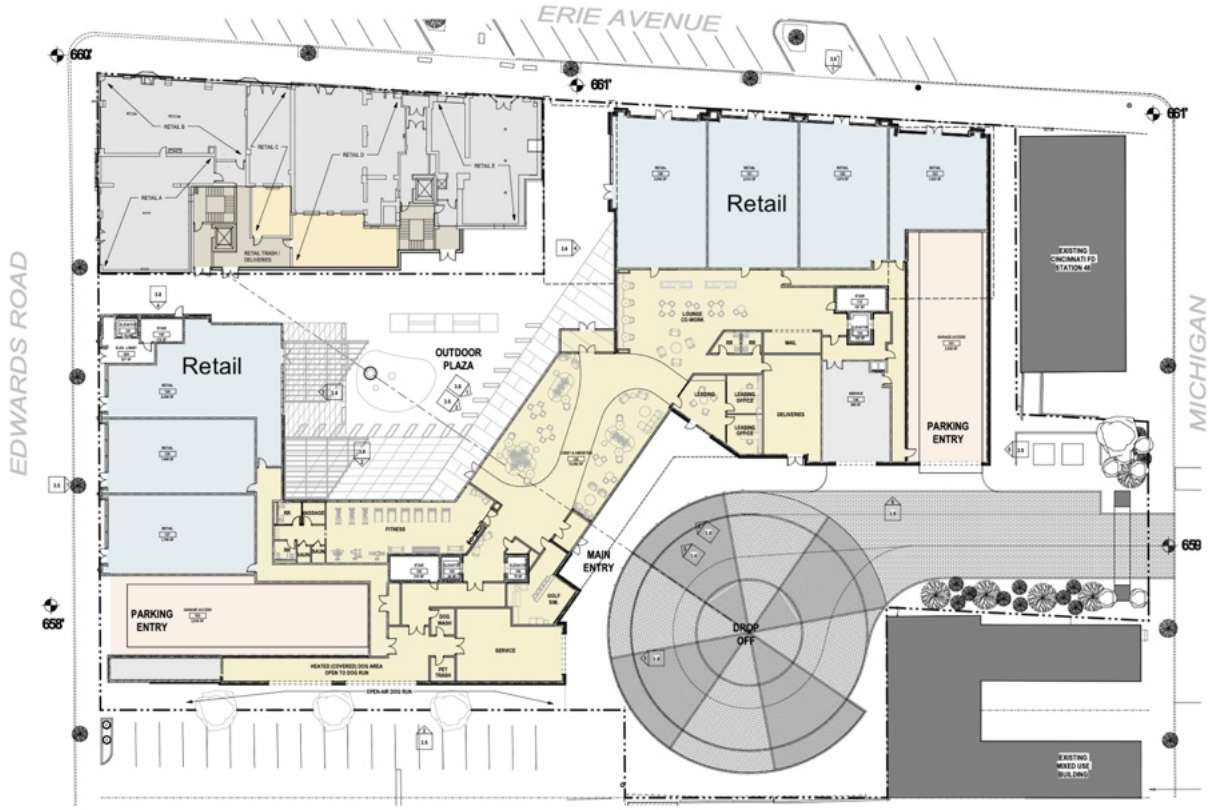
Applying the Connected Communities Neighborhood Business District B parking standards and assuming conservative treatment for the A L'aise residential units, the total code-required parking is approximately 132 spaces. This includes approximately 76 residential spaces and approximately 56 commercial spaces.

On that basis, a two-level garage would exceed the apparent code minimum by approximately 103 spaces, and a three-level garage would exceed the apparent code minimum by approximately 230 spaces.

The final garage size will be determined through the final design, engineering, and economic viability review, but all parking outside the loading and drop-off areas is planned below grade and will not be visible from the street.

The important planning point is that either garage option materially exceeds the apparent code minimum. The three-level garage provides the strongest long-term public benefit for Hyde Park Square by creating the largest supply of below-grade parking, but the cost of the larger garage cannot be supported solely by the residential units within the development. Final garage depth will therefore depend on final design, construction pricing, economic viability, and any available financial support.

Use Program



1. **The hotel, with its rooftop restaurant and banquet space, has been removed. The new building is all residential above the ground-floor retail.**

2. **Ground-floor retail is concentrated along Erie Avenue and Edwards Road in tenant spaces sized for independent neighborhood-scale retailers and restaurateurs.** This results in approximately 21,250 SF of retail compared to 25,000 SF in the prior plan.

3. **The renovated A L'aise building continues to provide ground-floor retail and residential above.**

Height

The maximum parapet height at the street is 65 feet on every frontage. The highest portion of the building is stepped back from Erie and Edwards and reaches 75 feet 6 inches.

The prior approval allowed a maximum of 85.5 feet under the PD ordinance, with a developer commitment to 80 feet at the parapet.

The building will be 5 stories of residential over 1 of commercial, down from the 7-story total in the prior approval.

The Erie Avenue frontage retains the tallest parapet because that frontage faces the most directly comparable existing taller context. The Edwards Road and Michigan Avenue frontages are substantially lower.

Heights for this approval are measured to a single building datum (Level 1 at 100'-0"); because the site slopes approximately 2 to 3 feet from northeast to southwest, parapet height above adjacent grade varies modestly along each frontage.

NORTH ELEVATION (ERIE) FROM ACROSS STREET

The revised height reflects the lowest scale the team believes can support the current construction approach and public benefit package, including concrete construction, below-grade parking that materially exceeds code requirements, public access parking, A L'aise preservation, and the public realm improvements described in this submission. At this point, further reductions are not simply a design preference. They would materially affect the project's ability to deliver the same package of benefits unless additional financial support is provided or the project is redesigned around a different construction type. A change away from concrete construction may create different design, height, and construction impact tradeoffs that are not reflected in this submission.

Massing and Architecture

The revised plan was designed by MSA Design of Cincinnati, replacing the Shook Kelley (Charlotte) team that produced the prior concept.

ERIE ELEVATION

EDWARDS ELEVATION

1. The architectural vocabulary includes arched storefront retail openings, a vertical bay rhythm, traditional materials, and a penthouse floor setback along the Erie Avenue frontage
2. The south facade is broken into multiple bays, addressing the rear-massing concerns raised during the prior review.

SOUTH ELEVATION

MICHIGAN ELEVATION

3. Michigan Avenue Frontage

   This is the second primary deviation requested in this submission, and it is limited to the Michigan Avenue frontage.

   The prior plan maintained a continuous structure along the Michigan Avenue frontage. The revised plan removes the existing structure on Michigan and opens that frontage to create the southeast plaza, which serves as the primary residential entry and a purpose-built passenger drop-off and loading zone separated from through traffic.

   The Michigan Avenue frontage already includes a gap in the Square's street wall, and Plan Hyde Park (Goal 6, Strategy 1, Action Step 2) specifically calls for designated passenger pickup and drop-off zones in higher-density areas. The revised plan delivers that on the frontage where the planning record's continuous-street-wall objective is already interrupted.

Updated Renderings

Photorealistic Renderings Provided
by MSA Design, May 20, 2026

A Timeless Presence on the Square

View across the Square. The Erie frontage carries the building's tallest parapet because Erie is where the adjacent buildings already establish a taller scale, and the upper floor is set back from the street so the building meets the pedestrian realm at 65 feet. The arched retail openings, vertical bay rhythm, and masonry palette are MSA Design's response to the existing fabric of the Square.

Improved Retail Experience on Erie

Continuous storefronts across the Erie frontage replace the surface lot and older single-story commercial that occupy the corner today. Retail bays are sized for independent neighborhood-scale tenants, with active glazing at the street and a continuous zero-setback street wall consistent with UDOD #4.

Resident Arrival, Drop Off, and Loading - Away from Edwards

The southeast plaza functions as the interior arrival zone. Short-term stopping, passenger pickup and drop-off, and deliveries are accommodated on-site rather than at the curb, addressing both the Plan Hyde Park call for designated drop-off zones in higher-density areas and the community concern about congestion at the Erie/Edwards corner.

This entrance also creates an opportunity to increase awareness and visibility for Michigan Avenue, where existing retailers have historically had a harder time communicating to patrons that their businesses are located there. By opening this portion of the site, improving circulation, and incorporating clearer directional signage and wayfinding, the project can help patrons better understand that Michigan Avenue is part of the Square's commercial fabric, not a back side or secondary edge.

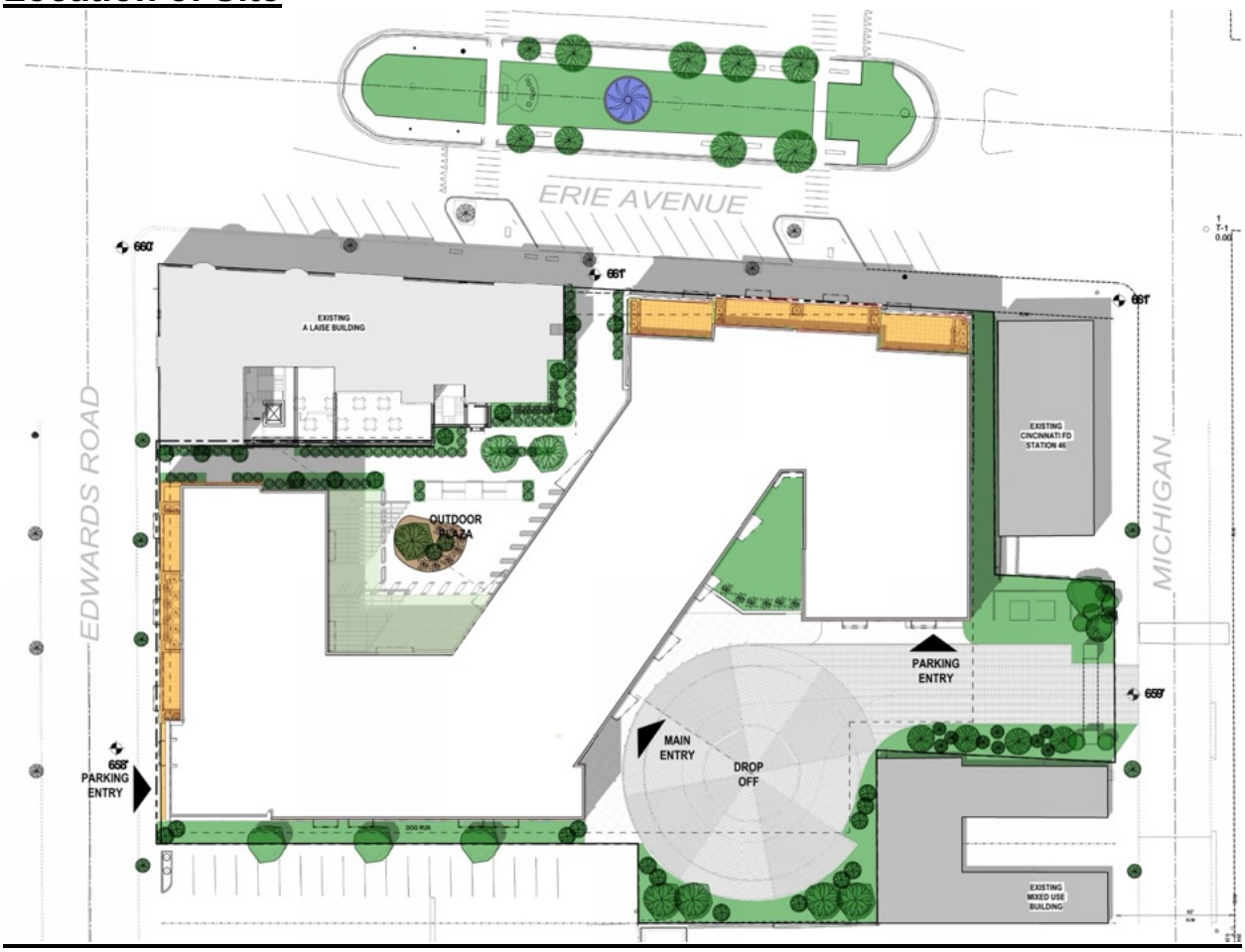
The existing structure on Michigan Avenue has been removed to make way for the southeast plaza and the primary residential entry. Vehicle drop-off, deliveries, rideshare, and move-in/move-out activities all happen here on-site, rather than at the curb on Edwards Road. This treatment directly delivers the designated passenger pickup and drop-off zone called for in Plan Hyde Park (Goal 6, Strategy 1, Action Step 2).

Edwards Road Parking Entry

The Edwards Road parking entry is positioned to align with the existing curb cut, consistent with the team's February 2025 commitment to DOTE regarding curb cuts and the 2025 traffic study prepared by Bayer Becker. Combined with the new Michigan Avenue parking entry, the dual-entry configuration eliminates the street-level internal drive and keeps vehicle activity off the Erie / Edwards corner, where pedestrian volume is highest.

Plan Overview

Location of Site



(2.9 Acres)

The site is located in the southeastern corner of Hyde Park Square, bounded by Erie Avenue to the north, Edwards Road to the west, Michigan Avenue to the east, and additional properties to the south. The Square has been the commercial center of Hyde Park since the late nineteenth century. The site sits within the Hyde Park Square Neighborhood Business District and within the boundaries of Urban Design Overlay District No. 4.

Legal Description, Ownership, and Property Addresses

The development site consists of multiple contiguous parcels owned by HPSRD, LLC. The site is bounded by Erie Avenue, Edwards Road, Michigan Avenue, and neighboring properties to the south.

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
2717 Erie Ave.	041-0003-0047
2727 Erie Ave.	041-0003-0043
3439 Michigan Ave.	041-0003-0057
3449 Michigan Ave.	041-0003-0026

HPSRD, LLC intends to consolidate the existing parcels into a smaller number of parcels with boundaries aligned to the primary uses of the proposed development. The total site area is approximately 2.8914 acres.

Description of Proposed Land Uses, Phases, and Buildings

The Planned Development is not requested to allow uses outside those permitted in the underlying district. The hotel use, included in the prior approval, has been removed, and the overall uses in the development are consistent with those contemplated under CN-P-B, with residential located above ground-floor retail.

The Planned Development is requested to allow site specific review of height, building placement, open space, parking, and circulation in a location where base zoning does not fully account for the site assemblage, adopted planning history, and urban design context.

The development comprises three components corresponding to the three primary physical elements of the project, detailed below. The components are intended to run consecutively with overlap, and the overall above-grade construction schedule is approximately 24 months.

Component 1 - Below-Grade Parking Structure

The current design studies a below-grade parking structure across the site, with a two-level garage providing approximately 235 parking spaces and a three-level garage providing approximately 362 parking spaces. Final garage depth will be determined through final design, engineering, construction pricing, economic viability, and available financial support. Access is provided by vehicular ramps from Edwards Road and from Michigan Avenue, with pedestrian access by stairs and elevators connecting the garage to the building lobby, the plazas, and the surrounding sidewalks. The garage includes mechanical ventilation, fire suppression, and stormwater detention plumbing connecting to the existing combination sewer on Michigan Avenue. The garage roof forms the foundation for portions of the ground-floor program and the southeast plaza. EV infrastructure is provided for a portion of the garage spaces.

Component 2 - A L'aise Building Renovation

The A L'aise building at the southeast corner of Erie Avenue and Edwards Road is retained and renovated. The building currently includes approximately 10,000 square feet of ground-floor retail and approximately 35,000 square feet of residential above, configured as approximately 50 smaller units. The renovation will update the building's mechanical, electrical, and plumbing systems and interior finishes, and will reconfigure the residential floors with up to 41 residential units sized for residents at different life stages, consistent with the housing-range goal in Plan Hyde Park (Built Environment Focus Area, Goal 2). Following completion of the renovation, the development team will work with City staff to pursue formal City landmark designation for the A L'aise building.

Component 3 - New Mixed-Use Building

The building contains ground-floor retail along Erie Avenue and Edwards Road, ground-floor residential amenity and lobby space, and five stories of residential above. The total above-grade height is six stories, consisting of one commercial story and five residential stories. The prior approval allowed seven stories with an 85'-6" parapet under the PD ordinance and a developer commitment to an 80'-0" parapet. The revised plan reduces both the number of stories and the maximum parapet, with the most substantial reductions on the rear and side frontages.

The residential program in the new building includes approximately **116 units totaling approximately 187,000 gross square feet, with** a mix of one- and two-bedroom configurations sized for residents at multiple life stages. Combined with the units in the renovated A L'aise, the total residential count is **approximately 157 units, of which up to 41 are in the renovated A L'aise building**.

Residential amenities on the ground floor are anticipated to include a co-working lounge, fitness room, leasing office, mail and package rooms, residential lobby, pet amenity areas, resident bicycle storage, and a golf simulator. Outdoor amenity space is anticipated to be provided at upper-level amenity terraces. The southeast plaza serves as the primary residential entry and internal arrival area, accommodating vehicle drop-off, short-term passenger pickup, deliveries, DoorDash and similar services, Uber pick-up and drop-off, and move-in/move-out activity in a manner that keeps those functions on-site and separated from through traffic.

Density

The development is designed to accommodate the program described above. **Total development area, residential SF, retail SF, and parking counts are based on the May 20, 2026, MSA Design set, identified as the basis of design for this submission. Final figures will be confirmed at the Final Development Plan stage and will remain within the parameters in the "Maximum Total" column.**

Program	Concept (Revised 2026)	Maximum Total
Total Development Area	**Appx 272,000 SF**	**Appx 300,000 SF**
Multi-Family Residential (New Construction)	**Appx 187,000 SF**	**Appx 210,000 SF**
Residential, A L'aise (Renovated)	**Appx 37,000 SF**	(existing)
Ground-Floor Retail / F&B (Combined)	**Appx 21,250 SF**	**Appx 28,000 SF**
Below-Grade Parking Spaces	**Approximately 235 to 362 spaces, depending on final garage depth**	**Up to 3 floors below grade.**
Total Residential Units	**Appx 157 units (116 new construction + up to 41 renovated units in A L'aise)**	**Appx 170 units**

Final program allocations will reflect design refinements and market conditions but will remain within the parameters set forth above to ensure the project effectively delivers the residential and retail components of the program. The final figures will not exceed the maximum totals without the required City review.

Pedestrian Circulation Systems and Open Space

The revised plan organizes pedestrian movement around two outdoor plazas and a perimeter of continuous sidewalks. The northwest plaza is located adjacent to the A L'aise building and opens directly toward the Hyde Park Square park, extending the public realm of the Square. The southeast plaza is located on the interior of the site at the primary residential entry and is configured to accommodate a vehicle drop-off zone separated from through traffic, consistent with Plan Hyde Park's call for passenger pickup and drop-off zones in higher-density areas. A pedestrian connection from the underground garage extends through the building lobby to the northwest plaza and the Square.

Existing sidewalks along Erie Avenue, Edwards Road, and Michigan Avenue will be reconstructed as part of the project, with widths and treatments coordinated with the City. Total open space across the site is approximately **25%, consistent with the open-space target in the prior 2025 concept; the precise share will be confirmed at the Final Development Plan stage**.

A resident dog amenity is located along the southern property edge, including a dog run, a heated covered area, and a dog wash. This amenity is provided in direct response to Plan Hyde Park's identification of dog parks among the community amenities sought in the neighborhood.

Parking

Below-grade parking is planned. Based on the current design footprint, a two-level garage would provide approximately 235 spaces, and a three-level garage would provide approximately 362 spaces. Either garage option materially exceeds the apparent code minimum of approximately 132 spaces under the Connected Communities Neighborhood Business District B parking standards. By placing parking below grade, the plan keeps project parking demand on-site and reduces pressure on the residential streets to the south and east of the property, consistent with Plan Hyde Park's Goal 5, which prioritizes parking for residents on streets abutting commercial districts.

Minimum Parking Ratios

The apparent parking requirement is calculated in accordance with the Connected Communities Neighborhood Business District B standards. Assuming conservative treatment for the A L'aise residential units, the residential requirement is approximately 76 spaces. Based on the current commercial mix, the commercial requirement is approximately 56 spaces. The total apparent code-required parking is therefore approximately 132 spaces, subject to final confirmation by City staff during the Final Development Plan review.

Stall and Access Dimensions

1. Stall width: 8'-6" (publicly accessible spaces)
2. Stall area: 160 SF
3. Access drive width: 20 feet

EV-ready infrastructure is provided for a portion of garage spaces, consistent with Plan Hyde Park's How We Move Goal 6 Strategy 1 Action Step 1. Covered, secure bicycle parking is provided for residents at the building's interior, and visitor bicycle parking is provided at retail-active street frontages.

Setbacks

At street level, the CN-P-B district allows a zero-foot setback, which the revised plan uses on its primary retail frontages to maintain a continuous pedestrian street wall along Erie Avenue and Edwards Road.

Upper-level setbacks vary by frontage, with the building stepping back at multiple levels on each face. **Upper-level setbacks are taken from the May 20, 2026 MSA Design set attached:**

1. Erie Avenue at 15 feet (first upper setback) and 44 feet (second upper setback);
2. Michigan Avenue setback treatment is described below and in the UDOD compliance section.
3. The existing Michigan Avenue structure is removed to create the southeast plaza, primary residential entry, and on-site drop off and loading zone.

Setbacks are coordinated with the building's by-frontage parapet heights to produce a building that meets each adjacent street with a scale appropriate to that street's existing context.

The existing Michigan Avenue structure is removed to create the southeast plaza, primary residential entry, and on site drop off and loading zone. There has never historically been a building to the street at this location; the single-story structure most recently on the parcel was a former auto garage and did not extend the full width of the parcel. This treatment is described in the UDOD Section 1 compliance discussion below and is the second of the two deviations identified in the Executive Summary.

Building Heights

The revised plan handles its overall scale through differentiated frontage response rather than a single uniform height. The building's tallest portions are placed on the Erie Avenue frontage, where the existing context already establishes a taller scale. The frontages addressing the smaller-scale context are set lower.

For comparison, the prior PD ordinance allowed a maximum height of 85 feet 6 inches, with a developer commitment not to exceed 80 feet at the parapet. The revised plan’s tallest roofline, which is stepped back from the street and reaches 75 feet 6 inches, is 4 feet 6 inches below that prior commitment, with the building limited to 65 feet at the street on both Erie and Edwards.

Parapet Heights by Frontage

The building’s maximum parapet height at the street is 65 feet on every frontage.

The site elevation (topo measured above sea level) slopes from approximately 661 feet at the Erie Avenue frontage down to approximately 658 feet at the south end of Edwards Road, so parapet height above adjacent grade varies by roughly two to three feet along each frontage. Stair and elevator overrun parapets are located within the building’s interior plan so that they do not appear on any single frontage and are not visible at the street level.

Number of Stories

The building will be six stories above grade, consisting of a first-floor commercial and 5 stories of residential above. The revised plan reduces both the number of stories and the maximum parapet, with the most substantial reductions on the rear and side frontages.

Existing buildings establish a taller context on the Square

ERIE ELEVATION

EDWARDS ELEVATION

The Hyde Park School is located one block south of the site at the corner of Edwards Road and Observatory Avenue. The school building is a four-and-a-half-story masonry structure approximately 100 feet to the gable peak; it is not directly comparable to the revised plan's parapet heights, but it is the tallest building in the immediate area and provides general context for the existing scale of nearby buildings.

Landscaping

Landscaping is incorporated into available open spaces, including the two plazas, the building perimeter, the dog run, and along the street frontages. Street trees are planted where feasible. Landscaping selections will be developed with the Final Development Plan and in coordination with the City.

