

SYCAMORE TOWNSHIP LAND USE PLAN UPDATE

21 November 2002



Prepared by:
Sycamore Township
and



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Sycamore Township
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FOREWORD

Established in 1803, Sycamore Township has long enjoyed its position as a rural preserve at the edge of an ever growing metropolis (see Map 1). However, explosive regional growth in recent years has transformed Sycamore Township's rural character to that of an "edge city". The Township is home to over 23,000 residents, and boasts over 2 million square feet of retail space (more than in all of downtown Cincinnati) and over 750,000 square feet of office space. The Township Trustees and the Township Planning and Zoning Commission, realizing both the benefits and costs of such dramatic growth, understood that the Township needed a Land Use Plan to guide future growth and development. Such a plan would enable Sycamore Township to maintain and increase the quality of life that those who live and work there currently enjoy.

The Township Trustees established a threefold strategy as the basis for the formulation of their vision for the Township:

- Support and protect the residential neighborhoods;
- Encourage private enterprise and job growth within clearly defined areas; and
- Provide the necessary infrastructure improvements, land use controls, and funding for implementation.

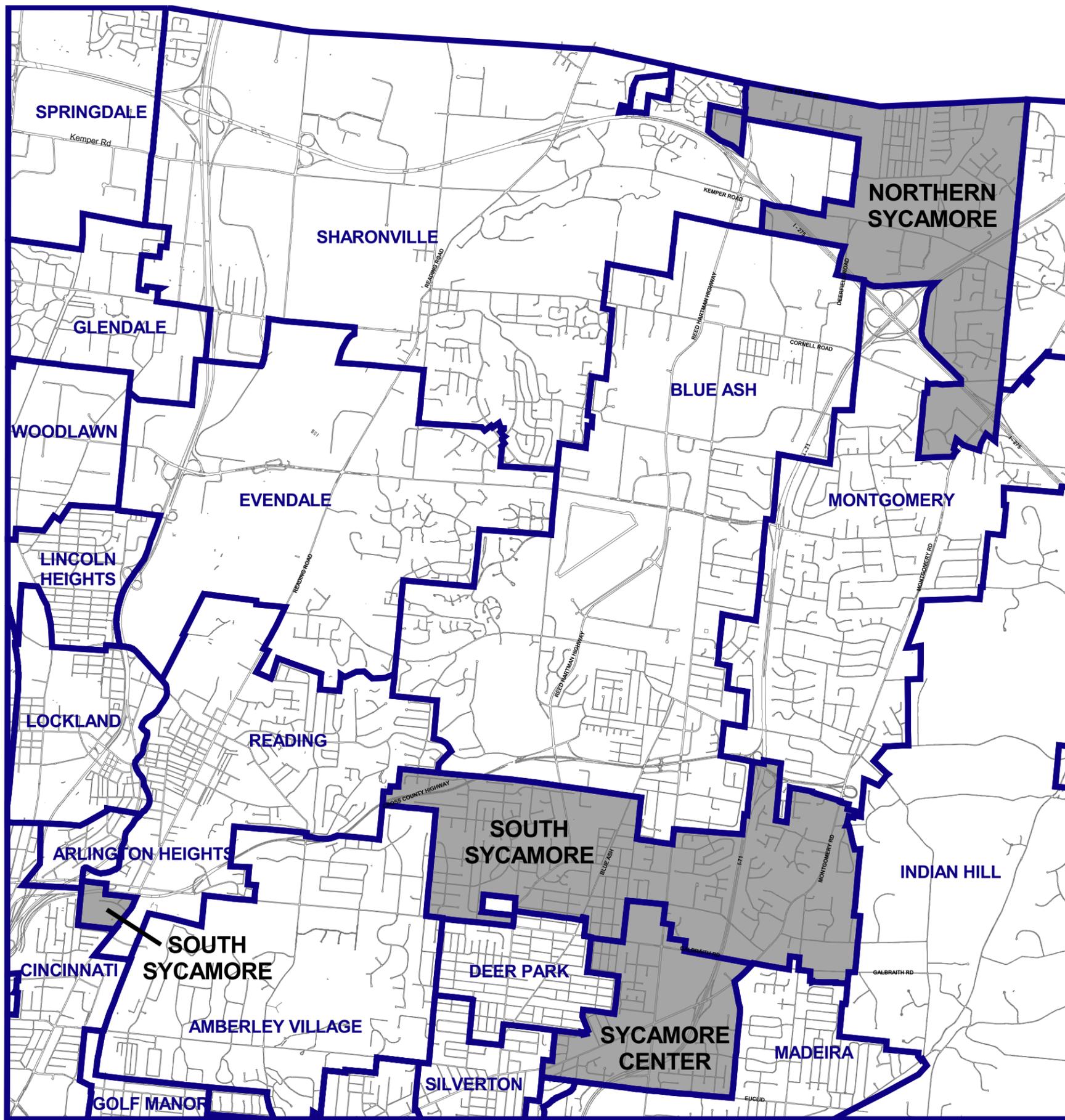
The first planning efforts by the Township were focused on the Montgomery Road Corridor between Silverton and the northern Hamilton County boundary line.

The Montgomery road Corridor Land Use Plan was adopted in 1985.

