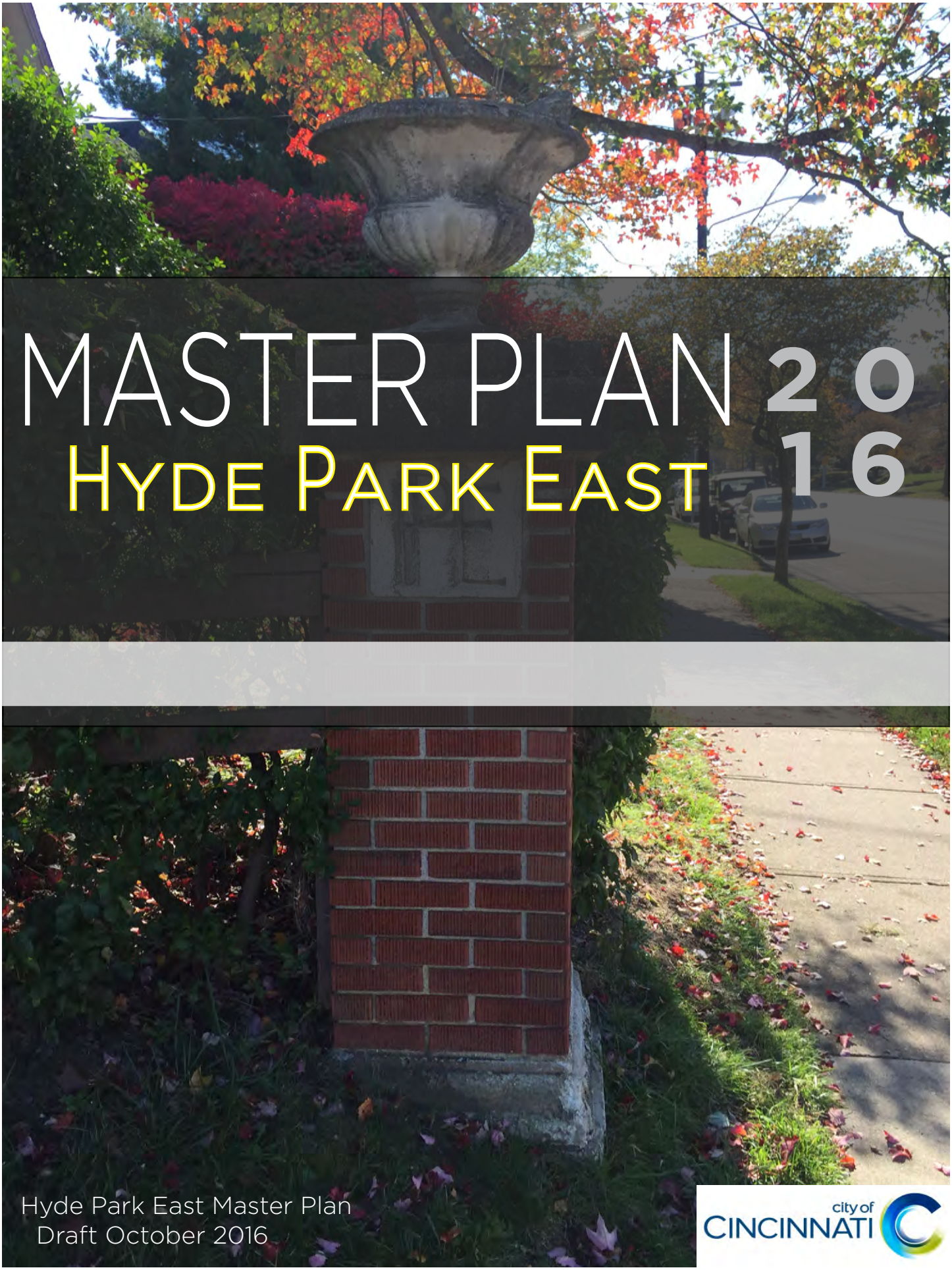

MASTER PLAN 2016

Hyde Park East

Hyde Park East Master Plan
Draft October 2016

city of CINCINNATI

Approved by HPNC on October 11, 2016

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ACKNOWLEDGEMENTS & DEDICATION

The Hyde Park East Master Plan is dedicated to the late John Jarczyk (1964-2015) whose passion and dedication to his community was an inspiration. John championed the efforts of the plan since its onset and truly believed that collaboration among residents, business owners and City staff could lead to successful implementation of the neighborhood's vision for Hyde Park East.

The Department of City Planning prepared this plan with assistance from the Department of Transportation & Engineering as well as the Department of Community and Economic Development. The planning process was led by the Hyde Park East Plan Steering Committee comprised of business owners, residents and City staff.

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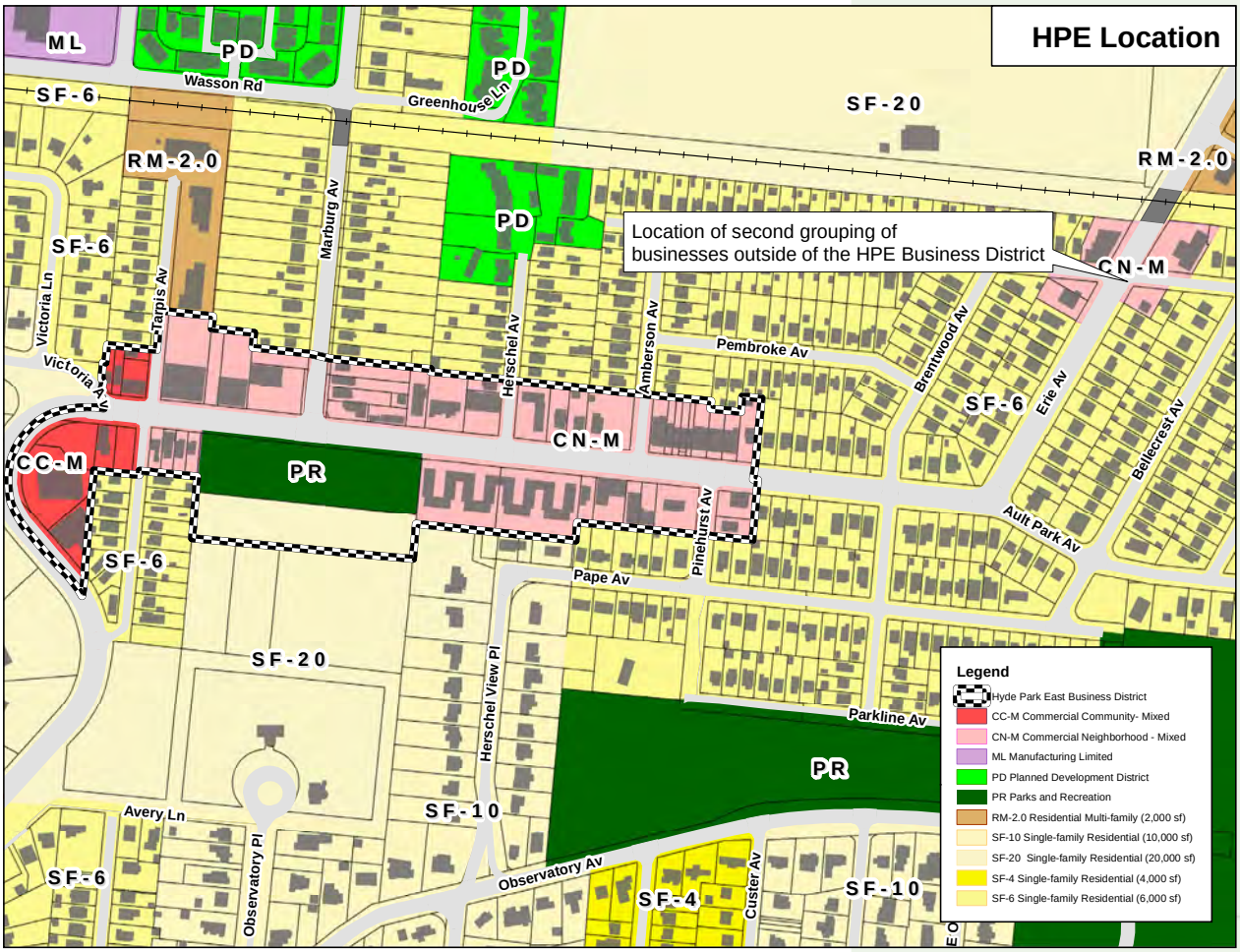
INTRODUCTION

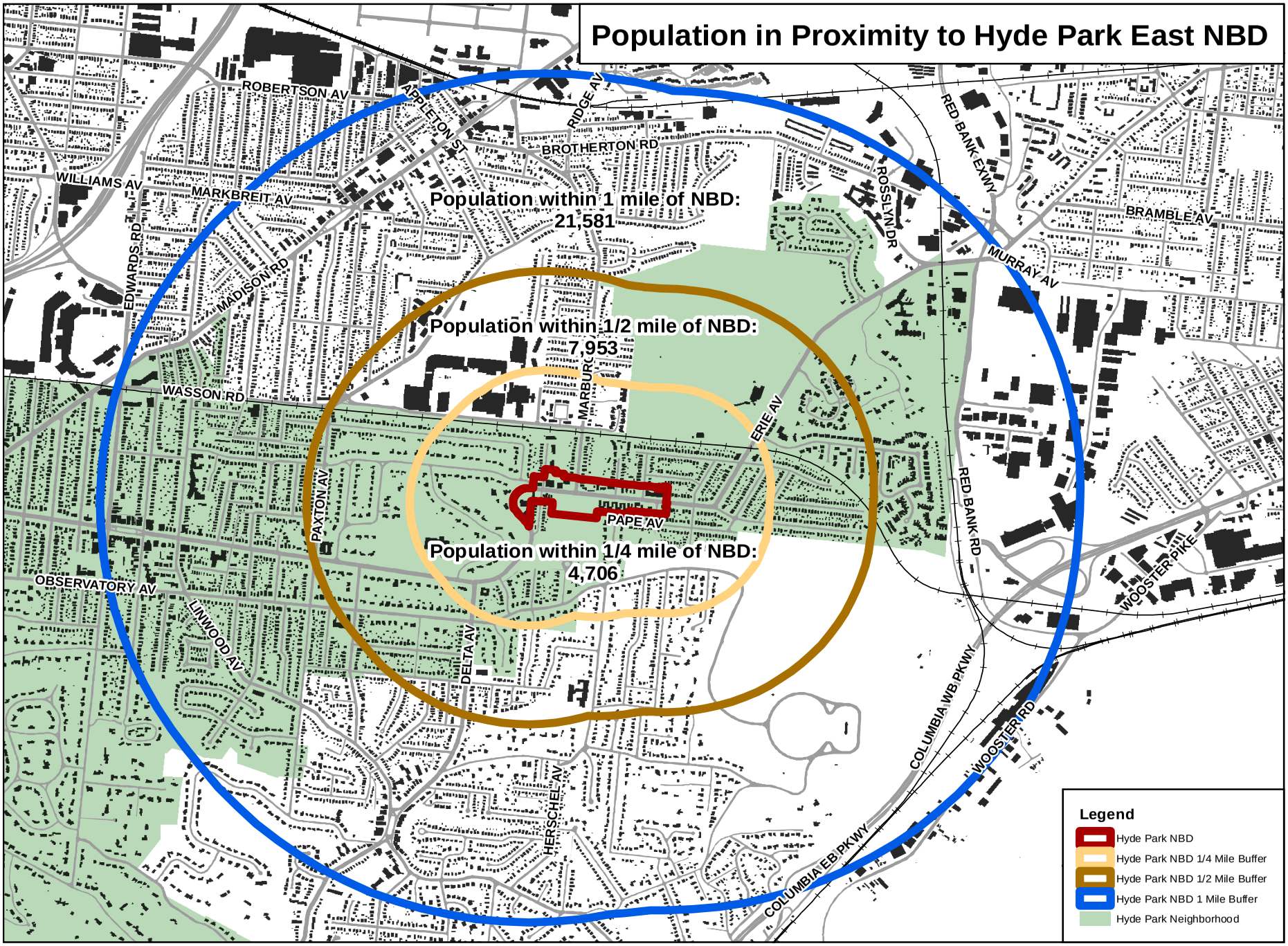
The location of the Hyde Park East Neighborhood Business District (NBD) is on the eastern side of the City of Cincinnati, only about 1.5 miles east from the Hyde Park Square Business District, which are both located on Erie Avenue. Hyde Park East is not exclusively a neighborhood in itself, but rather a defined neighborhood business district of Hyde Park that is situated near the neighborhoods of Oakley and Mount Lookout.

The Hyde Park East NBD is a hidden gem containing essential assets that service Cincinnati residents. The Cincinnati Police District 2 station and the Hyde Park Commons Recreation Area are located on the western portion of the NBD and are vital to the neighborhood. The Hyde Park East NBD is already a strong business district with a variety of businesses that make this a popular destination to visit. They serve not only adjacent residents, but also the adjoining neighborhoods where over 21,000 residents are within 1 mile of the business district as shown on the map on page 5. While the business district is mostly made up of restaurants and/or bars, it also includes personal service and retail stores, small offices, a convenience store with a gas station, a bank, and a pharmacy.

The focal point of the Hyde Park East Neighborhood Business District (NBD) is Erie Avenue with the western boundary being just east of Victoria Avenue and the eastern boundary being just east Pinehurst Avenue. Additionally, there is a secondary cluster of businesses on Erie Avenue, but outside of the NBD roughly a quarter mile away near Saybrook Avenue. For the purposes of this plan, the majority of the focus and subsequent strategies will be within the boundaries of Hyde Park East NBD (approximately Victoria Avenue to Pinehurst Avenue). The plan will also consider the existing conditions of the residential neighborhood and the extent to which the surrounding neighborhood is affected by any recommendations made.



Population in Proximity to Hyde Park East NBD



While the Hyde Park East NBD contains a plethora of assets and boasts a strong residential backbone, there are numerous challenges that the neighborhood has dealt with for years including the following:

- The NBD is small, both in terms of geographic scope and population, limiting resources.
- Some of the planning goals have been pursued for decades without notable success or progress and could contribute to easy fatigue.
- HPE is not a TIF district, and does not qualify as a blighted area for purposes of securing funding from certain sources.
- Besides parking, HPE does not have a unifying neighborhood problem that can drive support. There may be ambivalence among business owners and residents toward any proposals.
- The neighborhood business district is built out, compact, and presents topographical challenges to any major capital improvements.
- Businesses at the corner of Erie Avenue and Saybrook Avenue are segregated from the neighborhood business district. A significant stretch of Erie Avenue in the district includes a park and residential uses (Ravenswood Apartments) opposite commercial establishments.

In 2013, a small group of civically engaged residents began to invigorate the rest of the neighborhood with a spark for change to tackle the perceived parking problem in the Hyde Park East NBD, while also signifying the need to make subsequent improvements to help strengthen the neighborhood business district. The neighborhood decided that the challenges they were facing in the Hyde Park East NBD and surrounding residential streets needed to be addressed through succinct, realistic and implementable strategies.

Thus, in the fall of 2014, Hyde Park approached the City of Cincinnati and requested assistance to analyze current traffic and parking conditions, existing land use and zoning and to help craft strategies to address the challenges in their Hyde Park East NBD. The Department of Transportation and Engineering conducted a traffic and parking study of the neighborhood business district which included evaluating traffic patterns, average daily numbers and speeds, as well as tallying and averaging the amount of on-street parking available during peak hours. The Department of City Planning took the role of helping to guide the overall process and plan development while also evaluating the current demographics of the neighborhood, parking requirements and land use/zoning within the business district and providing direction through the public process.

HISTORY OF THE NEIGHBORHOOD

Members of a prominent legal firm conceived the suburb of Hyde Park in the late 19th century as a pleasurable place to live "above the dust and smoke of the city." It was a rural district until as late as 1885 when real estate investors, James E. Mooney, Col. A.S. Berry, John and Charles Kilgour and Honorable John Zumstein, invested in the development of the area. Marketed as a "natural rival of Clifton, due to cheapness of cost" it was lauded as the "garden portion of East Walnut Hills located only 15 minutes from the corner of Main and Court Streets by cable car and train."

The Village of Hyde Park was incorporated in 1896, comprising one square mile east of Edwards Road. In 1901, the town hall was constructed at the north east corner of Erie and Michigan Avenues. By 1903, the village was annexed by the City of Cincinnati. This annexation resulted in a real estate boom for the suburb.

Situated within, but on the eastern edge of the neighborhood of Hyde Park, Hyde Park East is a compact business district with a dense amount of residential areas surrounding it. This area was annexed into the City of Cincinnati in 1909. That same year saw the opening of the Hyde Park County Club, situated just north across the Norfolk & Western railway. In the late 1910's and early 1920's, a small subdivision east of Erie Avenue between Ault Park Avenue and Saybrook Avenue was listed as the Hyde Park East Subdivision.