Refuse Collection

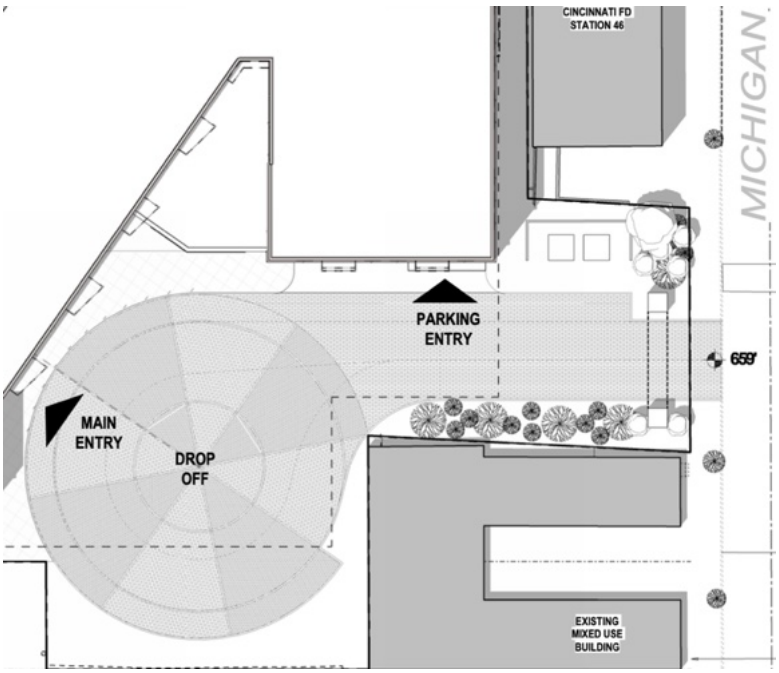
Refuse and waste facilities are located on-site, integrated into the building, and configured to minimize visibility and impact on residents and the surrounding public realm. Residential refuse is collected from designated areas within the building, and access will be via the Michigan Avenue frontage. Commercial refuse for the ground-floor retail is collected from designated points along the same frontage. Service operations are concentrated on the southern portion of the site to limit their presence on the most pedestrian-active frontages.

Fire Department Access

The project is adjacent to Cincinnati Fire Department Station 46. The development team will coordinate with the Cincinnati Fire Department to ensure all emergency access requirements are met, including hydrant locations, building access points, standpipe and sprinkler, and emergency vehicle staging. The dual parking entries on Edwards Road and Michigan Avenue provide redundant access for guest vehicles to the site from two streets in the event of an emergency.

Vehicle Access and Internal Circulation

The revised plan provides two vehicle entries to the below-grade parking structure: one on Edwards Road and one on Michigan Avenue, both near the south property line. Both entries are placed at the south end of the site to direct vehicle activity away from the Erie/Edwards corner, where pedestrian activity and Hyde Park Square traffic are highest.



The southeast plaza functions as the primary residential entry and includes a vehicle drop-off zone configured for short-term stopping and separated from through traffic. Service and loading operations are located on the southern frontages, separated from the pedestrian-active Erie and Edwards frontages.

The Edwards Road parking entry is positioned to align with the existing curb cut location, consistent with the team's February 2025 commitment to DOTE and traffic engineers regarding curb-cut alignment for traffic safety. The added Michigan Avenue parking entry is sited at the south end of the Michigan Avenue frontage to keep vehicle activity away from the Erie Avenue intersection. Final curb-cut geometry will be confirmed with DOTE through the Final Development Plan review.

Geotechnical

Geotechnical analysis for the site was prepared by Alt & Witzig Engineering (Project 24CN0330) and was supplemented by Addendum 1, "Below Grade Structure Discussions," dated January 27, 2025. The base analysis identified the upper approximately 25 feet of soil as cohesive and manageable by conventional excavation and retention measures, with deeper excavation entering silt, sand, and gravel layers that require more extensive groundwater management. Groundwater was encountered between approximately 5 and 15 feet below the existing ground surface during drilling, so the below-grade structure is being designed for the effects of buoyancy, and shoring (with tie-backs where excavation height requires) is anticipated for the perimeter excavation, given the surrounding commercial and residential context.

The deepest portions of the below-grade parking structure may extend below the 25-foot threshold, depending on final garage depth. The additional groundwater management measures identified in the geotechnical addendum are accounted for in the project's structural and construction approach. Predevelopment structural-system review by J.S. Held (January 27, 2025) recommended a concrete-framed superstructure as providing the best combination of constructability, quality, and reduced construction-period impact on the surrounding neighborhood. That recommendation informs the project's current design assumptions. A comprehensive updated geotechnical report and full structural engineering documentation will be submitted with the Final Development Plan application.

Stormwater

On-site stormwater detention is provided beneath the structured parking, sized to manage runoff from the site in accordance with Metropolitan Sewer District standards. Roof drains direct stormwater into a detention system located below the lowest garage level, which then outlets to the existing combination sewer on Michigan Avenue. **The detention capacity of the revised plan provides a material improvement over the current site conditions, which includes a surface parking lot with limited detention.**

Sanitary

Existing sanitary mains on Erie Avenue, Edwards Road, and Michigan Avenue serve the development. Coordination with the Metropolitan Sewer District will ensure proper sanitary service. A private sewer along the southern portion of the site will be rerouted and reconnected to the combination sewer on Michigan Avenue as part of the project.

Traffic

A third-party Traffic Impact Study was completed by Bayer Becker for the prior application, which City staff at the time described as the first comprehensive examination of traffic conditions in this part of Hyde Park. DOTE reviewed the study and concluded that the proposed development would have 'minimal impact' on existing travel conditions. The revised plan's dual-entry configuration further reduces the load on Edwards Road, which was a recurring community concern, and the study is being updated to reflect this change.

Pedestrian Safety

Pedestrian safety in and around the Hyde Park Square block is a long-standing community priority and is identified as a priority in Plan Hyde Park, which specifically names 'the crosswalks into the Hyde Park Square park' as a critical intersection for the installation of pedestrian-safety technology.

The development team's commitments to pedestrian safety, carried forward from the prior process and expanded in this submission, are:

1. Design and labor assistance during our design process for City-installed HAWK pedestrian-safety beacons on Erie Avenue, subject to operational and financial feasibility coordination with the City.
2. A City-approved Maintenance of Traffic (MOT) Plan, developed by a licensed third-party firm, governing pedestrian and vehicle safety throughout the construction period.
3. Relocation of vehicle access points to the south end of the property, away from the Erie/Edwards corner, where pedestrian volume is highest.
4. Reconstruction of sidewalks along all three street frontages, coordinated with the City.
5. Direct coordination with Cincinnati Public Schools and Hyde Park School administration (see below).

Hyde Park School Coordination

Hyde Park School is located one block south of the site at Erie and Observatory. The team’s construction-period coordination commitment to Cincinnati Public Schools and the Hyde Park School administration includes delivery scheduling that avoids school arrival and dismissal periods; construction traffic routing that does not direct vehicles past school entrances; temporary pedestrian safety measures during active construction phases; and active communication with the school administration throughout the construction period.

Hyde Park Business Association Coordination

The team will also coordinate closely with the Hyde Park Business Association throughout the construction period to ensure local business owners are kept informed of construction activities, anticipated schedule impacts, and any planned street or lane closures. This coordination will include advance communication where possible, ongoing updates as construction sequencing evolves, and collaboration on wayfinding signage to help direct patrons to nearby businesses and maintain visibility and access to existing establishments during construction.

Water Service

Existing water mains within Edwards Road, Erie Avenue, and Michigan Avenue serve the development. The team will coordinate with Greater Cincinnati Water Works to confirm service availability and connections.

Electric and Natural Gas

Electric and natural gas service mains are located within the rights-of-way on Edwards Road, Erie Avenue, and Michigan Avenue. The team will coordinate with Duke Energy and any other applicable utility providers to confirm final service availability, routing, and integration.

Telephone, Internet, and Video Services

The team will coordinate with local telecommunications providers to confirm service availability and connections.

Exterior Lighting

Exterior lighting will be shielded to limit spillover onto adjacent properties and public rights of way. Building facade lighting will be used to highlight architectural features without creating glare or unnecessary light spillover, and a photometric plan will be provided with the building permits. Pedestrian scale lighting will be provided in the two plazas and along internal pedestrian routes.

Signage

The project includes building identification signage and tenant signage in conformance with the underlying CN P B zoning district standards and Urban Design Overlay District No. 4. A comprehensive signage program will be submitted with the Final Development Plan application.

Consistency with City and Neighborhood Plans

Across four decades, Hyde Park's adopted plans have consistently directed higher-density mixed-use activity to the Square and protected the surrounding residential streets.

This section evaluates the revised Hyde Park Square mixed-use development against the adopted planning documents that bear on the site. Five plans are most directly relevant: the 1983 Hyde Park Plan, the 1984 Hyde Park Square Neighborhood Business District Urban Design Plan, the 2012 Plan Cincinnati, the 2023 Green Cincinnati Plan, and the 2026 Plan Hyde Park. Two additional adopted plans, the 1997 Hyde Park East Neighborhood Business District Plan and the 2016 Hyde Park East Master Plan, govern a different business district within Hyde Park and are addressed briefly for completeness.

Read together, they establish a consistent planning direction for this site including:

1. The neighborhood's surrounding residential streets should be preserved.
2. Hyde Park Square should be reinforced as the neighborhood's commercial center.
3. Walkability and pedestrian safety should be improved.
4. Thoughtful reinvestment in the neighborhood should be encouraged.
5. Historic assets should be preserved where possible; and
6. Housing and mixed-use activity should be accommodated within established commercial nodes rather than distributed outward into the surrounding residential fabric.

The analysis below works through each plan in turn, starting with the citywide framework and moving to the neighborhood-specific documents that apply most directly to the site. For each plan, we identify where the revised project aligns directly, where it aligns in direction, and where careful balancing is required.

Consistency with Plan Cincinnati (2012)

Plan Cincinnati is the City's adopted comprehensive plan. Its Initiative Areas (Compete, Connect, Live, Sustain, Collaborate) frame development across the city.

PLAN CINCINNATI
a comprehensive plan for the future

Several parts of Plan Cincinnati apply directly to this site.

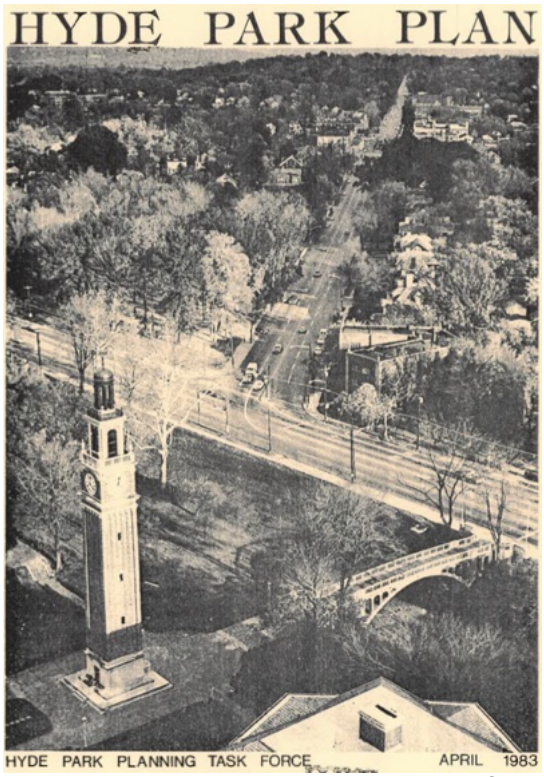
1. The Live Initiative calls for a range of housing options for residents at all stages of life. The revised plan adds that range.
2. The Compete Initiative calls for targeting investment to existing centers of activity. Hyde Park Square is one of those centers.
3. The Sustain Initiative calls for preserving the city's built history. The plan retains A L'aise and pursues landmark designation after renovation.

4. The Guiding Policy Principle on pedestrian-scaled development is supported by the project's active street frontage, below-grade parking, and direct pedestrian connection from the garage to the Square.

The revised plan aligns more directly with Plan Cincinnati than the prior approval. The hotel use, which required a separate use deviation, has been removed. The revised program is focused on housing, neighborhood-scale retail, preservation of A L'aise, below-grade parking, and pedestrian connections to the Square.

Consistency with Hyde Park Plan (1983)

The 1983 Hyde Park Plan was the neighborhood's prior comprehensive plan. It remains an adopted plan that the City considers, and Plan Hyde Park (2026) names it as a predecessor. The 1983 plan matters here for two reasons: it describes Hyde Park Square's role and how land use should transition from the Square outward.



The 1983 plan also directly addresses parking and traffic. Goal 6 (1983 plan, p. 46) calls for off-street parking development, including the area south of and behind buildings on the south side of the Square (Erie Avenue), and suggests considering deck parking. The revised plan implements a more substantial version of that direction by providing below-grade parking across the site, with vehicle access from the south.

The revised plan provides higher-density mixed-use development within the Hyde Park Square business district. It replaces a surface parking lot, a use the 1983 plan identifies as inappropriate as a transitional use, with a building incorporating ground floor retail and multi-family residential above. The transition from the Square outward, from retail to higher-density housing to lower-density single-family, is preserved.

1. **Goal 1** calls for higher-density development within the existing business district to encourage the growth of both residential and commercial uses (1983 plan, p. 45).

2. **Goal 2** sets the transition outward from the Square: retail commercial, then office, then high-density housing, then low-density single-family. The plan says parking lots should not serve as a transition or buffer. It says multi-family housing is the appropriate use of the high-investment area next to the Square.

The 1983 plan reflects the assumptions of its time, but its location-specific guidance still applies. It identifies the south side of the Square as the right place for higher-density mixed-use development and for structured parking.

Consistency with Hyde Park Square NBD Urban Design Plan (1984)

The 1984 Urban Design Plan is the most site-specific of the older plans. It directly addresses the Hyde Park Square business district and proposes an urban design framework that has since guided the area.

The plan's strategy is "adaptive containment." It channels commercial growth into a defined area, so the Square's single-family streets are not pressured to convert. The plan defines a "High-Investment Zone" where commercial activity is concentrated. Within that zone, it identifies a "Core Block" bounded by Erie Avenue, Michigan Avenue, Observatory Avenue, and Edwards Road. The Core Block is where the plan says retail and commercial growth should be strongly encouraged. The project site is in both the High-Investment Zone and the Core Block.

The plan is specific about what belongs in the Core Block. It calls the Core Block the most logical place for further commercial expansion, especially high-density projects. It specifically mentions a parking structure or a combined parking-and-commercial structure as the kind of project that fits there.

The 1984 plan's recurring goals line up with the revised project:

- Higher-density growth of both commercial and residential uses inside the UDOD boundary
- A diverse mix of uses on the Square
- Zoning that supports the zone of high investment next to the Square
- Better off-street parking
- Safer pedestrian access
- Multi-family housing in the high-investment zone next to the commercial properties

The 1984 plan identifies this block as the right location for higher-intensity activity, structured parking, and mixed-use reinvestment. The revised plan follows that location-specific guidance by placing housing, retail, below-grade parking, and pedestrian activity inside the Core Block, while preserving the surrounding residential streets.

Consistency with Hyde Park East Plans (1997 and 2016)

Two adopted plans govern the Hyde Park East business district, a separate node located approximately one mile east of Hyde Park Square along Erie Avenue. The 1997 Hyde Park East Neighborhood Business District Plan and the 2016 Hyde Park East Master Plan do not directly apply to this site, which is located within the Hyde Park Square business district. They are listed here for completeness. Their broader principles, including pedestrian-oriented commercial activity, walkable neighborhood retail, traffic and pedestrian safety, and district identity, are consistent with the goals in the Hyde Park Square plans.

Consistency with Green Cincinnati Plan (2023)

The Green Cincinnati Plan addresses environmental and sustainability goals citywide. Its Mobility Focus Area is most directly relevant to the revised plan.

The plan's goal of supporting connected communities and its strategy of changing land use rules to support development along transit corridors both apply here. The site is served by four bus lines and is within a half-mile of the Wasson Way trail.

The plan's Priority Actions include "15 Minute Neighborhoods" with a mix of residential and commercial zoning, and zoning reform that increases density near transit, reduces parking requirements, and reduces the use of surface parking lots.

The revised plan replaces a surface parking lot with structured below-grade parking, adds housing within walking and biking distance of Hyde Park Square, and places new residents near existing bus service and the Wasson Way trail. That is consistent with the Green Cincinnati Plan’s direction toward connected, walkable, mixed-use neighborhoods and away from surface parking.

Consistency with Plan Hyde Park - 2026 (“PHP”)

Plan Hyde Park is the most recently adopted of the planning documents that bear on this site. The plan was prepared by a steering committee of twelve Hyde Park residents and business owners working with the Department of City Planning and Engagement. It was approved by the Hyde Park Neighborhood Council on February 10, 2026, unanimously recommended by the City Planning Commission on March 6, 2026, and adopted by the Cincinnati City Council on April 1, 2026, by Resolution 16-2026. It is the first neighborhood-wide comprehensive plan adopted for Hyde Park since the 1983 Hyde Park Plan.

The plan is built around four focus areas: Quality of Life, How We Move, Hyde Park Square, and the Built Environment. It also includes a Future Land Use map and an implementation strategy.

Two things about the plan shape this analysis. First, Plan Hyde Park gives policy direction for future development, but does not establish numerical height limits, density caps, or parking ratios for this site. Second, the plan is explicit that it is meant to guide developers and property owners in Hyde Park when making development decisions (Plan Hyde Park, p. 11).

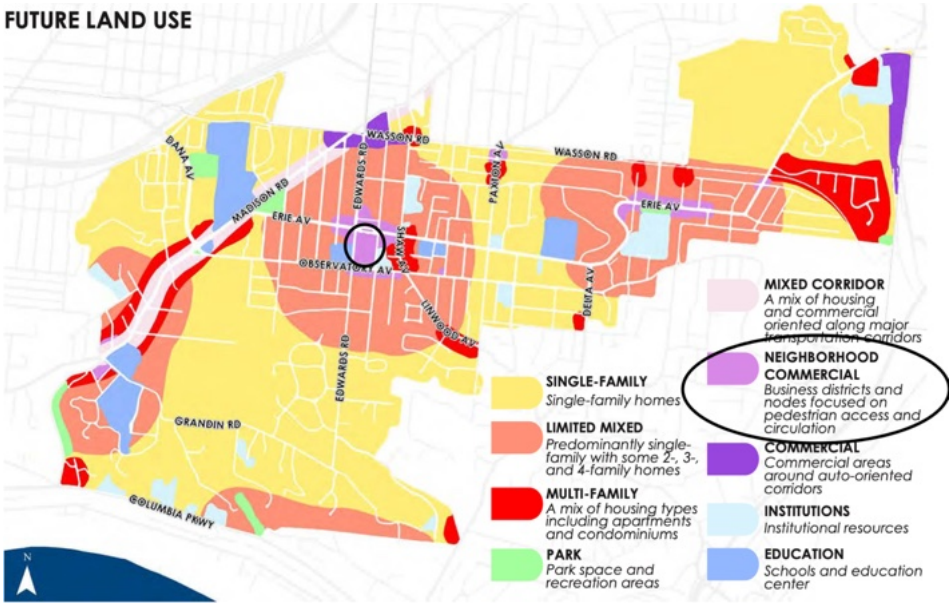
The plan's Introduction lays out the framing that the rest of the document expresses through specific goals: "This plan...represents the voices of the people of Hyde Park and their strong desire that their community remains a primarily residential neighborhood, supported by vibrant but limited commercial areas. The people who live, work, or own property or businesses in Hyde Park recognize it must continue to adapt as the population and lifestyles change, housing stock ages, and the community itself evolves. Ongoing development is necessary to keep the neighborhood dynamic. New development should be sensitive to existing properties and uses, prioritizing community needs" (Plan Hyde Park, Introduction, p. 10).

The revised plan responds to that framing in the ways described on the next pages.

PHP Future Land Use Designation

The Future Land Use map (Plan Hyde Park, p. 93) designates Hyde Park Square as Neighborhood Commercial, defined in the plan as "Business districts and nodes focused on pedestrian access and circulation." The project site is part of that designation. The surrounding residential streets are designated Single-Family or Limited Mixed.

The revised plan delivers a use program that aligns with the adopted Future Land Use category for the site: ground-floor retail along Erie Avenue and Edwards Road; residential above; public plazas connecting the site to the Square; and structured parking below grade.



The Future Land Use section also addresses how the commercial node relates to the residential streets around it: "The Hyde Park community desires thoughtful, incremental change that is respectful of Hyde Park's character. While Zoning Code amendments under the Connected Communities legislation allow for middle housing (i.e. two to four-family units) on all lots in Single Family districts surrounding the neighborhood business districts, the community wishes to ensure a gradual conversion of single-family residences to middle housing" (Plan Hyde Park, p. 92).

That language speaks to the residential streets around the Square, not to the Square itself. The revised plan does not add density to those streets. It places the density inside the Square's commercial node, on a site currently occupied by a surface parking lot and a row of older one and two-story commercial buildings.

PHP Quality of Life Focus Area

Two threads in this focus area directly engage the revised plan.

- **Goal 1** calls for community amenities, including "a dog park, and flexible public seating areas" (Plan Hyde Park, p. 49). The revised plan includes a dog amenity along the southern property edge and two outdoor plazas with seating for informal gathering.

  Goal 1 also describes Hyde Park as a "life-span community" (Plan Hyde Park, p. 49). The revised plan's unit mix serves residents at different life stages.

  The plan's own data backs this up. Sixty-six percent of current Hyde Park residents moved to the neighborhood between 2010 and 2020, and about 60 percent of them were between the ages of 20 and 29 (Plan Hyde Park, p. 39). The revised plan adds one- and two-bedroom housing in the Square, a location that can serve younger residents, empty nesters, and longer-term residents who want to remain in Hyde Park near shops, restaurants, services, and daily amenities.

- **Goal 4** calls for maintaining Hyde Park as a neighborhood that is safe, clean, and visually appealing for residents and visitors. The revised plan supports that goal through pedestrian safety commitments, including design and labor assistance from the development team for City-installed HAWK pedestrian safety beacons on Erie Avenue, reconstructed sidewalks along all three street frontages, a City-approved Maintenance of Traffic Plan during construction, and direct coordination with Cincinnati Public Schools and Hyde Park School administration during the construction period.

How We Move Focus Area

The How We Move focus area connects to the revised plan more directly than any other section of Plan Hyde Park.

- **Goal 1** calls for pedestrian-safety technology at priority intersections. The plan specifically names "the crosswalks into the Hyde Park Square park" (Plan Hyde Park, p. 60). The development team's prior commitment to support City-installed HAWK pedestrian-safety beacons on Erie Avenue carries forward, subject to operational and financial feasibility.

- **Goal 1** addresses student safety, including safe routes to school and traffic conditions at school drop-off and pickup (Plan Hyde Park, p. 60). Hyde Park School is one block south of the site.

  The revised plan responds in two ways. First, both parking entries are located at the south end of the property, which keeps project-related vehicle activity away from the Erie and Edwards corner, where pedestrian volume is highest. Second, the team's construction period commitments to Hyde Park School and Cincinnati Public Schools are listed in the Traffic Control section above.

- **Goal 4** calls for promoting walkability and other non-automobile transportation. The revised plan supports that goal by placing parking below grade, separating vehicle access from the most pedestrian-active corner at Erie and Edwards, reconstructing sidewalks along all three street frontages, and providing covered, secure resident bicycle parking and visitor bicycle parking at retail-active street frontages. The project maintains on-site parking and service activities while improving the pedestrian environment around the Square.

- **Goal 5** calls for protecting resident parking on the residential streets next to commercial districts (Plan Hyde Park, p. 68). The revised plan keeps the project's parking demand on-site by putting it below grade, instead of pushing it onto those streets.

- **Goal 6** addresses future transportation needs.
  - Action Step 1 calls for EV charging locations (Plan Hyde Park, p. 69). The garage includes EV-ready electrical infrastructure for a portion of the spaces.
  - Action Step 2 calls for passenger pickup and drop off zones in busier, higher-density areas (Plan Hyde Park, p. 69). The southeast plaza is designed to serve that function on site, separated from through traffic.