In June, 1986, the Township Trustees hired a planning consultant to develop a Land Use Plan for the Northern Sycamore Township Area, realizing that the large amounts of prime, undeveloped land were ripe for development in the near future. The "Northern Sycamore Township Focus Area Land Use/Zoning Plan" was the first Land Use Plan developed and adopted by the Township Trustees to attempt to control growth in the Township. It was also the first document in a line of several subsequent Land Use Plans developed and adopted by the Trustees established to manage growth in the entire Township. This document, the "Sycamore Township Coordinated Land Use Plan" combines three Land Use Plans, developed and adopted over the course of the last five years, into one cohesive planning policy document. This document contains the following Land Use Planning Documents reviewed, adopted, and endorsed by the Township Trustees:

- The "Sycamore Center Land Use Plan", adopted in April 1993;
- The "Northern Sycamore Township Land Use Plan Update", adopted in April 1995;
- The "South Sycamore Township Land Use Plan", adopted in 1996; and
- The "Montgomery Road Corridor Land Use Plan", adopted in 1985.

The aforementioned plans were developed by the Hamilton County Regional Planning Commission and Sycamore Township in conjunction with

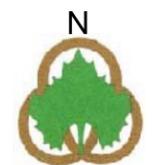


Legend

-  Jurisdictions
-  Roads
-  Study Areas

Sycamore Township Land Use Plan

Study Area



Edwards and Kelcey (formally Pflum, Klausmeier & Gehrum Consultants, Inc. (PKG)). It is imperative that any planning process in a community with well established institutions and lifelong residents evolve so that the Plan has a strong sense of local ownership. The challenge for PKG was not to prepare a plan “for” the Township, but rather to facilitate a process whereby the Township plans for itself. The planning process used to develop each Land Use Plan, and ultimately this document, was that of a Steering comprised of residents, community leaders, members of the Township Planning and Zoning Commission, Township Trustees and representatives from the Hamilton County Regional Planning Commission. The Steering Committees worked with PKG to become the driving force behind the ideas, goals, policies and recommendations of these Plans. Each committee met on a monthly basis to develop and refine issues to be included in each of the Plans included in the Sycamore Township Coordinated Land Use Plan. Each of the Steering Committee meetings were open to the public in order to receive feedback and ideas from the citizens of Sycamore Township. Furthermore, several ad hoc committees were formed in order to address specific neighborhood concerns. Examples include the Montgomery Road/Moeller High School area, Holiday Acres Neighborhood Association (HANA), and the East Kemper Road Residents Group.

This document also recognizes the land use studies researched and developed by the Hamilton County Regional Planning Commission in an effort to manage and control growth and

redevelopment occurring along the major arterials traversing through Sycamore Township. Section 4 of the Sycamore Township Land Use Plan includes those sections of the “Montgomery Road Corridor Land Use Plan”, developed and adopted in 1985, and updated by the Hamilton County Regional Planning Commission in January, 1994, that related to South Sycamore Township. Although the Montgomery Road Corridor Land Use Plan is not an official part of the Sycamore Township Coordinated Land Use Plan during the adoption of this document in 1996, the Township will revisit this land use planning document in five years to determine the applicability and validity of the Coordinated Land Use Plan and the potential inclusion of the Montgomery Road Corridor Land Use Plan.

The following document is the combination of the results of the public input process and the research and evaluation process of the Township and its planning consultant. This document represents the intentional efforts and desires of the Township to control the location, type and quality of development and redevelopment in relation to the ability of the Township to provide the necessary infrastructure, in a fiscally sound and responsive manner, while preserving the quality of life that make Sycamore Township attractive to residents and business owners alike.

Land Use Categories - Sycamore Township Land Use Plan

The following land use and descriptions are used in both the existing and recommended land use maps of the Township.



Open Space/Buffer

Generalized indication of need for the development to include appropriate buffers or open spaces between setbacks, landscape screening, fences or other buffers to achieve compatibility between adjacent dissimilar uses of land.



Single Family Residence

Low density, detached housing and related compatible uses.

Typically detached dwellings with scale and massing appropriate to protect the character of the surrounding neighborhood and site constraints and density consistent with adopted zoning



Transitional Residence

Low density detached or attached housing and related compatible uses (excluding office, retail and industrial) that provides a transition between single family residential uses and other types of development, where such use will effectively terminate the spread of higher intensity uses and conserve the adjacent residential neighborhood.

Typically 1 and 2 story clustered single family, zero lot line, attached two and three family and townhouse type dwellings or assisted living facilities with scale, massing, average intensity, layout and specifications compatible with site constraints and character of surrounding single family development.



Multi-Family Residence

Detached or attached housing (apartments or condominiums) and related compatible uses.

Typically 2 and 3 story buildings with scale, massing, density, layout and specifications compatible with site constraints and character of existing residential developments in the surrounding areas, and where more than one occupant uses an entranceway for access to individual units.



Mixed Use Transitional

Detached or attached housing, low intensity office (such as conversion of a single family residence) and related compatible uses (excluding retail and industrial) that provide a transition between residential uses and other types of development.

Typically 1 and 2 story structures with scale, massing, intensity, layout and specifications compatible with site constraints and character of surrounding residential development.



Mixed Use with Retail

Detached or attached housing, low intensity office (such as conversion of a single family residence), low intensity neighborhood type retail and related compatible uses (excluding industrial) that provide a transition between residential uses and other types of development.