The #69 Madison streetcar line along Erie Avenue helped promote growth during the 1920's, including occupancy of the large Ravenswood apartment building by around 1930. By the early 1930's many businesses had opened along Erie Avenue largely concentrated on the north side of Erie Avenue. Most of the shops were small and served the immediate neighborhood. In 1939 some businesses changed their names from family names to the "Hyde Park East" Dry Cleaning or "Hyde Park East" Shoe Repair, which indicated a rise in Hyde Park East's identity as a neighborhood. Today, the character of the business district remains largely what it was like in the late 1920's. Many existing commercial buildings were also converted from residential buildings.

EAST HYDE PARK COMMONS

The East Hyde Park Commons is the present name for the small park at the intersection of Erie and Marburg. Before the park was officially named in 1991 it was affectionately referred to as the Mudhole, and the nickname is still heard among those who have been around long enough to remember its origin. The small park parcel remained untouched for the first 50 years or so of the neighborhood's existence. A thick grove of native pine trees stood on the sloped land between Erie Avenue and the Cincinnati Observatory at the top of the hill. The parcel was originally part of the land donated by John Kilgour for the relocation of the observatory in the 1860's.

In the 1960's the University of Cincinnati leased a portion of the parcel along the north edge, fronting Erie Avenue about 100 feet in depth. The University promptly cleared the trees and excavated the hillside to create a flat developable parcel. It remained vacant though for over a decade as developers mulled over plans, allegedly first as a restaurant and then later as a grocery store. The hillside, made steeper by the activity on the bottom, shed rainwater year after year until the bottom parcel became a permanent bog.

Tired of the eyesore and concerned over commercial use of the land, residents formed a coalition in 1976 to have the City of Cincinnati purchase the land for recreational development. Tennis courts were installed and the remaining two-thirds were somewhat improved into open space, although still subject to persistent drainage issues.

HISTORIC MASONRY PILLARS

The neighborhood has a unique asset in the form of masonry pillars erected at the intersections along Erie Avenue. Each pillar is square in shape, roughly 30" on a side, and about 10' tall. They are constructed in red brick with cast concrete bases. The lettering on the pillars have the crossing street name in relief and originally had a concrete urn placed on top for flowers. The brick sides facing each street also have a concrete block with an engraved 'HPE' set into the brickwork.

The pillars date to the first development of the neighborhood and are visible in early advertising by the main builder, William Harmon & Co. It is believed that these street corner pillars are unique to the Hyde Park East area within Cincinnati. Only 5 pillars remain of the estimated 14 originals.

PRIOR PLANNING EFFORTS

A couple of neighborhood planning efforts have occurred over the past three decades in the Hyde Park East NBD. A review of these efforts shows a consistent recognition of similar neighborhood challenges, although prioritization of these challenges has evolved over the years. Action based on these planning efforts has occurred but no single plan has been substantially implemented in its entirety. The reasons for these shortcomings are many, and it is a goal of this current planning effort to keep focused on goals and solutions that can be brought to reality.

1992 LSR Consultants Study

This study examined the Hyde Park East Business District as an 8 block stretch of Erie Avenue between Tarpis Avenue and Saybrook Avenue. At the time of the study, about 75 businesses operated in the district, with 25 or so active members in the representative business association. The study recognized the wide variety of businesses in the district, including retail, food & entertainment, and professional services. Also noteworthy from the study:

The LSR study generated a list of eight items for improvement within the district, but noted that the top three items stood out for their strong consensus among the study participants:

1. Attractive streetscaping: Specific streetscape items mentioned in the study included flower pots, sidewalk pavers, banners/signage, and lighting.

2. Façade improvement program: The study suggested a coordinated effort between businesses and residents to improve the aesthetic quality of commercial buildings in the district.

3. District identity & collateral: The study group also identified district branding as an important goal.

The study also noted other business district goals outside of the consensus top three:

4. Create a focal point at the 'Common': (Lighted gazebo/carrilon)

5. Increase parking capacity and improve existing spots

6. Infrastructure improvements (street curbs & gutters, buried utilities)

7. Improve traffic flow: (concerns included safety, efficiency)

8. Coordinated marketing efforts

1997 Hyde Park East Urban Design Plan

The LSR study prompted the submission of a request to the City of Cincinnati for a formal neighborhood plan. This planning effort commenced in 1994 and culminated with the 1997 final urban design plan authored by the Planning Department of the City of Cincinnati. The task force obtained community input through surveys, mailings and meetings. Business and consumer surveys were prepared and distributed by the task force members to business owners and customers to obtain opinions regarding various issues within the district. Twenty-four business surveys and 51 customers' surveys were returned. In October 1996, the proposed goals, objectives, strategies and policy guidelines, referred to as the "Nuts and Bolts" were mailed to each of the property owners and business managers within the district. In the plan, parking as identified by business owners as the most challenging aspect within the district, with facade improvements, streetscapes, and lack of brand identity following close behind as areas that needed to be addressed. The plan addressed several goals and objectives, including: safety, design and infrastructure, business development, parking, marking and promotion, organization development, and cleanliness.

Proposed Streetscape Improvements

EXISTING CONDITIONS

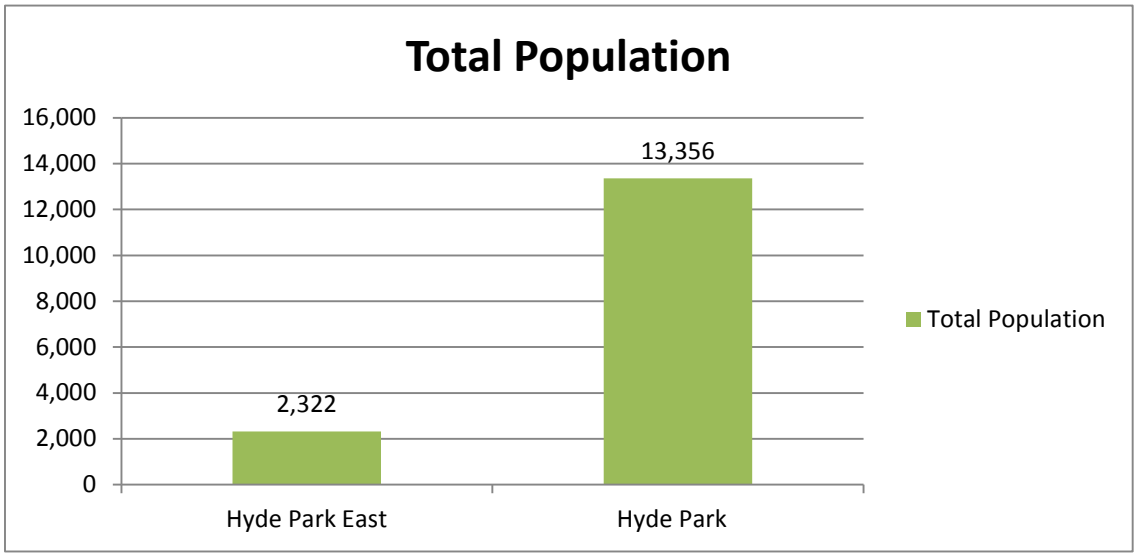
Demographics

For the purposes of the plan, Hyde Park East was evaluated for some basic demographic information (2010 US Census) to gauge how it relates to the rest of the Hyde Park neighborhood and also to analyze the area within and immediately surrounding the neighborhood business district. While Hyde Park East is not a neighborhood on its own, the nearest surrounding residential area and the business district was used for the demographic information.

Demographic data often provides a snapshot of where the neighborhood is currently, but also where the neighborhood is going in terms of population, home ownership, median age, median cost of housing or rent, etc.

Population

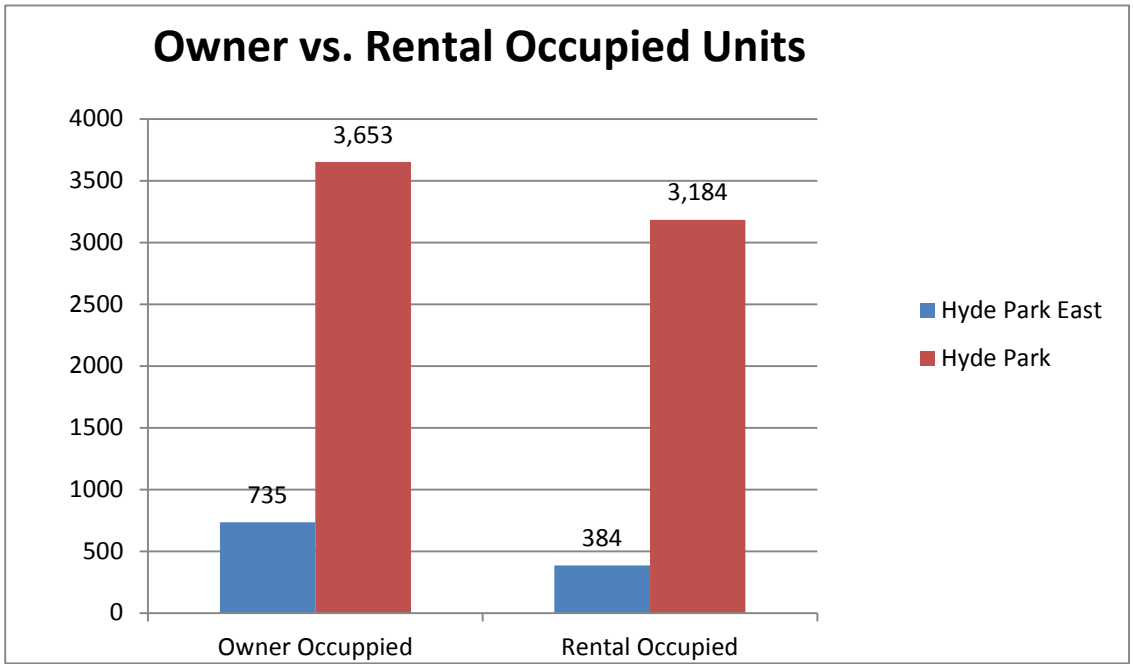
According to the 2010 U.S. Census, the total population of Hyde Park is 13,356 persons, while the Hyde Park East area contains approximately 2,300 people (using Census Tract 51) or about 17% of the total Hyde Park population. The largest population age group of males and females is 25 to 34 years old in Hyde Park East which follows the same trend as the rest of the neighborhood and the City of Cincinnati.



The Hyde Park East Neighborhood Business District does not just serve the immediate residents in the area. There are more than 21,000 people that live within 1 mile of the NBD who live in the neighborhoods of Oakley, Hyde Park, Mount Lookout, and Columbia Tusculum as shown on page 5.

Housing Occupancy and Ownership

There are total of 1,190 housing units in Hyde Park East (Census Tract 51) and a grand total of 7,498 housing units in the entire Hyde Park neighborhood. According to the 2010 U.S. Census, 735 (62%) of those 1,190 housing units are owner-occupied and 384 (32%) of those housing units are renter-occupied (71 total units are vacant). This differs from the City of Cincinnati who is approximately 38% owner-occupied and 61% renter-occupied, but aligns with the rest of the Hyde Park neighborhood's rental versus owner-occupied percentages. The average value of a home in the Hyde Park East area is $289,000 while the average rent is $808.

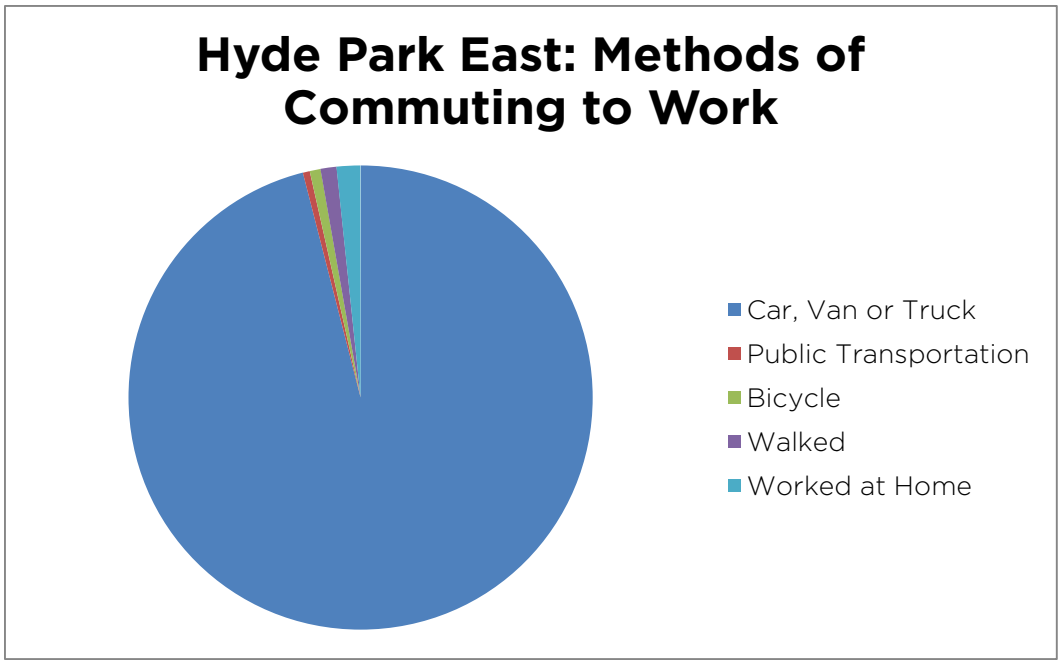


Vehicle Ownership and Commuting Patterns

One of the greatest challenges that the Hyde Park East area has faced and has named as a top priority to address are the traffic patterns and parking in the neighborhood (and in particular, along the residential streets). The U.S. Census Bureau tracks the number of vehicles owned per household (some of those households may park one or more vehicles on the residential street). Commuting patterns were also reviewed to see the amount of traffic that may be coming from the immediate area.

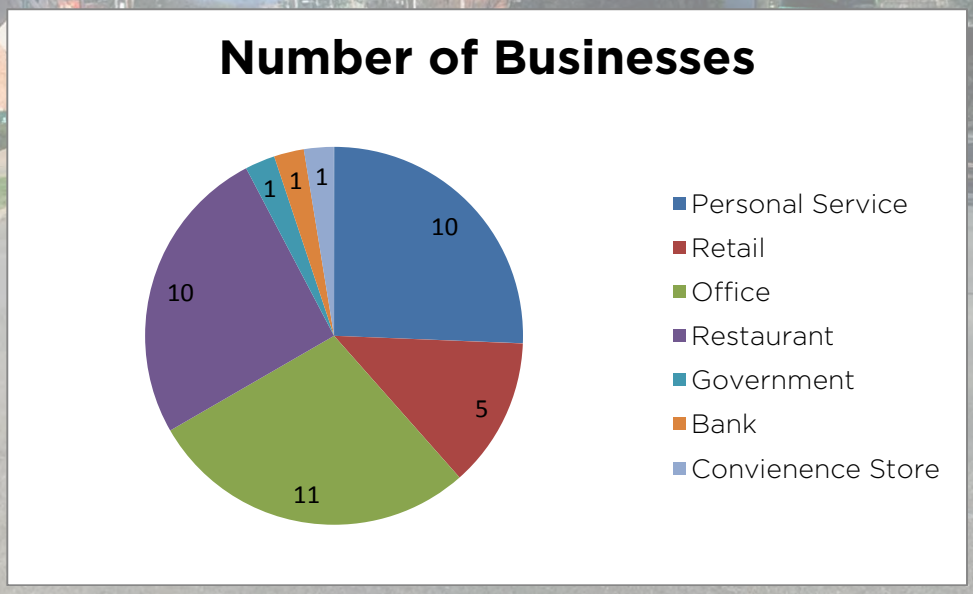
Most Hyde Park East households own 1 or 2 vehicles (82% of households), but a significant amount of households (approximately 12%) own 3 vehicles, which may contribute to some of the congestion that is experienced on the residential streets, some of which are very narrow and have older housing stock with only one car garages.

The Hyde Park East neighborhood only has two primary thoroughfares (Marburg Avenue and Erie Avenue). Marburg Avenue dead ends into Erie Avenue which often creates congestion due to limited routes available to drivers; the congestion occurs during peak commuting hours (around 8 or 9 A.M. and then again from 4 to 6 P.M.). Over 95% of Hyde Park East residents who are employed (1,449 persons) commute to work via car, van or truck, while the rest of the 5% of commuters are split between public transportation, biking, walking or working out of the house. However, this is just a small percentage of the Average Daily Traffic (ADT) that is seen along Erie Avenue and Marburg Avenue.



