



Anna Albi
Councilmember

April 10, 2025

HPSRD LLC –

Thank you for the information you have shared with the City Administration and City Planning Commission regarding your request for the City to rezone the real property located at 2719 Erie Avenue to Planned Development District No. 103. I have been hearing from hundreds of residents in the Hyde Park Community about this project via calls, emails, and in-person public comment and meetings.

One area of concern I have heard repeatedly is about the health and longevity of Hyde Park Square businesses before, during and after construction, if this zone change is approved. Given your stated goal for this project is to “reinvigorate the heart of the neighborhood,” could you please respond to the below:

- If approved, what is HPSRD’s plan to support businesses in Hyde Park Square during construction, including businesses located in HPSRD-controlled property and in the surrounding Hyde Park Square area? Please include any specifics around how HPSRD will support businesses that need to be relocated during construction.
- If approved, what is HPSRD’s plan to communicate construction updates with businesses in Hyde Park Square, including the timing of any potential road closures?
- If approved, what is the projected timeline for construction? Please give HPSRD’s best estimate for the length of construction.
- If approved, what is HPSRD’s plan to fill the new and refurbished retail spaces in a timely manner? Please provide insight into whether HPSRD intends to create white box or gray box spaces for potential new retailers to rent.
- If approved, do you plan to ask the City of Cincinnati for any financial incentives for either the demolition or construction of this project?



Anna Albi
Councilmember

- If approved, how many parking spaces would be available for the general public in the 2719 Erie Avenue garage? Would visitors to the Square have to pay for parking there?
- If approved, what assurances can HPSRD provide that it will adhere to commitments made to the Hyde Park community?
- Please respond to concerns from residents that businesses were “forced out” in preparation for this development.
- If not approved, does HPSRD plan to re-submit with an alternative design for a Planned Development or proceed with a design within the current zoning?

As I consider the rezoning request before City Council, I am concerned about how we can ensure businesses will survive any potential setbacks caused by major construction in Hyde Park Square, as well as the potential of vacant retail on the Square for an elongated period of time after construction is complete.

In addition to concerns around local business, I have also heard from community members about pedestrian safety. Could HPSRD provide a written update regarding discussions with the Hyde Park Community Council and/or Hyde Park Business Chamber regarding possible solutions to address pedestrian safety?

I request that you please provide a written response to the above questions by 11:59 pm on Friday, April 18 ahead of the Equitable Growth and Housing committee meeting on April 22. Thank you for your cooperation as I carefully consider the important decision before me.

Anna Albi (she/her)
City Council Member
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HPSRD, LLC

April 17, 2025

Anna Albi
Council Member

Cincinnati City Council
801 Plum Street
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RE: Response to Questions Regarding Hyde Park Square Redevelopment

Dear Council Member Albi,

Thank you for your thoughtful questions and for the opportunity to address each one in detail. We value your leadership on the Council and your dedication to ensuring that development aligns with Cincinnati's values and priorities.

As you know, the proposal is a Concept Plan only, and Council is reviewing a high-level framework to begin the formal design process. If approved, our next steps will involve hiring the local project architect, who will work to craft actual building designs. Throughout this design process, we will continue to engage with the community monthly for input and feedback. Once we have a final plan with detailed imagery, we will return to the Planning Commission for final approval. We anticipate the design phase to take approximately 6 months.

Below are our responses to your specific questions:

- 1. If approved, what is HPSRD's plan to support businesses in Hyde Park Square during construction, including businesses located in HPSRD-controlled property and the surrounding Hyde Park Square area? Please include any specifics around how HPSRD will support businesses that need to be relocated during construction.**

We understand how critical Hyde Park Square's small businesses are to the community and supporting them through this process is one of our top priorities.

To clarify up front, no tenant has been displaced early or forced out of their space before the end of their lease. Most leases at this site are structured as month-to-month agreements, allowing either the tenant or landlord to choose not to renew after the agreed-upon notice period. In each case where a lease has ended, we have complied fully with the lease terms and managed transitions respectfully. Where applicable, we've provided compensation or flexibility consistent with those terms. Several tenants chose to relocate for independent reasons, such as retirement, changes in business strategy, or lease expirations. Others have remained with our support.