Typically 1 and 2 story structures with scale, massing, intensity, layout and specifications compatible with site constraints and character of surrounding residential development.



Office

Office uses and related compatible uses at intensities consistent with surrounding development.

Typically 1, 2 and 3 story structures with a scale, massing, intensity, layout and specifications compatible with site constraints.



Neighborhood Retail

Low intensity neighborhood oriented retail and service uses that provide a transition between residential uses and other types of development or that achieve compatibility and service appropriate to the adjacent residential neighborhood.

Typically 1 story structures with a scale, massing, intensity, layout and specifications compatible with site constraints and character of surrounding residential developments



General Retail

Community and regional oriented business uses that tend to locate along major thoroughfares and highways with relatively high traffic volumes.

Typically commercial strips or self contained community and regional retail centers.



Light Industry

Smaller scale industrial uses such as warehouses, storage, limited manufacturing, research and development, transit terminals and wholesaling activities in enclosed facilities without offensive emissions or nuisance.

Typically office warehouse uses with convenient access to major roads.



Public/Semi Public

Parks, playgrounds, community centers, schools, religious places of worship, country clubs, sports clubs, golf courses, cemeteries, hospitals, and educational, philanthropic, religious or charitable institutions, and forests or wildlife reservations, public properties and buildings and similar uses.

Typically governmental agencies or not for profit uses.



Utility

Facilities for gas, electric, water, sewer, cable television or other utility.

Typically any use that is controlled by the Public Utilities Commission of Ohio or governmental service.



Vacant

Privately owned land which has not been improved with a structure or building and remains in its natural state.

**SYCAMORE TOWNSHIP LAND USE PLAN
SYCAMORE CENTER**



INTRODUCTION

The Board of Trustees for Sycamore Township has taken a leadership role in balancing development and change with the need for a more efficient, attractive and livable environment in the Sycamore Center area. In October 1991 the Urban Design Plan for the Sycamore Center recognized the emergence of this special area, which gives new focus to its surrounding neighborhoods and the region as a “suburban downtown” around the commercial areas located at the Kenwood and Montgomery Roads intersection.

The need to recognize the Sycamore Center area as a consolidated special district and to carefully guide its development and redevelopment activities reflects the strong concern of the Township Trustees and the Township Planning and Zoning Commission with preserving and maintaining the established single-family residential uses through traffic improvements and effective control of nonresidential development. Furthermore, the Trustees and the Commission recognize that the Sycamore Center area needs to maintain a healthy environment for business retention and expansion and to acquire an attractive and visually coordinated character, one which is able to offer a certain level of identity and sense of place currently and in the future.

The primary purpose of the Sycamore Center Land Use Plan is to set a well defined framework for planning and guidance to decisions at the Township

and County level regarding land use, zoning, traffic and circulation, and environmental character.

The Land Use Plan provides clear guidance for development in the short term and a framework for longer term development while remaining flexible and capable of responding to changed circumstances. Flexibility will be managed through effective zoning mechanisms and specific site development performance standards and guidelines. The Plan does not propose definite development dates or a specific order of development on different sites.

This Land Use Plan integrates several years of planning efforts. The goals and policies included in this Plan were established in previous plans and programs for specific subareas of the Sycamore Center areas. These include:

- C Sycamore Center Urban Design Plan;
- C Kenwood and Galbraith Roads Land Use Plan;
- C Kenwood Road/Montgomery Road Corridor Land Use Plan Program; and
- C Kenwood Meadows Land Use Plan Program.

Their adopted goals, policies, and recommendations remain intact and no changes to such previously approved plans are made in this Land Use Plan. This Plan simply organizes the material around a single document.

In addition, other reports and studies have been accomplished in the Sycamore Center area for specific

purposes such as roadway widening and utility relocation. These studies also form a basis for this Land Use Plan.

The functions of this Plan are four-fold:

1. To provide a basis for coordinating public expenditures with private property regulation;
2. To effectively address the strategies, goals and policies, and guidelines set forth in the Sycamore Center Urban Design Plan, the Kenwood/Galbraith Roads Land Use Plan, the Kenwood Road/Montgomery Road Corridor Land Use Plan Program, and the Kenwood Meadows Land Use Plan Program within a unified land use and zoning framework;
3. To provide a detailed basis for development control by allocating sites for particular purposes, by defining areas to which policies will apply, and by explaining those policies in terms of standards and guidelines; and
4. To set out policies and guidelines for environmental planning and management.