Evaluation of the Business District

The Hyde Park East business district is mostly built out with approximately 39 businesses and has few vacancies along the corridor. An estimated 250 people are employed among these businesses, with the majority of those employees residing with the City of Cincinnati District 2 Police (approximately 50 employees), and then China Gourmet, Keystone Bar & Grill and Bankkok Bistro each have a substantial number of employees (around 12-15 each). Approximately 75% of the businesses in the HPE business district are offices, restaurants or personal services (such as salons). The majority of the restaurants that operate in the business district have peak hours in the evening and have more foot traffic on the weekends.



Traffic and Parking Study

Analysis of Traffic

To create recommendations for traffic and safety improvements in the Business District, an analysis of the existing traffic was performed. Traffic data was collected using both 24 hour counts using rubber hoses on the street and manual AM and PM turning movement counts at the key intersections. To determine the volume of traffic entering and exiting the Business District traffic counters were placed in the following locations:

A. Erie Avenue, east of St. Johns Place
B. Erie Avenue, west of Saybrook Avenue
C. Marburg Avenue, south of Wasson Road
D. Herschel View Place, south of Pape Avenue
E. Victoria Avenue, west of Victoria Lane

Speed data was collected at the following locations:

A. Erie Avenue between St. Johns Place and Tarpis Avenue
B. Erie Avenue between Tarpis Avenue and Marburg Avenue
C. Erie Avenue between Herschel Avenue and Amberson Avenue
D. Erie Avenue between Pinehurst Avenue and Brentwood Avenue
E. Erie Avenue between Ault Park Avenue and Saybrook Avenue

To help determine the traffic flow patterns within the Business District, AM and PM turning movement counts were performed at the following key intersections:

A. Pinehurst Avenue & Erie Avenue
B. Marburg Avenue & Erie Avenue
C. Victoria Avenue & Erie Avenue

There are over 25,500 vehicles per day (vpd) entering the study area. An examination of the traffic data at the intersections of Erie Avenue & Marburg Avenue and Erie Avenue & Pinehurst Avenue shows there is a major flow of traffic from Herschel View Place to Marburg Avenue in the morning rush hour and the opposite, Marburg Avenue to Herschel View Place, in the evening rush hour. As a result of this movement there are over 17,500 vpd traveling Erie Avenue between Marburg Avenue and Pinehurst Avenue. Erie Avenue carries about 14,500 vpd west of Marburg Avenue and 13,000 vpd east of Pinehurst Avenue.

The posted speed limit on Erie Avenue is 30 mph from Delta Avenue to west of Brentwood Avenue where it changes to 35 mph to Saybrook Avenue. When analyzing speed data, is it common to examine both the mean (average) speed and the 85th percentile speed. The 85th percentile speed is the speed that reasonable people tend to adopt according to the road environment. The mean speed along Erie Avenue between Victoria Avenue and Pinehurst Avenue is 31 mph. The 85th percentile speed in this stretch is 37 mph. Between Pinehurst Avenue and Saybrook Avenue the mean speed is 35 mph and the 85th percentile is 40 mph.

Analysis of Parking in HPE

One of the major concerns of the neighborhood is to address parking in the business district. Often in the evening hours (in particular on the weekends) there is an overflow of parking into the residential portions of the neighborhood. Each business was evaluated to determine the required number of parking spaces per the Cincinnati Zoning Code. Typically, with the exception of multi-family buildings in the business district, the parking requirements are based on square footage of a business (for example 1 parking space is required for every 150 square feet of a restaurant). Some businesses do not have the land space available to build a parking lot or cannot provide as many parking spaces as are required, but will seek a variance through the Cincinnati Zoning Code to provide relief to that requirement. Overall, based on the estimated amount of square footage per business and the parking requirements, there are approximately 471 parking spaces required within the business district (this includes Ravenswood and Tarpis Apartments which are 1 space per unit). These parking numbers reflect the exemption (first 2,000 square feet of the building is exempt from parking requirements) that is in place for the pedestrian-oriented zoning district in which these businesses fall.

Existing on-street and off-street parking was analyzed to determine what is available and any deficiencies. It is common for most of the on-street parking to be utilized during the busy times for the restaurant and bars in the business district. A simplistic approach was taken to study the existing parking and the additional parking demand. There are approximately 382 on-street parking spaces in the study area. To determine the need of on-street parking for the residents in the study area, multiple observations were done between 5:00 AM and 6:00 AM in the morning. Through these observations it was determined that approximately 184 on-street parking spaces are needed to serve the residents of the study area. When on-street parking is at capacity there are approximately 200 spaces being used by patrons of the business district. Off-street parking was also analyzed. There are approximately 537 off-street parking spaces in the business district, mostly located in private parking lots.

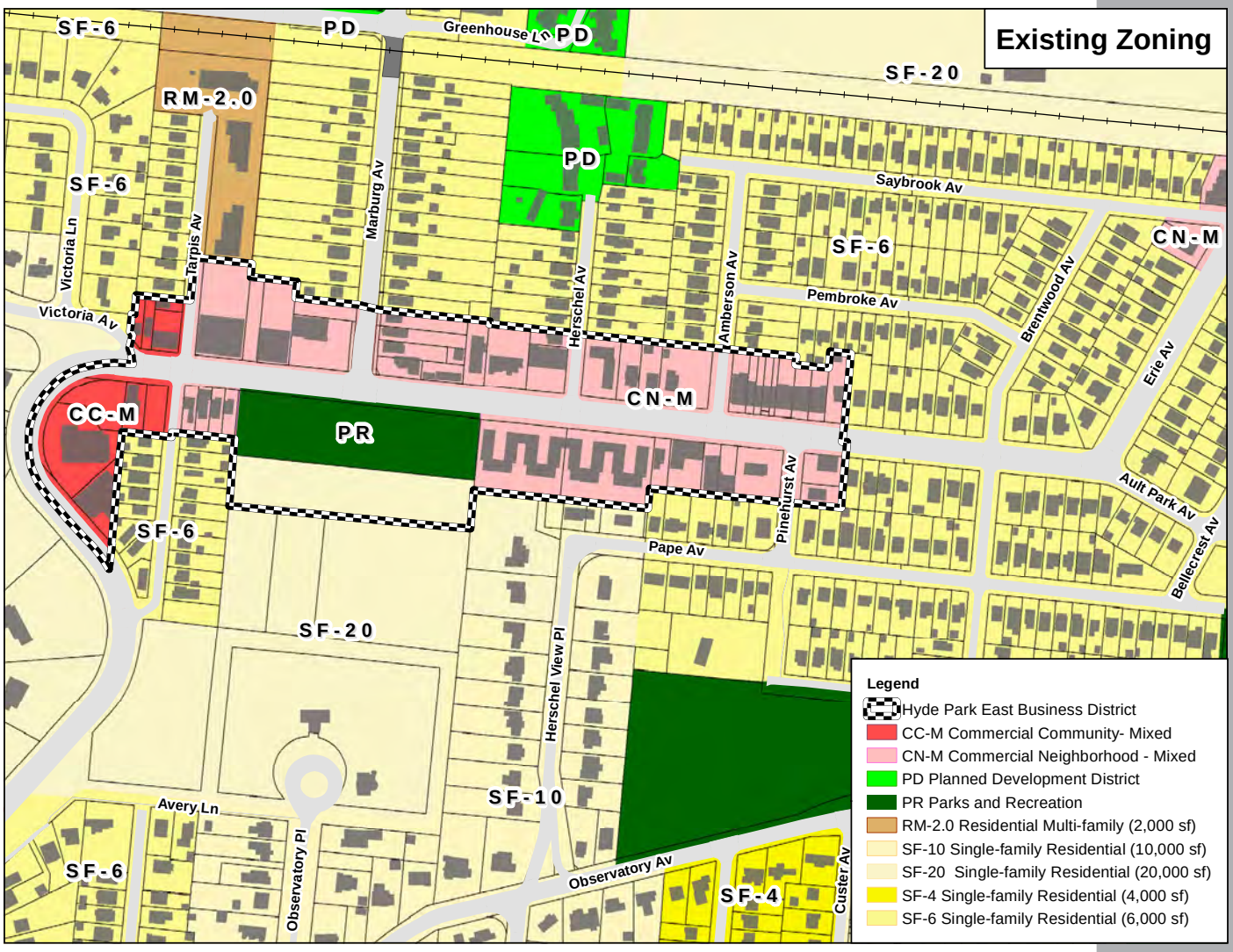
The parking study reveals that there are 537 parking spaces provided which is 66 more parking spaces than is required by the Cincinnati Zoning Code considering the exemptions avaliable. However, without exemptions, the Cincinnati Zoning Code would require 722 parking spaces based on the square footage and types of businesses in the district. The largest influence of congestion derives from the influx of patrons visiting the numerous restaurants and bars in the district during the evenings on the weekends. In addition there is restricted access to private parking lots of day time businesses that may not already have covenants with other businesses to utilize their parking in the evenings.

The goals and strategies of the plan explore options to help resolve this as it should be approached with multi-pronged solutions (i.e. better way-finding for existing public parking lots, consideration of residential permit parking, or possible addition of another public parking lot or garage in the district).

Zoning

The neighborhood is currently zoned as Commercial Neighborhood – Mixed (CN-M) and Single-Family, with small exceptions:

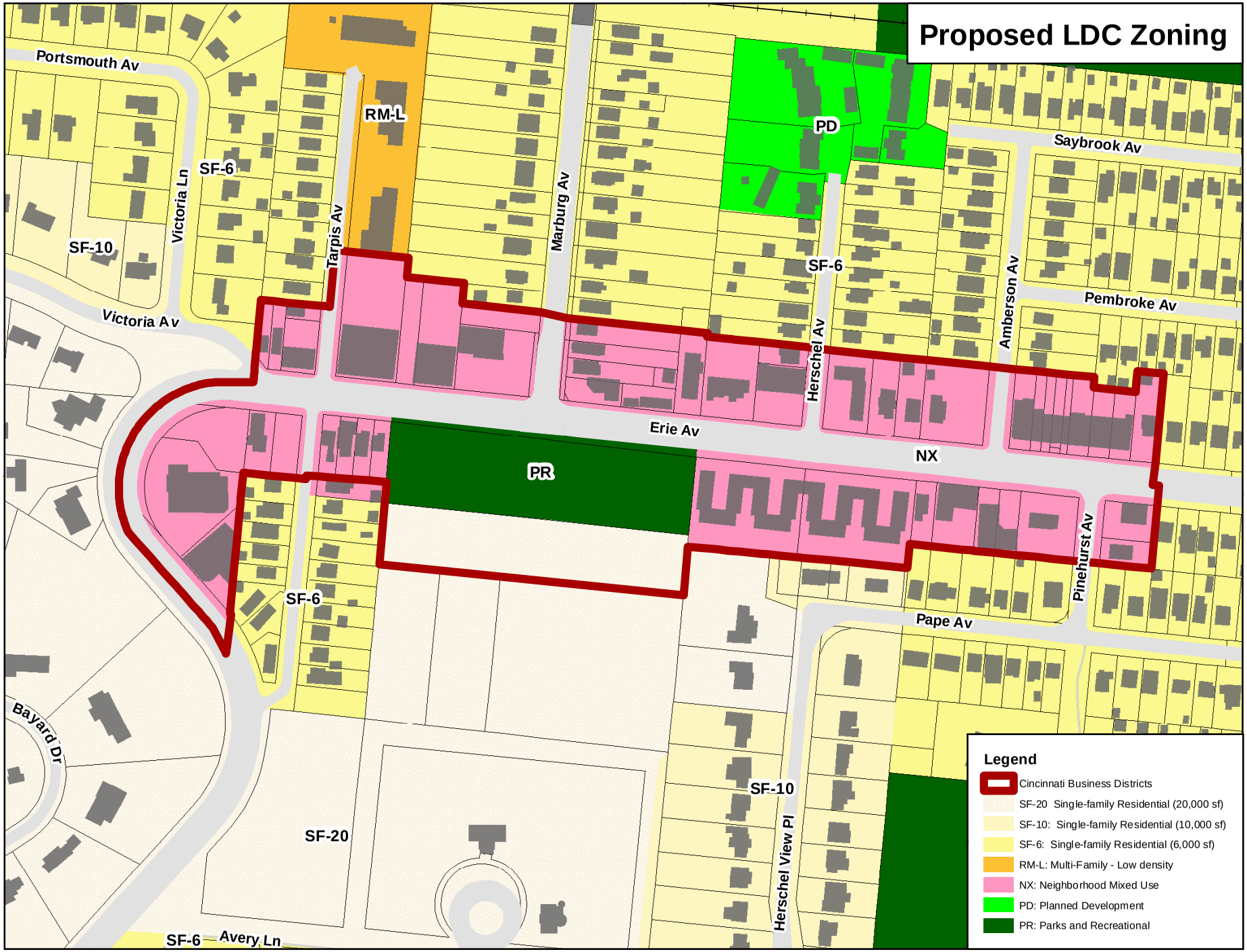
1. Commercial Community-Mixed parcels on the S-curve,
2. The Parks & Recreation parcel for the Commons,
3. The Planned Development parcel at the north end of Herschel,
4. Residential Multi-Family for Tarpis Woods apartments.



Proposed Land Development Code

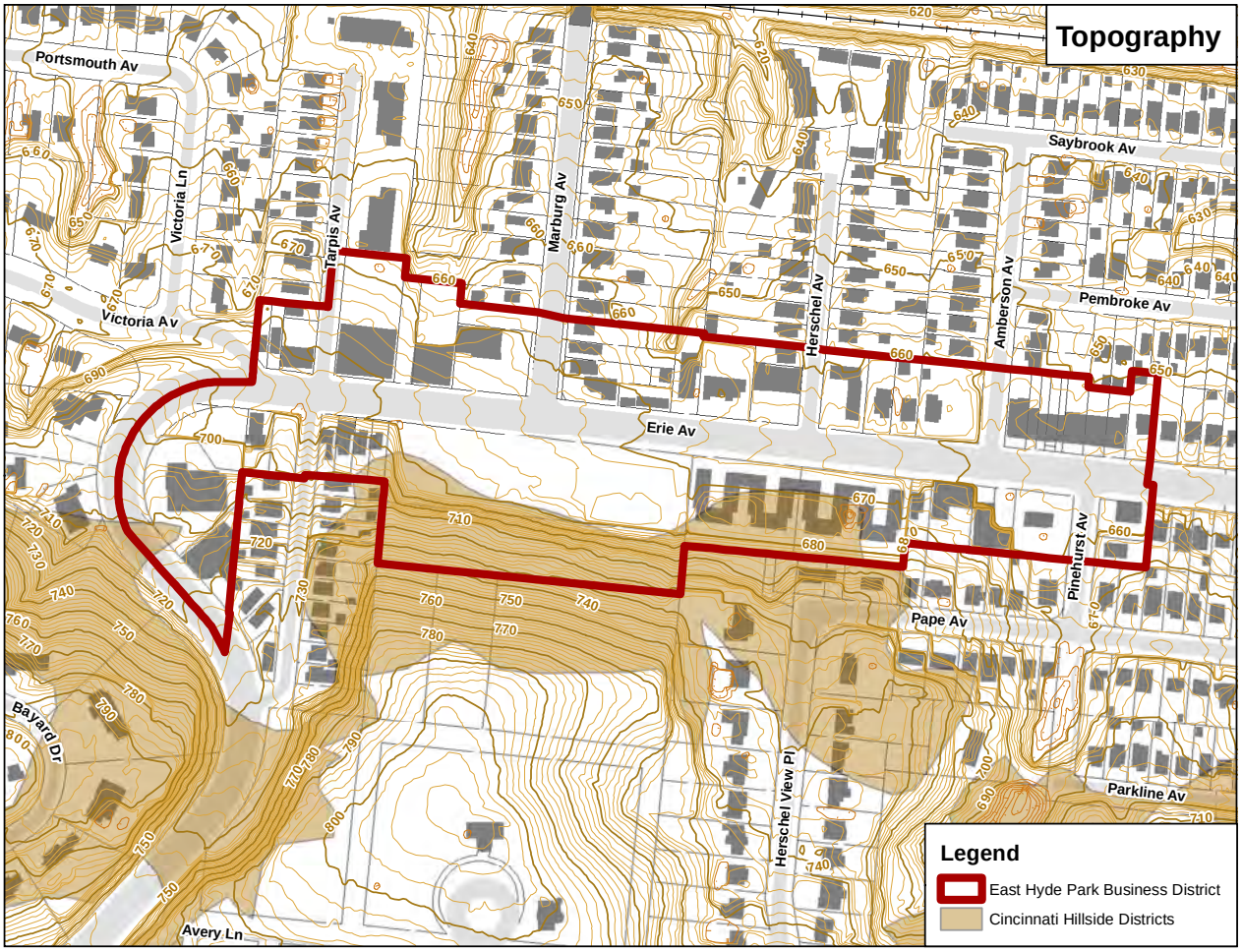
In 2011, the City of Cincinnati was awarded a grant to begin working on a new zoning code – the Land Development Code (LDC). The purpose of the LDC is to help implement the vision of "thriving re-urbanization" in Plan Cincinnati, the City's comprehensive plan. Plan Cincinnati focuses on Cincinnati's 40 neighborhood centers which function as a series of small downtowns throughout the city serving the surrounding neighborhoods - Hyde Park East is one of these neighborhood centers. One of the goals of the LDC is to ensure that these Neighborhood Business Districts remain pedestrian friendly with buildings built up to the street while encouraging a wide mix of neighborhood-serving businesses and outdoor dining.