We are dedicated to collaborating directly with any tenants impacted by future construction. In particular, we have contacted the commercial tenants in the À L'aise building, which is scheduled for historic renovation and restoration, to inform them of the upcoming changes and assist in identifying temporary space during construction. We plan to provide rent reductions to them during this period to help ease the transition. We also plan to give opportunities for long-term leases in the new development for the month-to-month businesses that want to return once the designs are finalized.

We must all acknowledge that last summer, the City's infrastructure work severely disrupted the Square's access. We want to collaborate with the City to learn from those efforts and are willing to mirror or partner on similar support initiatives.

Finally, once our construction firm is contracted, we plan to launch a public-facing project website—probably using a platform like CoUrbanize—to share regular updates and keep everyone informed.

2. If approved, what is HPSRD's plan to communicate construction updates with businesses in Hyde Park Square, including the timing of any potential road closures?

All closures will be governed by a City-approved Professional Maintenance of Traffic Plan (PMTP) developed by a third-party safety and traffic control firm. The results of this approved plan will be communicated once our construction partner is selected and the permit is approved.

We will also coordinate with our construction partner to provide updates via a public website in collaboration with CoUrbanize. This site will be a real-time hub for updates, schedules, and public notices. In coordination with our approved closure permits and PMTP, our construction partner will be tasked with applicable street-level signage to provide 48-hour advance notice of sidewalk, road, or any other closure.

We intend to use phased construction methods that allow portions of the site to remain accessible while others are active. Our goal is to reduce street-level disruption by relocating construction staging into the footprint of the garage as early as possible, further minimizing the impact on surrounding businesses. Upon completion of certain levels and meeting requirements of the City of Cincinnati's Policy Directive #5, our construction partner will begin to occupy the lower levels of the structure temporarily will support functions and materials staging, further reducing the need to operate outside the footprint of the Project.

3. If approved, what is the projected timeline for construction? Please give HPSRD's best estimate for the length of construction.

Detailed design will commence after receiving preliminary PD approval.

The design process will be phased to allow the below-grade portions of the project to progress concurrently with the above-grade structure's design and approval process.

Initial design efforts will focus on the below-grade garage, followed by the above-grade structures. These preliminary design activities will take approximately nine months to develop permit-ready drawings to initiate the process, followed by subsequent design phase submissions to finalize permitting for the above-grade structure.

Total active construction is expected to last approximately 28 to 30 months from the approval of below-grade permits and the start of construction.

4. If approved, what is HPSRD's plan to fill the new and refurbished retail spaces in a timely manner? Please provide insight into whether HPSRD intends to create white box or gray box spaces for potential new retailers to rent.

Our ultimate leasing strategy and tenant mix can not be finalized until we secure the preliminary PD approval, as we still do not know the exact spaces we will be able to deliver until the preliminary PD is approved and the design process begins.

Our priority is attracting the best local operators—businesses that reflect the spirit of Hyde Park Square. We are also open to regional tenants with a strong reputation and the right cultural fit. We've received significant preliminary interest, though no commitments will be made until we have clarity on the deliverables.

One of our partners, Lisa Scovic of NorthPointe, previously led 3CDC's retail leasing efforts in Over-the-Rhine from 2008 to 2013. Her experience bringing thoughtful, local-focused retail to life in complex urban environments will guide our approach.

Delivery methods will vary based on tenant needs—restaurants may require cold, dark shells, while traditional retailers might receive more white box finishes. We are financially prepared to offer competitive buildout packages to attract quality tenants and support lease-ups. Appropriate tenant improvement (TI) packages will be promoted early in the pre-leasing process to attract prospective tenants and bolster lease-up efforts. We are market players in this space, and looking at our other local mixed-use properties, you'll see very little to no vacancy. We plan to bring that same commitment and care to Hyde Park Square.

5. If approved, do you plan to ask the City of Cincinnati for any financial incentives for either the demolition or construction of this project?

Currently, we have not requested any incentives from the City.

However, we will likely need some support—similar to what the City has provided for other significant projects—but only after the final scope and costs are determined. Any request would follow the appropriate public process.

Our focus is on creating a sustainable project that generates long-term value for Hyde Park and the City, and we are dedicated to keeping the City staff informed.

6. If approved, how many parking spaces would be available for the general public in the 2719 Erie Avenue garage? Would visitors to the Square have to pay for parking there?