Hyde Park Square Focus Area

- **Goal 1** addresses the Square's aesthetic, historic, and use mix (Plan Hyde Park, p. 74). The revised plan responds to each.
  - In terms of aesthetics, the MSA Design architecture features arched ground-floor retail openings, a vertical bay rhythm, traditional materials, and a setback top floor on Erie.
  - On historic character, the project renovates A L'aise and commits to pursuing City landmark designation after the renovation.
    - On use mix, the project adds a mixed-use program to a site that is now primarily surface parking and older one-story commercial buildings.
    - Strategy 1 of Goal 1 names the Urban Design Overlay District as "the current mechanism to achieve Goal 1" (Plan Hyde Park, p. 74). The site is in UDOD #4. Under Cincinnati Zoning Code 1429-05(F), when a Planned Development application covers property in a UDOD, the City Planning Commission approves the Final Development Plan and serves as the UDOD reviewer for the project. The team will work through that combined Planning Commission review.

- **Goal 2** calls for "a mix of uses on Hyde Park Square, with an emphasis on pedestrian-oriented retail and restaurants" (Plan Hyde Park, p. 75). The project provides ground-floor retail across seven tenant spaces sized for independent neighborhood retailers and restaurateurs. The retail faces Erie Avenue and Edwards Road, where pedestrian activity is highest. The residential entries are on the southern frontages, so the retail is what activates the building's Square-facing edges.

- **Goal 3** identifies as a study item the possible future closure of the north side of Erie Avenue to vehicles, with the Hyde Park Square park enlarged (Plan Hyde Park, p. 76). The revised plan does not depend on that future condition. Its mobility design, with parking entries at the south end of the site, drop off at the southeast plaza, and service activity along the southern frontages, is compatible with that future study if the City chooses to pursue it.

- **Goal 4** calls for promoting events on the Square that build community and enhance commerce. The revised plan supports that goal by creating two interconnected outdoor plazas, ground-floor retail, outdoor dining opportunities, improved pedestrian connections to the square, and greater visibility for Michigan Avenue within the Square's commercial fabric. These spaces are designed to extend the public realm of Hyde Park Square and support the type of daily activity, informal gathering, and tenant activation that helps neighborhood business districts remain vibrant.

Built Environment Focus Area

Two elements of this focus area connect most directly to the revised plan: the housing-range goal and the residential-form goal.

- **Goal 1** of the focus area, "Preserve Hyde Park's residential form" (Plan Hyde Park, p. 82), is the part of the plan that requires the most direct engagement here. The question is how a sizable new building on the Square relates to the residential character of the neighborhood beyond it.

- **Goal 2** calls for "a range of housing opportunities to retain current residents and attract new residents at all stages of life" (Plan Hyde Park, p. 84). The revised plan responds directly. The unit mix adds housing of different sizes in the most walkable, amenity-rich part of the neighborhood.

  The plan's own data (Plan Hyde Park, p. 40) shows how much recent in-migration Hyde Park has seen and how narrow the rental inventory is. The Square is the right place in Hyde Park to add new rental housing without disturbing the owner-occupied single-family fabric of the surrounding streets.

- **Goal 2** calls for adaptive reuse of commercial buildings into appropriate residential use (Plan Hyde Park, p. 85). The retained A L'aise, which already has residential floors above its commercial ground floor, is exactly the kind of adaptive reuse the plan supports.

The plan's residential-form goal speaks most directly to the residential streets around the business district. The revised plan does not add density to those streets. It puts the density inside the Square's commercial node, in the High-Investment Zone from the 1984 plan and the Neighborhood Commercial area on the Future Land Use map.

Inside the Square, the building responds to its context differently on each frontage. The Edwards Road and Michigan Avenue frontages meet the street at a lower parapet. The south facade is broken into multiple bays to reduce the apparent scale of the rear face. The Erie Avenue frontage carries the tallest stepped back portion because that frontage faces the part of the Square where the existing context already establishes a taller scale.

The City’s 2025 analysis set out the housing case in specific terms. From 2010 to 2020, Hyde Park added 827 people and lost 12 housing units. Over that same period, home values in Hyde Park grew 68.2 percent, 74 percent more than the rest of the metro area. OKI Regional Council of Governments has estimated that Cincinnati needs more than 22,000 one and two bedroom units citywide, and that Hyde Park alone is short approximately 1,327 one and two bedroom units across the full price spectrum: 427 below $1,050 per month, 543 between $1,050 and $2,200, and 357 above $2,200.

Plan Hyde Park (2026) reaches the same conclusion through different work. Its housing data (Plan Hyde Park, p. 40) documents the same in-migration pressure and the same narrow rental inventory. Its Built Environment Focus Area Goal 2 calls for a range of housing opportunities to retain current residents and attract new ones at all stages of life.

The unit mix strategy is built around the housing range Plan Hyde Park calls for. The new construction adds approximately 116 one- and two-bedroom units in a size range where Hyde Park is undersupplied. The renovated A L'aise building plans to reconfigure approximately 41 smaller existing units and add updated inventory at the larger end of the range that Plan Hyde Park identifies as needed for residents at later life stages.

The revised plan adds approximately 157 housing units in the part of Hyde Park the City has identified as most undersupplied, on a site presently occupied by a surface parking lot and older one and two-story commercial buildings. The housing is added inside the commercial node, not on the residential streets around it. That keeps the supply response in the location the planning record identifies for it.

Plan Hyde Park does not say large projects are out of bounds. It says they should bring community benefits with them (Plan Hyde Park, p. 82). The revised plan brings two plazas, the dog amenity, pedestrian connections to the Square, public parking inside the garage, the preservation of A L'aise, and the HAWK beacon support.

Why A PD

The revised plan does not conform to the maximum building height in the CN-P-B base zoning district, which is 50 feet. The deviation is real and is acknowledged plainly.

Base zoning sets the baseline for development across the city. The Planned Development District, codified in Section 1429 of the Cincinnati Zoning Code, is the adopted mechanism for site-specific review of proposals that ask for adjustments to base district rules.

The PD process exists for sites where multiple factors interact: the parcel assemblage, the existing context, the parking and infrastructure demands, preservation considerations, and the site's planning history. On those kinds of sites, site-specific balancing is more useful than the application of base district standards alone. The burden of showing that the deviation is justified by compensating public benefits and superior urban design rests with the applicant. This submission sets out that case.

The deviations requested by the revised plan have a narrower impact than those approved in 2025. The hotel use, which required a separate use deviation, has been removed. No use deviation is requested. The maximum parapet height is lower than the prior developer commitment. The rear and side frontages are lower than the prior approval. The parking program is closer to the code-required ratios. The Michigan Avenue street wall treatment is described in the UDOD compliance section, and the public benefit it delivers, the Plan Hyde Park drop off zone, is included in the PD Criterion 3 list.

Engagement with PHP's Framing of Change

Plan Hyde Park uses the phrase "thoughtful, incremental change" in the context of the residential streets around the Square and how they may gradually evolve under Connected Communities (Plan Hyde Park, p. 92). That phrase speaks to those streets. The revised plan does not add density to those streets. By keeping its density inside the commercial node, the project keeps growth out of the surrounding residential fabric.

Inside the Square, the proper planning question is location-specific. The site sits in the Hyde Park Square business district, in the High Investment Zone and Core Block from the 1984 plan, and in the Neighborhood Commercial area on the Future Land Use map. Four planning generations have identified this site as the right place for density, parking, mixed-use activity, and reinvestment.

Inside those bounds, the revised plan is materially more measured than the prior approval. The hotel has been removed. The maximum height is lower. The architecture is more traditional. The south face is visually broken into multiple bays, and the A L'aise will be preserved. The mobility design treats the school, the Square, and the residential streets with care. The project is sized to its site and to the planning record that identifies this site for this use.

Synthesis with PHP and Historic Planning

Across four decades of Hyde Park's planning, several principles recur:

- Preserving the surrounding residential streets
- Reinforcing Hyde Park Square as the neighborhood's commercial center
- Improving walkability and pedestrian safety
- Encouraging reinvestment
- Preserving historic assets
- Concentrating mixed-use activity in the established commercial nodes rather than letting it spread into the residential streets

The revised project advances those principles on a site the planning record identifies as appropriate for this kind of activity. It adds housing where the City has called for housing. It places retail and restaurant uses along the Square's pedestrian active frontages. It preserves A L'aise. It places parking below grade, keeping the project's parking demand on-site and off residential streets. It adds pedestrian connections to the Square, public plazas, EV-ready infrastructure, and pedestrian safety support. It varies its height by frontage, with lower heights where it meets smaller scale and residential context, and the tallest stepped back portion where the existing fabric is already taller.

The relationship between the revised plan and the adopted plans is not without tension. The deviation from base zoning is real. The plans' emphasis on contextual scale and incremental change requires this submission to make its case carefully, not to claim easy alignment. The analysis above has been done honestly, identifying where the project aligns directly, where it aligns in direction, and where careful balancing is required.

On balance, the revised plan advances more of the goals expressed in Hyde Park's adopted plans than it places into tension. It does so on the site those plans identify, with a design that has been substantially revised from the prior approval in directions that respond to the same values the plans express. The submission asks the City to consider it on those terms.

How the Project Meets the Planned Development ("PD") Criteria

Cincinnati Zoning Code 1429-11(a) sets out the criteria the City Planning Commission uses to evaluate a Planned Development application. The revised plan is presented for review under those criteria.

Criterion 1 - Consistency with Plans

Refer to the preceding Consistency with Plans section.

Criterion 2 - Superior Urban Design

The revised plan advances superior urban design when compared to both the existing site condition and a base zoning approach that would not address this site's full planning context:

1. It replaces a surface parking lot, which the 1983 Hyde Park Plan identifies as inappropriate as a transition use, with an active mixed-use building.
2. It preserves and renovates the historic A L'aise building rather than demolishing it, and commits to pursuing formal City landmark designation following renovation.
3. It places parking below grade, eliminating the surface lot and presenting an active street wall on Erie Avenue and Edwards Road instead.
4. It limits the street parapet to 65 feet on every frontage, with the tallest portion stepped back from Erie and Edwards, where the adjacent context already establishes a taller scale.
5. It uses an architectural vocabulary built around arched retail openings, vertical bay rhythm, traditional materials, and a penthouse floor that is setback and designed for compatibility with the Square's existing character.
6. It breaks the south facade into multiple bays to reduce the apparent scale of the building's rear face.
7. It provides two outdoor plazas, expanding the public realm of the Square.
8. It separates pedestrian and vehicle activity, with parking entries placed at the south end of the property and the primary residential entry at the southeast plaza configured for short-term drop-off rather than through traffic.

Criterion 3 - Compensating Public Benefits

The deviations from base zoning the revised plan requests are accompanied by the following compensating public benefits:

1. Approximately 157 housing units within an established neighborhood commercial node, addressing housing goals expressed in Plan Cincinnati, the 1983 Hyde Park Plan, and Plan Hyde Park.
2. Replacement of an existing surface parking lot with structured below grade parking and active above ground use.

3. A public access portion of the below grade parking serving Hyde Park Square retail and business district patrons, with the final number of spaces determined through final design, construction pricing, economic viability, and available financial support.
4. Preservation and landmark designation of the historic A L'aise building.
5. Two new outdoor plazas extending the public realm of Hyde Park Square.
6. A purpose-built passenger drop off and loading zone at the Michigan Avenue frontage, integrated with the southeast plaza and the primary residential entry, directly responsive to Plan Hyde Park Goal 6, Strategy 1, Action Step 2.
7. Design and labor assistance for City installed HAWK pedestrian safety beacons on Erie Avenue, responsive to Plan Hyde Park Goal 1, Strategy 2, Action Step 1.
8. Construction period coordination commitments to Hyde Park School and Cincinnati Public Schools.
9. Construction period coordination commitments to the Hyde Park Business Association, including advance communication of scheduling impacts and street or lane closures, ongoing updates as construction sequencing evolves, and collaboration on wayfinding signage to maintain visibility and access to existing establishments during construction.
10. Reconstructed sidewalks on all three street frontages.
11. Covered, secure resident bicycle parking and visitor bicycle parking at retail active street frontages.
12. EV ready infrastructure in a portion of garage spaces, responsive to Plan Hyde Park Goal 6, Strategy 1.
13. A dog amenity directly responsive to Plan Hyde Park Goal 1, Strategy 3.

Criterion 4 - Adequate Provisions

The Plan Elements section above sets out the required provisions for open space and landscaping, pedestrian and traffic circulation, building design and location, setbacks, refuse collection, fire department access, geotechnical conditions, stormwater and sanitary systems, utilities, lighting, and signage. Final engineering and design details will be submitted with the Final Development Plan.

Compliance With the UDOD #4

The project site sits entirely within Urban Design Overlay District No. 4, which applies to the Hyde Park Square Neighborhood Business District. Under Cincinnati Zoning Code 1429-05(F), when a Planned Development application covers property in a UDOD, the City Planning Commission approves the Final Development Plan and serves as the UDOD reviewer for the project in a single combined review.

This Concept Plan submission addresses the UDOD #4 design standards at the level of detail appropriate to the Concept Plan stage. The team will submit the full set of UDOD-required exhibits, final materials specifications, scaled elevations, signage program, lighting plan, and landscape plan as part of the Final Development Plan filing.

The following summarizes how the revised plan addresses each of the UDOD #4 standard categories.

1. Building Placement and Street Wall

The revised plan maintains a continuous zero setback street wall along Erie Avenue and Edwards Road, consistent with the UDOD 4 emphasis on a continuous, pedestrian-active building edge. The Michigan Avenue frontage is the one frontage where the revised plan requests modified treatment of the street wall. That frontage already includes a historic interruption in the Square's street wall. The revised plan removes the existing structure on that frontage and replaces it with the southeast plaza, which serves as the primary residential entry and a purpose-built passenger drop-off and loading zone. Plan Hyde Park Goal 6, Strategy 1, Action Step 2 specifically calls for designated passenger pickup and drop-off zones in higher-density areas. This submission delivers that function on the frontage where the continuous street wall objective is already interrupted.

2. Ground-Floor Transparency and Active Use

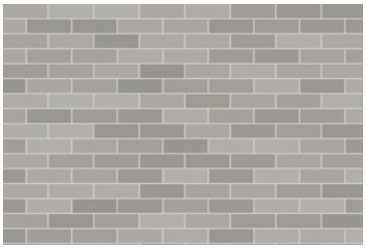
Ground floor retail is provided along Erie Avenue and Edwards Road, with active glazed storefronts across approximately seven retail bays sized for independent neighborhood scale tenants. Retail entries are provided along the main street frontages and, where applicable, the interior pedestrian plaza. The retained A L'aise building continues to contribute its existing corner retail frontage.

3. Building Materials and Architectural Vocabulary

MSA Design's architectural vocabulary features a durable masonry base, arched ground-floor retail openings, a vertical bay rhythm, traditional materials, and a penthouse floor setback along the Erie Avenue frontage. The material palette is intended to be compatible with the established masonry character of Hyde Park Square. Final material specifications, including exact masonry types, glazing, and architectural metalwork, will be confirmed in the Final Development Plan.

Exterior Material Palette Continued on Next Page

Base & Street Walls · pedestrian-active ground floor



BRICK · GRAY RANGE

Predominant base material at the street wall. Matched to the gray-toned masonry along Erie Avenue and Edwards Road.

BRICK · CREAM RANGE

Complementary base material used to break massing and reinforce the rhythm of the adjacent historic facades.

GLASS · PRIMARY GLAZING

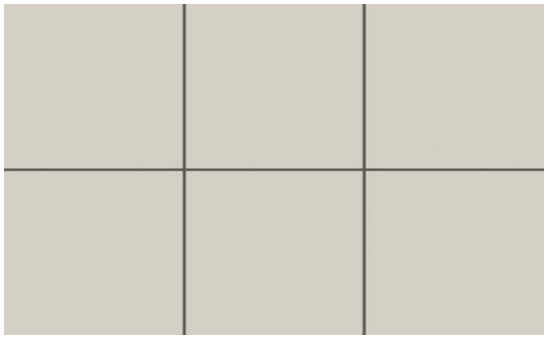
Ground-floor retail storefronts; grouped residential windows; entry vestibules at the southeast piazza and primary lobby.

ACCENT CLADDING

Upper-floor setbacks · not applied at the pedestrian-active ground floor

PAINTED METAL SIDING SYSTEM

Selected upper-floor accent panels and recessed feature walls. Vertical-ribbed and standing-seam profiles.

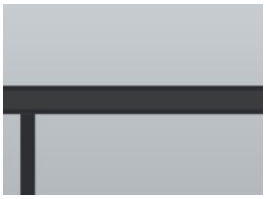


FIBER CEMENT SIDING · PANEL

Upper-floor accent panels at recessed setbacks. Not applied at the pedestrian-active ground floor.

SUPPLEMENTAL PALETTE

Feature accents · canopies, soffits, sills, banding, and trim



ARCHITECTURAL METAL

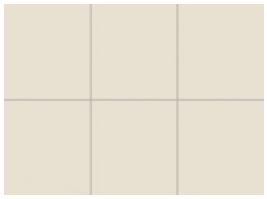
Canopies, retail entries, balcony elements, and selected feature locations.

WOOD

Soffits, canopy undersides, and selected entry-feature accents. Not applied as a primary exterior cladding.

STUCCO / EIFS

Permitted strictly above twenty feet of grade. Detailed to read as masonry from the public realm.



CAST STONE

Sills, banding, lintels, and base-of-wall trim. Reinforces the proportions of the Square buildings.

NOTES

1. All images are for design reference only. Specific products and final locations of building materials are subject to change in the Final Development Plan.
2. Stucco and EIFS systems may be detailed so that they read as masonry from the public realm when used in combination with the brick palette.
3. Any future phase or materially different program would require the applicable City review.

4. Building Height and Massing

The maximum parapet height at the street on every frontage is 65 feet. The tallest stepped back portion of the Erie and Edwards frontage reaches 75 feet 6 inches at its highest point. The Michigan Avenue and Edwards Road frontages have no portion above the 65-foot street parapet. Stair and elevator overrun parapets are located within the interior of the building plan, so they are not visible from any street-level frontage. Because the site slopes approximately two to three feet from northeast to southwest, parapet height above adjacent grade varies modestly along each frontage.

5. Pedestrian-Active Public Realm

Two outdoor plazas extend the public realm of the Square: a northwest plaza adjacent to A L'aise that opens directly onto Hyde Park Square, and a southeast plaza that serves as the primary residential entry and includes a short-term drop-off zone separated from through traffic. A pedestrian connection from the below-grade garage extends through the building lobby to the northwest plaza and the Square.

6. Parking Location and Access

All project parking is planned below grade. Based on the current design footprint, the garage may be constructed as either a two level or three level below grade structure, with final depth determined through final design, engineering, construction pricing, economic viability, and available financial support. Garage access is provided from Edwards Road and Michigan Avenue, both at the south end of the property, to keep vehicle activity away from the Erie and Edwards corner where pedestrian activity is highest.

7. Signage, Lighting, and Landscape

Signage will conform to the underlying CN-P-B district standards and the UDOD #4 signage standards; a comprehensive signage program will be submitted with the Final Development Plan. Exterior lighting is shielded to prevent spillover and is configured at pedestrian scale within the plazas and along internal pedestrian routes. Landscape selections, including street trees, will be detailed at the Final Development Plan stage.

8. Historic Resources

The A L'aise building is retained and renovated. Following renovation, the development team will work with City staff to pursue formal City landmark designation for the building.
Coordination With City Planning Commission Review

The team understands that the Final Development Plan and UDOD #4 reviews will occur jointly at City Planning Commission under Section 1429-05(F). The team will provide the full set of UDOD exhibits at that stage and will coordinate with the Department of City Planning and Engagement staff in advance of that filing.

Community Engagement

Engagement on this project has been ongoing since the team's first community survey in the summer of 2024. The plan has evolved substantially over that time, and the changes reflected in this submission are the product of that work.

The hotel use has been removed. The maximum building height has been reduced and is varied by frontage so that the lowest parapets sit on the frontages with the most directly residential context. The south façade has been broken into multiple bays. A second outdoor plaza has been added. A dog amenity has been added in response to Plan Hyde Park. The architecture has been re-conceived by MSA Design of Cincinnati around a more traditional vocabulary. Dual parking entries have been introduced to reduce load on Edwards Road. Each of these changes responded to themes the team heard during engagement.

This section sets out the engagement record for the project in three parts:

1. Engagement before the April 2025 Council approval.
2. Engagement after approval and before the September 2025 repeal.
3. Engagement after the September 2025 repeal.

Engagement prior to the 2025 approval
The pre-approval engagement record is described in earlier filings and is summarized here for completeness. It included a community survey that generated more than 900 responses, multiple presentations and Q&A sessions with the Hyde Park Neighborhood Council, open office hours for residents and business owners, a working group of neighborhood stakeholders, and individual stakeholder conversations. That engagement informed the original program and the refinements made between the team's initial submission and the Planning Commission hearing.

The City Planning Commission recommended approval of the Concept Plan on March 7, 2025. City Council approved the Planned Development on April 23, 2025.

Post-Approval and Pre-Repeal Engagement Summary (Timeline and Participants Verified by HPNC via Email on December 22, 2025)
Following Council approval, a community-led ballot referendum was organized to challenge the approval. In lieu of a contested referendum, the development team requested that Council repeal the prior approval, which Council did on September 4, 2025.

During the intervening period, the team continued engagement and participated in a series of design working sessions with HPNC and SHPS leadership to develop a revised plan to bring back to the City. At the request of Hyde Park community leaders, the primary development team members did not participate directly in those working sessions. A representative of the development entity who is not a developer was present instead, as detailed on the following pages. Despite that process, a consensus was not reached.

The materials produced during the sessions below were presented at the Hyde Park Summit hosted by the City Council on August 25, 2025, and reflect the design direction incorporated into this submission.

Design Working Sessions

July 10, 2025 – Initial Review of the Approved Plan and Alternates (approx. 3.5 hours at MSA Design)

Attendees:

- Molly Henning (SHPS)
- Garry Wollenweber (HPNC)
- Valerie Woodham (HPNC)
- Murray Monroe (HPNC and SHPS)
- Matt Fellerhoff (Strauss & Troy)
- Mike Schuster (MSA Design)
- Sean Suder (Suder and Associates)
- Jon Blackham (PLK Communities)

July 21, 2025 – Design-Team-Only Session (approx. 2 hours at MSA Design)

Attendees:

- Murray Monroe (HPNC and SHPS)
- Valerie Woodham (HPNC)
- Michael Mauch (HPNC)
- Molly Henning (SHPS)
- Couper Gardiner (HPNC)
- Peter Klekamp (PLK Communities)
- Jon Blackham (PLK Communities)
- Mike Schuster (MSA Design)
- Allen Williams (MSA Design)

July 28, 2025 – Design Review (approx. 2 hours at MSA Design)

Attendees:

- Molly Henning (SHPS)
- Garry Wollenweber (HPNC)
- Valerie Woodham (HPNC)
- Murray Monroe (HPNC and SHPS)
- Matt Fellerhoff (Strauss & Troy)
- Michael Mauch (HPNC)
- Mike Schuster (MSA Design)
- Brandon Guyer (PLK Communities)
- Michael Collins (J.S. Held, on behalf of PLK)
- JP Burleigh (Suder and Associates)

August 8, 2025 – Virtual Working Session (approx. 1 hour)
Attendees:

- Molly Henning (SHPS)
- Valerie Woodham (HPNC)
- Jeffrey Levine (Strauss & Troy)
- Jon Blackham (PLK Communities)

August 25, 2025 – Hyde Park Summit with City Council (approx. 3 hours)
Attendees:

- Molly Henning (SHPS)
- Valerie Woodham (HPNC)
- Murray Monroe (HPNC and SHPS)
- Maureen Hood (SHPS)
- Ann Williams (SHPS)
- Additional SHPS member (observer)
- Matt Fellerhoff (Strauss & Troy)
- *The plans presented at the Summit are the same plans that form the basis of this submission, refined through the design work since.*

Participation Summary

The post-approval engagement period reflects the substantial time invested by neighborhood organization representatives, the development team, design professionals, and counsel. The cumulative time commitment from the principal participants is summarized below. Hours reflect design meeting time only. Informal correspondence and preparation time are not included.