This Plan provides a description of existing conditions and recommendations for proposed improvements, policies, and development guidelines for four areas within the Study Area. Those recommendations deal with land use, density, zoning, urban design and streetscape, circulation improvements (including vehicular and pedestrian), and guidelines that relate to quality of

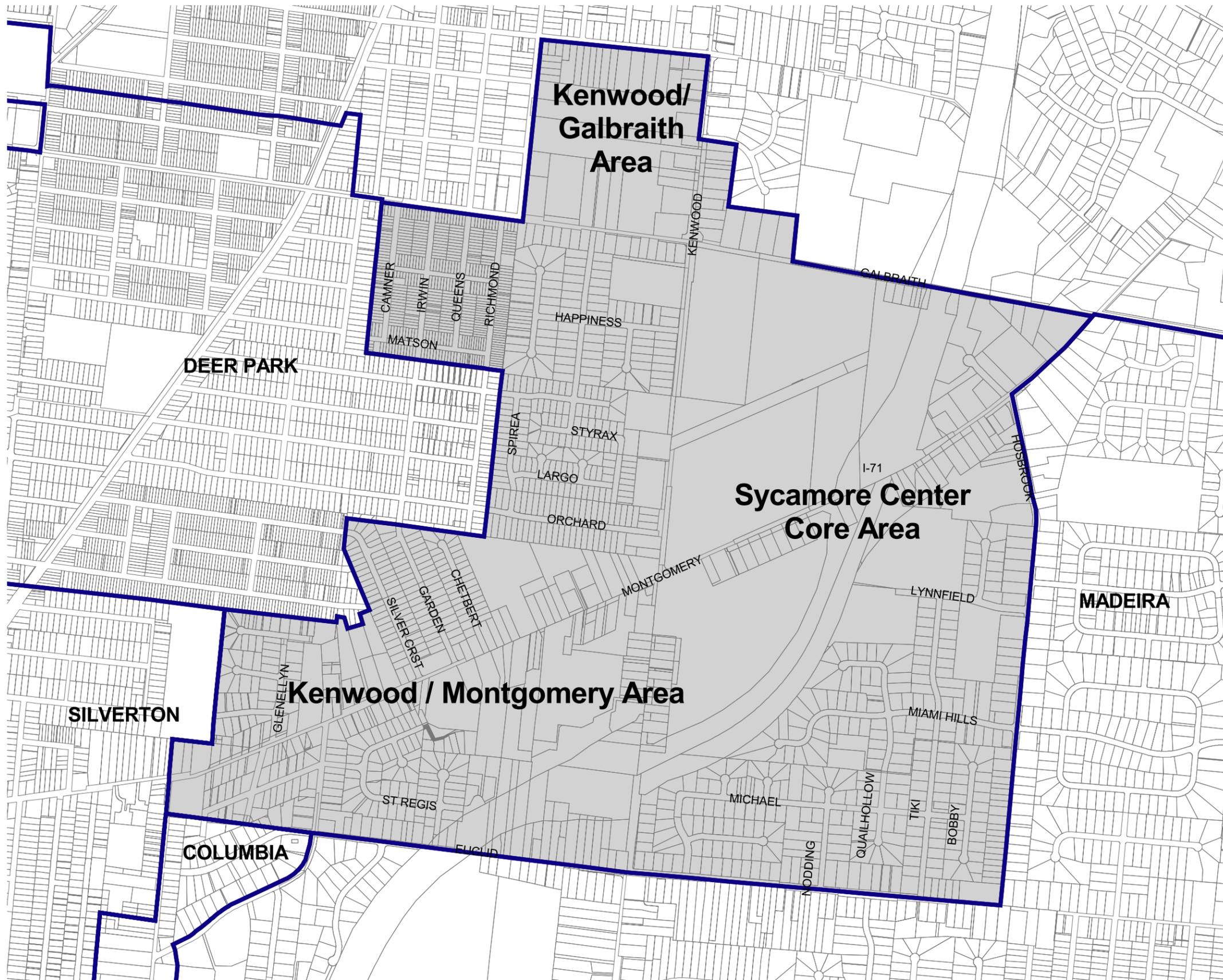
development and land use compatibility.

It should be noted that the land use changes described herein are based on an “opportunity strategy.” The specifics of change in terms of type and timing will depend upon actions of private enterprise. The public sector will not aggressively pursue change. However, should change occur as a result of private enterprise, then it will be expected to conform to the framework of this Plan.

THE SYCAMORE CENTER - EXISTING CONDITIONS

The Land Use Plan Study Area is depicted on Figure 1. For the purposes of analysis and planning, it is divided into four subareas including:

1. The Sycamore Center Core Area;
2. The Kenwood Galbraith Area;
3. The Kenwood Montgomery Area; and
4. The Kenwood Meadows Area.

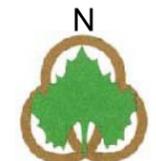


Legend

— Parcels

Sycamore Center

Map 1 - Study Area



EXISTING LAND USE

The Sycamore Center area contains a viable mix of land uses. These includes both commercial uses and mature stable single family neighborhoods. A detailed description of each subarea is provided below. The existing land use pattern is shown in Figure 2.

1. Sycamore Center Core Area

This subarea serves as the focal point of Sycamore Center and contains the predominance of commercial and service oriented development.

The Core Area contains three distinct development areas:

- A. The Kenwood Towne Centre area, including Kroger and some office and outlet retail uses, accounting for a total of approximately 1,450,000 square feet of which the Kenwood Towne Centre has 1,335,000 square feet of retail space and Safeco Insurance has 85,000 square feet of office space;
- B. The Sycamore Plaza, including strip commercial uses along Kenwood and Montgomery roads, accounting for a total of approximately 435,000 square feet of commercial uses of which Sycamore Plaza alone has 305,000 square feet of retail and Lasik Plus Building has 30,000 square feet of office uses; and
- C. Commercial and office uses along Montgomery Road from I-71 to Galbraith Road, accounting for a total of approximately 1,015,000

square feet of commercial uses, of which Kenwood Tower has a total of approximately 405,000 square feet of office uses.