The current parking lot on the site is not open to the general public—it is rented monthly and unavailable to hourly users like the meter or the City lot on the other side of the square. The À L'aise building also currently lacks parking for its residents.

Our proposal's new underground garage and parking ratios will offer approximately 350 spaces (over double the current code), including over 100 for general public use—more than Hyde Park Square has ever had in one location. The garage would follow the City's approach to public parking, including standard rates.

Aerial research from Walker Parking Consultants confirms at least 255 existing public parking spaces within a 3–5-minute walk of the Square. By relocating resident and employee vehicles to our garage, more street and lot spaces will be available for shoppers and visitors.

7. If approved, what assurances can HPSRD provide that it will adhere to commitments made to the Hyde Park community?

This Concept Plan is just the beginning. The Final Development Plan (FDP) process will include detailed architecture, traffic plans, and additional public input. City review and Hyde Park's Urban Design Overlay District (UDOD) will ensure alignment with the neighborhood's character.

For example, in our community agreement with Madisonville, we followed a similar engagement process and met every commitment made to the community. We invite you to confirm this with the Madisonville Community Council.

To further support transparency, we've engaged CoUrbanize to track community feedback and progress as an independent third party.

We've also committed to hiring a local, Cincinnati-based architect for the final design. In addition, we are forming a design review board of neighborhood-based commercial real estate professionals with backgrounds in architecture, real estate, and commercial development. These layers of local oversight ensure we remain accountable from start to finish.

8. Please respond to concerns from residents that businesses were “forced out” in preparation for this development.

Concluding a lease at its natural expiration differs from a forced removal, and we have honored every lease. Many tenants who departed did so through non-renewals of month-to-month leases—a mutual right available to both landlord and tenant. These lease types offer flexibility for both parties, and none were ended prematurely.

More specifically, one tenant has retired, another has consolidated operations, and one space was under bank receivership when acquired. Finally, we exercised a lease clause in one instance, as outlined in the assignment agreement during the business acquisition. This enabled us to compensate them for their relocation, which we have done. We are also happy to provide that documentation.

In all cases, tenants have received more notice of our process and intentions than required.

9. If not approved, does HPSRD plan to re-submit with an alternative design for a Planned Development or proceed with a design within the current zoning?

We believe that, based on decades of industry experience in complex commercial real estate deals, this plan effectively captures the objectives of the current Hyde Park Plan (1983), the Hyde Park Square NBD Urban Design Plan (1984), Plan Cincinnati, the Green Cincinnati Plan (2023), and the commitment of City staff, along with nationally recognized urban planners, architects, and engineers. Together, we are united in a single goal: strengthening Hyde Park Square for the next generation.

After consulting with city staff, we specifically selected the PD process because it allows for better design, broader public input, and shared community outcomes, including the only legal way to include a hotel.

If this plan is denied, we could proceed with a by-right development under the current zoning—four-story apartments, no hotel, code-compliant parking at roughly half our proposed concept PD ratios, no public plaza, and no formal community input. We’ve already taken that route on Wasson Way (ILA), where we built a code-compliant project and still faced opposition. This time, we chose a more collaborative approach that allows public voices to help shape the future of the Square.

10. Could HPSRD provide a written update regarding discussions with the Hyde Park Community Council and/or Hyde Park Business Chamber regarding possible solutions to address pedestrian safety?

We recognize that pedestrian safety is a significant concern, particularly near Hyde Park School and the Square. From the beginning of this process, we’ve acknowledged the existing traffic and safety challenges beyond our control, regardless of whether a development occurs, and have made a sincere effort to address them proactively.

We commissioned a third-party traffic study from Bayer Becker, which we were informed was the first comprehensive examination of traffic conditions in this part of Hyde Park. This study now provides a data-based foundation that the City and the neighborhood can continue to utilize going forward.

DOT reviewed the study and concluded that the proposed development would have “minimal impact” on existing travel conditions. In addition to our collaboration with the City, we have initiated discussions directly with Cincinnati Public Schools and Hyde Park Elementary to explore long-term solutions that prioritize student safety during and after construction.