Participating Organization / Individual	Approx. Design Meeting (Only) Hours
Hyde Park Neighborhood Council (HPNC)	~25 hours (design meetings)
Save Hyde Park Square (SHPS)	~11.5 hours
Strauss & Troy (representing HPNC/SHPS)	~11.5 hours
Murray Monroe (HPNC and SHPS)	~10.5 hours
Molly Henning (SHPS)	Present at every design meeting
Valerie Woodham (HPNC)	Attended all meetings

The timeline and participant list above were verified by HPNC via email on December 22, 2025.

Post-Repeal Engagement Summary

At the request of HPNC and SHPS leadership, the team returned to HPNC in December 2025 to present two design alternatives for consideration: a residential-only program and a mixed program retaining the hotel. Both alternatives reflected the stepping back of upper floors, which is now incorporated in this submission. MSA Design, the development team, and legal counsel attended the meeting. The team's prior public commitments were also resummarized at that time.

Since then, HPNC leadership has changed and additional engagement has been requested. Public communications from HPNC have also continued to identify the hotel use and building height as key concerns.

This submission responds to both concerns. The hotel use, including the rooftop restaurant and banquet space, has been removed. The building height has been reduced further: the Erie and Edwards parapets are now 65 feet at the street, and the tallest stepped back portion is 75 feet 6 inches, below the prior 80-foot developer commitment. Further height reductions would materially affect the project's ability to deliver the residential program, below-grade parking that materially exceeds code requirements, public access parking, A L'aise preservation, and other public benefits described in this submission.

Engagement Going Forward

This project remains a Planned Development concept stage submission. The team will participate fully in the Planning Commission's combined Concept Plan and UDOD review and will continue to coordinate with Hyde Park School and Cincinnati Public Schools on construction period safety, with the Hyde Park Business Association on construction period coordination, and with HPNC on matters within the scope of the Final Development Plan.

The team appreciates the time invested by neighborhood representatives, City staff, and Council in reviewing this project. The revised plan submitted today is the product of that work.

Commercial Tenant Update

The commercial tenant history of the development site has been discussed during the broader engagement process and is summarized here for the record.

Tenants on the assemblage have not been displaced from Hyde Park Square as a result of this project. In most cases, tenants made independent business decisions, relocated within the Square or to nearby locations, consolidated, purchased their own space, or transitioned into spaces better aligned with their long-term operations.

Several tenants previously located on the assemblage have remained within Hyde Park Square or relocated to nearby blocks, preserving their connection to the same customer base. For tenants that remain on the site today, the team’s intent is to work with each one directly on timing, construction logistics, access, visibility, and, where appropriate, temporary or permanent relocation options. The objective is an informed and supported transition process. The team has approached, and will continue to approach, this work cooperatively.

Upon completion, the project's total ground-floor retail and food-and-beverage space is approximately 21,250 SF and is sized to support independent neighborhood-scale tenants, consistent with the existing character of Hyde Park Square.

Summary

The case for this project does not rest on a single document. It rests on a record.

The 1983 Hyde Park Plan said higher-density mixed-use belongs in the business district and identified surface parking lots as the wrong transition use for the streets around it.

The 1984 Hyde Park Square Urban Design Plan went further and named this exact block, the Core Block bounded by Erie, Michigan, Observatory, and Edwards, as the most logical place for higher-density redevelopment. It also identified parking and commercial structures as the kind of project that belongs here.

Plan Cincinnati in 2012 directed growth to existing centers of activity and called for a full spectrum of housing options for residents at all stages of life.

The Green Cincinnati Plan in 2023 asked the City to replace surface parking lots, increase density near transit, and build more housing in walkable nodes.

Plan Hyde Park in 2026, the newest adopted plan and the first neighborhood-wide comprehensive plan adopted for Hyde Park since 1983, placed this site in the Neighborhood Commercial area on its Future Land Use map, documented the housing shortage the project addresses, and identified several of the public benefits this submission delivers, including passenger pickup and drop off zones in higher density areas.

Across four generations of planning and five adopted plans, there has been one consistent conclusion. The planning records consistently point to higher-intensity mixed-use activity in Hyde Park Square and to the protection of the surrounding residential streets.

In the prior process, City staff reviewed extensive opposition correspondence, held a public staff conference, conducted its own analysis, and recommended the prior plan for approval. The Planning Commission then recommended approval, and City Council approved the Planned Development. That history remains part of the record.

The deviations requested are limited to height and the modified Michigan Avenue street wall treatment. Both are narrower in impact than the deviations the City previously approved. They are tied directly to compensating public benefits, including housing, below-grade parking, public access parking, A L'aise preservation, pedestrian safety support, and an on-site drop-off and loading zone.

The final depth of the below grade garage will be determined through final design and economic viability review, but either the two level or three level option materially exceeds the apparent code minimum and keeps parking below grade.

The team respectfully asks the City to review this submission against the planning record and advance it through the combined Concept Plan and UDOD review at the City Planning Commission. The team will remain available throughout the review process to coordinate on refinements requested by staff or the Commission.

Respectfully submitted,

The HPSRD Team

MICHIGAN

ERIE ELEVATION

***ERIE FACADE** - FROM THE NORTHWEST*

MICHIGAN FACADE - FROM THE NORTHEAST

MICHIGAN ELEVATION

***MICHIGAN FACADE** - FROM THE SOUTHEAST*

EDWARDS ELEVATION

SOUTH ELEVATION

ERIE AVENUE

EDWARDS ROAD

MICHIGAN

660'

661'

661'

EXISTING
A LAISE BUILDING

EXISTING
CINCINNATI FD
STATION 46

OUTDOOR
PLAZA

PARKING
ENTRY

659'

MAIN
ENTRY

DROP
OFF

658'
PARKING
ENTRY

DOG RUN

EXISTING
MIXED USE
BUILDING

50'
R/W

1
T-1
0.00

0' 5' 10' 20' 40'

DRAFT

MSA DESIGN

SITE PLAN

PLK COMMUNITIES | HPS MIXED-USE DEVELOPMENT | May 20, 2026

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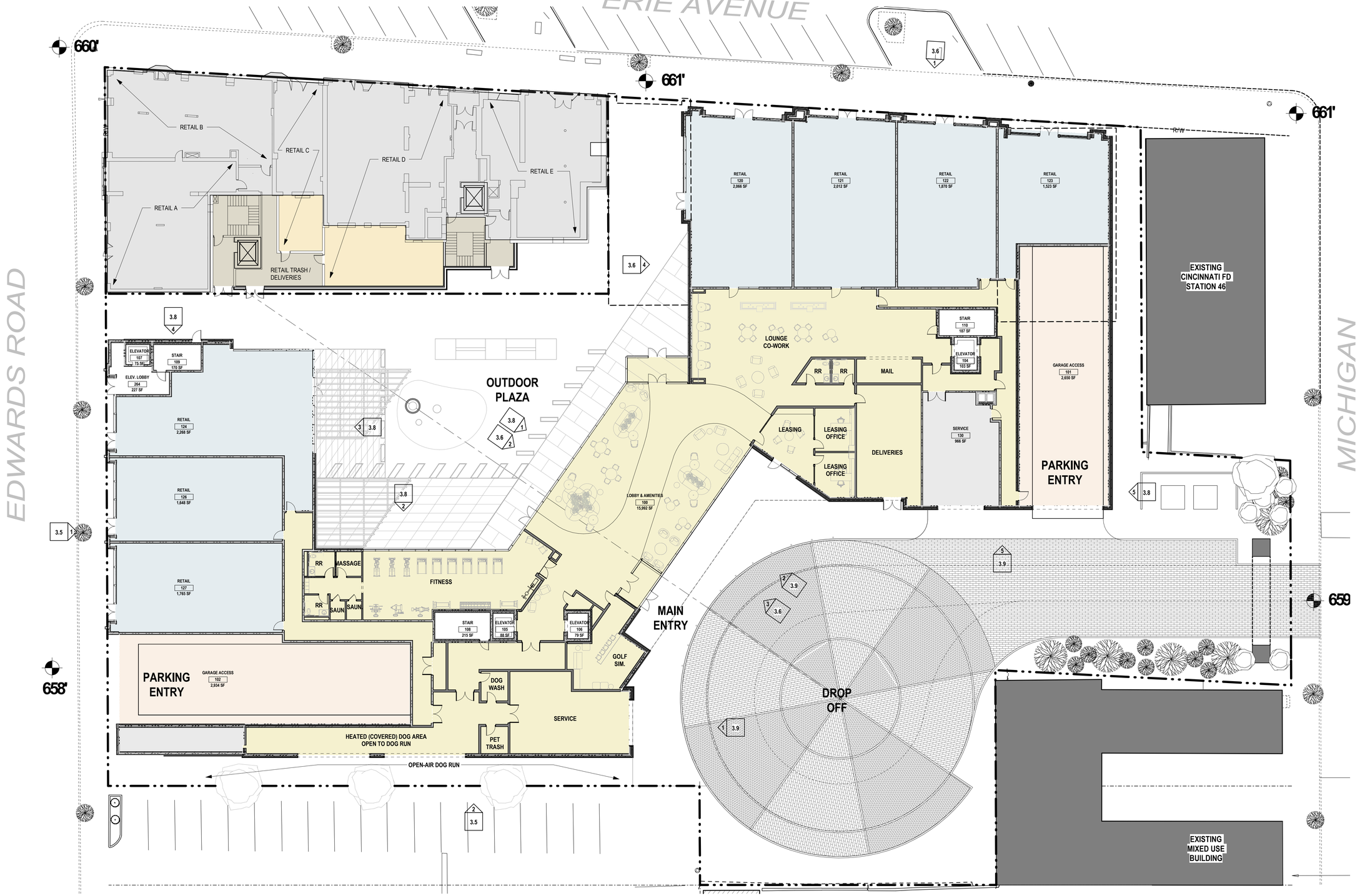

1

LEVEL 1 GROUND LEVEL

ELEV. LOBBY	
264	227 SF
ELEV. LOBBY: 1	227 SF
ELEVATOR	
104	103 SF
105	88 SF
106	79 SF
107	75 SF
ELEVATOR: 4	344 SF
STAIR	
108	215 SF
109	170 SF
110	187 SF
STAIR: 3	572 SF
GARAGE ACCESS	
101	2,650 SF
102	2,934 SF
GARAGE ACCESS: 2	5,584 SF
LOBBY & AMENITIES	
100	15,992 SF
LOBBY & AMENITIES: 1	15,992 SF
RETAIL	
120	2,066 SF
121	2,012 SF
122	1,870 SF
123	1,523 SF
124	2,268 SF
126	1,648 SF
127	1,765 SF
RETAIL: 7	13,151 SF
SERVICE	
130	966 SF
275	395 SF
SERVICE: 2	1,361 SF
NET TOTAL =	37,233 SF

LEVEL 1 GROSS TOTAL = 38,137 SF

A L'AISE AREA

RETAIL = 8,100 SF
RETAIL SUPPORT = 473 SF
CIRCULATION = 1,103 SF
GROSS TOTAL = 11,164 SF

AREA PLAN - L1 - FIRST FLOOR

1/16" = 1'-0"

0' 4' 8' 16' 32'

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MSA DESIGN

FIRST FLOOR AREA PLAN

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ERIE AVENUE

EDWARDS ROAD

AREA PLAN - L2 - SECOND FLOOR

1/16" = 1'-0"

0' 4' 8' 16' 32'

L2

LEVEL 2

CORRIDOR	
200	3,652 SF
CORRIDOR: 1	3,652 SF
ELEV.	
204	88 SF
205	75 SF
207	102 SF
ELEV.: 3	265 SF
STAIR	
201	193 SF
202	223 SF
203	188 SF
STAIR: 3	603 SF
1-BR	
220	931 SF
221	926 SF
222	926 SF
223	927 SF
224	1,174 SF
225	931 SF
226	931 SF
227	931 SF
1-BR: 8	7,676 SF
2-BR	
250	1,152 SF
251	1,122 SF
252	1,349 SF
253	1,205 SF
254	1,671 SF
255	1,522 SF
256	1,808 SF
257	1,808 SF
258	1,922 SF
259	1,302 SF
260	1,202 SF
261	2,053 SF
262	1,985 SF
263	1,482 SF
2-BR: 14	21,584 SF
MECH.	
210	258 SF
211	497 SF
MECH.: 2	755 SF
TRASH	
208	164 SF
209	142 SF
TRASH: 2	305 SF
	NET TOTAL = 34,841 SF

LEVEL 2 GROSS TOTAL = 37,972 SF

A L'AISE AREA

RESIDENTIAL = 5,993 SF
CIRCULATION = 1,530 SF
AMENITY SPACE = 1,056 SF
AMENITY DECK = 1,532
GROSS TOTAL = 9,337 SF

MSA DESIGN

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SECOND FLOOR AREA PLAN

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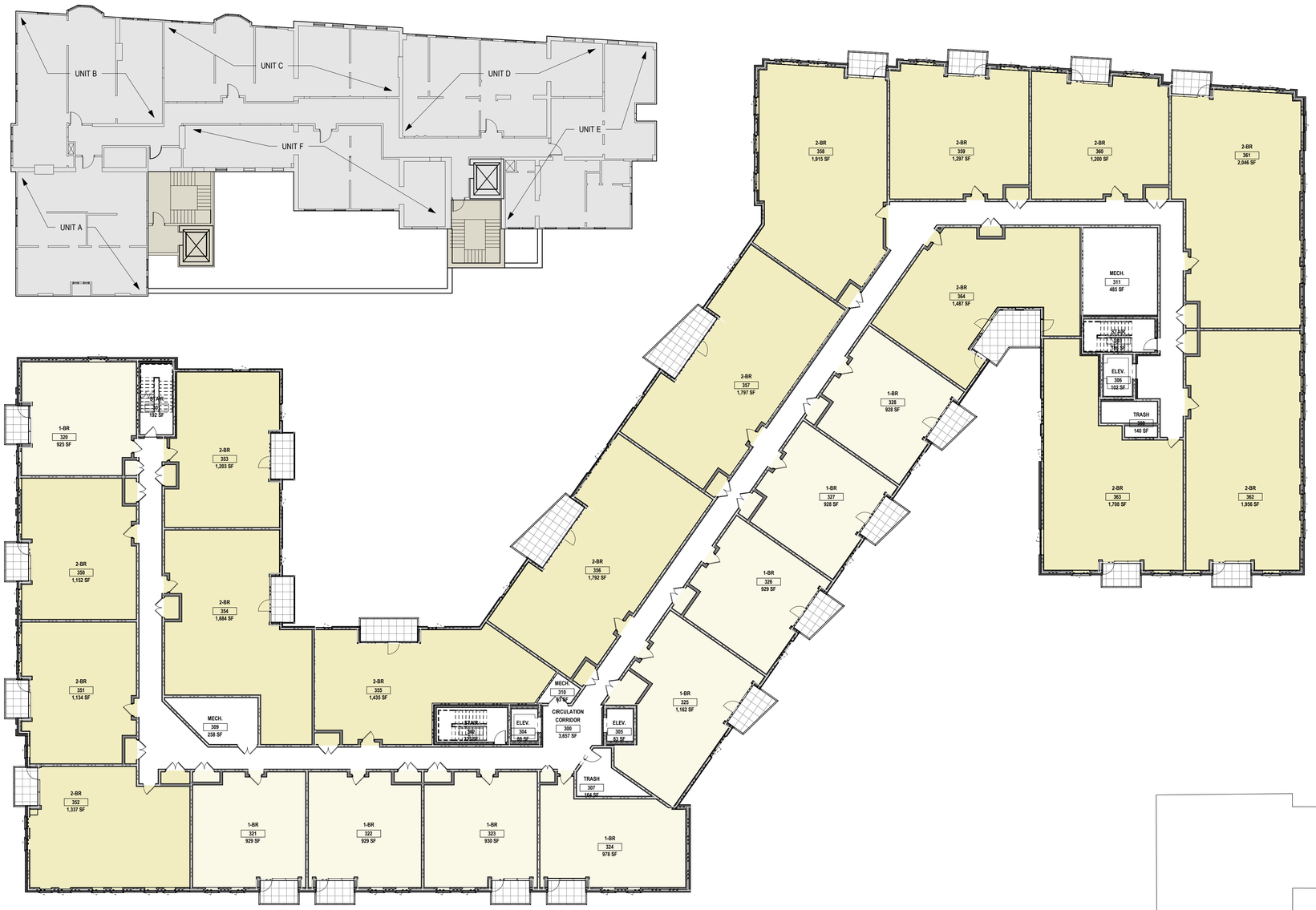

AREA PLAN - L3 - THIRD FLOOR

1/16" = 1'-0"

0' 4' 8' 16' 32'

L3

LEVEL 3

CORRIDOR	
300	3,657 SF
CORRIDOR: 1	3,657 SF
ELEV.	
304	88 SF
305	83 SF
306	102 SF
ELEV.: 3	273 SF
STAIR	
301	192 SF
302	223 SF
303	188 SF
STAIR: 3	603 SF
1-BR	
320	925 SF
321	929 SF
322	929 SF
323	930 SF
324	978 SF
325	1,162 SF
326	929 SF
327	928 SF
328	928 SF
1-BR: 9	8,637 SF
2-BR	
350	1,152 SF
351	1,134 SF
352	1,337 SF
353	1,203 SF
354	1,684 SF
355	1,435 SF
356	1,792 SF
357	1,797 SF
358	1,915 SF
359	1,297 SF
360	1,200 SF
361	2,046 SF
362	1,956 SF
363	1,708 SF
364	1,487 SF
2-BR: 15	23,144 SF
MECH.	
309	258 SF
310	63 SF
311	485 SF
MECH.: 3	807 SF
TRASH	
307	164 SF
308	140 SF
TRASH: 2	304 SF
	NET TOTAL = 37,424 SF

GROSS TOTAL = 37,972 SF

A L'AISE AREA

RESIDENTIAL = 7,050 SF
CIRCULATION = 1,530 SF
GROSS TOTAL = 9,337 SF

MSA DESIGN

DRAFT

THIRD FLOOR AREA PLAN

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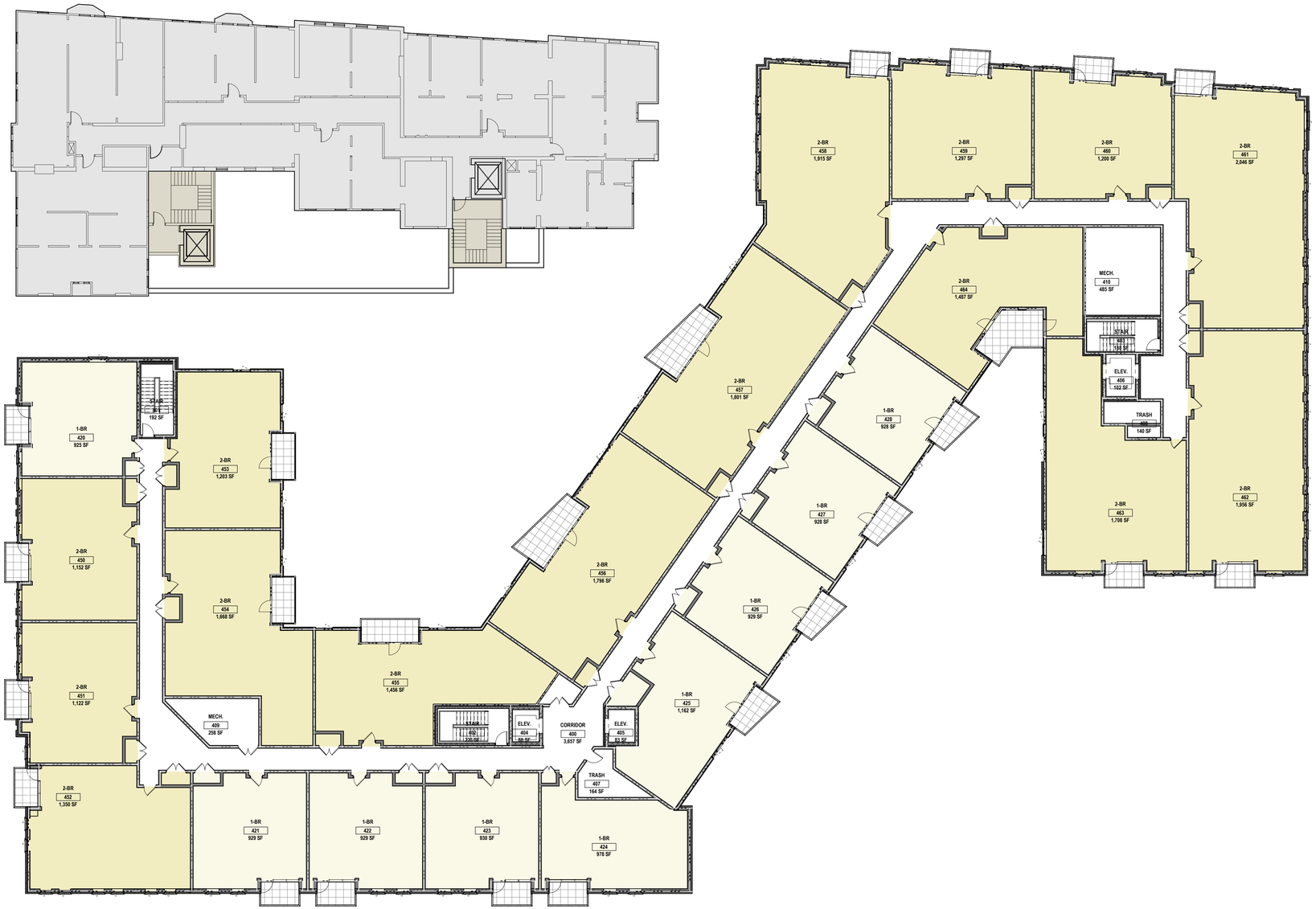
ERIE AVENUE

EDWARDS ROAD



L4

LEVEL 4

CORRIDOR	
400	3,657 SF
CORRIDOR: 1	3,657 SF
ELEV.	
404	88 SF
405	83 SF
406	102 SF
ELEV.: 3	273 SF
STAIR	
401	192 SF
402	223 SF
403	188 SF
STAIR: 3	603 SF
1-BR	
420	925 SF
421	929 SF
422	929 SF
423	930 SF
424	978 SF
425	1,162 SF
426	929 SF
427	928 SF
428	928 SF
1-BR: 9	8,637 SF
2-BR	
450	1,152 SF
451	1,122 SF
452	1,350 SF
453	1,203 SF
454	1,668 SF
455	1,456 SF
456	1,796 SF
457	1,801 SF
458	1,915 SF
459	1,297 SF
460	1,200 SF
461	2,046 SF
462	1,956 SF
463	1,708 SF
464	1,487 SF
2-BR: 15	23,156 SF
MECH.	
409	258 SF
410	485 SF
MECH.: 2	744 SF
TRASH	
407	164 SF
408	140 SF
TRASH: 2	304 SF
	NET TOTAL = 37,374 SF

GROSS TOTAL = 37,972 SF

A L'AISE AREA

RESIDENTIAL = 7,050 SF
CIRCULATION = 1,530 SF
GROSS TOTAL = 9,337 SF

AREA PLAN - L4 - FOURTH FLOOR

1/16" = 1'-0"

0' 4' 8' 16' 32'