Collectively, the total retail space in the Urban Design Subarea accounts for 2,040,000 square feet and for 860,000 square feet of office space, for a total of approximately 2,900,000 square feet.

2. Kenwood/Galbraith Area

This subarea, located at the Galbraith Road/Kenwood Road intersection is characterized by residential and institutional uses. Residential uses are located in the northeast and northwest areas of this intersection and include mature single family residences along with an apartment complex consisting of several buildings in the middle of the Kenwood Road block north of Galbraith Road.

The southwestern side of Kenwood/Galbraith Road within this subarea is occupied by the Jewish Hospital complex. This area includes the hospital, a parking garage and a helipad.

The northwestern corner of Kenwood/Galbraith Roads are presently occupied by medical offices that serve as an ancillary use to the Jewish Hospital and an assisted living facility.

The southeastern corner of this subarea is occupied by the Kenwood Towne Center that typically provides additional parking for the Jewish Hospital employees.

3. Kenwood/Montgomery Area

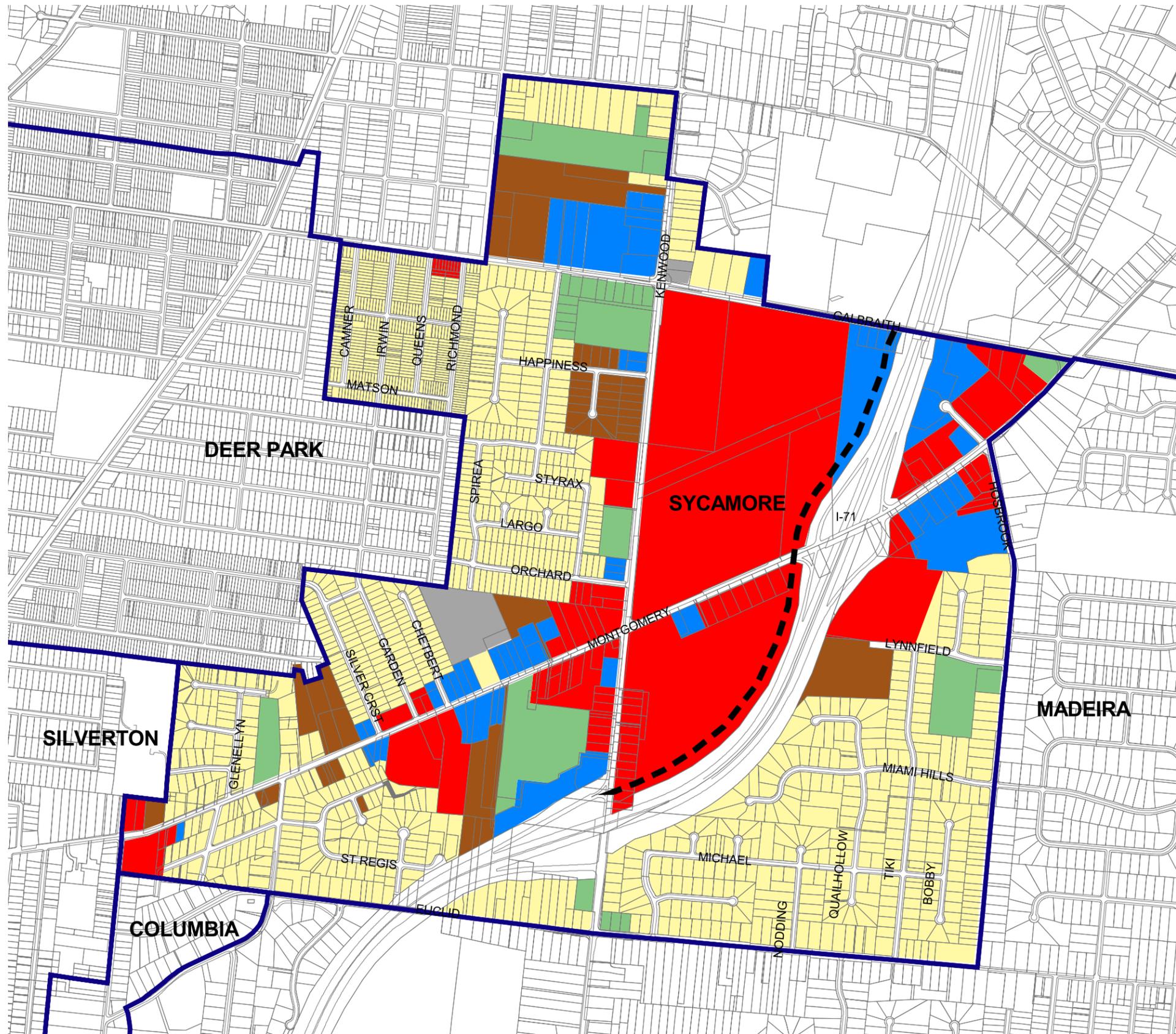
A majority of this subarea is developed, with the exception of a substantial vacant lot on Montgomery Road and a 24,000 square foot building recently vacated by an office supply store.