The LDC is currently in draft form. The first draft was released in June 2014 and went through a comprehensive community engagement process to solicit feedback from the public. In the first draft, the commercial and multi-family zoning districts in the LDC were consolidated and have slightly different regulations than the existing zoning code. Initially, the new zoning districts were mapped based on the zoning recommendations from the 1997 Hyde Park East Urban Design Plan. During the public review process for Draft 1 of the LDC, the Hyde Park Neighborhood Council (HPNC) recommended that the entire Hyde Park East Business District be zoned Neighborhood Mixed Use (NX), which is similar to the existing CN-M zoning and is intended to provide for neighborhood-serving retail and commercial uses at intensities compatible with abutting residential development. This was reflected in Draft 2 of the LDC, which was released to the public in October 2014. The Hyde Park East Neighborhood Business District is mostly surrounded by single-family housing, which is proposed to have the same zoning districts and regulations as the current zoning code. At this time, there are no further suggested zoning changes beyond the transition from CN-M zoning to NX zoning in the proposed Land Development Code.


Proposed LDC Zoning
Portsmouth Av
Victoria Ln
Victoria Av
SF-10
SF-6
RM-L
Tarpis Av
Marburg Av
PD
Saybrook Av
SF-6
Herschel Av
Amberson Av
Pembroke Av
Erie Av
NX
PR
Pinehurst Av
SF-6
Pape Av
Bayard Dr
SF-20
SF-10
Herschel View Pl
SF-6
Avery Ln
Legend
Cincinnati Business Districts
SF-20 Single-family Residential (20,000 sf)
SF-10: Single-family Residential (10,000 sf)
SF-6: Single-family Residential (6,000 sf)
RM-L: Multi-Family - Low density
NX: Neighborhood Mixed Use
PD: Planned Development
PR: Parks and Recreational

In addition to the current and proposed zoning, there is also an Urban Design Overlay District (UDOD) that exists for the entirety of the business district and the small pocket of commercial uses at the intersection of Erie and Saybrook. The UDOD helps to protect and enhance the existing character of the neighborhood through stricter standards than those in place through the underlying zoning districts. New construction and demolition applications go through the Zoning Hearing Examiner process where the neighborhood and the City weigh in on whether or not a proposed application meets the goals and standards of the neighborhood. This includes making sure that any renovations do not remove or cover significant architectural features and match the existing architecture of the building. The Hyde Park East Business District UDOD also contains strict sign and awning standards and encourages sit-down restaurants by limiting carry-out sales volume. The UDOD will remain in place in the proposed LDC.

The neighborhood also includes a Hillside District Overlay District which covers the park, residences on the east side of Tarpis south of Erie, and the Ravenswood apartment parcel. The presence of the Hillside Overlay District requires any proposed development to be compatible with the natural environment and respect the quality of the urban environment in those locations where the hillsides are of significant public value. Any changes within the district must be approved for compliance with certain landslide and erosion control guidelines based on slope or soil conditions.



PUBLIC PROCESS

Public input plays an crucial role in the planning process as community feedback helps guide and prioritize the challenges and solutions that are contained in this plan. Over the course of a few years, there were various public input opportunities. This section details those results.

2013 Parking Survey Results

Under the leadership of John Jarczyk, a neighborhood parking survey was conducted in July 2013 to gauge parking concerns among business owners, patrons, and residents. 177 survey results were tabulated into the following summary data:

- 64% unsatisfied with East Hyde Park parking availability
- 85% experience difficulty parking at least 1 time per week
- 77% consider parking availability in their decision whether to visit HPE
- 36% would take advantage of off-premises parking for a monthly fee
- 47% would take advantage of off-premises parking for an hourly fee
- 200 cars from apartments compete for on-street parking each evening
- 75 vehicles are attributable to CPD District 2 personnel near the S-curve
- Wasson Way may substantially increase pressure for available parking

Public solutions from the survey:

- "I am a homeowner and I live on Herschel Avenue. My driveway is used as a turn-around multiple times a day...I would prefer our street to be permit parking only."
- "A garage would be nice for parking, but it would detract from the look of certain areas. I think in places like Chicago there are stickers assigned for street parking."
- "More parking in businesses that are closed on weekends or are vacant."
- "Perhaps a parking garage could be constructed on the tennis courts and the courts could be moved to the flooded "green" space...I feel it is the best option for the community to increase parking near its core commercial and recreational district."
- "Convert part of the park at Ridge and Erie to a parking lot or a two tier garage."
- "I suggest tearing down the tennis courts on Erie Ave and Marburg and building a parking lot or garage."
- "Is there a way some of the unused commercial space can be converted to parking? I understand this is probably currently private property though."
- "The tennis courts should be removed and replaced with parking for residents of the Ravenswood apartment building. "
- "Build a 2-3 story parking structure behind the Haps/Bangkok and Bistro/M/Cummin building. Monthly/hourly fees would be used for repayment of construction costs. Structure would replace an under utilized gravel parking lot."

Steering Committee

In an effort to help determine the challenges and goals as well as guide the public process, a Steering Committee was arranged to represent the perspectives of residents, business owners, interested stakeholders and the City of Cincinnati. From the fall of 2014 through spring of 2015, the Steering Committee met on several occasions to discuss the parameters of the traffic and parking study, as well as the HPE plan itself.

November 2014 Public Meeting

In November 2014, the neighborhood held a public meeting to present the background, history and challenges of the Hyde Park East neighborhood business district. The meeting was advertised throughout the neighborhood through distribution of flyers, word of mouth and postings on various community websites. After a brief presentation, attendees were free to walk around and make comments about the different scenario options for parking, streetscaping, and park improvements.

June 2016 Public Meeting

In June 2016, another public meeting was held at the Cincinnati Observatory where the summary of the draft HPE Master Plan was presented to community members. The meeting was advertised through a mailing to all property owners in the business district, as well as notification through social media (i.e. NextDoor, Facebook, City and neighborhood websites, etc.). After the presentation, attendees walked around to look at the goals and objectives in greater detail and ask Steering Committee members and City staff questions about the plan. Each person was given 10 stickers to vote for their top Potential Scenarios / Objectives in the HPE Master Plan. The votes from the meeting combined with the online survey helped to prioritize the goals, objectives and scenarios in the plan.

Guiding Vision

"Hyde Park East is a compact, walkable residential and business district within the larger Hyde Park neighborhood. Hyde Park East's proximity to cultural and recreational assets combined with its strong history of thriving restaurants and small businesses should be maintained and enhanced to: create much-needed parking solutions; address traffic flow and implement street calming measures; and create and develop a brand identity for Hyde Park East, all of which are expected to complement and strengthen the relationship among Hyde Park East residents, businesses, and visitors."

GOAL: Improve Parking

Objective 1: Make better use of existing parking capacity as well as enforcement of parking and speed

As discussed, the shortage or perception of lack of parking spaces varies during the day, as well as throughout the week. For example, parking availability near Coffee Emporium and the S-Curve near District 2 is very limited during morning hours , while other areas of the District have a relative excess of parking during this time period. Evenings are very congested at and around the intersection at Pinehurst, due to returning residents at Ravenswood and restaurant patrons. The S-Curve and area near Coffee Emporium experience reduced parking demand during this time period.

This shifting demand and usage is also experienced on a property by property basis depending on the business hours of tenants/owners. As a result, there is always some latent parking that sits unused while another area of the District feels a shortage. Given the challenge of creating additional parking in the neighborhood, it is important to make better use of existing parking capacity through a system that matches demand to availability in order to help reduce the need for additional parking in the neighborhood.

Potential Scenarios

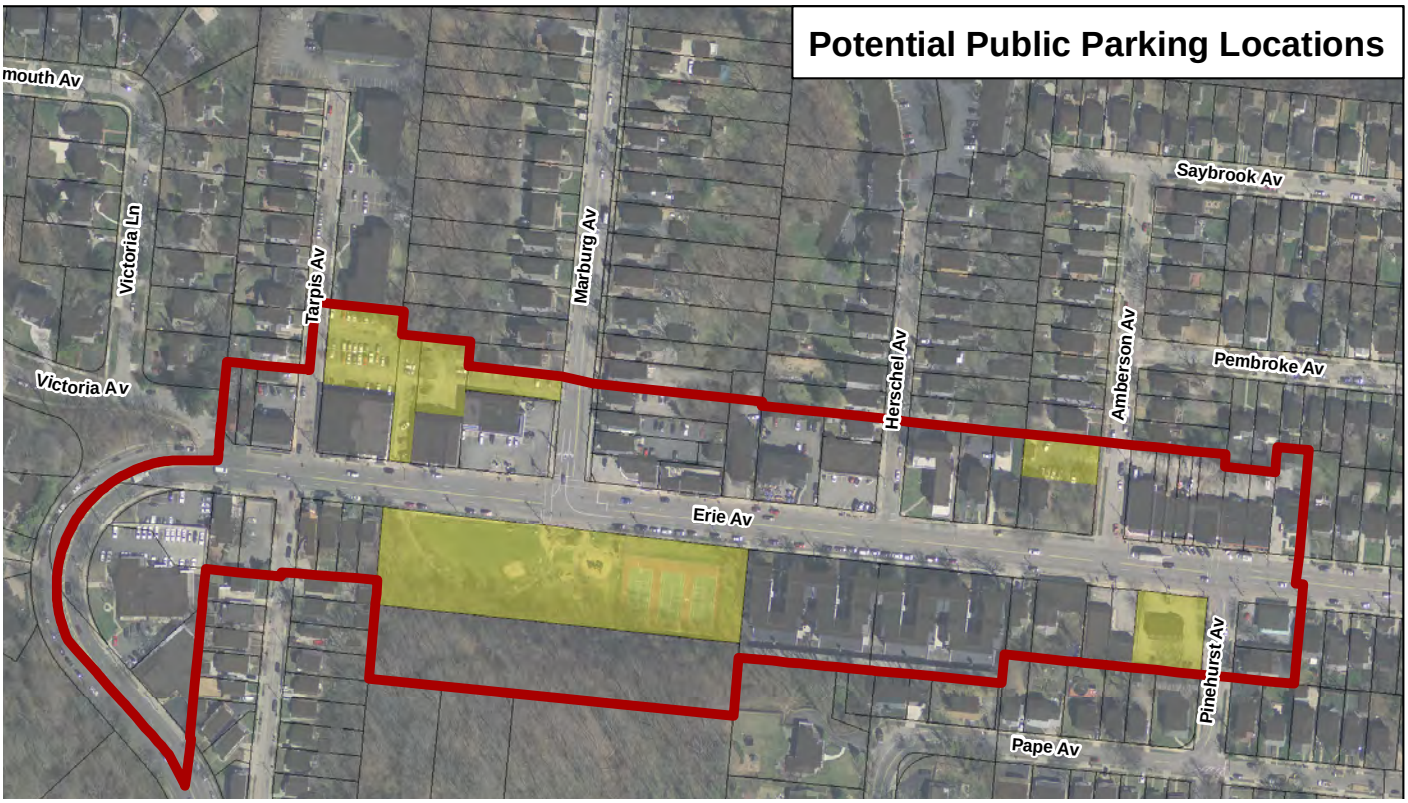
The scenarios listed below have been considered by the Steering Committee. Further study may be needed to determine the appropriateness and viability of these options.

1. Continue to manage shared, private lots during off-hours to help broaden the parking capacity in the business district (i.e. utilize business parking lots of banks or daytime retail for evening businesses such as restaurants)
2. Explore and study the appropriateness of a residential parking permit program
3. Evaluate alternative utilization of privately-owned land for parking

Objective 2: Increase parking capacity

The neighborhood's available parking spaces, both on-street and privately owned, have been quantified as part of the 2014 traffic study. These spaces include those used for commercial purposes and residents. Based on the applicable zoning regulations, the neighborhood has a surplus of parking spaces. However, there are shortages that occur during peak business hours (mornings and evenings).

The impact of the shortage varies during different times of the day and during different days of the week. During peak demand, usually evenings on Thursday-Saturday, there simply aren't enough parking spaces to conveniently accommodate drivers. Unless some form of additional capacity can be provided within the District, businesses will suffer lost customer loyalty and residential demand will decrease, particularly for rental units along Erie.



Potential Scenarios

The scenarios listed below have been considered by the Steering Committee. Further study may be needed to determine the appropriateness and viability of these options.

1. Evaluate private parcels and coordinate with landowners to consider using for additionanl public parking
2. Consider using a portion of the Commons parcel to build an underground parking garage

GOAL: Promote Traffic, Bicycle and Pedestrian Safety

Objective 1: Promote traffic, bicycle and pedestrian safety

In addition to parking issues throughout the neighborhood, the business district experiences a larger influx of vehicles during peak commute drive times on Erie Avenue and Marburg Avenue. Consequently, there is significant traffic congestion during these peak hours. When considering overall traffic flow, it is also important to consider pedestrian and bicycle traffic within the business district. There are various intersections that are perceived as dangerous to cross. A combination of traffic calming and better pedestrian infrastructure will help alleviate some of these issues.

Potential Scenarios

The scenarios listed below have been considered by the Steering Committee. Further study is required to determine the appropriateness and viability of these options.

1. Consider lowering the speed limit from 30 mph to 25 mph in the business district
2. Consider installing bumpouts and other pedestrian enhancements at crossings
3. Consider installing a dedicated bike lane along Erie Avenue to Pinehurst

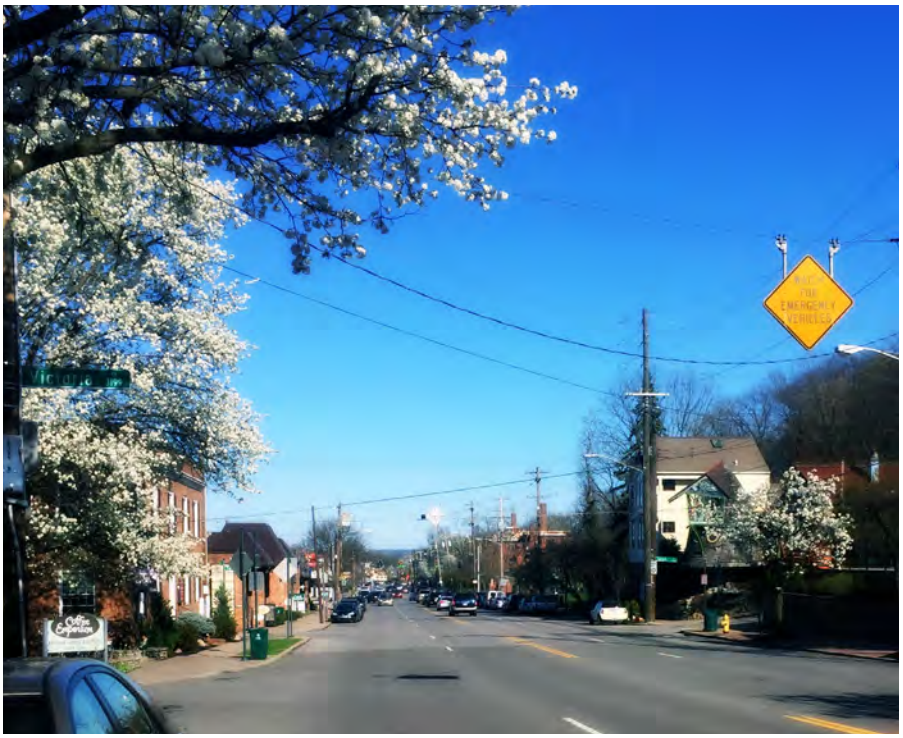
GOAL: Brand the Business District

Objective 1: Establish neighborhood identity

The Hyde Park East Business District and surrounding residential areas have a feeling of being distinct from the larger Hyde Park neighborhood. But concrete elements of a separate identity are difficult to spell out. A specific identity should be determined for the Hyde Park East business district.

1. Solicit neighborhood input regarding current characteristics and identity
2. Conduct polling to decide on official name (East Hyde Park vs Hyde Park East)

Objective 2: Implement a plan to communicate that identity



Upon finalization of the neighborhood's ideal identity and characteristics, a coordinated marketing effort should be developed to defend and strengthen that 'brand.'