MSA DESIGN

DRAFT

FOURTH FLOOR AREA PLAN

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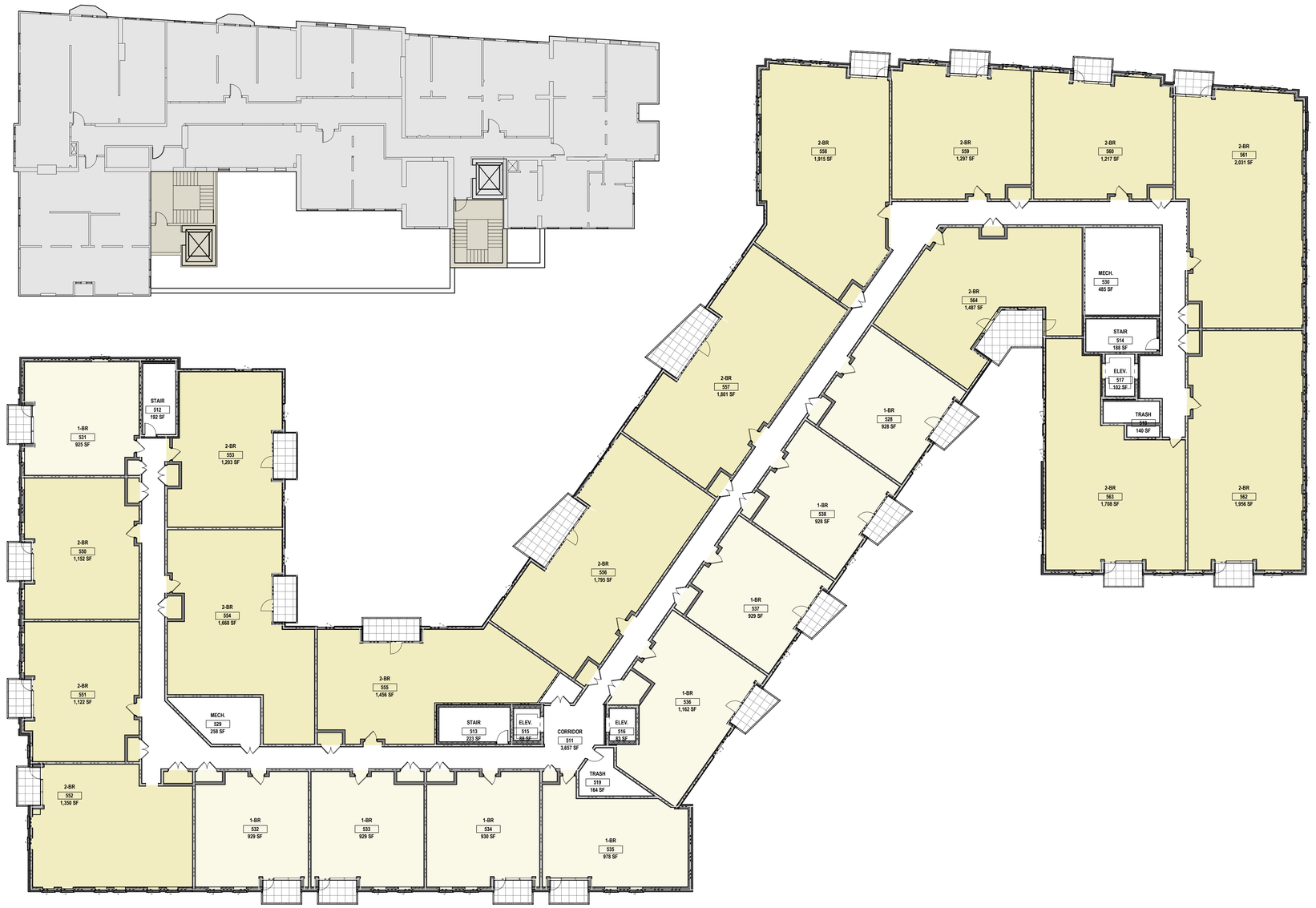
ERIE AVENUE

EDWARDS ROAD



AREA PLAN - L5 - FIFTH FLOOR

1/16" = 1'-0"

0' 4' 8' 16' 32'

L5

LEVEL 5

CORRIDOR	
511	3,657 SF
CORRIDOR: 1	3,657 SF
ELEV.	
515	88 SF
516	83 SF
517	102 SF
ELEV.: 3	273 SF
STAIR	
512	192 SF
513	223 SF
514	188 SF
STAIR: 3	603 SF
1-BR	
528	928 SF
531	925 SF
532	929 SF
533	929 SF
534	930 SF
535	978 SF
536	1,162 SF
537	929 SF
538	928 SF
1-BR: 9	8,637 SF
2-BR	
550	1,152 SF
551	1,122 SF
552	1,350 SF
553	1,203 SF
554	1,668 SF
555	1,456 SF
556	1,795 SF
557	1,801 SF
558	1,915 SF
559	1,297 SF
560	1,217 SF
561	2,031 SF
562	1,956 SF
563	1,708 SF
564	1,487 SF
2-BR: 15	23,157 SF
MECH.	
529	258 SF
530	485 SF
MECH.: 2	744 SF
TRASH	
518	140 SF
519	164 SF
TRASH: 2	304 SF
	NET TOTAL = 37,375 SF

GROSS TOTAL = 37,972 SF

A L'AISE AREA

RESIDENTIAL = 7,050 SF
CIRCULATION = 1,530 SF
GROSS TOTAL = 9,337 SF

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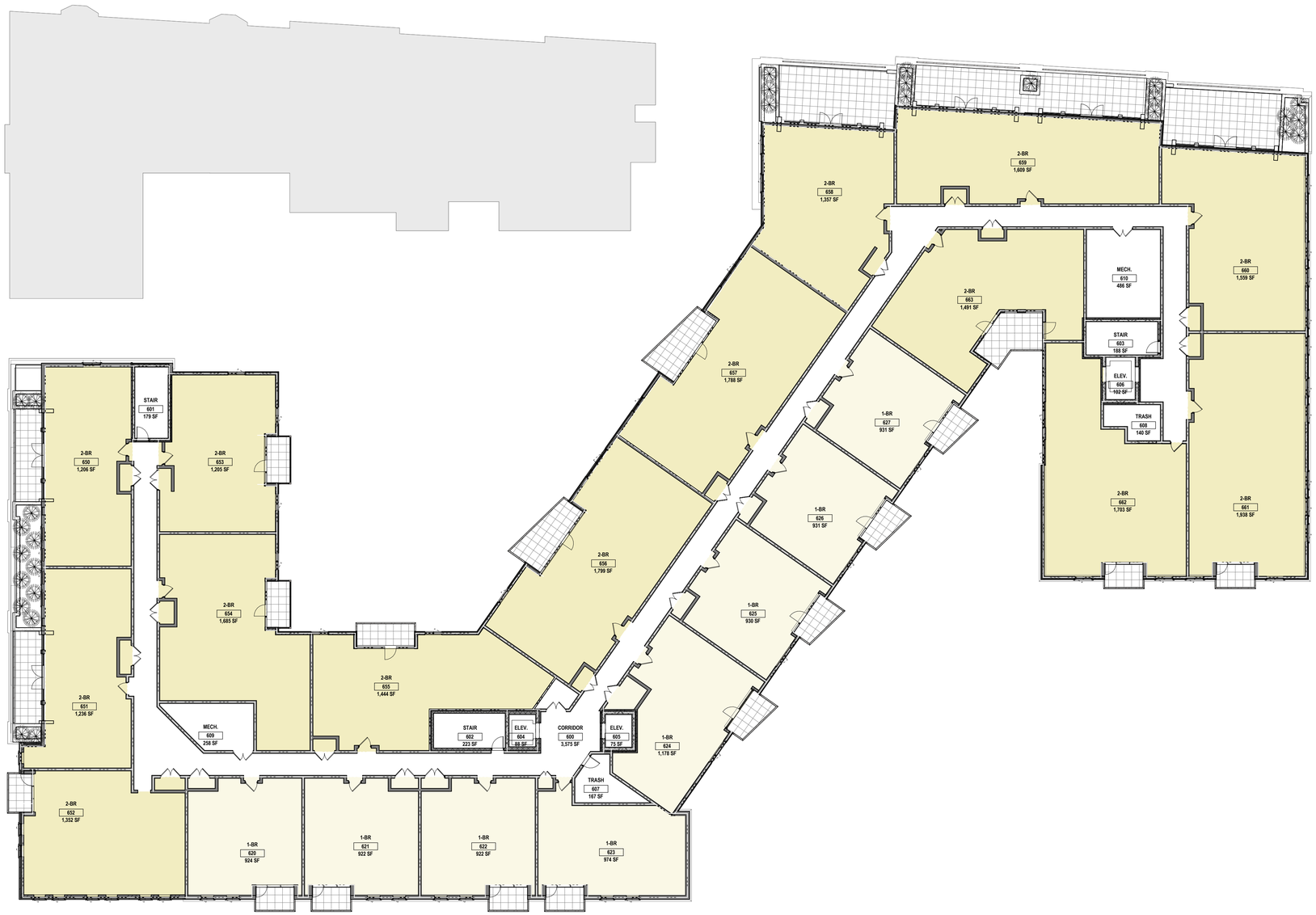
EDWARDS ROAD



AREA PLAN - L6 - SIXTH FLOOR

1/16" = 1'-0"

0' 4' 8' 16' 32'

L6

LEVEL 6

CORRIDOR	
600	3,575 SF
CORRIDOR: 1	3,575 SF
ELEV.	
604	88 SF
605	75 SF
606	102 SF
ELEV.: 3	265 SF
STAIR	
601	179 SF
602	223 SF
603	188 SF
STAIR: 3	590 SF
1-BR	
620	924 SF
621	922 SF
622	922 SF
623	974 SF
624	1,178 SF
625	930 SF
626	931 SF
627	931 SF
1-BR: 8	7,713 SF
2-BR	
650	1,206 SF
651	1,236 SF
652	1,352 SF
653	1,205 SF
654	1,685 SF
655	1,444 SF
656	1,799 SF
657	1,788 SF
658	1,357 SF
659	1,609 SF
660	1,559 SF
661	1,938 SF
662	1,703 SF
663	1,491 SF
2-BR: 14	21,371 SF
MECH.	
609	258 SF
610	486 SF
MECH.: 2	745 SF
TRASH	
607	167 SF
608	140 SF
TRASH: 2	307 SF
NET TOTAL =	34,566 SF

GROSS TOTAL = 35,166 SF

MSA DESIGN

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SIXTH FLOOR AREA PLAN

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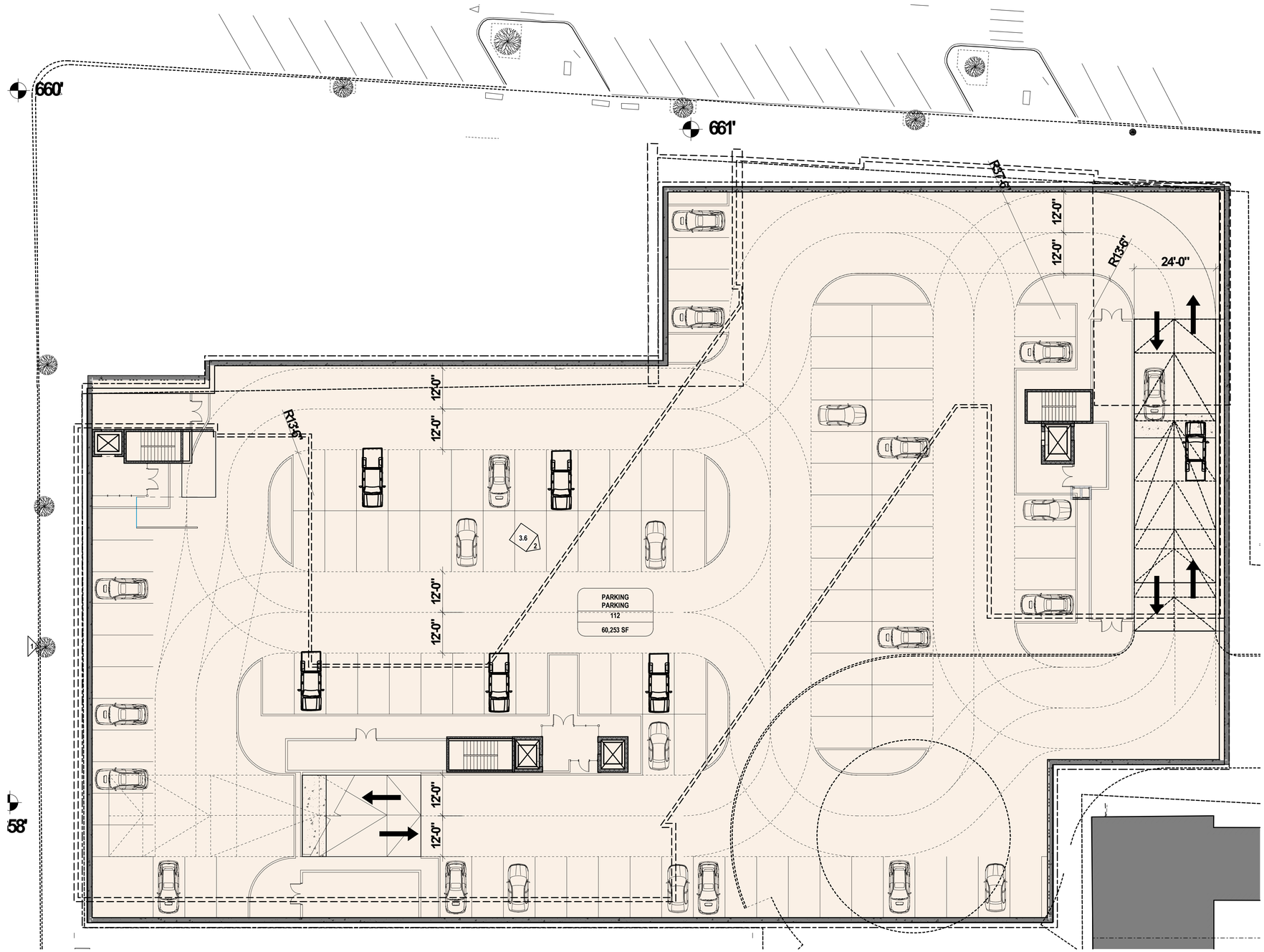
P1

PARKING UPPER LEVEL



PARKING UPPER LEVEL

1/16" = 1'-0"

GROSS AREA CALCULATIONS

PARKING

PARKING	
112	60,253 SF
PARKING: 1	60,253 SF
Total =	60,253 SF

PARKING COUNT

LEVEL P1 = 112 SPACES*
LEVEL P2 = 123 SPACES*
LEVEL P3 = 127 SPACES*
TOTAL = 362 SPACES*

***NOTE: Parking count is based on 9'-4" wide parking stalls (over sized to account for the eventual structural grid, which has not yet been accounted for). Actual parking count will be refined once engineering has occurred.**

0' 4' 8' 16' 32'

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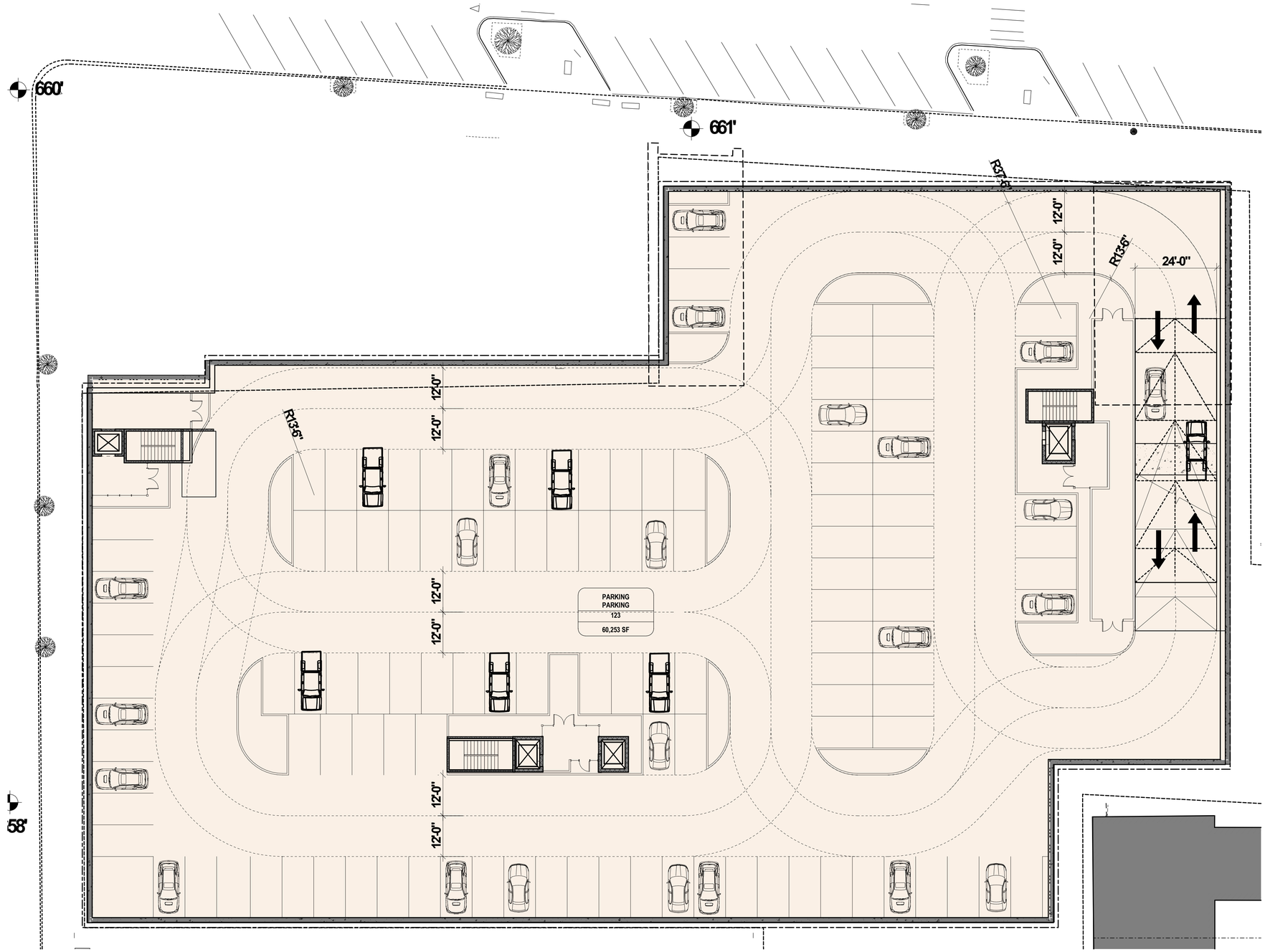

PARKING MIDDLE LEVEL

1/16" = 1'-0"

P2

PARKING
MID-LEVEL

GROSS AREA CALCULATIONS

PARKING

PARKING	
123	60,253 SF
PARKING: 1	60,253 SF
	Total = 60,253 SF

PARKING COUNT

LEVEL P1 = 112 SPACES*
LEVEL P2 = 123 SPACES*
LEVEL P3 = 127 SPACES*
TOTAL = 362 SPACES*

NOTE: Parking count is based on 9'-4" wide parking stalls (over sized to account for the eventual structural grid, which has not yet been accounted for). Actual parking count will be refined once engineering has occurred.

0' 4' 8' 16' 32'

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P2 - PARKNG AREA PLAN (MIDDLE LEVEL)

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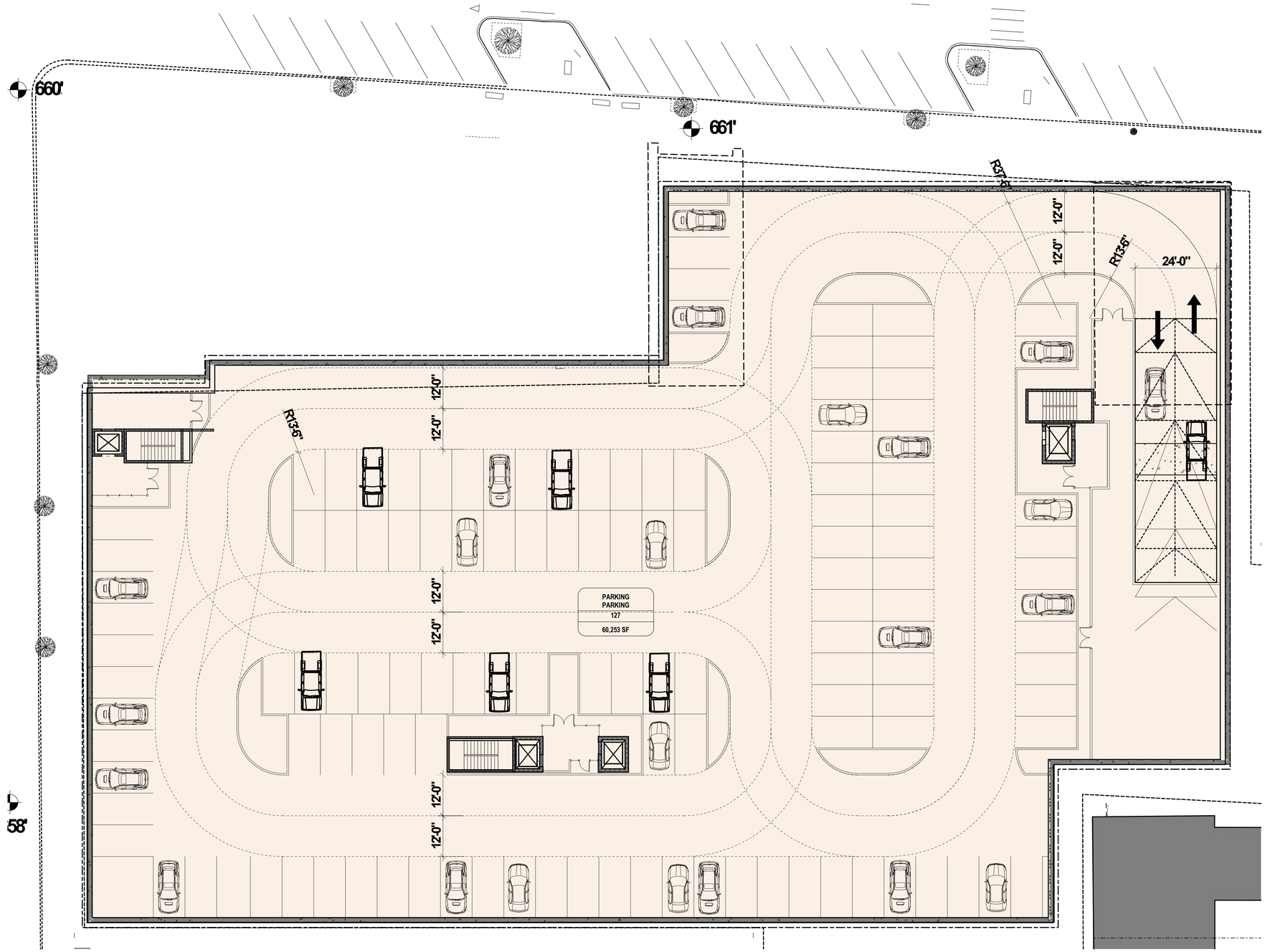
P3

PARKING
LOW LEVEL



GROSS AREA CALCULATIONS

PARKING

PARKING	
127	60,253 SF
PARKING: 1	60,253 SF
	Total = 60,253 SF

PARKING COUNT

LEVEL P1 = 112 SPACES*
LEVEL P2 = 123 SPACES*
LEVEL P3 = 127 SPACES*
TOTAL = 362 SPACES*

***NOTE: Parking count is based on 9'-4" wide parking stalls (over sized to account for the eventual structural grid, which has not yet been accounted for). Actual parking count will be refined once engineering has occurred.**

0' 4' 8' 16' 32'

AREA PLAN - P3 - PARKING (LOWEST LEVEL)

1/16" = 1'-0"

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P3 - PARKING AREA PLAN (LOWER LEVEL)