Over the past nine months, we’ve made several tangible changes in response to community input:

1. Agreed to split the larger rear building into two visually distinct façades to reduce scale and improve contextual fit.
2. Adjusted our upper floor building setbacks to match or exceed those of nearby structures.
3. We reduced our maximum building height to 80 feet before going to the Planning Commission, matching community preferences stated throughout 2024.
4. Relocated the proposed driveway further away from Erie to improve traffic flow and pedestrian visibility—an item raised during public comment.

5. We have offered to fund design and infrastructure for HAWK beacons on Erie Avenue, although we were told they were no longer desired, and
6. We have committed to a City-approved Maintenance of Traffic Plan developed by a licensed third-party firm to ensure pedestrian and vehicle safety during construction.

While we've consistently attended Hyde Park Neighborhood Council meetings since last summer and participated in multiple public forums, we haven't received any formal, detailed feedback from the HPNC or Business Chamber regarding pedestrian safety or design adjustments. The most consistent concern has been that the project is "too big." Still, no specific safety plan adjustment or actionable design alternatives have been offered, making it challenging to transition from sentiment to solution in the concept plan presented. Without clear feedback, we've worked closely with City staff to implement the compromises outlined above to show we are trying to reach a solution.

To provide more transparency, here is the timeline of formal guidance we've received from neighborhood stakeholders:

1. **September 10, 2024** – HPNC advised a height limit not to exceed 80 feet.
2. **November 12, 2024** – HPNC passed a motion supporting a development "no taller than 3500 Michigan" (80 feet).
3. **January 1, 2025** – Hyde Park Square Business Association echoed that position in a letter to HPNC.
4. **January 7, 2025** – Our Concept Plan was submitted to the City, requesting a maximum height of 85.5 feet.
5. **January 14, 2025** – HPNC reversed its earlier position, asking for a new maximum matching the À L'aise building (approx. 62 feet).
6. **February 13, 2025** – In collaboration with City staff, we committed to a revised maximum height of 80 feet, matching all public guidance issued before our Planning Commission submission.

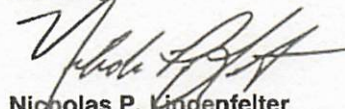
We have made every effort to respond constructively and in good faith. However, when feedback changes after submission from historic requests, addressing concerns or reaching a consensus becomes more challenging.

This project remains in the Concept Plan phase. If approved, the Final Development Plan will require additional public engagement, refined design, and another round of City approvals. We are hopeful that the Final PD phase will allow deeper, more detailed collaboration with residents, schools, and local leaders, enabling us to enhance safety, walkability, and long-term vitality for the entire community.

We remain committed to being part of the solution, not just today, but for future generations.

We appreciate your time, consideration, and leadership. Please let us know if you have any additional questions.

Sincerely,

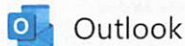


Nicholas P. Lingenfelter
Chief Development Officer, PLK Communities



Lisa Scovic
NorthPointe Advisory Services, LLC

On behalf of HPSRD, LLC (PLK Communities, The Loring Group, and NorthPointe Group)



Thank you for having us + a few follow up items

From Albi, Anna <anna.albi@cincinnati-oh.gov>

Date Fri 4/11/2025 4:22 PM

To hpncpres@gmail.com <hpncpres@gmail.com>

Cc Walsh, Seth <seth.walsh@cincinnati-oh.gov>; Yee, Sydney <sydney.yee@cincinnati-oh.gov>; Blandford, Zach <zach.blandford@cincinnati-oh.gov>; Pine, Joshua <joshua.pine@cincinnati-oh.gov>

Dear Hyde Park Community Council,

Thank you for taking the time to host us at the listening session! We appreciate you all taking the time to share your perspective and concerns with the proposed Hyde Park Square development.

First of all, we wanted to share some information to address several of the concerns that were raised:

1. **Edwards On-Street Parking/Pedestrian Safety:** Several residents raised concerns around the developer's Traffic Impact Study (TIS) which recommended removing on-street parking on Edwards Rd to potentially improve traffic flow. We followed up with our Department of Transportation and Engineering (DOTE) who provided us with the following response which confirms that the removal of on-street parking on Edwards Rd is **not** being recommended.

"DOTE TIS review shows proposed development will have minimal impact to existing traffic, including along Edwards Rd.