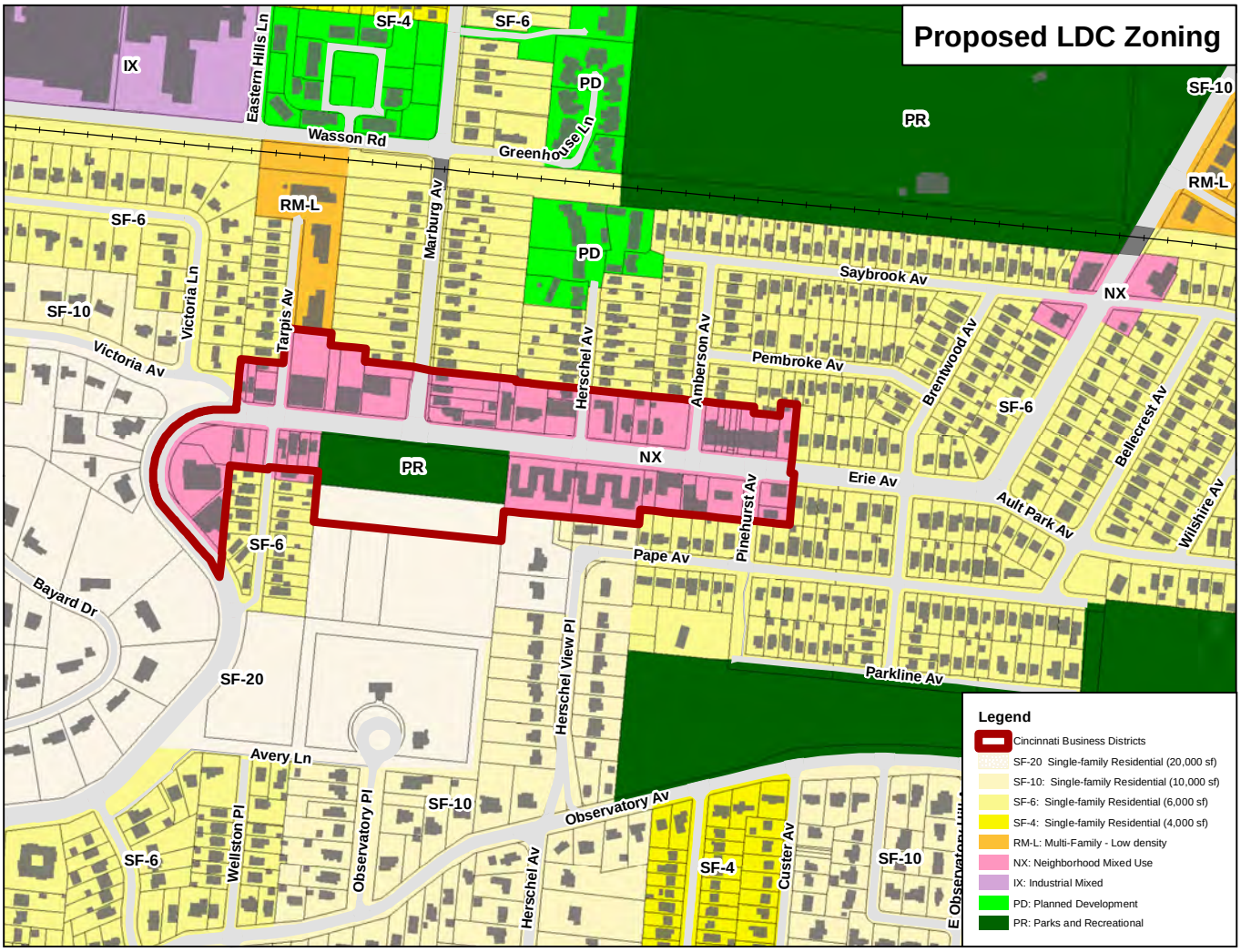
1. Compare current brand identity to the goals of the master plan and make adjustments as appropriate
2. Develop marketing efforts that promote consistent spread of updated brand

GOAL: Assess and Zone Appropriately

Objective 1: Assess zoning to fulfill the plan's goals

As part of the citywide Land Development Code revision process, the zoning and zoning overlays within the neighborhood should continue to be assessed for current and future appropriateness. This objective has been undertaken by the neighborhood already as part of the LDC public process. As future drafts of the LDC are released, the community should continue to work with the Department of City Planning to anticipate any minor changes that should be implemented.

1. Continue to work with the Department of City Planning to assess properties within the business district to ensure appropriateness of uses and zoning are compatabile with the vision of Hyde Park East.



GOAL: Create a Healthy, Walkable Neighborhood

Objective 1: Increase bike accessibility/accommodation

Cincinnati is currently experiencing an upswing in recreational and transportation bike use, and the city is making efforts to develop infrastructure to safely accommodate this increase. It is expected that bike use will continue to play an increasing role in urban life for the foreseeable future. Presently, dedicated bike lanes exist just to the west and to the east of the Hyde Park East District, but none exist through it. The completion of the Wasson Way will also have the potential to dramatically increase bike use near and through the District. To safely accommodate bike users without unduly burdening pedestrians and drivers, bike specific accommodations should be considered in various aspects of this plan.

1. Increase public bike storage, secure racks, etc. for easy business patronage and consideration of participating in the Red Bike program

Potential Scenarios

The scenarios listed below have been considered by the Steering Committee. Further study may be needed to determine the appropriateness and viability of these options.

2. Complete a design study for a dedicated bike lane along Erie Avenue to Pinehurst that considers vehicle traffic counts, speeds, elevation changes, etc.
3. Consider dedicated bikeway to connect Wasson Way trail to the district

Objective 2: Promote continued pedestrian use and improve safety

As a compact business district, many residents routinely walk between home and retail/restaurant, or home and place of work/business. The volume of vehicle traffic flowing through the District, especially during peak hours, presents a safety challenge to pedestrians at certain intersections. Vehicle traffic turning onto and off of Erie at a number of locations is also a safety concern to sidewalk users. This concern is exacerbated by the number of cars that park along Erie, blocking visibility between drivers and pedestrians.

Potential Scenarios

The scenarios listed below have been considered by the Steering Committee. Further study may be needed to determine the appropriateness and viability of these options.

1. Examine redesigning crosswalks in the business district for greater visibility
2. Look at Installing additional crosswalks (i.e. between Marburg and Pinehurst)
3. Consider installing traffic calming bumpouts

GOAL: Enhance the Built Environment

Objective 1: Streetscape beautification

Cincinnati's most thriving neighborhoods share the characteristic of visually appealing streetscapes. Many neighborhoods have a central esplanade, square, or similar feature that can serve as the focal point for streetscape beautification. Hyde Park East could use the Commons as a similar focal point, but does not otherwise have a central feature or space to create one.

Accordingly, a uniformly improved streetscape all along Erie Avenue within the district is the best opportunity to achieve a visually appealing experience for patrons, residents, and others passing through.

1. Install large, permanent flower and shrub planters situated along Erie Avenue
2. Restore and reconstruct the historic masonry pillars
3. Improve and maintain the sidewalks and collector strips/tree lawn
4. Implement a program to control weeds along public sidewalks
5. Determine methods to solve targeted trash problems along the business district

Objective 2: Implement a commercial facade improvement program

One of the ways that business districts around Cincinnati strengthen their identity and improve their host neighborhood is by implementing a program of visual façade improvements. Attractive storefronts, office entrances, and other places of public accommodation promote sustainable businesses. Hyde Park has a diverse mix of commercial buildings in terms of architectural style, general façade condition. The commercial signage within the District is also haphazard, with a combination of backlit, front lit, unlit signage and way finding, of varying degrees of upkeep, and located in non-uniform locations on commercial premises.

1. Develop consistent design 'program' to be used as guidance for redeveloped and newly constructed façade that also aligns with the existing Urban Design Overlay District (UDOD) standards in the Cincinnati Zoning Code
2. Implement a program to assist property owners with basic aesthetic upkeep, such as exterior cleaning and paint services
3. Create a consistent signage and wayfinding guide, and financially assist existing businesses with the cost to acquire new signage

GOAL: Maximize Assets

Objective 1: Make connections and enhancements to the Wasson Way

Wasson Way is a planned pedestrian and bike trail along the rail line that runs on the northern border of the neighborhood. The trail crossings at Marburg and Erie Avenues present opportunities to connect trail users to the neighborhood street grid. The trail might also present access points in the east end residential streets, as well as to the south near Pinehurst/Herschel.

1. Determine appropriate level of access/accommodation for trail users
2. Address lighting and security concerns of residents along the trail
3. Design better pedestrian and bike access to help move people safely

Objective 2: Improve Hyde Park Commons to increase usage

Hyde Park Commons at the corner of Erie and Marburg is an important community asset with an interesting past. It currently consists of three tennis courts, a children's playground, several picnic benches and an open greenspace. The park is located at the bottom of a steep hill and experiences some runoff and drainage issues. Modest improvements to these park components could further increase the public's use of and appreciation for the Commons, as part of a healthy, walkable neighborhood.

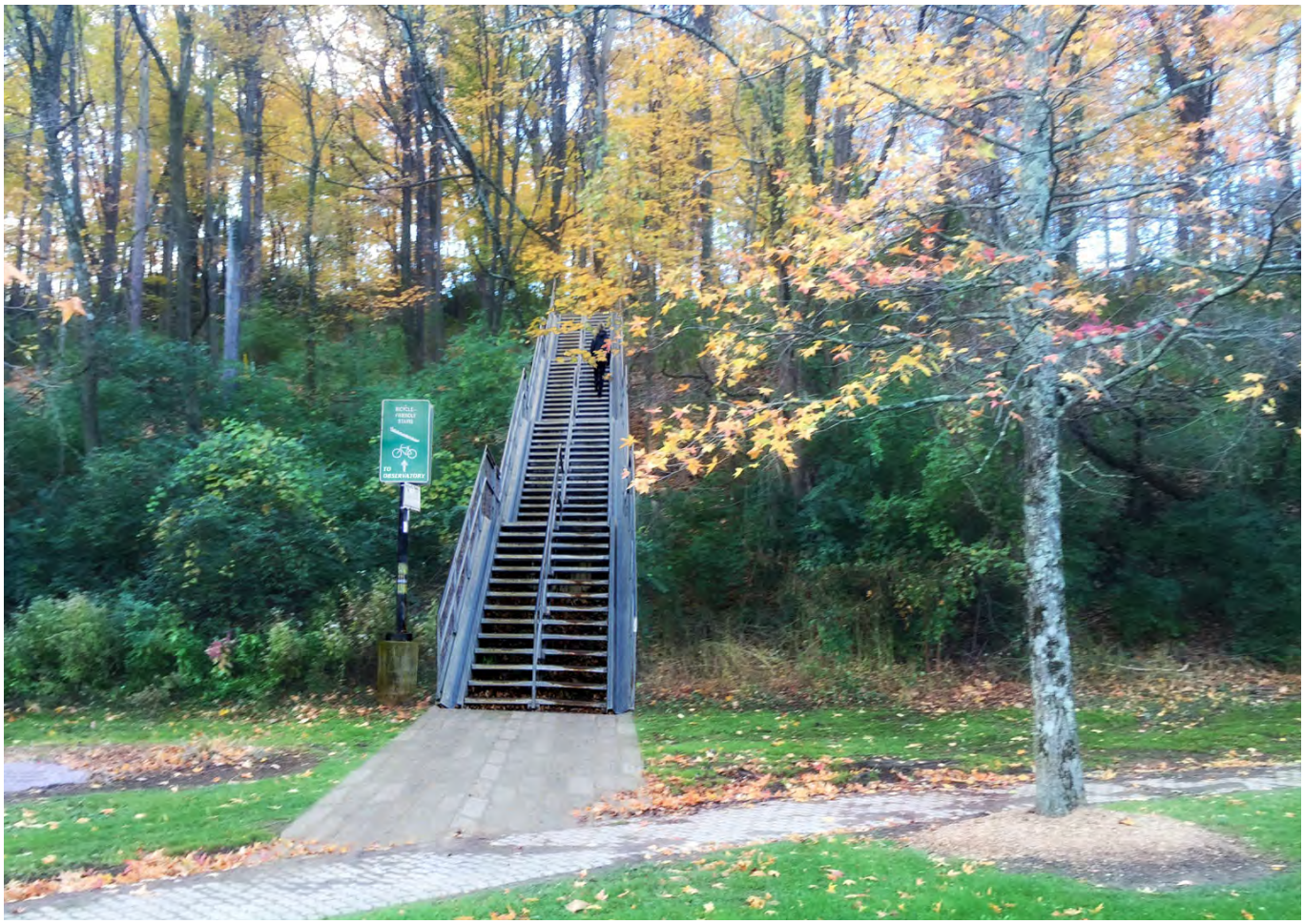
Potential Scenarios

The scenarios listed below have been considered by the Steering Committee. Further study may be needed to determine the appropriateness and viability of these options.

1. Install discrete, down lighting to enable evening play on the tennis courts, especially during fall and warm winter evenings
2 Construct permanent bathrooms to facilitate longer park visits and expanded park programming for groups/events
3. Improve drainage issues, particularly for the open green space side of the park

Objective 3: Create a pedestrian connection to the Observatory

The Commons is located on land originally donated to the University of Cincinnati for purposes of relocating the Cincinnati Observatory from Mt. Adams to its present location at the top of the hill directly south of the park. A pedestrian trail leading up the hill and through the trees could connect the top and bottom of the hill around a central observatory/historical theme. The design of such a trail could provide select openings in the tree canopy to allow vistas from the top of the hill as well as a view of the Observatory from Marburg to the north.



Potential Scenarios

The scenarios listed below have been considered by the Steering Committee. Further study may be needed to determine the appropriateness and viability of these options.

1. Coordinate with the Cincinnati Observatory and University of Cincinnati to determine if creating a stepped path from the Commons to the Cincinnati Observatory is feasible (after evaluating hillside stability, safety, maintenance and construction costs, etc.)

Objective 4: Restore the Historic Pillars

The neighborhood has a unique asset in the form of masonry pillars erected at the intersections along Erie Avenue. Each pillar is square in shape, roughly 30" on a side, and about 8 feet tall. They are constructed in red brick, with cast concrete bases and capitals. The capitals have the crossing street name cast in relief and originally had a concrete urn placed on top for flowers. The brick sides facing each street also have a concrete block with an engraved 'HPE' set into the brickwork.

The pillars date to the first development of the neighborhood and are visible in early advertising by the main builder, William Harmon & Co. It is believed that these street corner pillars are unique to the Hyde Park East area within Cincinnati. Only 5 pillars remain of the 14 originals. The existing pillars are attractive, historical artifacts that can serve as the primary symbol for the neighborhood.

1. Identify ownership of the existing pillars, and secure maintenance easement rights in a public entity if the structures are found to be on private property
2. Solicit work estimates for restoration of existing pillars and reconstruction of visually matching new pillars
3. Raise funds to be applied to the restoration and reconstruction in order of public's priority
4. Explore sponsorships by local businesses and residents to create long term funding for maintenance

SUMMARY OF GOALS AND IMPLEMENTATION STRATEGY

A successful plan creates goals and objectives that are implementable and realistic to achieve within the next 5 to 10 years. This section of the plan addresses the activities necessary to complete in order to meet the goals that were laid out by the community. The tables on the following pages (40-45) identify a timeline for each task or scenario, the level of priority and who the responsible parties are to complete the task or scenario.

The level of priority was determined through a combination of voting exercises by the Steering Committee, an online survey, and during the June 2016 public meeting. The results of the prioritization were averaged together to determine the final results of the goals of the plan which are prioritized on page 40, listed in a table titled, "Hyde Park East: Prioritized Goals", where the averaged votes were assigned a number (where 1=highest priority; 4 =lower priority). The same was done for the tasks and scenarios in the plan starting on page 41 in a table titled, "Hyde Park East: Implementation Strategy"(where 1=highest priority; 4=lower priority).

The Hyde Park East Master Plan should be revisited on an annual basis to ensure that the timeline is still accurate and to track progress that has been made. Often times there is a need for making changes to what should be pursued next; it is important to continually reference the plan as the neighborhood moves forward in making changes in the business district and surrounding community.