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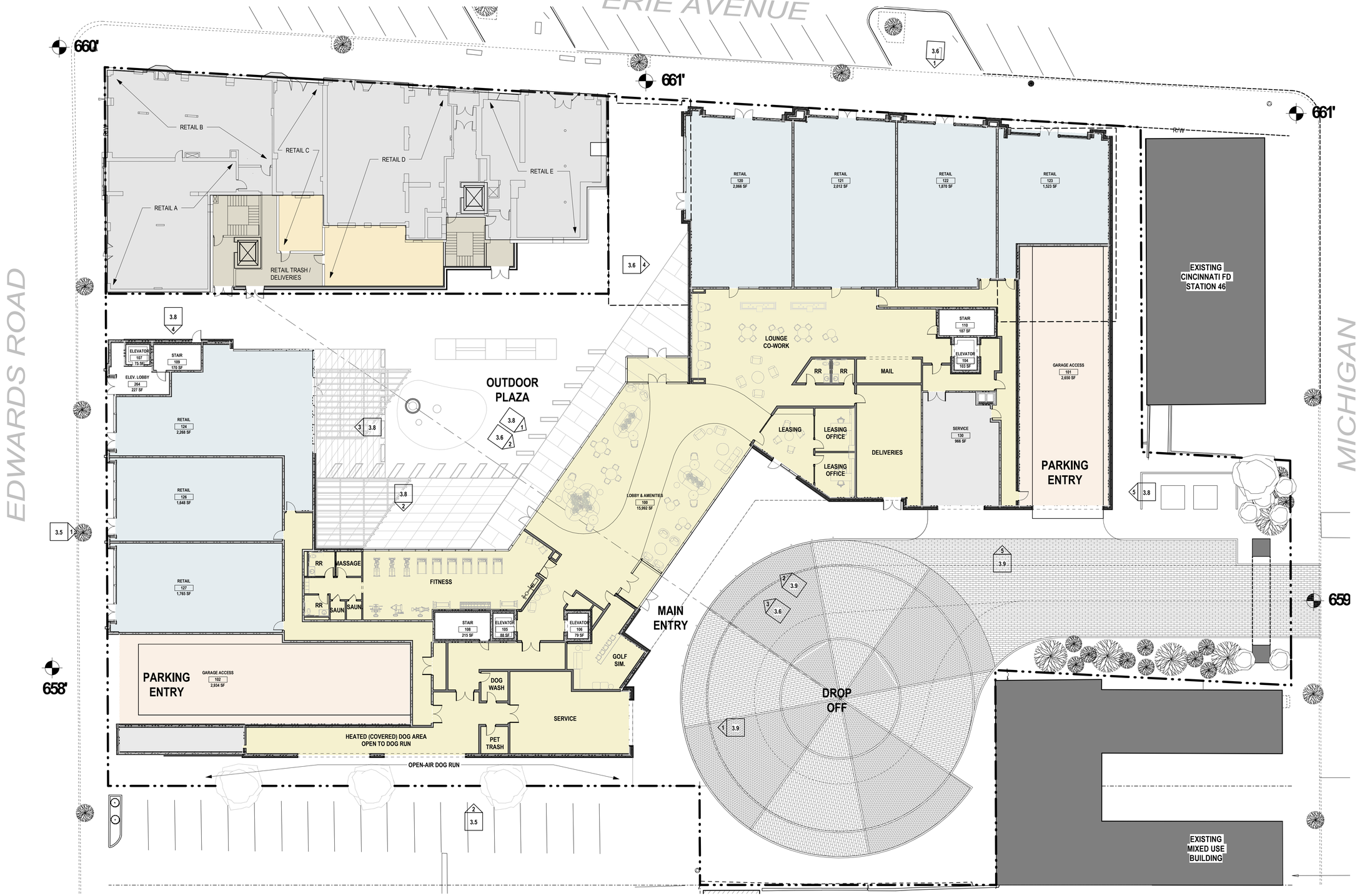

1

LEVEL 1 GROUND LEVEL

ELEV. LOBBY	
264	227 SF
ELEV. LOBBY: 1	227 SF
ELEVATOR	
104	103 SF
105	88 SF
106	79 SF
107	75 SF
ELEVATOR: 4	344 SF
STAIR	
108	215 SF
109	170 SF
110	187 SF
STAIR: 3	572 SF
GARAGE ACCESS	
101	2,650 SF
102	2,934 SF
GARAGE ACCESS: 2	5,584 SF
LOBBY & AMENITIES	
100	15,992 SF
LOBBY & AMENITIES: 1	15,992 SF
RETAIL	
120	2,066 SF
121	2,012 SF
122	1,870 SF
123	1,523 SF
124	2,268 SF
126	1,648 SF
127	1,765 SF
RETAIL: 7	13,151 SF
SERVICE	
130	966 SF
275	395 SF
SERVICE: 2	1,361 SF
NET TOTAL =	37,233 SF

LEVEL 1 GROSS TOTAL = 38,137 SF

A L'AISE AREA

RETAIL = 8,100 SF
RETAIL SUPPORT = 473 SF
CIRCULATION = 1,103 SF
GROSS TOTAL = 11,164 SF

AREA PLAN - L1 - FIRST FLOOR

1/16" = 1'-0"

0' 4' 8' 16' 32'

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FIRST FLOOR AREA PLAN

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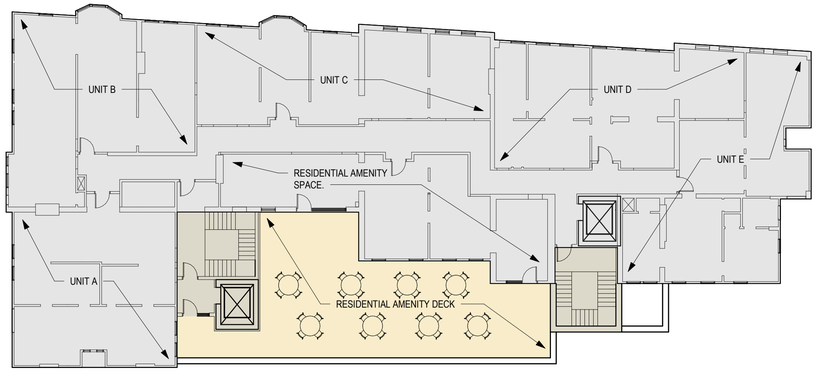
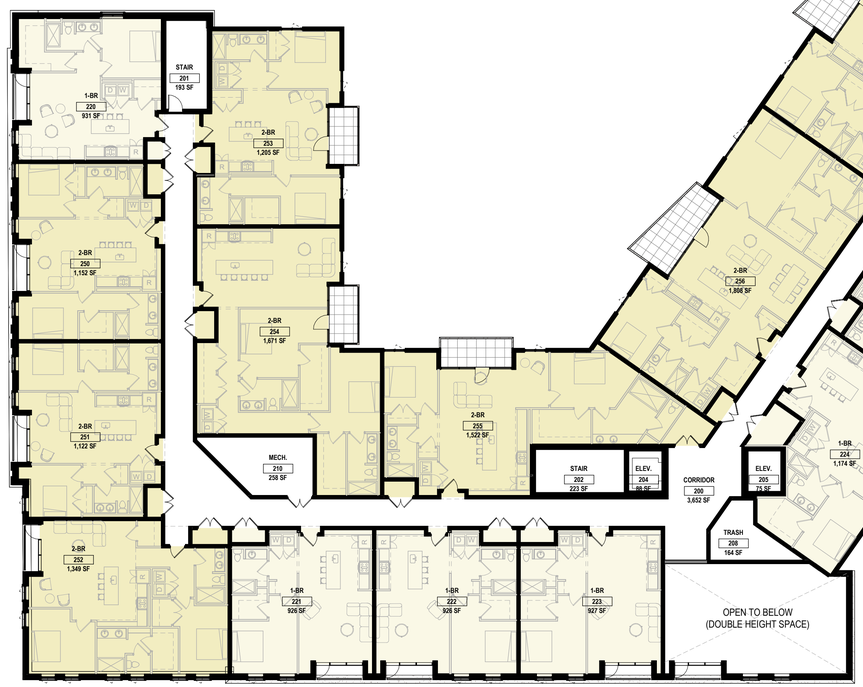
EDWARDS ROAD





EXISTING CINCINNATI FD STATION 46

EXISTING MIXED USE BUILDING

L2

LEVEL 2

CORRIDOR	
200	3,652 SF
CORRIDOR: 1	3,652 SF
ELEV.	
204	88 SF
205	75 SF
207	102 SF
ELEV.: 3	265 SF
STAIR	
201	193 SF
202	223 SF
203	188 SF
STAIR: 3	603 SF
1-BR	
220	931 SF
221	926 SF
222	926 SF
223	927 SF
224	1,174 SF
225	931 SF
226	931 SF
227	931 SF
1-BR: 8	7,676 SF
2-BR	
250	1,152 SF
251	1,122 SF
252	1,349 SF
253	1,205 SF
254	1,671 SF
255	1,522 SF
256	1,808 SF
257	1,808 SF
258	1,922 SF
259	1,302 SF
260	1,202 SF
261	2,053 SF
262	1,985 SF
263	1,482 SF
2-BR: 14	21,584 SF
MECH.	
210	258 SF
211	497 SF
MECH.: 2	755 SF
TRASH	
208	164 SF
209	142 SF
TRASH: 2	305 SF
	NET TOTAL = 34,841 SF

LEVEL 2 GROSS TOTAL = 37,972 SF

A L'AISE AREA

RESIDENTIAL = 5,993 SF
CIRCULATION = 1,530 SF
AMENITY SPACE = 1,056 SF
AMENITY DECK = 1,532
GROSS TOTAL = 9,337 SF

SECOND FLOOR UNIT LAYOUT

1/16" = 1'-0"

0' 4' 8' 16' 32'

MSA DESIGN

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SECOND FLOOR UNIT LAYOUT PLAN

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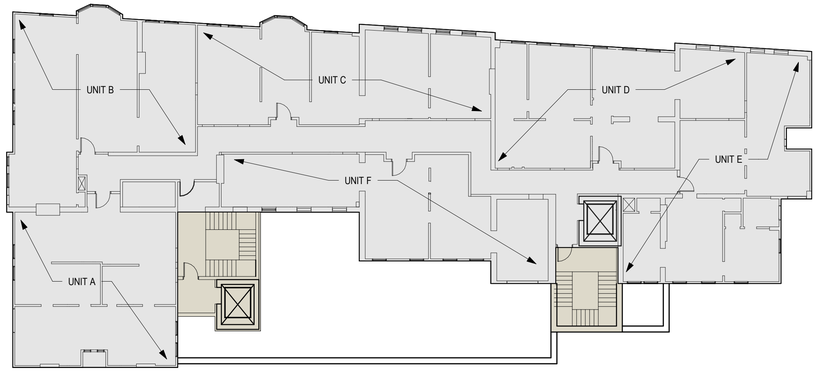
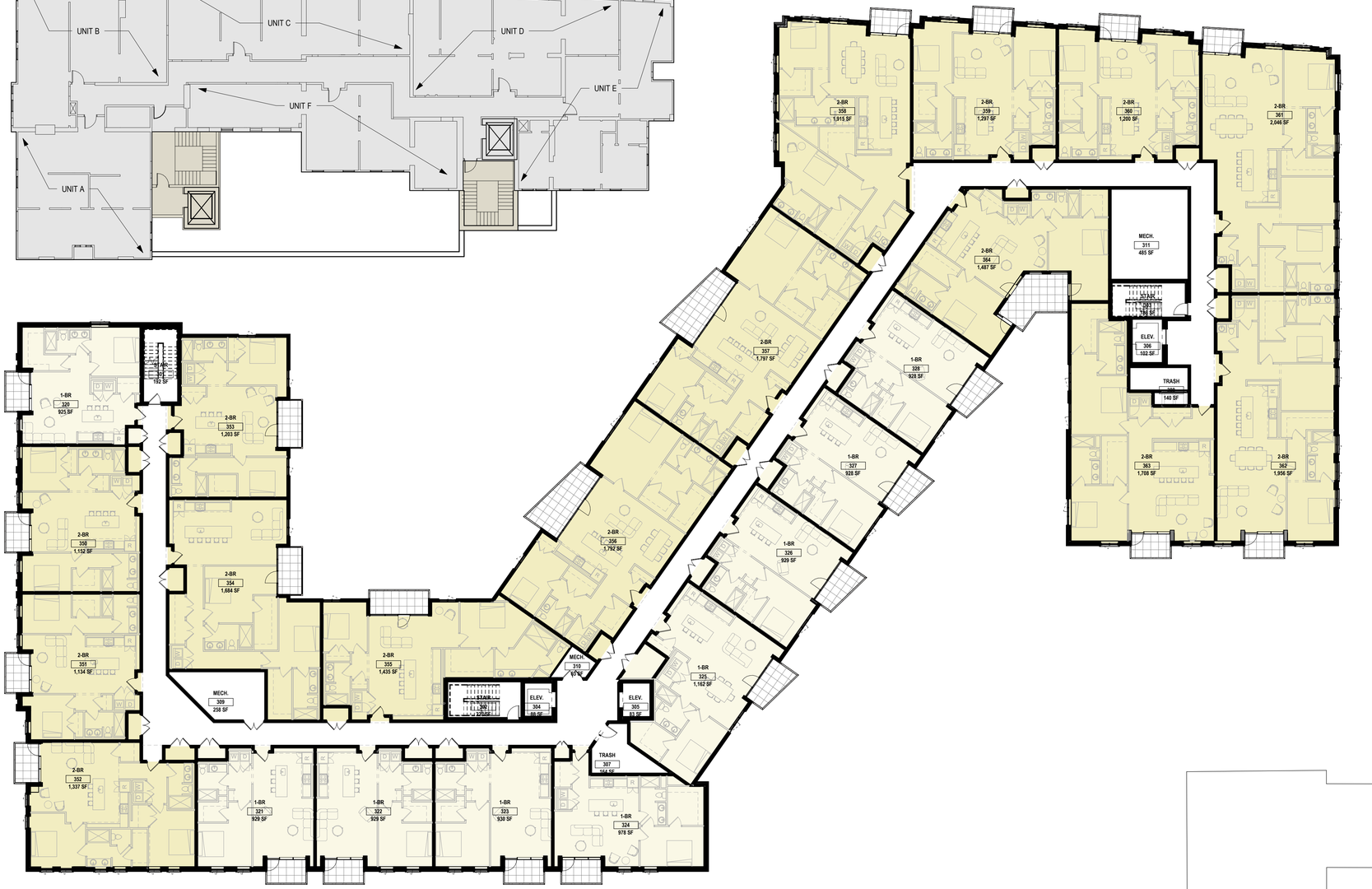
EDWARDS ROAD





EXISTING
CINCINNATI FD
STATION 46

EXISTING
MIXED USE
BUILDING

L3

LEVEL 3

CORRIDOR	
300	3,657 SF
CORRIDOR: 1	3,657 SF
ELEV.	
304	88 SF
305	83 SF
306	102 SF
ELEV.: 3	273 SF
STAIR	
301	192 SF
302	223 SF
303	188 SF
STAIR: 3	603 SF
1-BR	
320	925 SF
321	929 SF
322	929 SF
323	930 SF
324	978 SF
325	1,162 SF
326	929 SF
327	928 SF
328	928 SF
1-BR: 9	8,637 SF
2-BR	
350	1,152 SF
351	1,134 SF
352	1,337 SF
353	1,203 SF
354	1,684 SF
355	1,435 SF
356	1,792 SF
357	1,797 SF
358	1,915 SF
359	1,297 SF
360	1,200 SF
361	2,046 SF
362	1,956 SF
363	1,708 SF
364	1,487 SF
2-BR: 15	23,144 SF
MECH.	
309	258 SF
310	63 SF
311	485 SF
MECH.: 3	807 SF
TRASH	
307	164 SF
308	140 SF
TRASH: 2	304 SF
	NET TOTAL = 37,424 SF

GROSS TOTAL = 37,972 SF

A L'AISE AREA

RESIDENTIAL = 7,050 SF
CIRCULATION = 1,530 SF
GROSS TOTAL = 9,337 SF

THIRD FLOOR UNIT LAYOUT

1/16" = 1'-0"

0' 4' 8' 16' 32'

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THIRD FLOOR UNIT LAYOUT PLAN

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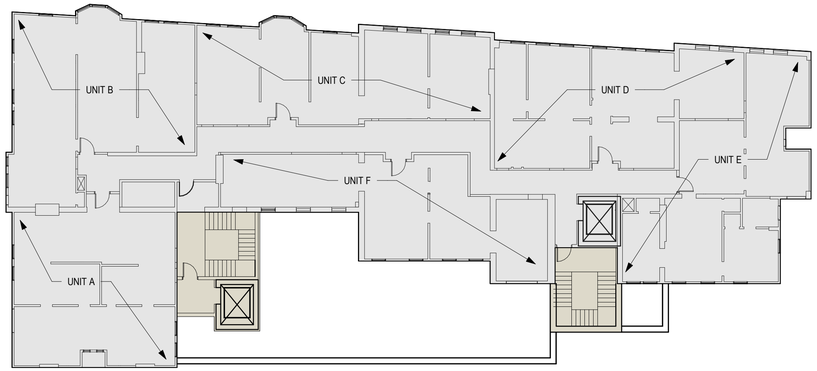
EDWARDS ROAD



L4

LEVEL 4

CORRIDOR	
400	3,657 SF
CORRIDOR: 1	3,657 SF
ELEV.	
404	88 SF
405	83 SF
406	102 SF
ELEV.: 3	273 SF
STAIR	
401	192 SF
402	223 SF
403	188 SF
STAIR: 3	603 SF
1-BR	
420	925 SF
421	929 SF
422	929 SF
423	930 SF
424	978 SF
425	1,162 SF
426	929 SF
427	928 SF
428	928 SF
1-BR: 9	8,637 SF
2-BR	
450	1,152 SF
451	1,122 SF
452	1,350 SF
453	1,203 SF
454	1,668 SF
455	1,456 SF
456	1,796 SF
457	1,801 SF
458	1,915 SF
459	1,297 SF
460	1,200 SF
461	2,046 SF
462	1,956 SF
463	1,708 SF
464	1,487 SF
2-BR: 15	23,156 SF
MECH.	
409	258 SF
410	485 SF
MECH.: 2	744 SF
TRASH	
407	164 SF
408	140 SF
TRASH: 2	304 SF
	NET TOTAL = 37,374 SF

GROSS TOTAL = 37,972 SF

FOURTH FLOOR UNIT LAYOUT

1/16" = 1'-0"

0' 4' 8' 16' 32'

MSA DESIGN

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FOURTH FLOOR UNIT LAYOUT PLAN

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ERIE AVENUE

EDWARDS ROAD

L5

LEVEL 5

CORRIDOR	
511	3,657 SF
CORRIDOR: 1	3,657 SF
ELEV.	
515	88 SF
516	83 SF
517	102 SF
ELEV.: 3	273 SF
STAIR	
512	192 SF
513	223 SF
514	188 SF
STAIR: 3	603 SF
1-BR	
528	928 SF
531	925 SF
532	929 SF
533	929 SF
534	930 SF
535	978 SF
536	1,162 SF
537	929 SF
538	928 SF
1-BR: 9	8,637 SF
2-BR	
550	1,152 SF
551	1,122 SF
552	1,350 SF
553	1,203 SF
554	1,668 SF
555	1,456 SF
556	1,795 SF
557	1,801 SF
558	1,915 SF
559	1,297 SF
560	1,217 SF
561	2,031 SF
562	1,956 SF
563	1,708 SF
564	1,487 SF
2-BR: 15	23,157 SF
MECH.	
529	258 SF
530	485 SF
MECH.: 2	744 SF
TRASH	
518	140 SF
519	164 SF
TRASH: 2	304 SF
NET TOTAL = 37,375 SF	

GROSS TOTAL = 37,972 SF

FIFTH FLOOR UNIT LAYOUT

1/16" = 1'-0"

0' 4' 8' 16' 32'

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FIFTH FLOOR UNIT LAYOUT PLAN

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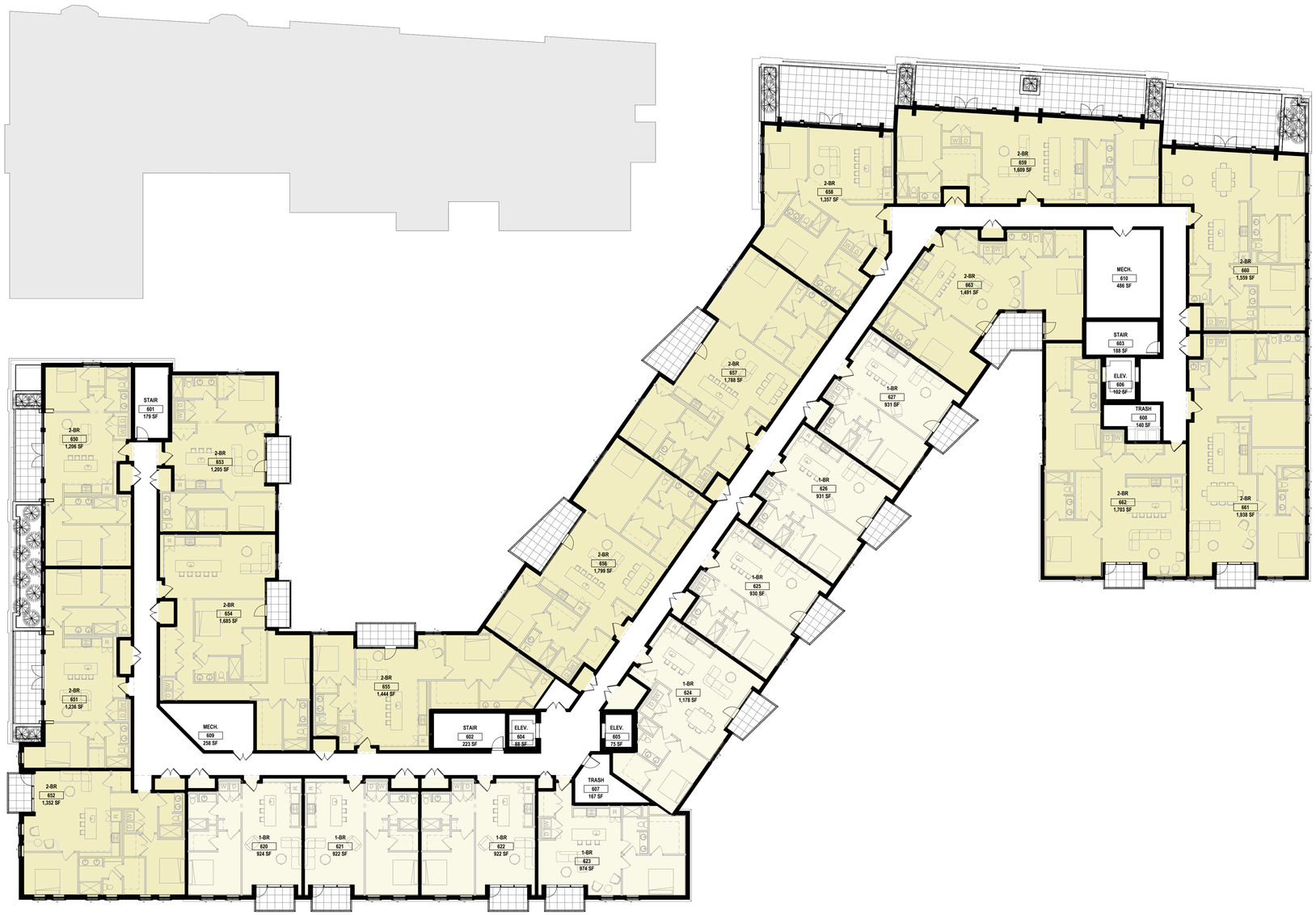

SIXTH FLOOR UNIT LAYOUT

1/16" = 1'-0"

0' 4' 8' 16' 32'

L6

LEVEL 6

CORRIDOR	
600	3,575 SF
CORRIDOR: 1	3,575 SF
ELEV.	
604	88 SF
605	75 SF
606	102 SF
ELEV.: 3	265 SF
STAIR	
601	179 SF
602	223 SF
603	188 SF
STAIR: 3	590 SF
1-BR	
620	924 SF
621	922 SF
622	922 SF
623	974 SF
624	1,178 SF
625	930 SF
626	931 SF
627	931 SF
1-BR: 8	7,713 SF
2-BR	
650	1,206 SF
651	1,236 SF
652	1,352 SF
653	1,205 SF
654	1,685 SF
655	1,444 SF
656	1,799 SF
657	1,788 SF
658	1,357 SF
659	1,609 SF
660	1,559 SF
661	1,938 SF
662	1,703 SF
663	1,491 SF
2-BR: 14	21,371 SF
MECH.	
609	258 SF
610	486 SF
MECH.: 2	745 SF
TRASH	
607	167 SF
608	140 SF
TRASH: 2	307 SF
NET TOTAL =	34,566 SF

GROSS TOTAL = 35,166 SF

MSA DESIGN

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SIXTH FLOOR UNIT LAYOUT PLAN