A significant portion of land uses within this Subarea are single family detached dwellings. These residential areas are established on the fringes of the commercial uses on Kenwood Road and extend west and south to the Deer Park corporation line, and are developed to the rear of commercial uses along Montgomery Road. To the south of Montgomery Road, residential land uses directly front onto the road on approximately the western half of the road between Kenwood Road and the Silverton corporation line. Where residential uses do not front on Montgomery Road, they immediately abut commercial and institutional areas fronting onto the road.

The majority of commercial uses in the Sycamore Center Area are located along the Kenwood and Montgomery Road corridors with office, institutional and commercial uses extending north and west along these thoroughfares.

The vacant Millers Roadside Stand is the sole commercial exception with its location in a predominantly residential area zoned "E" Retail on Galbraith Road.

Multifamily developments are not as frequent as single family units and are generally located in clusters along Kenwood and Montgomery Roads. The majority of these developments are composed of buildings of six (6) units or less along Kenwood Road. In three multifamily developments located on Montgomery Road, the apartment complexes are considerably larger. Multifamily units serve as a buffer between the single family dwellings and commercial/institutional uses, or they provide a buffer from the major arterials that bisect and border the study area.



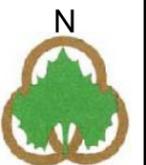
Legend

- Parcels
 - - - Proposed Access Road
 - ▭ Jurisdictions
- Land Use**
- Open Space/Buffer
 - Single Family
 - Transitional Residence
 - Multi-Family
 - Mixed Use
 - Office
 - General Retail
 - Neighborhood Retail
 - Light Industrial
 - Public, Semi-Public, Institutional
 - Utility
 - Vacant Lots

Sycamore Center

Map 2 - Existing Land Use

500 0 500 1000 Feet



4. Kenwood Meadows Area

The Kenwood Meadows subarea is located to the southeast of the Kenwood Town Center and due east of the Sycamore Plaza. I-71 serves as a separator of intensive uses from the Kenwood Meadows Subdivision. The subarea is fully developed with upper middle class homes and it offers few locations for new potential development. The majority of the land uses within the Kenwood Meadows subarea are single family detached dwelling units. Lot sizes range from 11,200 square feet (.26 acres) to approximately 18,000 square feet (.41 acres) and are located primarily on quiet residential local streets. Many of these single family units are located on one of nine no outlet streets or cul-de-sacs. The majority of the single family units within this area are single story or bi-level homes.

The Olde Town Apartments of Kenwood comprises the entire amount of 99 multifamily units within the Kenwood Meadows study area. Located at the western end of Lynnfield Drive, four apartment complexes sit on approximately 9.6 acres of land, providing a buffer/transition area for the single family residential units between the Harley Hotel to the north and I-71 to the west.

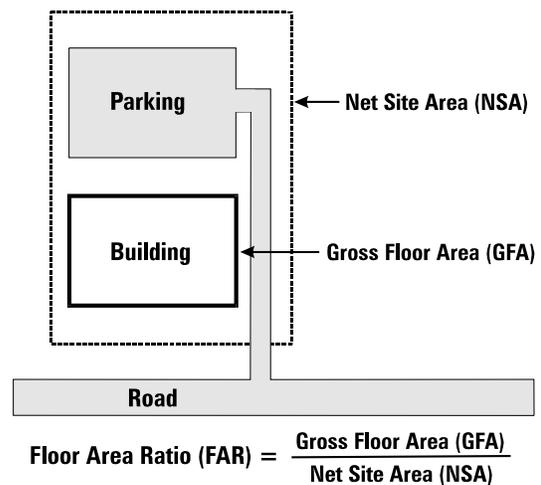
The Kenwood Swim and Tennis Club, located at the intersection of Hosbrook Road and Lynnfield Drive, is one of two institutional uses within the Kenwood Meadows study area. Situated on approximately 9 acres of land within a single family residential neighborhood, the Club provides an automatic invitation for membership for all residents in the Kenwood Meadows Subdivision.