Hyde Park East: Prioritized Goals		
Goals	**Survey: Averaged Prioritization (1= High Priority; 5 = Low Priority)**	**Final Prioritization Results**
Improve Parking	2.79	Highest Priority
Create a Healthy, Walkable Neighborhood	3.56	High Priority
Enhance the Built Environment	3.92	High Priority
Promote traffic, bicycle and pedestrian safety	3.97	High Priority
Maximize Assets	4.03	Medium Priority
Brand the Business District	4.04	High Priority
Assess and Zone Appropriately	4.3	Lowest Priority

	Hyde Park East Implementation Strategy								
Goals	**Objectives**	**Potential Scenarios / Tasks**	**Primary Partners**	**Secondary Partners**	**Level of Difficulty**	**Final Prioritization Results (Averaged Ranking 1=High; 4/5=Low)**	**Final Prioritization Ranking**	**Timeline**	**Other Comments**
Improve Parking	Make better use of existing parking capacity, as well as enforcement of parking and speed	Continue to manage shared, private lots during off-hours to help broaden the parking capacity in the business district	Hyde Park East Steering Committee / HPNC	Business Owners and Community	Medium	1	High	Ongoing	
	Make better use of existing parking capacity, as well as enforcement of parking and speed	Explore and study the appropriateness of a residential parking permit program	Department of Transportation and Engineering/ HPNC / Hyde Park East Steering Committee	Hyde Park East Steering Committee	Medium	3	Medium	1-2 years	Requires resident owners' support
	Make better use of existing parking capacity, as well as enforce parking and speed	Evaluate alternative utilization of privately-owned land for parking	Hyde Park East Steering Committee / HPNC		Medium	2	High	1-2 years	
	Increase parking capacity	Evaluate private parcels and coordinate with landowners to consider using for additional parking	Hyde Park East Steering Committee / HPNC	Private Party	High	2	High	3-4 years	
	Increase parking capacity	Consider using a portion of the Commons' parcel to build an underground parking garage	Hyde Park East Steering Committee / HPNC	Recreation Commission / Private Party	High	3	Medium	8-10 years	Expensive option
Promote Traffic, Bicycle, and Pedestrian Safety	Promote traffic, bicycle and pedestrian safety	Consider lowering the speeed limit from 30 mph to 25 mph in the business district	Department of Transportation and Engineering / HPNC	Hyde Park East Steering Committee	Easy	2	High	1-2 years	
	Promote traffic, bicycle and pedestrian safety	Consider Installing bumpouts / zebra crosswalks and other pedestrian enhancements at crossings	Department of Transportation and Engineering / HPNC	Hyde Park East Steering Committee	Medium	2	High	3-4 years	
	Promote traffic, bicycle and pedestrian safety	Consider installing a dedicated bike lane along Erie Avenue to Pinehurst	Department of Transportation and Engineering / HPNC	Hyde Park East Steering Committee	Medium	4	Low	1-2 years	Continue looking into other issues

Goals	Objectives	Potential Scenarios / Tasks	Primary Partners	Secondary Partners	Level of Difficulty	Final Prioritization Results (Averaged Ranking 1=High; 4/5=Low)	Final Prioritization Ranking	Timeline	Other Comments
Brand the Business District	Establish neighborhood identity	Solicit neighborhood input regarding current characteristics and identity	Hyde Park East Steering Committee	Business Owners and Community	Easy	3	Medium	1-2 years	
	Establish neighborhood identity	Conduct polling to decide on official name (East Hyde Park vs. Hyde Park East)	Hyde Park East Steering Committee		Easy	3	Medium	1-2 years	
	Implement plan to communicate that identity	Compare current brand identity to the master plan and make adjustments as appropriate	Hyde Park East Steering Committee	Hyde Park East Chamber	Easy	3	Medium	1-2 years	
	Implement plan to communicate that identity	Develop marketing efforts that promote consistent spread of updated brand	Hyde Park East Steering Committee		Medium	3	Medium	3-4 years	
Assess and Zone Appropriately	Assess zoning to fulfill the plan's goals	Continue to work with the Department of City Planning to assess properties within the business district to ensure appropriateness of uses and zoning are compatabile with the vision of Hyde Park East	Hyde Park East Steering Committee / HPNC Zoning Committee	Department of City Planning	Medium	3	Medium	1- 2 years	Contingent on Wasson

Goals	Objectives	Potential Scenarios / Tasks	Primary Partners	Secondary Partners	Level of Difficulty	Final Prioritization Results (Averaged Ranking 1=High; 4/5=Low)	Final Prioritization Ranking	Timeline	Other Comments
Create a Healthly, Walkable Neighborhood	Increase bike accessibility/accommodation	Increase public bike storage, secure racks, etc. for easy business patronage and consideration of participating in the Red Bike program	Hyde Park East Steering Committee		Easy	3	Medium	1-2 years	Request Red Bike
	Increase bike accessibility/accommodation	Complete a design study for a dedicated bike lane along Erie Avenue to Pinehurst that considers vehicle traffic counts, speeds, elevation changes, etc.	Department of Transportation and Engineering	Hyde Park East Steering Committee	Medium	4	Low	1-2 years	
	Increase bike accessibility/accommodation	Consider a dedicated bikeway to connect Wasson Way trail to the district	Hyde Park East Steering Committee	Department of Transportation and Engineering	Medium	3	Medium	5-7 years	Contingent on Wasson
	Increase bike accessibility/accommodation	Increase public bike storage, secure racks, etc. for easy business patronage by bike users	Hyde Park East Steering Committee		Easy	3	Medium	1-2 years	Request Red Bike
	Promote continued pedestrian use and mprove safety	Examine redesigning crosswalks in the business district for greater visibility	Hyde Park East Steering Committee	Department of Transportation and Engineering	Easy	2	High	3-4 years	At Ault Park Avenue
	Promote continued pedestrian use and improve safety	Look at installing additional crosswalks (i.e. between Marburg and Pinehurst)	Hyde Park East Steering Committee	Department of Transportation and Engineering	Medium	3	Medium	1-2 years	
	Promote continued pedestrian use and improve safety	Consider installing traffic calming bumpouts	Hyde Park East Steering Committee	Department of Transportation and Engineering	Medium	2	High	3-4 years	

Goals	Objectives	Potential Scenarios / Tasks	Primary Partners	Secondary Partners	Level of Difficulty	Final Prioritization Results (Averaged Ranking 1=High; 4/5=Low)	Final Prioritization Ranking	Timeline	Other Comments
Enhance the Built Environment	Streetscape Beautification	Install large, permanent flower and shrub planters situated along Erie Avenue	Hyde Park East Steering Committee	Hyde Park East Chamber / HPNC / City Parks	Easy	2	High	1-2 years	Revocable Street Previlege is required
	Streetscape Beautification	Restore and reconstruct the historic masonary pillars	Hyde Park East Steering Committee	Department of Community and Economic Development / Hyde Park East Chamber	Medium	2	High	5-7 years	
	Streetscape Beautification	Improve and maintain the sidewalks and collector strips / tree lawn	Department of Transportation and Engineering	Hyde Park East Steering Committee	Medium	3	Medium	3-4 years	
	Streetscape Beautification	Implement a program to control weeds along public sidewalks	Hyde Park East Steering Committee	Department of Public Services	Easy	2	High	1-2 years	
	Streetscape Beautification	Determine methods to solve targeted trash problems along the business district	Hyde Park East Steering Committee / Hyde Park East Chamber	Department of Public Services / Business Association	Medium	3	Medium	1-2 years	
	Implement a commercial façade improvement program	Develop consistent design program to be used as guidance for redeveloped and newly constructed façade that also aligns with the existing Urban Design Overlay District (UDOD) standards in the Cincinnati Zoning Code	Hyde Park East Steering Committee	Department of Community and Economic Development / Department of City Planning	Hard	3	Medium	1-2 years	Determine who would create this
	Implement a commercial façade improvement program	Implement a program to assist property owners with basic aesthetic upkeep, such as exterior cleaning and paint services	Hyde Park East Steering Committee		Medium	3	Medium	3-4 years	Seek CNBDU dollars to create plan
	Implement a commercial façade improvement program	Create a consistent signage and wayfinding guide, and financially assist existing businesses with the cost to acquire new signage	Hyde Park East Steering Committee	Department of Transportation and Engineering / Department of Community and Economic Development	Medium	3	Medium	3-4 years	Consistent with zoning in existence

Goals	Objectives	Potential Scenarios / Tasks	Primary Partners	Secondary Partners	Level of Difficulty	Final Prioritization Results (Averaged Ranking 1=High; 4/5=Low)	Final Prioritization Ranking	Timeline	Other Comments
Maximize Assets	Make connections and enhancements to the Wasson Way	Determine appropriate level of access / accommodation for trail users	Hyde Park East Steering Committee		Easy	3	Medium	1-2 years	
	Make connections and enhancements to the Wasson Way	Address lighting and security concerns of residents along the trail	Hyde Park East Steering Committee		Medium	4	Low	3-4 years	Contingent on Wasson
	Make connections and enhancements to the Wasson Way	Design better pedestrian and bike access to help move people safely	Hyde Park East Steering Committee		Medium	3	Medium	3-4 years	Contingent on Wasson
	Improve Hyde Park Commons to increase usage	Install discrete, down lighting to enable evening play on tennis courts, especially during fall and warm winter evenings	Recreation Commission	Hyde Park East Steering Committee / Cincinnati Observatory	Medium	2	High	3-4 years	
	Improve Hyde Park Commons to increase usage	Construct permanent bathrooms to facilitate longer park visits and expanded park programming for groups/events	Recreation Commission	Hyde Park East Steering Committee	Hard	2	High	N/A	Prior plans in existence
	Improve Hyde Park Commons to increase usage	Improve drainage issues particularly for the open green space side of the park	Recreation Commission	Hyde Park East Steering Committee	Hard	2	High	5-7 years	
	Create a pedestrian connection to the Observatory	Coordinate with the Cincinnati Observatory and the University of Cincinnati to determine if a stepped path from the Commons to the Cincinnati Observatory is feasible	Hyde Park East Steering Committee	Cincinnati Observatory / University of Cincinnati / Recreation Commission	Hard	2	High	5-7 years	Need to determine the feasibility
	Restore the Historic Pillars	Identify ownership of the existing pillars, and secure maintenance easement rights in a public entity if the structures are found to be on private property	Hyde Park East Steering Committee	Private party	Medium	2	High	1-2 years	This item is currently underway
	Restore the Historic Pillars	Solicit work estimates for restoration of existing pillars and reconstruction of visually matching new pillars	Hyde Park East Steering Committee		Easy	2	High	3-4 years	
	Restore the Historic Pillars	Raise funds to be applied to the restoration and reconstruction in order of public's priority	Hyde Park East Steering Committee		Medium	2	High	3-4 years	
	Restore the Historic Pillars	Explore sponsorships by local businesses and residents to create long-term funding for maintenance	Hyde Park East Steering Committee		Medium	2	High	3-4 years	

APPENDIX

Hyde Park Statistical Neighborhood Approximation

Hyde Park East Business District Required Parking Spaces

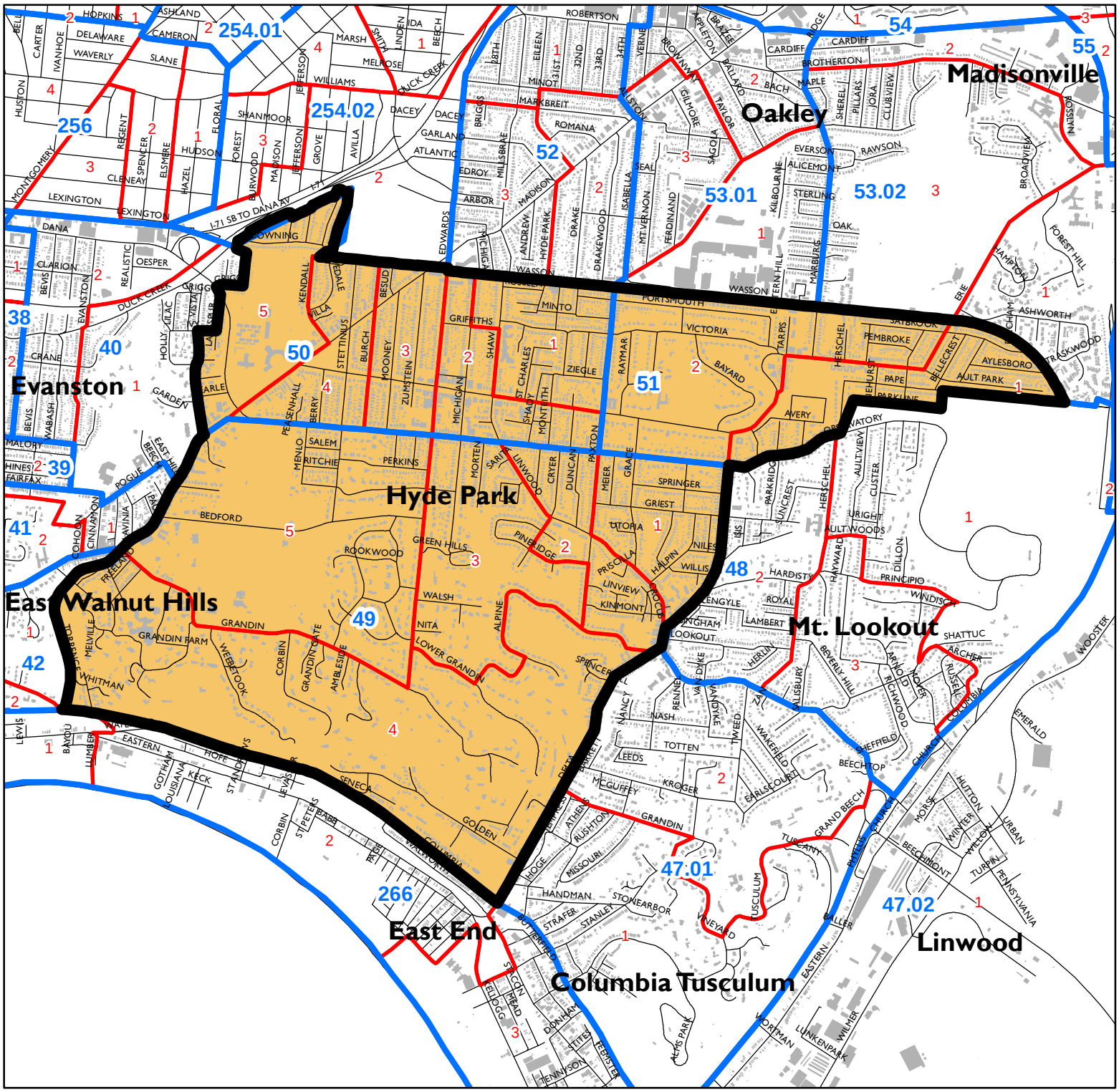
Hyde Park Commons Parking Lot Concepts

November 2014 Public Meeting Comments

Draft Concept of Erie Avenue Improvements

Hyde Park

Statistical Neighborhood Approximation



Legend

- Hyde Park SNA Boundary
- 2010 Census Tracts
- 2010 Block Groups
- Buildings
- Streets

N

0 1,200 2,400 4,800 7,200 9,600 Feet

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
TOTAL POPULATION	**6,278**	**4,756**	**2,322**	**13,356**
SEX				
Male:	3,091	2,116	1,107	6,314
Female:	3,187	2,640	1,215	7,042
SEX BY AGE				
Male:	**3,091**	**2,116**	**1,107**	**6,314**
Under 5 years	192	112	90	394
5 to 9 years	173	92	67	332
10 to 14 years	156	75	54	285
15 to 17 years	87	38	23	148
18 and 19 years	24	20	19	63
20 years	18	16	2	36
21 years	25	18	7	50
22 to 24 years	230	127	66	423
25 to 29 years	445	392	132	969
30 to 34 years	274	201	124	599
35 to 39 years	220	177	82	479
40 to 44 years	217	146	87	450
45 to 49 years	190	130	54	374
50 to 54 years	163	120	57	340
55 to 59 years	180	128	73	381
60 and 61 years	66	42	35	143
62 to 64 years	104	45	32	181
65 and 66 years	39	27	31	97
67 to 69 years	71	33	21	125
70 to 74 years	76	44	15	135
75 to 79 years	61	41	13	115
80 to 84 years	46	46	13	105
85 years and over	34	46	10	90
Female:	**3,187**	**2,640**	**1,215**	**7,042**
Under 5 years	183	122	70	375
5 to 9 years	173	95	64	332
10 to 14 years	170	80	56	306
15 to 17 years	87	44	29	160
18 and 19 years	29	16	6	51
20 years	16	14	5	35
21 years	25	24	12	61
22 to 24 years	226	275	85	586
25 to 29 years	464	468	163	1,095
30 to 34 years	249	201	127	577
35 to 39 years	197	134	87	418
40 to 44 years	225	151	87	463
45 to 49 years	155	133	61	349
50 to 54 years	208	138	86	432
55 to 59 years	193	152	75	420
60 and 61 years	75	56	36	167