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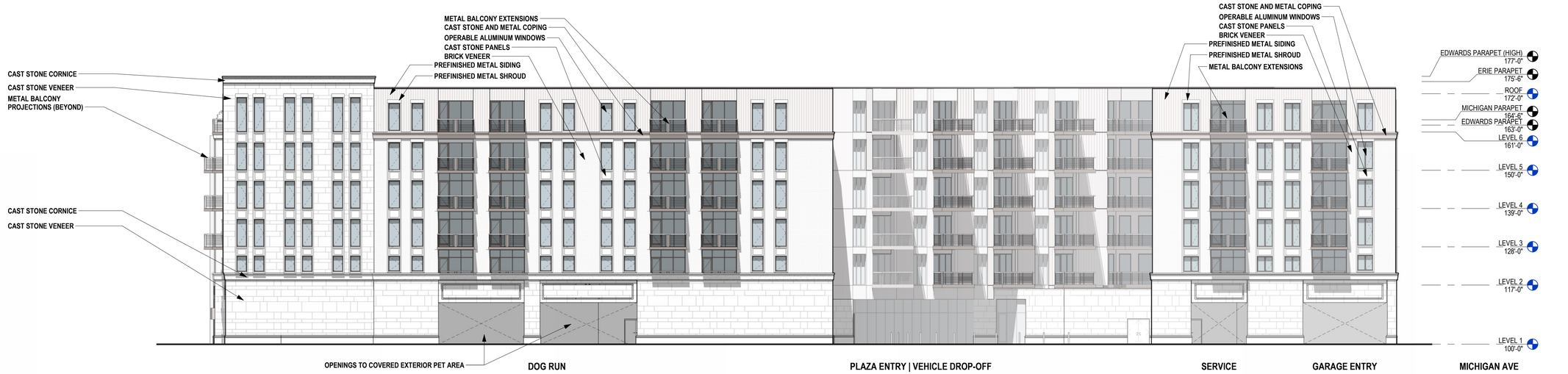
1 / 3.5 WEST ELEVATION

1/16" = 1'-0"



2 / 3.5 SOUTH ELEVATION

1/16" = 1'-0"

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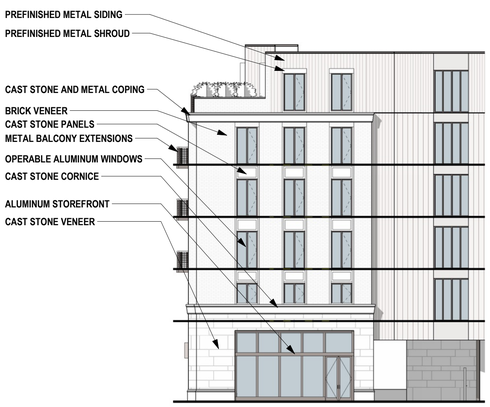
1 / 3.6 NORTH ELEVATION - ERIE AVENUE

1/16" = 1'-0"



4 / 3.6 WESTERN COURTYARD

1/16" = 1'-0"

SOUTHEAST PLAZA ENTRY

3 / 3.6 SOUTH PLAZA ELEVATION

1/16" = 1'-0"

2 / 3.6 NORTH PLAZA FACADE

1/16" = 1'-0"

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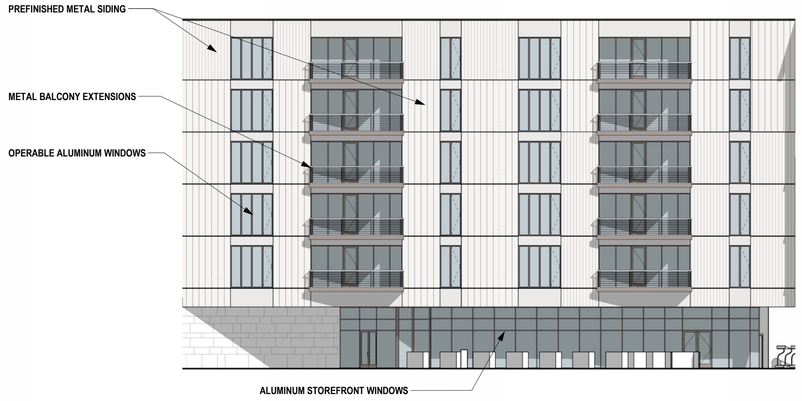
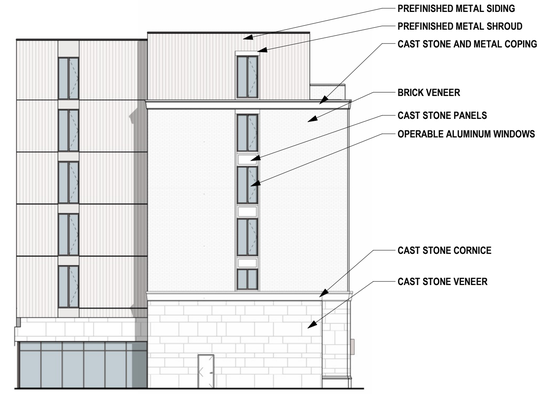


1 3.8 **NORTH COURTYARD**
1/16" = 1'-0"

2 3.8 **NORTH COURTYARD**
1/16" = 1'-0"

3 3.8 **NORTH COURTYARD**
1/16" = 1'-0"



4 3.8 **NORTH COURTYARD**
1/16" = 1'-0"

5 3.8 **EAST ELEVATION**
1/16" = 1'-0"

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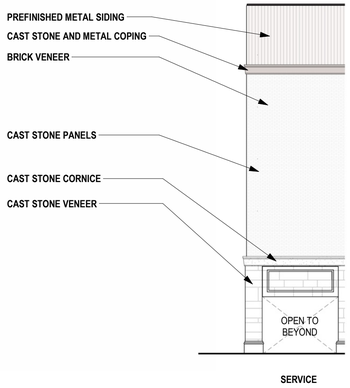
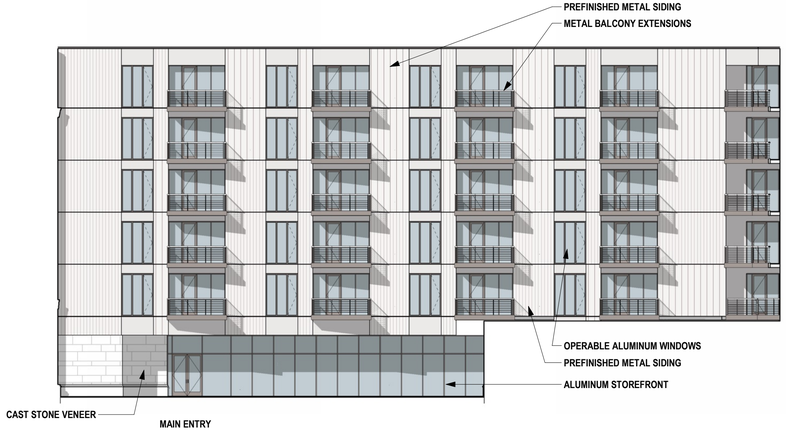


1 3.9 SOUTH PLAZA

1/16" = 1'-0"

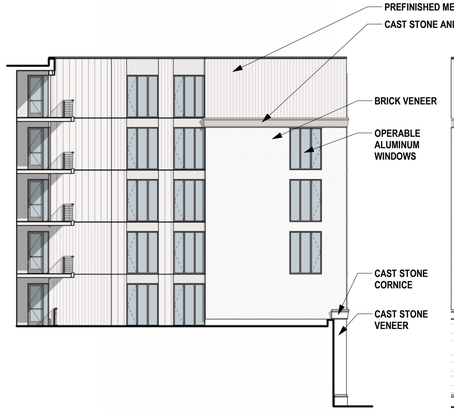


2 3.9 SOUTH PLAZA

1/16" = 1'-0"

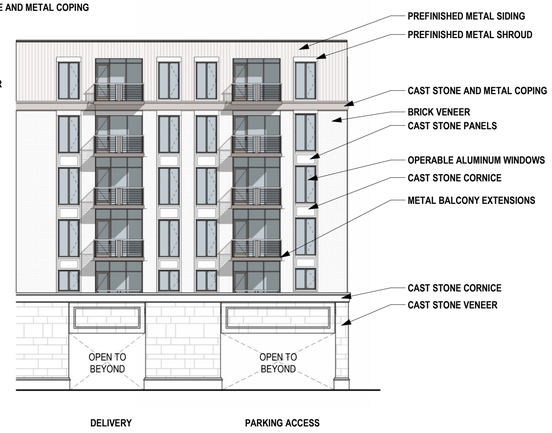
3 3.9 SOUTH PLAZA

1/16" = 1'-0"



4 3.9 SOUTH PLAZA

1/16" = 1'-0"



5 3.9 SOUTH PLAZA

1/16" = 1'-0"

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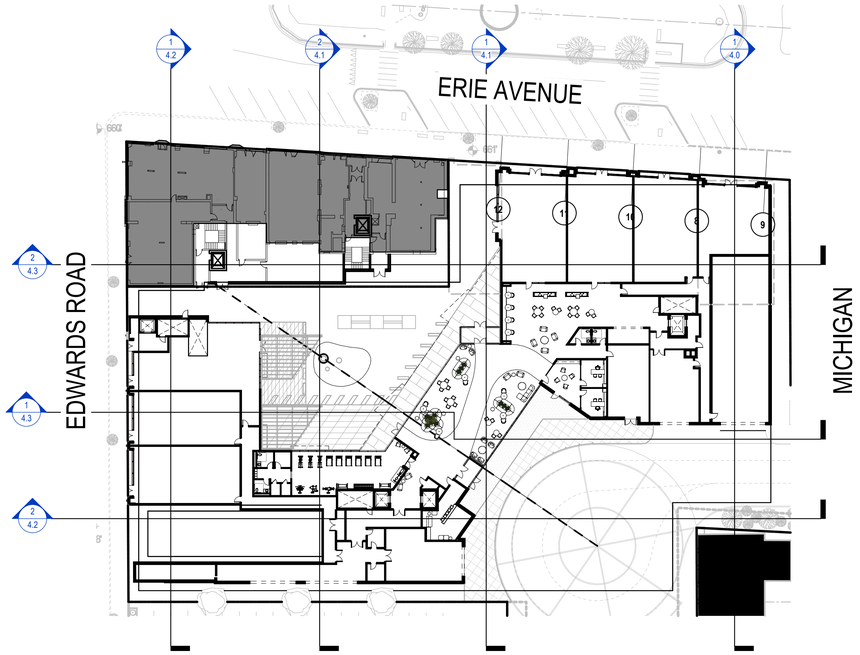
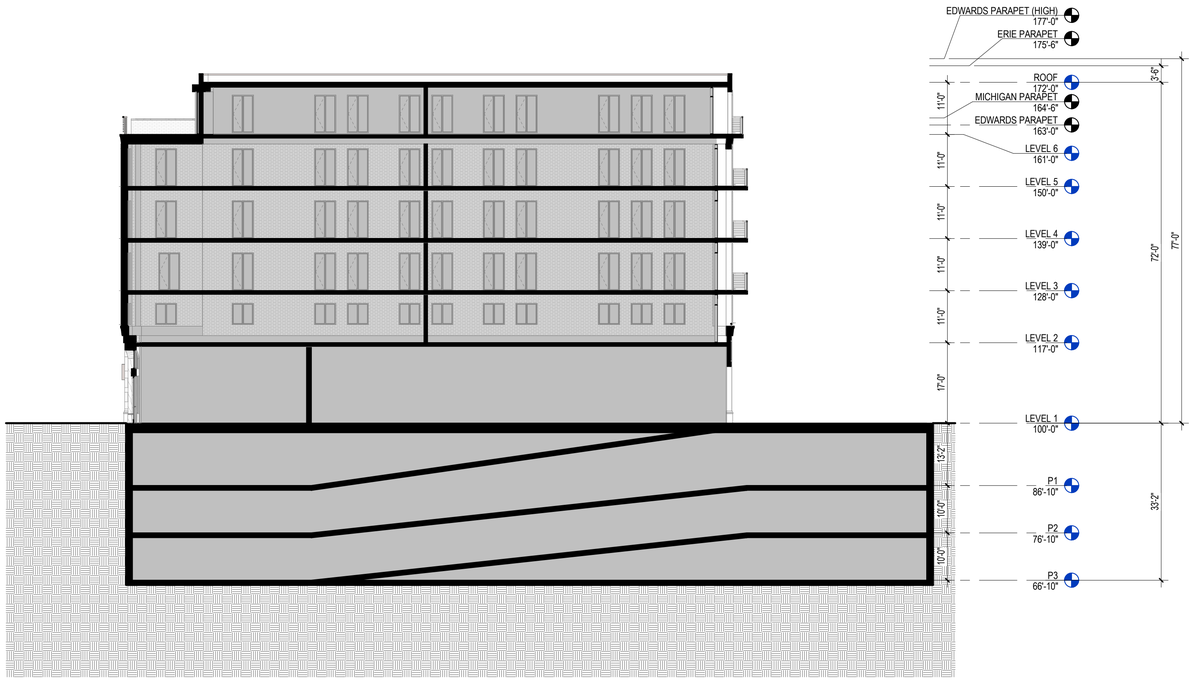


3 4.0 **FIRST FLOOR PLAN**

1" = 40'-0"



1 4.0 **SECTION 1**

1/16" = 1'-0"

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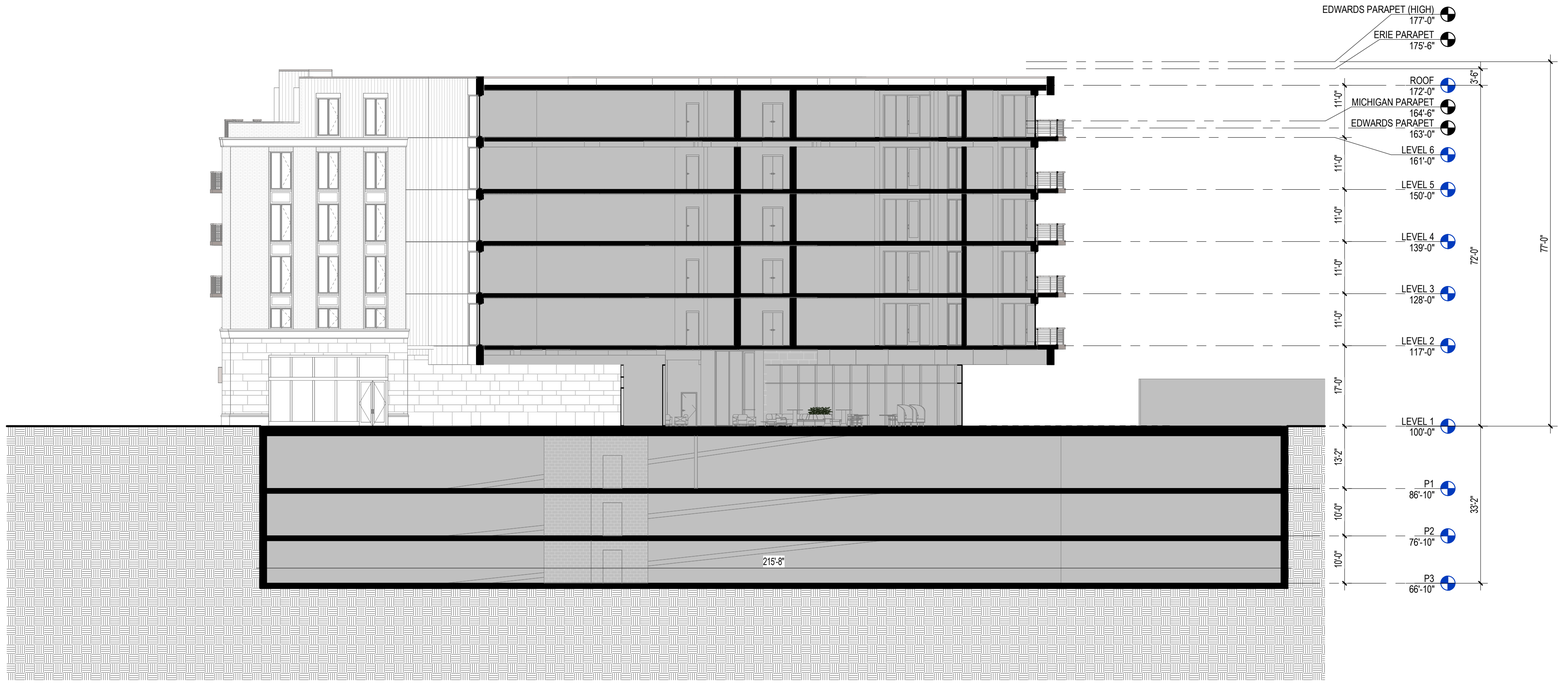
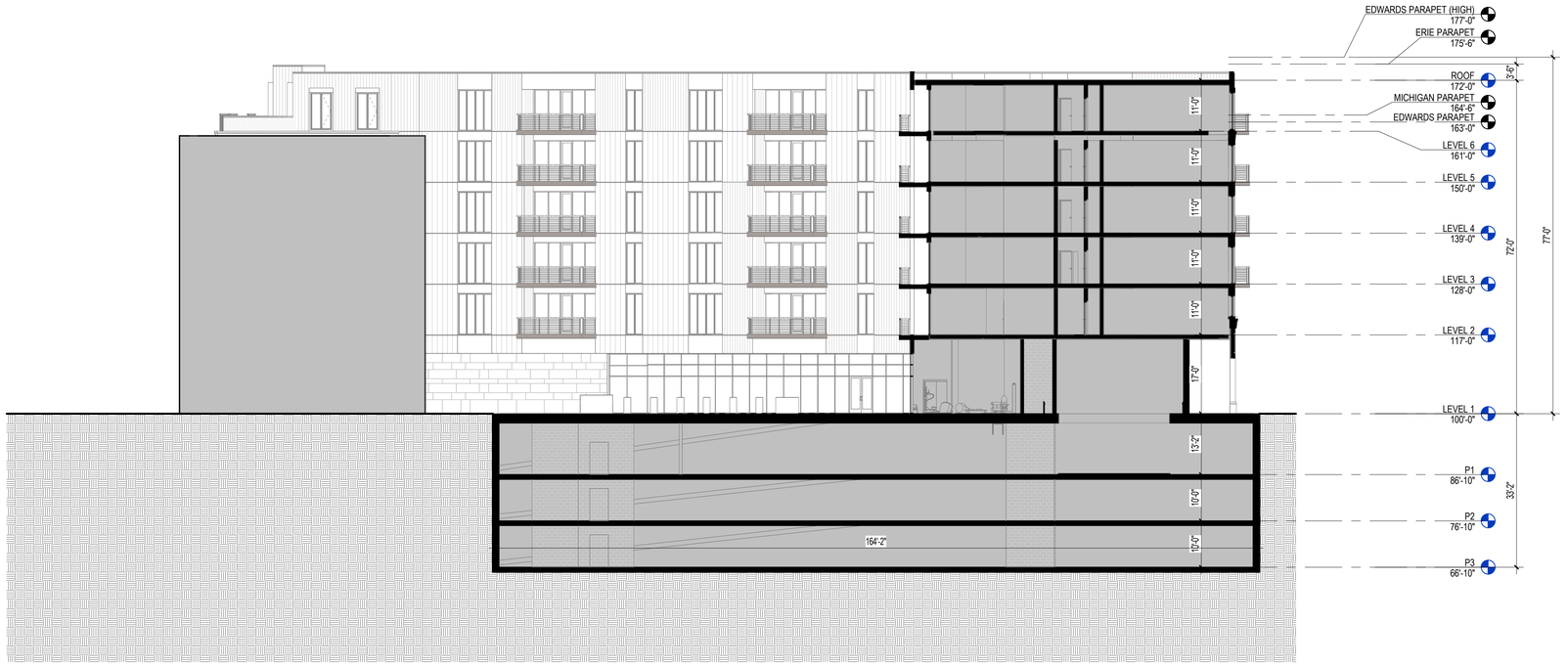


1 / 4.1 **SECTION 3**

1/16" = 1'-0"



2 / 4.1 **SECTION 4**

1/16" = 1'-0"

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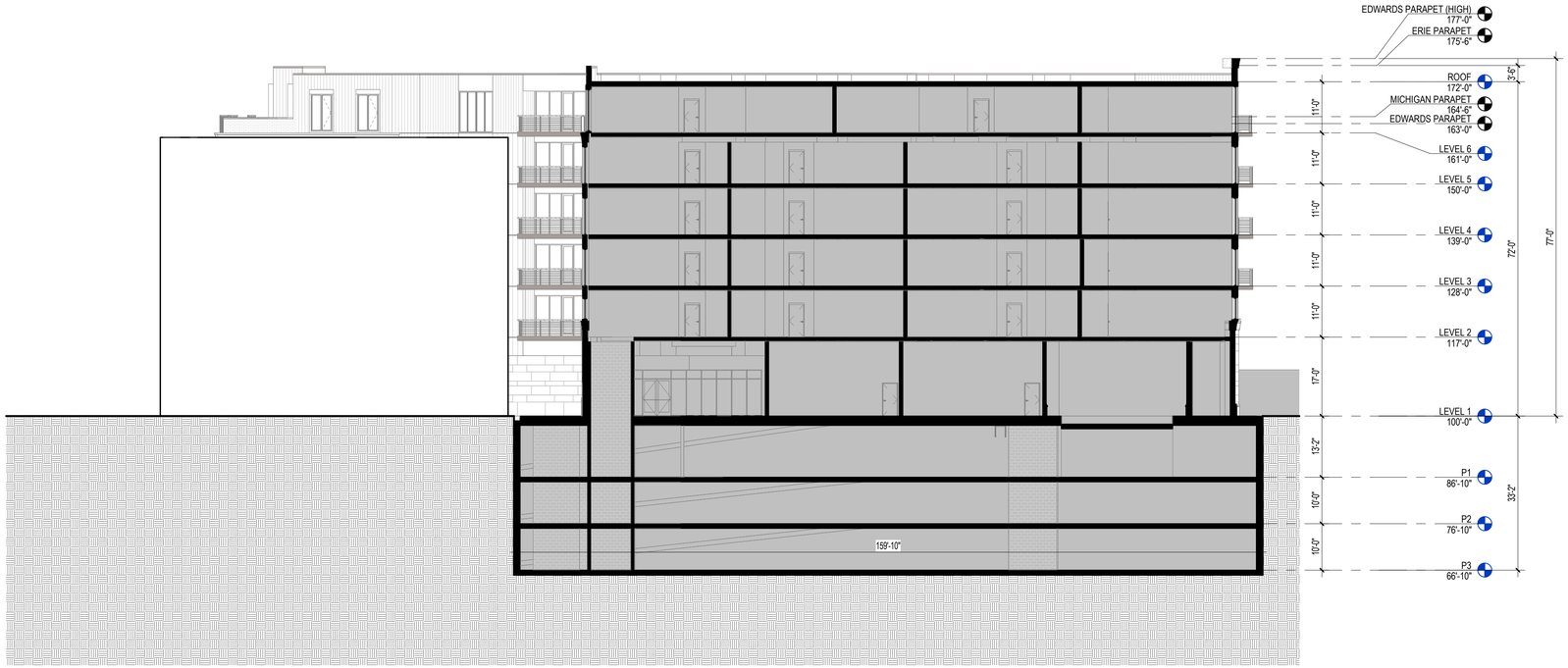
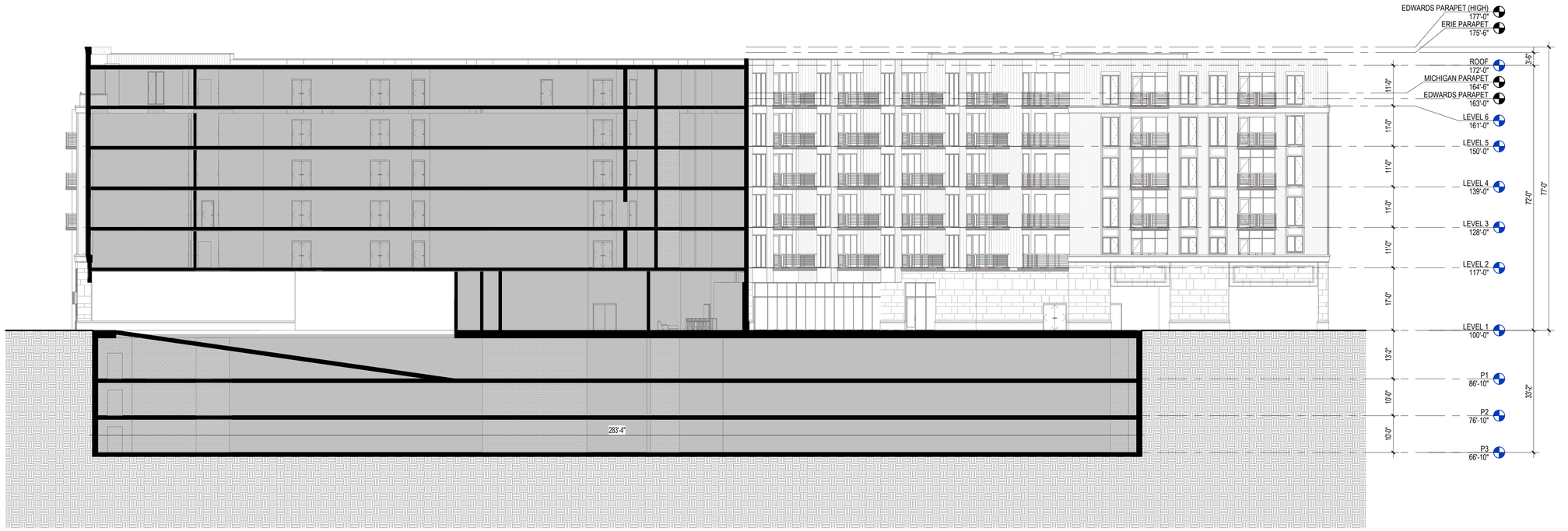