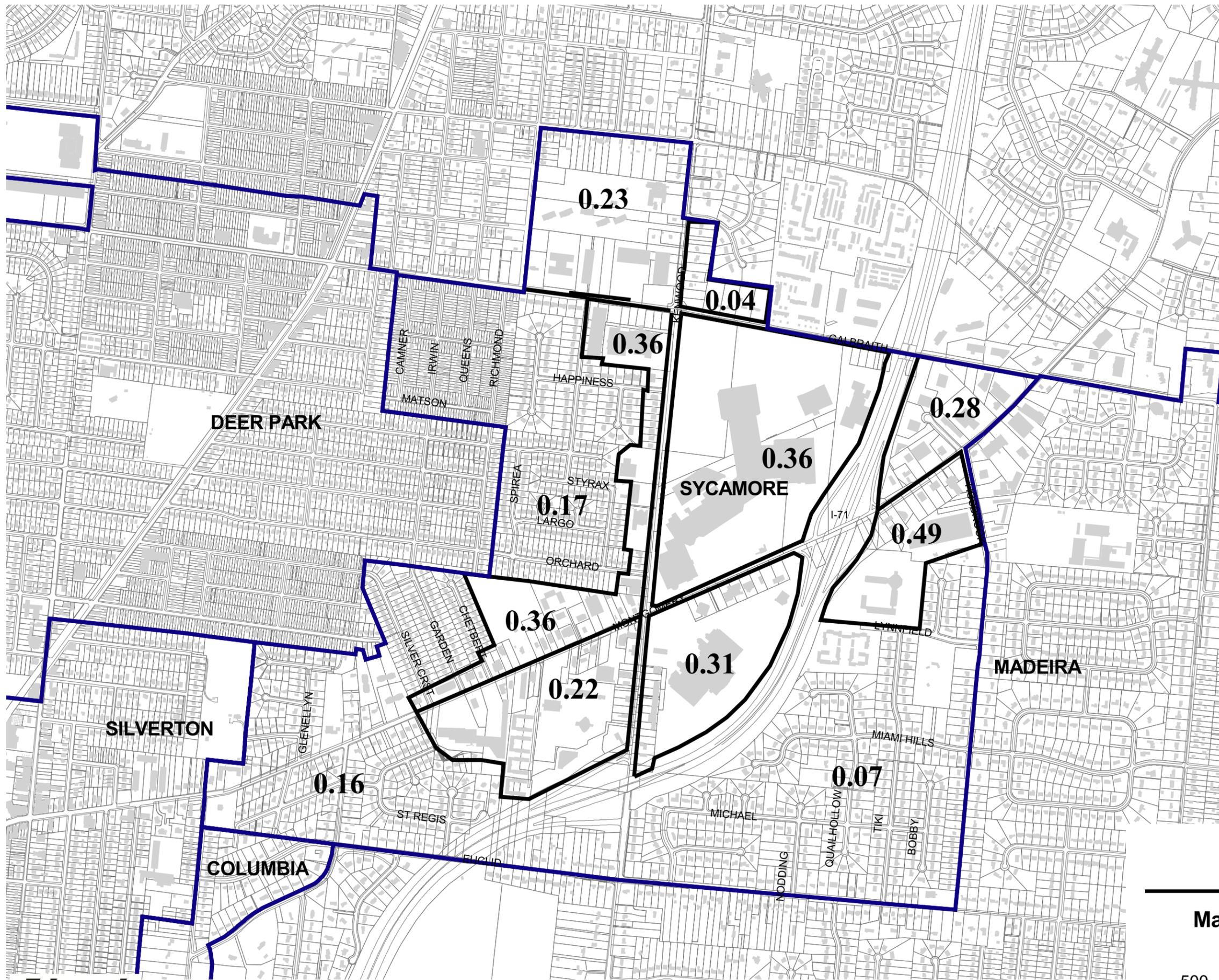
Offering swimming and other recreational activities, the Club serves as a summertime focal point for this community.

The second institutional use in this study area is the Holy Trinity Church and School located at the intersection of Hosbrook and Euclid Roads. This Episcopal denomination church offers religious services, day care and schooling facilities for the surrounding community.

EXISTING DENSITY PATTERNS

The Sycamore Center has been developed to a land use intensity that varies throughout the area. Those density patterns are measured and expressed by the concept of Floor Area Ratio (FAR) which equals Gross Floor Area (GFA) divided by Net Site Area (NSA). Figure 3 illustrates the density patterns currently in the Sycamore Center and identifies average FAR values. The average values were derived by adding the FAR for each building in each subarea and dividing it by the total area contained in each of the density areas shown in Figure 3.





Legend

- Parcels
- 0.07 Density (Floor Area Ratio - FAR)

Sycamore Center

Map 3 - Existing Density Pattern

500 0 500 1000 Feet



The core area clearly contains the highest density development, with a floor area ratio (FAR) ranging from .22 to .36. The Kenwood/Galbraith area have (FAR's) that range from .04 to .23. The Kenwood/Montgomery area has (FAR's) ranging of approximately .16 for the single family residential areas and approximately .36 for the commercial areas. Kenwood Meadows, which is primarily a residential area has developed at approximately .07 (FAR).

The pattern that is created by this illustration is one of higher intensity development for the core area with decreasing intensities around the core area.