Hyde Park

Census 2010

	Census Tract			
	49	**50**	**51**	**Totals**
62 to 64 years	115	71	43	229
65 and 66 years	54	25	32	111
67 to 69 years	76	51	22	149
70 to 74 years	74	69	21	164
75 to 79 years	87	47	14	148
80 to 84 years	52	90	18	160
85 years and over	54	184	16	254
RACE				
One Race	**6,151**	**4,668**	**2,288**	**13,107**
White alone	5670	4276	2178	12,124
Black or African American alone	221	210	35	466
American Indian and Alaska Native alone	7	8	1	16
Asian alone	228	137	52	417
Native Hawaiian and Other Pacific Islander alone	2	2	0	4
Some Other Race alone	23	35	22	80
Two or More Races	**127**	**88**	**34**	**249**
RACE ALONE OR COMBINATION WITH ONE OR MORE OTHER RACES				
White alone or in combination with one or more other races	5792	4361	2210	12,363
Black or African American alone or in combination with one or more other races	256	233	45	534
American Indian and Alaska Native alone or in combination with one or more other races	43	19	10	72
Asian alone or in combination with one or more other races	289	187	66	542
Native Hawaiian and Other Pacific Islander alone or in combination with one or more other races	5	7	0	12
Some Other Race alone or in combination with one or more other races	31	38	27	96
HISPANIC OR LATINO AND RACE				
Total Population:	**6,278**	**4,756**	**2,322**	13,356
Total Hispanic or Latino Population:	**139**	**107**	**66**	312
White alone	94	73	41	
Black or African American alone	2	5	2	
American Indian and Alaska Native alone	3	1	0	
Asian alone	3	0	0	
Native Hawaiian and Other Pacific Islander alone	0	0	0	
Some Other Race alone	21	19	17	
Two or More Races	16	9	6	
HOUSEHOLD				
Total:	**6,278**	**4,756**	**2,322**	**13,356**
In households:	6,268	4,701	2,322	13,291
In family households:	4,263	2,562	1,584	8,409

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
Householder:	1,462	912	540	2,914
Male	1017	624	391	2,032
Female	445	288	149	882
Spouse	1254	756	470	2,480
Biological child	1,355	727	483	2,565
Adopted child	30	33	18	81
Stepchild	15	16	7	38
Grandchild	22	18	17	57
Brother or sister	40	36	20	96
Parent	18	9	5	32
Parent-in-law	5	1	3	9
Son-in-law or daughter-in-law	3	4	2	9
Other relatives	22	17	7	46
Nonrelatives	37	33	12	82
In nonfamily households:	2005	2139	738	4,882
Male householder:	799	689	238	1,726
Living alone	607	528	165	1,300
Not living alone	192	161	73	426
Female householder:	797	1059	341	2,197
Living alone	643	897	272	1,812
Not living alone	154	162	69	385
Nonrelatives	409	391	159	959
In group quarters:	**10**	**55**	**0**	**65**
Institutionalized population	0	51	0	51
Noninstitutionalized population	10	4	0	14
HOUSING TYPE				
Total Households:	3,058	2,660	1,119	6,837
Family households:	1,462	912	540	2,914
Husband-wife family	1254	756	470	2,480
Other family:	208	156	70	434
Male householder, no wife present	62	48	21	131
Female householder, no husband present	146	108	49	303
Nonfamily households:	1596	1748	579	3,923
Householder living alone	1250	1425	437	3,112
Householder not living alone	346	323	142	811
HOUSING OCCUPANCY				
Total Housing Units:	3,323	2,985	1,190	7,498
Occupied	3,058	2,660	1,119	6,837
Vacant	265	325	71	661
Vacancy Status				
For rent	124	183	36	343
Rented, not occupied	5	8	0	13
For sale only	57	23	15	95
Sold, not occupied	6	6	4	16

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
For seasonal, recreational, or occasional use	29	17	5	51
For migrant workers	0	0	0	0
Other vacant	44	88	11	143
HOUSING TENURE				
Total Occupied Housing Units:	**3,058**	**2,660**	**1,119**	**6,837**
Owned Occupied	**1699**	**1219**	**735**	**3,653**
Owned with a mortgage or a loan	1300	904	586	2,790
Owned free and clear	399	315	149	863
Renter occupied	**1,359**	**1,441**	**384**	**3,184**
COMMUTING TO WORK				
Total:	**3724**	**3173**	**1449**	**8,346**
Car, truck, or van:	3427	2802	1391	7,620
Drove alone	3190	2659	1286	7,135
Carpooled:	237	143	105	485
In 2-person carpool	219	143	105	467
In 3-person carpool	18	0	0	18
In 4-person carpool	0	0	0	0
In 5- or 6-person carpool	0	0	0	0
In 7-or-more-person carpool	0	0	0	0
Public transportation (excluding taxicab):	57	75	7	139
Bus or trolley bus	57	75	7	139
Streetcar or trolley car (carro publico in Puerto Rico)	0	0	0	0
Subway or elevated	0	0	0	0
Railroad	0	0	0	0
Ferryboat	0	0	0	0
Taxicab	15	0	0	15
Motorcycle	0	0	0	0
Bicycle	0	0	11	11
Walked	24	146	16	186
Other means	14	0	0	14
Worked at home	187	150	24	361
OCCUPATION				
Management, business, science, and arts occupations:	2212	2278	898	5,388
Service occupations:	445	256	139	840
Sales and office occupations:	932	579	299	1,810
Natural resources, construction, and maintenance occupations:	123	68	56	247
Production, transportation, and material moving occupations:	84	8	77	169
INDUSTRY				

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
Agriculture, forestry, fishing and hunting, and mining:	1793	1518	785	4,096
Construction	82	66	43	191
Manufacturing	241	234	126	601
Wholesale trade	352	226	162	740
Retail trade	186	133	96	415
Transportation and warehousing, and utilities:	211	198	30	439
Information	67	85	49	201
Finance and insurance, and real estate and rental and leasing:	447	236	67	750
Professional, scientific, and management, and administrative and waste management services:	729	424	159	1,312
Educational services, and health care and social assistance:	436	649	259	1,344
Arts, entertainment, and recreation, and accommodation and food services:	774	679	366	1,819
Other services, except public administration	197	136	57	390
Public administration	31	82	39	152
CLASS OF WORKERS				
Private for-profit wage and salary workers:	3046	2437	999	6,482
Private not-for-profit wage and salary workers	399	378	218	995
Local government workers	94	111	98	303
State government workers	78	84	71	233
Federal government workers	43	30	15	88
Self-employed in own not incorporated business workers	136	135	68	339
Unpaid family workers	0	14	0	14
INCOME				
Households				
Less than $10,000	51	178	19	248
$10,000 to $14,999	74	77	10	161
$15,000 to $19,999	72	52	14	138
$20,000 to $24,999	80	63	48	191
$25,000 to $29,999	113	47	32	192
$30,000 to $34,999	103	179	62	344
$35,000 to $39,999	102	189	67	358
$40,000 to $44,999	13	71	27	111
$45,000 to $49,999	125	144	47	316
$50,000 to $59,999	277	273	106	656
$60,000 to $74,999	203	298	109	610
$75,000 to $99,999	534	309	143	986
$100,000 to $124,999	277	238	70	585
$125,000 to $149,999	164	93	88	345
$150,000 to $199,999	333	192	132	657
$200,000 or more	405	231	196	832
Median household income (dollars)**	$ 81,910	$ 60,924	$ 79,700	$ 74,053
Families				

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
Less than $10,000	12	13	0	25
$10,000 to $14,999	62	10	0	72
$15,000 to $19,999	0	0	0	0
$20,000 to $24,999	0	11	5	16
$25,000 to $29,999	44	0	0	44
$30,000 to $34,999	9	10	14	33
$35,000 to $39,999	15	27	11	53
$40,000 to $44,999	0	10	13	23
$45,000 to $49,999	50	0	12	62
$50,000 to $59,999	133	91	62	286
$60,000 to $74,999	45	101	34	180
$75,000 to $99,999	178	160	59	397
$100,000 to $124,999	160	165	32	357
$125,000 to $149,999	134	62	28	224
$150,000 to $199,999	229	99	102	430
$200,000 or more	324	118	176	618
Median family income (dollars)**	$ 123,807	$ 100,458	$ 173,125	$ 125,639
Per capita income (dollars)**	$ 51,702	$ 51,953	$ 68,388	$ 54,692
MEDIAN EARNINGS (DOLLARS)				
Male full-time, year-round workers	$ 54,280	$ 47,267	$ 56,683	$ 158,230
Female full-time, year-round workers	$ 38,304	$ 43,650	$ 37,453	$ 119,407
POVERTY STATUS				
Total:	**1,395**	**877**	**548**	**2,820**
Income in the past 12 months below poverty level:	**74**	**23**	**0**	**97**
Married-couple family:	**74**	**10**	**0**	**84**
With related children under 18 years:	62	0	0	62
Under 5 years only	0	0	0	0
Under 5 years and 5 to 17 years	0	0	0	0
5 to 17 years only	62	0	0	62
No related children under 18 years	12	10	0	22
Other family:	**0**	**13**	**0**	**13**
Male householder, no wife present:	**0**	**13**	**0**	**13**
With related children under 18 years:	0	13	0	13
Under 5 years only	0	13	0	13
Under 5 years and 5 to 17 years	0	0	0	0
5 to 17 years only	0	0	0	0
No related children under 18 years	0	0	0	0
Female householder, no husband present:	**0**	**0**	**0**	**0**
With related children under 18 years:	0	0	0	0
Under 5 years only	0	0	0	0

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
Under 5 years and 5 to 17 years	0	0	0	0
5 to 17 years only	0	0	0	0
No related children under 18 years	0	0	0	0
SCHOOL ENROLLMENT				
Enrolled in school:	**1,737**	**1,154**	**751**	**3,642**
Enrolled in nursery school, preschool:	107	27	63	197
Enrolled in kindergarten:	56	56	9	121
Enrollment in grade 1 to 8:	541	311	172	1,024
Enrolled in grade 9 to grade 12:	393	133	90	616
Enrollment in college or graduate school	640	627	417	1,684
EDUCATIONAL ATTAINMENT				
Total	4,438	3,751	1,647	9,836
Less than 9th grade	0	10	0	10
9th to 12th grade, no diploma	41	72	0	113
High school graduate (and equivalency)	222	212	141	575
Some college, no degree	343	276	138	757
Associate degree	211	244	70	525
Bachelor's degree	2031	1925	595	4,551
Graduate or professional degree	1590	1012	703	3,305
MARITAL STATUS				
Total	5,583	4,316	2,064	11,963
Never married	2,444	2,137	841	5,422
Now married, except seperated	5,034	3,235	1,890	10,159
Seperated	0	23	33	56
Total widowes	140	111	124	375
Female widowes	111	111	111	333
Total divorced	390	309	165	864
Female divorced	283	153	102	538
VETERAN STATUS				
Civilians veterans	387	230	78	695
LANGUAGE SPOKEN AT HOME				
Speak only English	**6,215**	**4,775**	**2,247**	**13,237**
Speak Spanish:	**5,099**	**4,011**	**1,846**	**10,956**
Speak English "very well"	56	124	71	251
Speak English "well"	28	105	71	204
Speak English "not well"	14	19	0	33
Speak English "not at all"	14	0	0	14
Speak other Indo-European languages:	**55**	**20**	**16**	**91**
Speak English "very well"	127	136	101	364
Speak English "well"	72	104	85	261
Speak English "not well"	0	0	0	0
Speak English "not at all"	0	12	0	12
Speak Asian and Pacific Island languages:	**0**	**0**	**0**	**0**

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
Speak English "very well"	26	15	0	41
Speak English "well"	26	15	0	41
Speak English "not well"	0	0	0	0
Speak English "not at all"	0	0	0	0
Speak other languages:	**0**	**0**	**0**	**0**
Speak English "very well"	15	0	0	15
Speak English "well"	15	0	0	15
Speak English "not well"	0	0	0	0
Speak English "not at all"	0	0	0	0
OCCUPIED HOUSING UNITS	**3,058**	**2,660**	**1,119**	**6,837**
UNITS IN STRUCTURE				
1, detached	1778	1038	881	3,697
1, attached	45	23	32	100
2	288	502	21	811
3 or 4	212	378	111	701
5 to 9	166	273	78	517
10 to 19	348	278	39	665
20 to 49	310	291	38	639
50 or more	233	267	21	521
Mobile home	0	0	0	0
Boat, RV, van, etc.	0	0	0	0
YEAR STRUCTURE BUILT				
Built 2005 or later	62	11	0	73
Built 2000 to 2004	105	10	18	133
Built 1990 to 1999	88	23	25	136
Built 1980 to 1989	112	47	46	205
Built 1970 to 1979	264	208	71	543
Built 1960 to 1969	570	352	112	1,034
Built 1950 to 1959	356	186	69	611
Built 1940 to 1949	180	327	91	598
Built 1939 or earlier	1643	1886	789	4,318
ROOMS				
1 room	94	94	0	188
2 rooms	115	338	0	453
3 rooms	391	404	75	870
4 rooms	293	543	69	905
5 rooms	662	430	231	1,323
6 rooms	378	232	208	818
7 rooms	338	257	328	923
8 rooms	360	355	101	816
9 or more rooms	749	397	209	1,355
YEAR HOUSEHOLDER MOVED INTO UNIT				

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
Moved in 2005 or later	1,382	1,404	493	3,279
Moved in 2000 to 2004	552	524	177	1,253
Moved in 1990 to 1999	549	340	195	1,084
Moved in 1980 to 1989	133	187	154	474
Moved in 1970 to 1979	117	84	105	306
Moved in 1969 or earlier	193	95	46	334
VEHICLES AVAILABLE				
No vehicle available	134	149	40	323
1 vehicle available	1076	1311	447	2,834
2 vehicles available	1184	811	522	2,517
3 vehicles available	446	299	146	891
4 vehicles available	63	10	15	88
5 or more vehicles available	23	54	0	77
SELECTED CHARACTERISTICS				
Lacking complete plumbing facilities	0	21	21	42
Lacking complete kitchen facilities	43	47	14	104
No telephone service	228	211	91	530
SPECIFIED OWNER-OCCUPIED UNITS	**4791**	**2747**	**1811**	**9,349**
VALUE				
Less than $10,000	0	0	0	0
$10,000 to $14,999	0	0	0	0
$15,000 to $19,999	0	0	0	0
$20,000 to $24,999	12	0	0	12
$25,000 to $29,999	14	0	0	14
$30,000 to $34,999	0	0	0	0
$35,000 to $39,999	0	0	0	0
$40,000 to $49,999	30	0	0	30
$50,000 to $59,999	0	13	0	13
$60,000 to $69,999	0	0	0	0
$70,000 to $79,999	14	16	0	30
$80,000 to $89,999	0	0	16	16
$90,000 to $99,999	0	21	0	21
$100,000 to $124,999	0	60	3	63
$125,000 to $149,999	0	54	26	80
$150,000 to $174,999	31	93	44	168
$175,000 to $199,999	111	62	76	249
$200,000 to $249,999	236	122	184	542
$250,000 to $299,999	248	185	73	506
$300,000 to $399,999	289	208	146	643
$400,000 to $499,999	112	193	24	329
$500,000 to $749,999	269	83	118	470
$750,000 to $999,999	177	20	58	255
$1,000,000 or more	245	9	44	298
Median (dollars)	$ 368,500	$ 284,700	$ 289,000	X

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
MORTGAGE STATUS AND SELECTED MONTHLY OWNERSHIP COSTS				
Housing units with a mortgage:	**1341**	**802**	**622**	**2,765**
Less than $200	0	0	0	0
$200 to $299	0	0	0	0
$300 to $399	15	0	0	15
$400 to $499	0	0	0	0
$500 to $599	0	0	0	0
$600 to $699	18	13	0	31
$700 to $799	28	13	29	70
$800 to $899	0	0	13	13
$900 to $999	0	11	14	25
$1,000 to $1,249	63	55	28	146
$1,250 to $1,499	0	72	57	129
$1,500 to $1,999	350	232	176	758
$2,000 to $2,499	302	163	82	547
$2,500 to $2,999	83	131	98	312
$3,000 or more	482	112	125	719
Housing units without a mortgage:	**447**	**337**	**190**	**974**
Less than $100	0	0	0	0
$100 to $149	0	0	0	0
$150 to $199	0	0	0	0
$200 to $249	0	0	0	0
$250 to $299	0	0	0	0
$300 to $349	0	0	0	0
$350 to $399	0	16	8	24
$400 to $499	39	24	31	94
$500 to $599	37	38	27	102
$600 to $699	68	35	15	118
$700 or more	303	224	109	636
SELECTED MONTHLY HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME				
Less than 10.0 percent	292	149	199	640
10.0 to 14.9 percent	221	191	126	538
15.0 to 19.9 percent	212	157	83	452
20.0 to 24.9 percent	153	155	56	364
25.0 to 29.9 percent	181	99	52	332
30.0 to 34.9 percent	94	74	77	245
35.0 to 39.9 percent	196	59	39	294
40.0 to 49.9 percent	205	97	67	369
50.0 percent or more	0	0	0	0
Not computed	0	0	0	0
SPECIFIED RENTER-OCCUPIED UNITS	**1,795**	**2,266**	**581**	**4,642**