- *DOTE recommends no changes to pavement markings and on-street parking along Edwards Road.*
- *Pedestrian Safety features can be identified and implemented with the development as streetscape design moves forward.*

DOTE has observed Hyde Park pick-up operations and met with Christopher Burkhardt (Cincinnati Public Schools COO) and Jill Sunderman (HPS Principal) to share a proposed solution.

- *The proposed solution is all within the CPS property, therefore, it is on CPS to implement. DOTE also sees any current issues with the Hyde Park School operation as a separate issue from the proposed development traffic.*
- *DOTE agreed to restrict 5-6 parking spaces along the school property on Edwards Rd from 12p-3p to help alleviate traffic concerns and improve safety."*

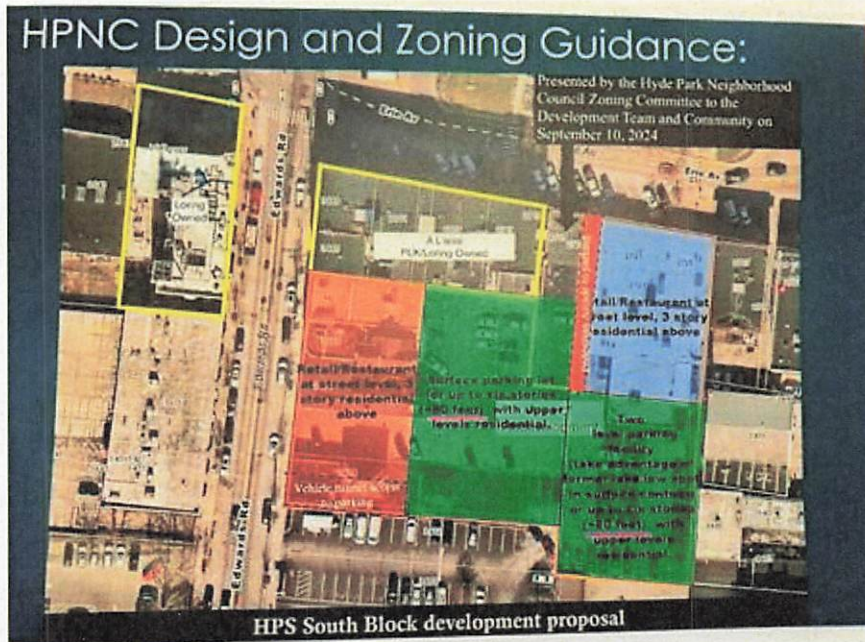
2. **Infrastructure/Sewer capacity:** There were concerns about the impact that this development might have on the overall infrastructure and sewer capacity of the neighborhood, and we wanted to share the

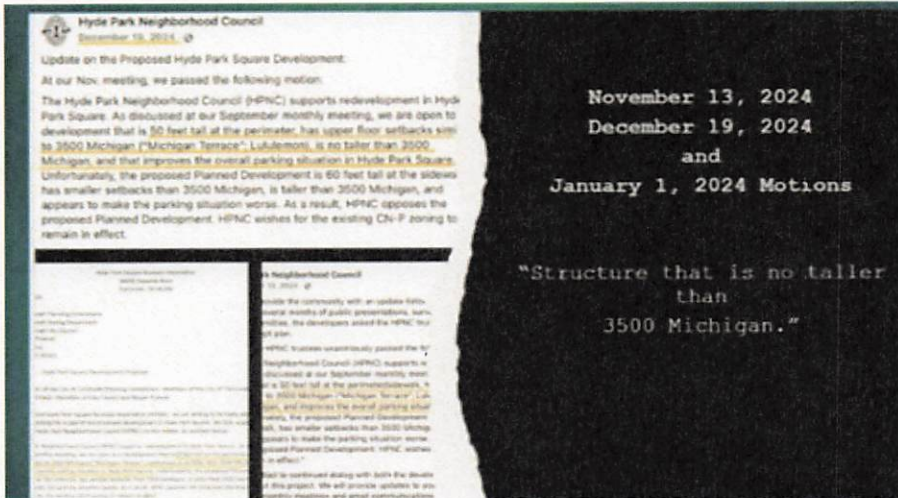
following information included in the Planning Commission Packet from March 7:

- *The proposed development will overwhelm existing sewer infrastructure and is not able to be constructed due to a high underground water table.*
 - MSD reviewed and conditionally approved the applicant's request for sewer availability for the project (Exhibit I) and stated that it will continue to work with the development team on stormwater detention before granting any final approvals. However, they also stated that the current site does not have any known detention system, and because any new development on the site will need to comply with MSD's Rules and Regulations, the new development will help to improve the stormwater capacity situation in the neighborhood. Additionally, the applicant team has provided geotechnical analysis from a Professional Engineer stating that the underground parking garage could be constructed down 25-feet using conventional means but would require more extensive measures further down (Exhibit K). The applicant will need to provide more technical details for both items during the PD Final Development Plan submission, which will need to go through the CSR process again.

Additionally, we also had a few questions for the Hyde Park Community as we consider this project:

1. During the developer's presentation to the Planning Commission on March 7, they shared these two slides which seem to indicate an openness to the building being at 80 feet with setbacks at the ground level. Could you provide clarification on the feedback that was provided in this graphic below and why this may have changed?





2. Separate from the feedback on the height of the building, what specific concerns and/or requests have you shared with the developer team in the following areas, and what response have you received back?

- Pedestrian safety
- Support and communication with businesses before, after and during construction
- Parking

Thank you again for hosting the listening session! Have a great weekend.

Best,

Councilmember Anna Albi & Councilmember Seth Walsh

Anna Albi (she/her)

City Council Member

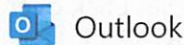
anna.albi@cincinnati-oh.gov

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[External Email] Re: Thank you for having us + a few follow up items

From HPNC President Tommy McEvoy <hpncpres@gmail.com>

Date Mon 4/21/2025 3:05 PM

To Albi, Anna <anna.albi@cincinnati-oh.gov>

Cc Walsh, Seth <seth.walsh@cincinnati-oh.gov>; Yee, Sydney <sydney.yee@cincinnati-oh.gov>; Blandford, Zach <zach.blandford@cincinnati-oh.gov>; Pine, Joshua <joshua.pine@cincinnati-oh.gov>

 1 attachment (2 MB)

HPNC Position Summary.zip;

External Email Communication

Council Members Albi & Walsh,

Apologies for the delay here. I was compiling all the information I could to answer your questions. I know you have also reached out to our counsel so please take this in combination with their reply.

Also, please review the attached material, as it helps explain each of these positions very well.

For the slides from the Developer March 7th presentation, here are some incredibly important points:

- The Sept presentation was a concept, not vetted by the community or voted on by HPNC
- The Sept concept was 50 feet tall at the perimeter. The 80 ft tall portion was set back over 60' from public ROW and allowed only to facilitate flexibility for extra parking
- The Sept concept did not mention a hotel
- The Sept concept did not mention of a new street
- The current PLK concept is taller than 50' at perimeter, the step backs to 80 feet tall are minimal and inadequate, the parking is less than needed for the proposed development and we don't want the hotel. It isn't anything close to the Sept concept.
- The zone change to PD was never part of the Sept concept, any additional height would be allowed by variance.

So in summary:

- **Slide:** The slides referenced in the Developers' presentation from March 7th took much of what we had said out of context. The slide they used was one of about 15 slides from a very rough draft presentation that a member of HPNC delivered at our September meeting. It was never voted on by HPNC, or the neighborhood, and represented a very rough draft concept that hadn't been put in front of anyone other than HPNC's Zoning Committee. It did not represent the position of HPNC, and the first or second slide in the full deck from which it was pulled (which you can find on the website) states as much.

- The Sept presentation was a concept, not vetted by the community or voted on by HPNC
- The Sept concept was 50 feet tall at the perimeter. The 80 ft tall portion was set back over 60' from public ROW and allowed only to facilitate flexibility for extra parking
- The Sept concept did not mention a hotel
- The Sept concept did not mention of a new street
- Most importantly, the zone change to PD was never part of the Sept concept, any additional height would be allowed by variance.
- **Motions:** The referenced motions all took place before we worked extensively with the broader neighborhood to learn what they wanted. This is the very point of engagement. We (HPNC) were told very early on what the developer wanted from us, and what they would be asking us for (height and use). We told them we would need time to engage the neighborhood and they ignored us. Our survey clearly indicated that the neighborhood wanted shorter buildings the adhered to established zoning, so our position evolved. And the more the neighborhood learned, the stronger they felt about adhering to established zoning. We did not "flip flop," as has been suggested. We listened to the neighborhood and our position shifted, and we have not shifted back since.