1 / 4.2 **SECTION 5**

1/16" = 1'-0"



2 / 4.2 **SECTION A**

1/16" = 1'-0"

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SECTIONS

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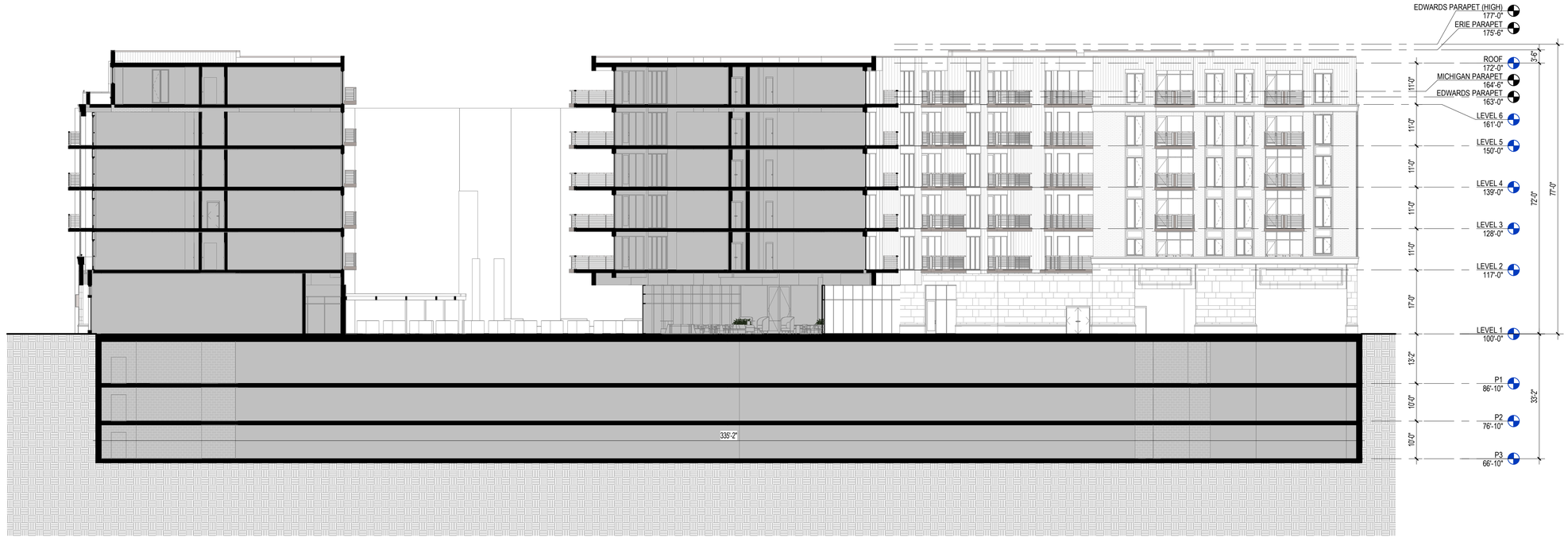
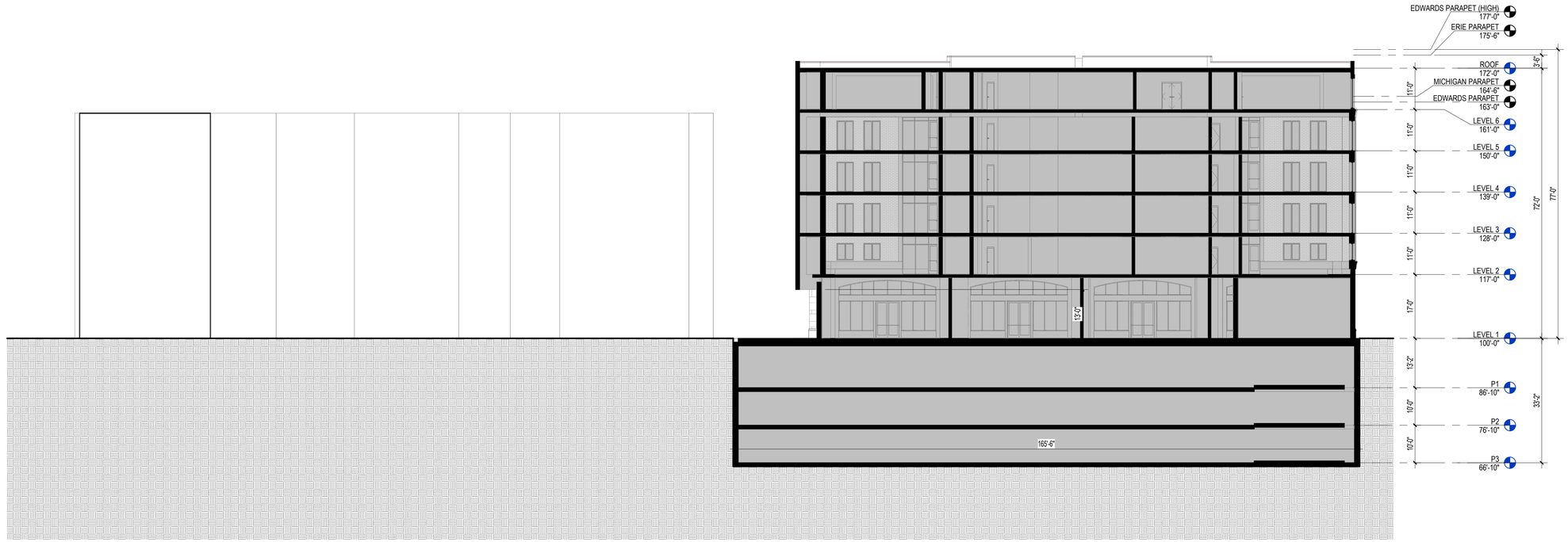


1 / 4.3 **SECTION B**

1/16" = 1'-0"



2 / 4.3 **SECTION C**

1/16" = 1'-0"

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NORTH ELEVATION (ERIE) FROM ACROSS STREET

NORTH ELEVATION (ERIE) FROM WEST

NORTH ELEVATION (ERIE) FROM EAST

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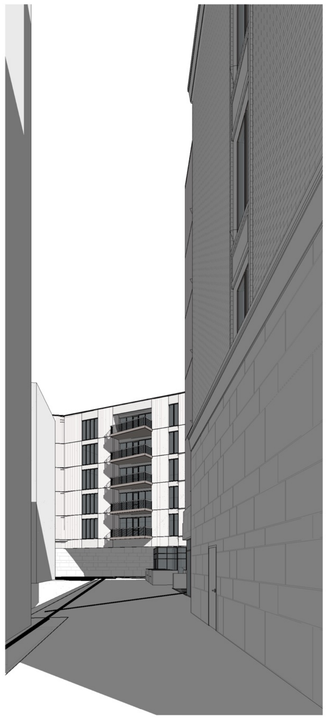
WEST ELEVATION (EDWARDS AVE)

WEST ELEVATION (EDWARDS)



COURTYARD VIEW

MICHIGAN AVE. PERSPECTIVE

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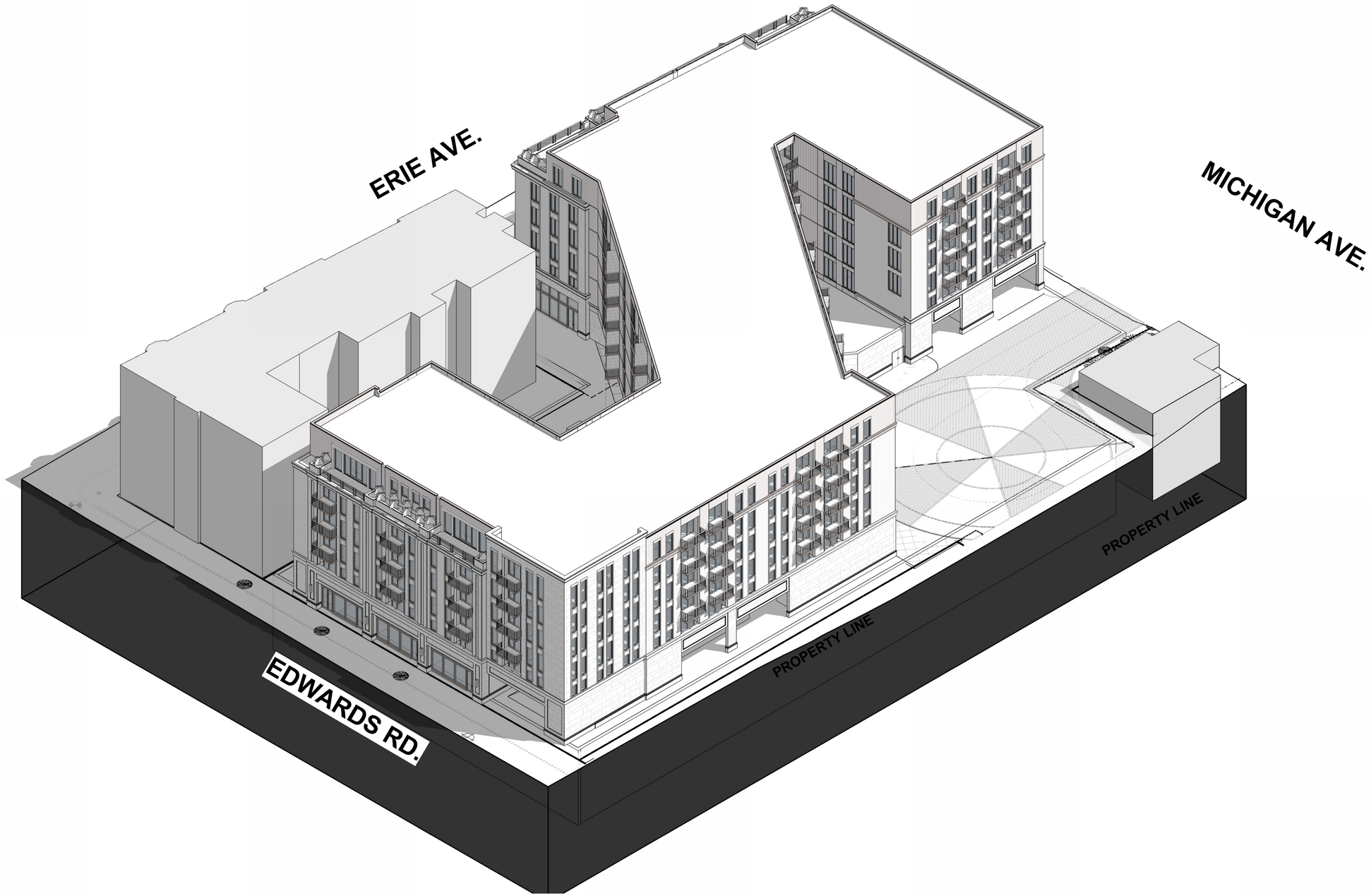

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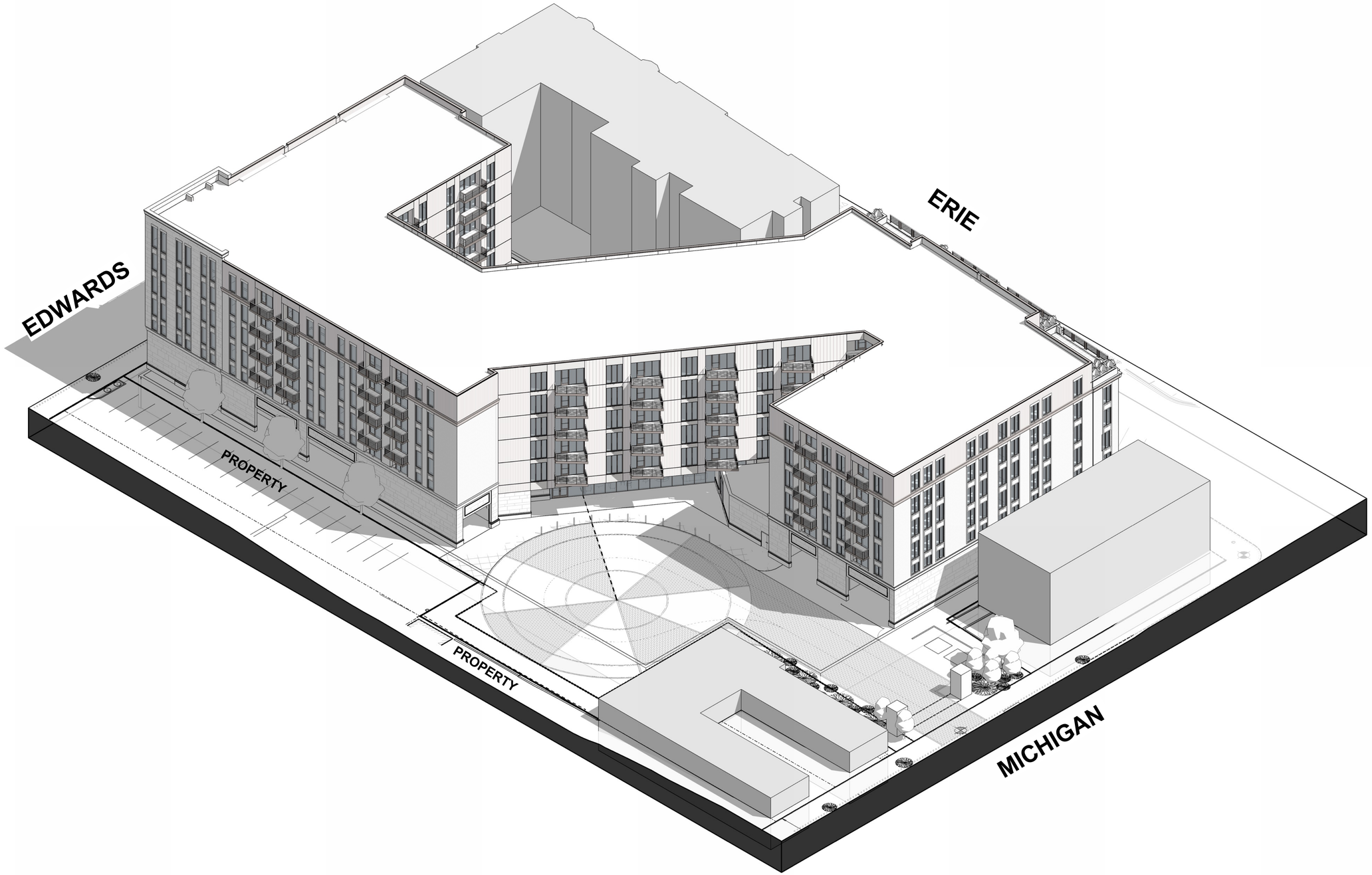

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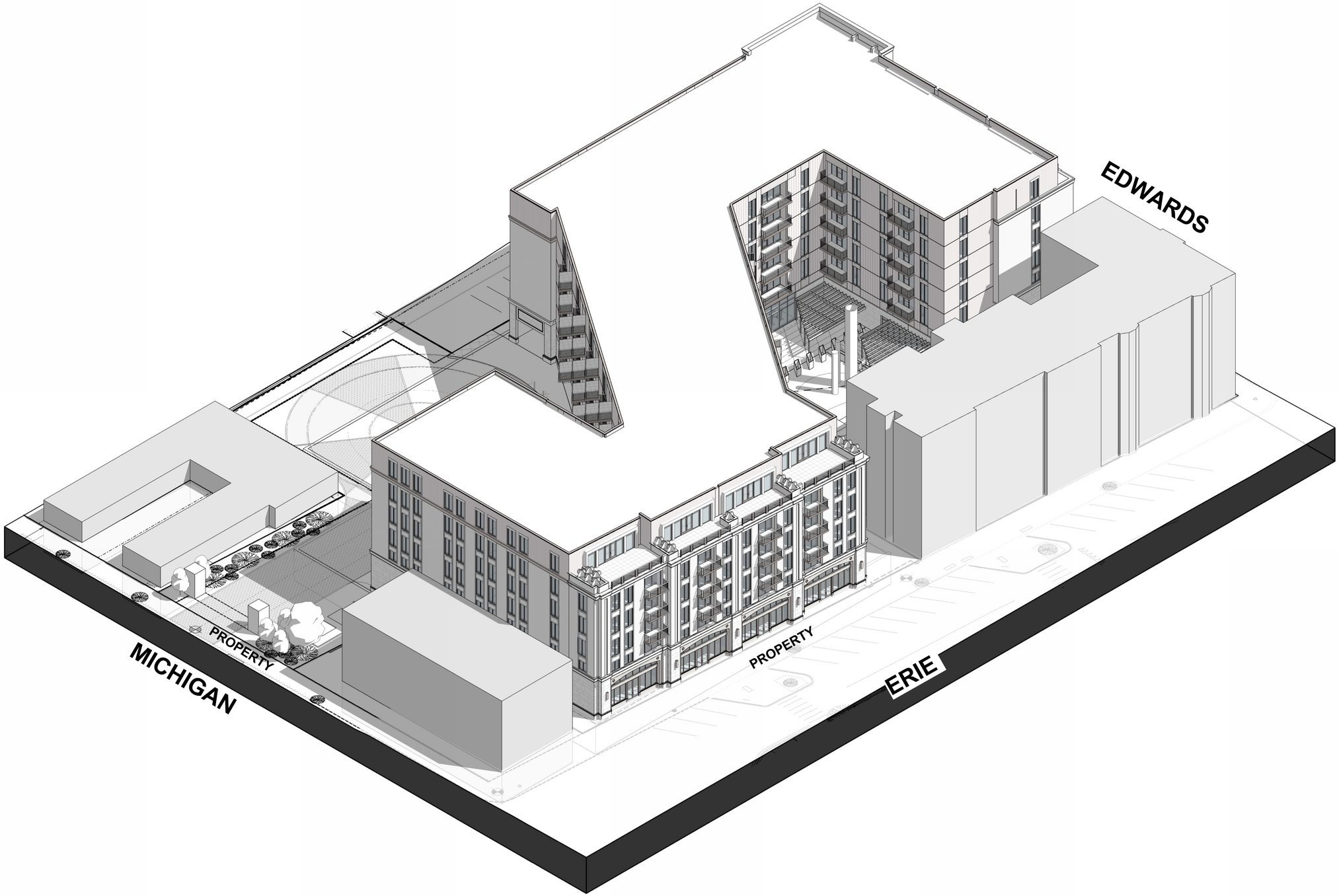

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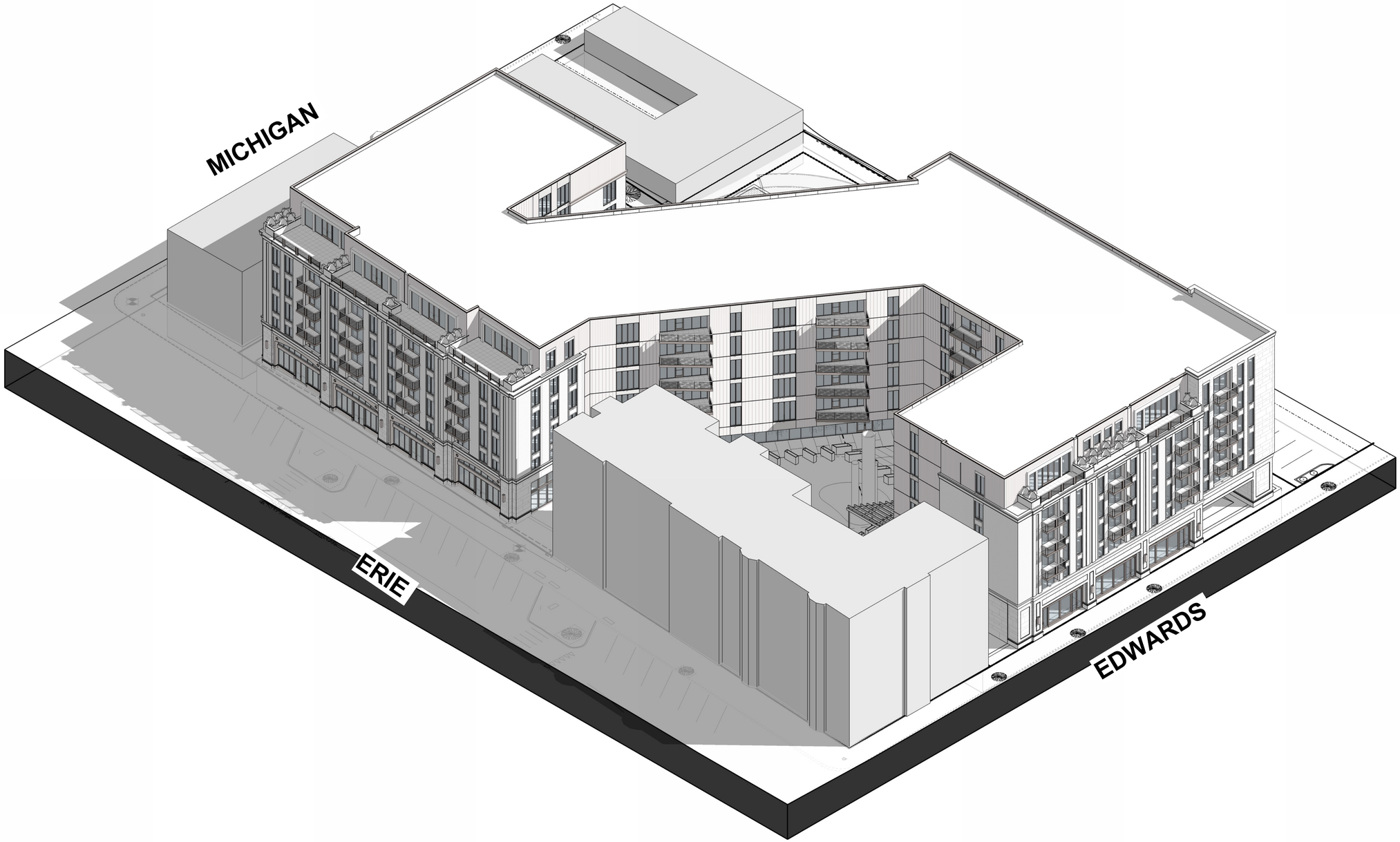

NW AXON_OPTION 1

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