Hyde Park

Census 2010

	Census Tract			
	49	50	51	Totals
GROSS RENT				
With cash rent:	1,124	1,456	346	2,926
Less than $100	0	0	0	0
$100 to $149	0	0	0	0
$150 to $199	0	0	0	0
$200 to $249	14	0	0	14
$250 to $299	0	0	0	0
$300 to $349	0	0	0	0
$350 to $399	0	0	0	0
$400 to $449	14	38	0	52
$450 to $499	0	47	0	47
$500 to $549	109	109	12	230
$550 to $599	111	86	5	202
$600 to $649	43	231	42	316
$650 to $699	83	88	41	212
$700 to $749	85	137	38	260
$750 to $799	78	36	33	147
$800 to $899	281	218	26	525
$900 to $999	54	125	72	251
$1,000 to $1,249	146	150	46	342
$1,250 to $1,499	27	27	0	54
$1,500 to $1,999	59	106	20	185
$2,000 or more	20	58	11	89
No cash rent	14	39	12	65
Median (dollars)	809	747	808	X
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME				
Less than 10.0 percent	175	82	0	257
10.0 to 14.9 percent	172	330	75	577
15.0 to 19.9 percent	270	265	47	582
20.0 to 24.9 percent	150	265	107	522
25.0 to 29.9 percent	87	145	20	252
30.0 to 34.9 percent	105	97	45	247
35.0 to 39.9 percent	46	38	5	89
40.0 to 49.9 percent	23	27	18	68
50.0 percent or more	96	207	29	332
Not computed	14	39	12	65

*Denotes that Census Tract/Block Group falls partially within the city boundary and partially within neighboring jurisdiction

**Neighborhood income averages calculated using the weighted mean formula

E to W order	Street number	Street	Name	Type of business	Square Footage (Auditor	Square Footage (CoStar)	Average Square Footage	Zoning Code Parking Req	Zoning Classification	Exemption (see footnote)	Required Number of Spaces w/o exemption	Required Number of Spaces with exemption	Rounded Required Spaces	FTEs (est'd)
1	3275	Erie	Goldsmith Cardel	Retail Sales	7212	6203	6707.5	1 for every 250 sq. ft	CC-M	2	26.83	18.83	19	4
2	3295	Erie	City of cincinnati District 2 Police	Public Safety Facility	13628		13628	1 for every 250 sq. ft	CC-M	2	54.512	46.512	47	50
3	3316	Erie	Coffee Emporium	Restaurants, limited service	989	923	956	1 for every 150 sq. ft	CC-M	2	6.373333333	-6.96	0	3
4	3319	Erie	Hyde Park Bridal	Retail Sales	3384	3384	3384	1 for every 250 sq. ft	CC-M	2	13.536	5.536	6	3
5	3322	Erie	Greg Meinberg - State Farm Insuance	Offices	4998	7200	6099	1 for every 400 sq. ft	CN-M	2	20.33	13.66333333	14	5
6	3322	Erie	2nd Floor Salon	Personal Services				1 for every 250 sq. ft	CN-M	2				3
7	3322	Erie	Images Hair Design by Jessica	Personal Services				1 for every 250 sq. ft	CN-M	2				3
8	3620	Tarpis	Tarpis Woods Apartments - Uptown Properties	Multi-Family - RM 2.0		56115	56115	1.5 for every unit	RM-2.0	N/A	62		62	3
9	3330	Erie	Victoria Travel	Offices	20520	21000	20760	1 for every 400 sq. ft	CN-M	2	51.9	46.9	47	5
10	3340	Erie	Matt Bradley Salon	Personal Services	10426	4944	7685	1 for every 250 sq. ft	CN-M	2	38.425	28.425	28	5
11	3340	Erie	China Gourmet	Restaurants, Full				1 for every 150 sq. ft	CN-M	2				12
12	3346	Erie	Papa Johns Pizza	Restaurants, limited service	4530	3757	4143.5	1 for every 150 sq. ft	CN-M	2	20.7175	10.7175	11	4
13	3346	Erie	United Dairy Farmers	Retail Sales				1 for every 250 sq. ft	CN-M	2				6
14	3612	Marburg	Rustic Pear	Personal Services	1758	1758	1758	1 for every 250 sq. ft	CN-M	2	7.032	-0.968	0	5
16	3612	Marburg	Lotus Health and Wellness	Personal Services				1 for every 250 sq. ft	CN-M	2				5
15	3610	Marburg	Salon 3610	Personal Services	2070	2097	2083.5	1 for every 250 sq. ft	CN-M	2	8.334	0.334	0	5
17	3608	Marburg	Heavenly Bodies and Spa	Personal Services	1950	2186	2068	1 for every 250 sq. ft	CN-M	2	8.272	0.272	0	5
18	3378	Erie	Dutch's Larder	Restaurants, Full	1863	1716	1789.5	1 for every 150 sq. ft	CN-M	2	11.93	-1.403333333	0	8
19	3378	Erie	Dutch's Bar & Bottle Shop	Restaurants, Full				1 for every 150 sq. ft	CN-M	2				5
	3387-341	Erie	Ravenswood Apartments	Multi-Family - CN-M	38820		38820	1 for every unit	CN-M	N/A	88		88	
20	3380	Erie	Jose Chavez MD	Medical services and clinic	5105	4000	4552.5	1 for every 150 sq. ft	CN-M	2	30.35	17.01666667	17	5
21	3384	Erie	Keystone Bar & Grill	Restaurants, Full	4528	4216	4372	1 for every 150 sq. ft	CN-M	2	29.14666667	17.01666667	17	15
22	3392	Erie	Hyde Park Pizzeria	Restaurants, limited service	4128	4800	4464	1 for every 150 sq. ft	CN-M	2,4	22.32	12.32	12	4
23	3394	Erie	Hyde Park Nails	Personal Services				1 for every 250 sq. ft	CN-M	2,4				5
24	3406	Erie	Edgar Berre Jr, DDS	Medical services and clinic	2396	2265	2330.5	1 for every 150 sq. ft	CN-M	2	8.474545455	1.201818182	0	4
25	3406	Erie	Berre, Schirmang, Schmidt, LLP	Offices				1 for every 400 sq. ft	CN-M	2				3
26	3414	Erie	Kopf Real Estate & Appraisers	Offices	2511	2051	2281	1 for every 400 sq. ft	CN-M	2	5.7025	0.7025	0	6
	3501	Erie	Vacant	N/A	2175	4571	3373	N/A	CN-M	2			0	
27	3500	Erie	Tischbein Pharmacy	Retail Sales	3120	2664	2892	1 for every 250 sq. ft	CN-M	2	11.568	3.568	0	3
28	3502	Erie	Tima Salon	Personal Services				1 for every 250 sq. ft	CN-M	2				5
29	3506	Erie	Bankkok Bistro	Restaurants, Full	3275	2818	3046.5	1 for every 150 sq. ft	CN-M	2	20.31	6.976666667	7	12
30	3508	Erie	Turner Barber Shop	Personal Services	715	581	648	1 for every 250 sq. ft	CN-M	2	2.592	-5.408	0	1
31	3510	Erie	Hap's Irish Pub	Restaurants, Full	3022	4137	3579.5	1 for every 150 sq. ft	CN-M	2	23.86333333	10.53	11	4
32	3514	Erie	M Restaurant	Restaurants, Full	4592	4763	4677.5	1 for every 150 sq. ft	CN-M	2	31.18333333	17.85	18	8
33	3520	Erie	ASH American Fare	Restaurants, Full				1 for every 150 sq. ft	CN-M	2				8
34	3522	Erie	RE/MAX Preferred Group	Offices	2296	1960	2128	1 for every 400 sq. ft	CN-M	2	5.32	0.32	0	5
35	3534	Pinehurst	Sweeney & Associates	Offices	2010		2010	1 for every 400 sq. ft	CN-M	2	5.025	0.025	0	5
36	3521	Erie	Foundation Bank	Banks and fiancial institutions	1225	1605	1415	1 for every 200 sq ft	CN-M	2	7.075	-2.925	0	5
37		Erie	Cincy Tax Service	Offices				1 for every 400 sq. ft	CN-M	2				2
38	3650	Erie	Richard Jackson DDS	Medical services and clinic	2167	4695	3431	1 for every 150 sq. ft	CN-M	2	22.87333333	9.54	10	4
39	3668	Erie	Mary Ran Gallery	Retail Sales	5023	5023	5023	1 for every 250 sq. ft	CN-M	2	20.092	12.092	12	3
40	3672	Erie	Saigon Café	Restaurants, Full				1 for every 150 sq. ft	CN-M	2				5
41	3665	Erie	Tino Vino	Drinking Establishment	8355	9104	8729.5	1 for every 150 sq. ft	CN-M	2	58.19666667	44.86333333	45	0
Totals					168791	170536					**722.2842121**		**471**	251

[1]First 2,000 sq ft of gross floor area of existing and new commerical uses in CN-P and the CC-P districts = Exempt - no spaces required

[2]First 2,000 sq ft of gross floor area of existing commerical uses in CN-M, CC-M, OL, OG, IR, RF-C and ML districts = Exempt - no spaces required

[3]1425-23 Reduced Parking: a) Proximity to Public Parking Facilities - In the O, C, UM and M Districts where a use is located within 600 feet of a public parking facility, either publicly or privately owned and it could provide 50 percent or more of the parking spaces required for the use, the director may approve a 50 percent reduction in requirements. If reduced requirement results in fewer than 5 spaces being required, then no spaces need to be provided.

[4]1425-23 Reduced Parking: b) Multiple uses on a Single Development Site - The max allowable reduction in number of spaces to be provided may not exceed 15 percent of the sum of the number required for each individual use swerved and not less than the largest amount required for any of the uses computed separately.

Combined square footage for the building and average the requirement

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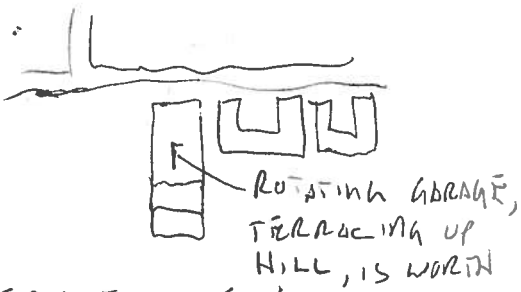

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#2

COMPLETE

Collector: Web Link (Web Link)
Started: Friday, November 07, 2014 7:40:46 AM
Last Modified: Friday, November 07, 2014 8:16:53 AM
Time Spent: 00:36:07
IP Address: 72.49.172.58

PAGE 1

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Name:	Gene Kimbrew
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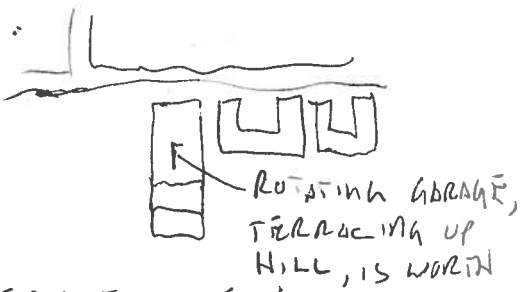

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Kerby, Ann Marie

From: Williams, Bryan (Urban Planning)
Sent: Monday, November 10, 2014 4:58 PM
To: Kerby, Ann Marie
Subject: RE: EHP Master Plan Input Session 1 - Notes

Follow Up Flag: Follow up
Flag Status: Flagged

Ann Marie,

Notes from my table:

- Two people commented that no green space should be lost for parking/garage.
- Multiple comments came about putting the tennis courts on top of the garage so they could be retained.
- One resident wants to eliminate traffic on Herschel View/Pape
- Move the Police Station to a more centralized area within District Two or to an area with more parking available
- Purchase current commercial property to create more parking; a garage could then contain stores at the walk level
- do not show taking any residential/single family homes
- Remove the garages behind Ravenswood and replace with a parking deck, essentially doubling their parking

Those were the notes I wrote down. Most of the discussion was over the garage.

Bryan

-----Original Message-----
From: Kerby, Ann Marie
Sent: Monday, November 10, 2014 4:19 PM
To: John; Ashmore Jay; Jay Andress; Schirmang Timothy; Berre Chris; Pete Kopf; Pasquinucci Rob; Huston Janet; Williams, Bryan (Urban Planning); Tucker Steve; Evans Jonathan R.; eeiz@fuse.net; Schimberg Dan; Weaver, James; Perry Julie
Subject: EHP Master Plan Input Session 1 - Notes

Good Afternoon,

I believe last week's first input session went well! John - great job again on your presentation!

I am putting together all of the comments that we received into one document. If you have any comment forms or notes from the meeting, please send those to me so I can include those with the comment forms. Then, as we are gearing up for the second input session, we will have an idea of what people liked, didn't like or if there were any new ideas/solutions.

Thank you,

Ann Marie Kerby, AICP | City Planner

#2

COMPLETE

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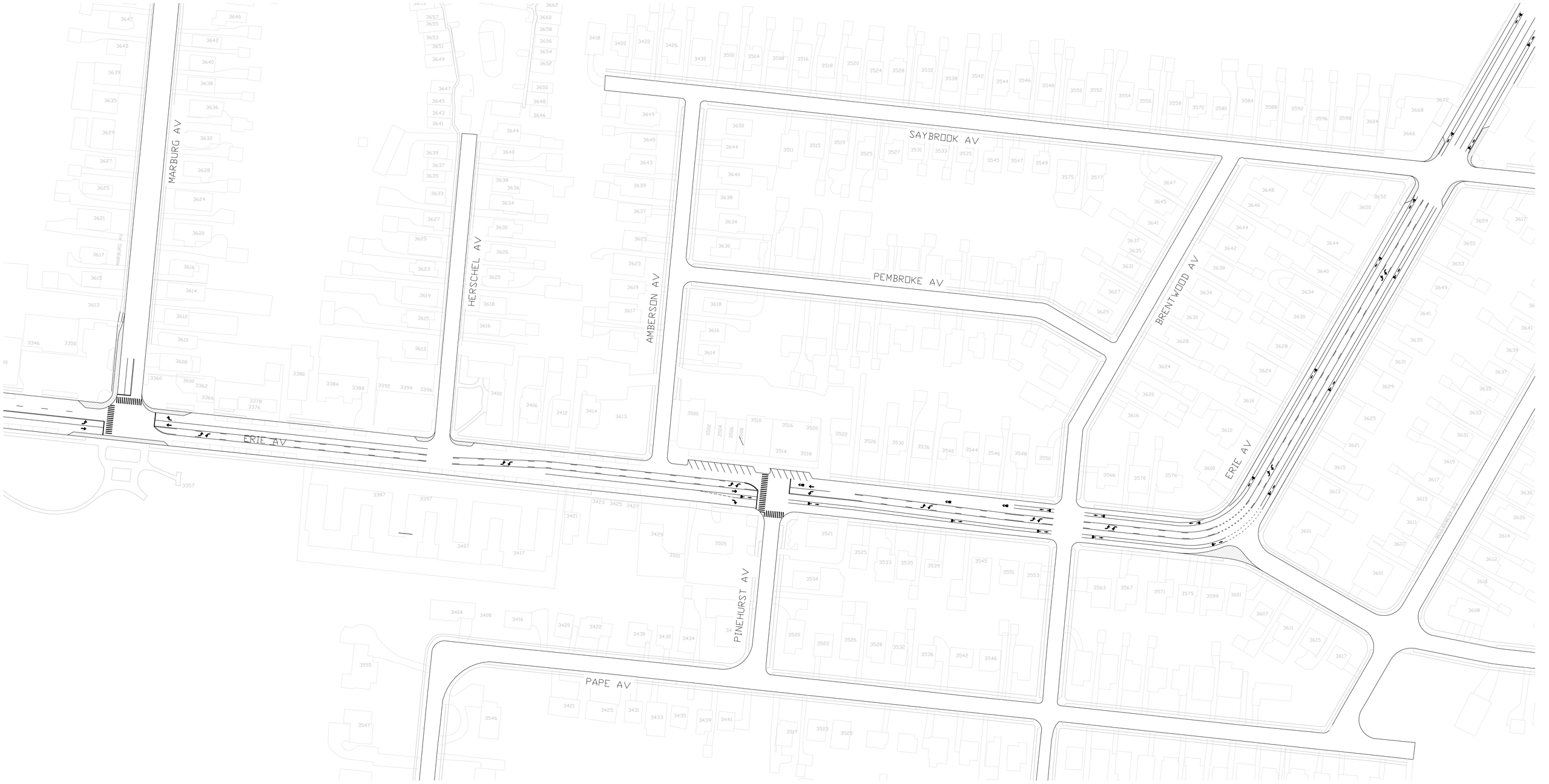
SAYBROOK AV
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