Regarding the dialogue with the businesses and neighbors, here's what I was able to compile:

- Pedestrian safety - Pedestrian safety is already disastrously bad on the square, and at Hyde Park School. We have requested details about what will be done to address each, very directly, and we have not yet received a firm answer. They have shared ideas, but we have not yet received any agreement on what will be done.
- Support and communication with businesses before, after and during construction - Please see commentary below. We have also heard that many current PLK tenants cannot speak about this because they have signed NDAs with the development group or their landlords.
- Parking - The biggest concern we have with parking is that we (and you) still do not have a firm idea of how many spaces there will actually be. Each time the developer has joined us they have cited a different number. Their materials all cite different numbers, and each time they have joined us they give a different (inaccurate) number about the current number of spaces. All we want is a firm answer about how many spaces there will be so we can have a real conversation about whether they're adding or removing spaces when they account for all the spaces that will be reserved for their business and apartment tenants.

Also, here is feedback from the businesses that attended the sessions I mentioned. Others has said they do not want to go on the record.

Oct 29, 2024, HPNC special meeting – See “[hpnc_minutes_special_development_meeting_2024](#)”

- **Poeme manager, Jenn Millman** asked why the developers had not reached out to small businesses before the survey or since. PLK responded that they had met with the businesses. **To date, we (Poeme) have never heard from any of the developers, and they have never engaged with the Hyde Park Square Business Association.**

Jan 28, 2025, City Planning Zoom meeting

- **Poeme manager, Jenn Millman** requested that HPSRD visit the businesses on the Square to experience that businesses are thriving and active. They have never visited Poeme.
- **Poeme owner, Kristen Folzenlogen** addressed climbing sales since 2020, and noted a dip in sales during the construction of the Skyler. Questioned developer's efforts to provide solutions to prevent negatively impacting sales during construction. **No response from HPSRD.**
- **The Fig Leaf owner, Beth Rabiner**, questioned where contractors would be required to park during construction and noted that during the construction of a recent, smaller development of 12 units, contractor vehicles and equipment occupied street parking and limited accessibility to businesses. Also noted that

safety was a huge concern given the pedestrian traffic from three surrounding schools, and accessibility to/from the Fire Station. **No response from HPSRD.**

March 7th, City Planning Commission Meeting

- **Poeme manager, Jenn Millman** spoke and requested that an MOT be provided before breaking ground. In response to HPSRD's presentation stating that a 50 ft. building would be a "concrete block", Jenn Millman asked why a 50 ft. structure could not be attractive and meet zoning laws and the parameters set forth by the UDOD. **No response from HPSRD.**
- **Poeme owner, Kristen Folzenlogen** requested that HPSRD provide an MOT prior to breaking ground, and also asked what steps HPSRD is taking to maintain their buildings prior to construction, provide solutions for businesses that would be displaced during construction, and the terms of future leases once construction is complete. Will current small businesses be granted with rights of first refusal if currently residing in HPSRD properties. **No response from HPSRD.**

April 9th, Special "Listening Session" with Council Members Anna Albi and Seth Walsh, HPSRD was in attendance.

- **Poeme owner, Kristen Folzenlogen** spoke with Council Members prior to the listening session and asked who would be accountable to ensure that HPSRD's history of unethical, and in one instance, illegal practices, would be closely monitored and addressed to prevent future devastation to otherwise thriving businesses. Additional comments were made to address the false claims HPSRD made during the March 7th City Planning Commission meeting that they were working to support a projected list of 20+ small businesses, 12 of which had already been closed or displaced prior to this meeting. HPSRD did attend the listening session, however these comments were not expressed during the public forum due to time restrictions.

Best,
Tommy
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Tommy McEvoy

Hyde Park Neighborhood Council President

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Additionally, we also had a few questions for the Hyde Park Community as we consider this project:

- a. During the developer's presentation to the Planning Commission on March 7, they shared these two slides which seem to indicate an openness to the building being at 80 feet with setbacks at the ground level. Could you provide clarification on the feedback that was provided in this graphic below and why this may have changed