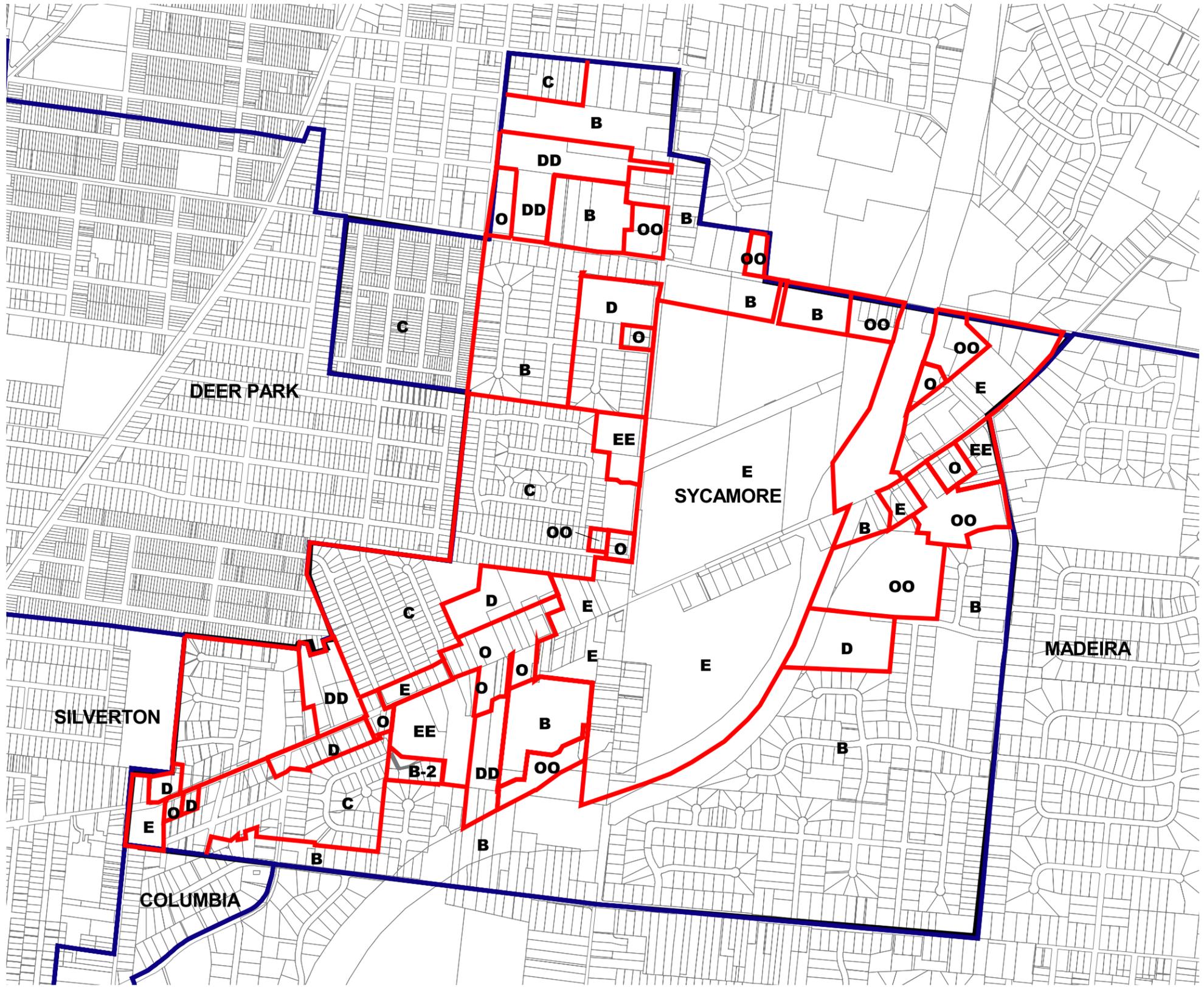
EXISTING ZONING

The zoning conditions are to a large extent reflective of the existing land use patterns. The core area is zoned primarily for commercial uses. Both the Kenwood Towne Centre and the Sycamore Plaza are zoned "E" Retail, which does not require site plan review and approval for new development. Likewise, much of the core area to the east of I-71 is zoned "E" Retail, along with several "double letter" zones including "EE" and "OO" for which development plans have been approved as part of the zoning process. The existing zoning conditions are shown in Figure 4.

The Kenwood/Galbraith area is zoned primarily single family "B" Residence, "DD" Planned Multiple Residence and "OO" Planned Office zoning.

The Kenwood/Montgomery area has a mixture of commercial zoning classifications including both retail and office, located primarily along the west side of Kenwood Road and both sides of Montgomery Road to the southwest of Kenwood Road. This commercial zoning extends along Montgomery Road to approximately west of Silvercrest Drive. From this location west of Silvercrest Drive and the Township limits, much of the area is zoned for single family and multifamily uses, even as it fronts on Montgomery Road. The remainder of the Kenwood/Galbraith area is zoned for single family uses with lot sizes ranging from 6,000 to 10,500 square feet.

The Kenwood Meadows area is zoned predominantly for single family uses. More specifically, it is zoned for "B" Residence, with lot sizes of 10,500 square feet.

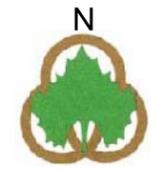
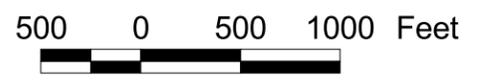


Legend

- Parcels
- Zoning Districts**
- B Single Family Residence
- B-2 C.U.P. Residence
- C Single Family Residence
- D Multi-Family Residence
- DD Planned Multiple Residence
- O Office
- OO Planned Office
- E Retail Business
- EE Planned Retail Business

Sycamore Center

Map 4 - Existing Zoning



EXISTING CIRCULATION PATTERN

The existing circulation pattern of the Sycamore Center area is shown in Figure 5. The major arterials of Kenwood, Galbraith and Montgomery roads serve the local and regional circulation needs. Connection with the interstate system is afforded via a full interchange (Montgomery/I-71) and a half interchange of Kenwood and I-71. The circulation pattern clearly shows the importance of the Montgomery Road interchange and its inability to handle current and future traffic. It is also apparent that the circulation pattern has gradually evolved as a result of growth without any planning or thought for a coordinated access system, and hierarchy in road classification to service the business and residential areas.

Improvements to the circulation system should emphasize increasing access to and through business/commercial uses while at the same time maintain the traffic character of the residential neighborhoods.

SYCAMORE CENTER - RECOMMENDED LAND USE PLAN

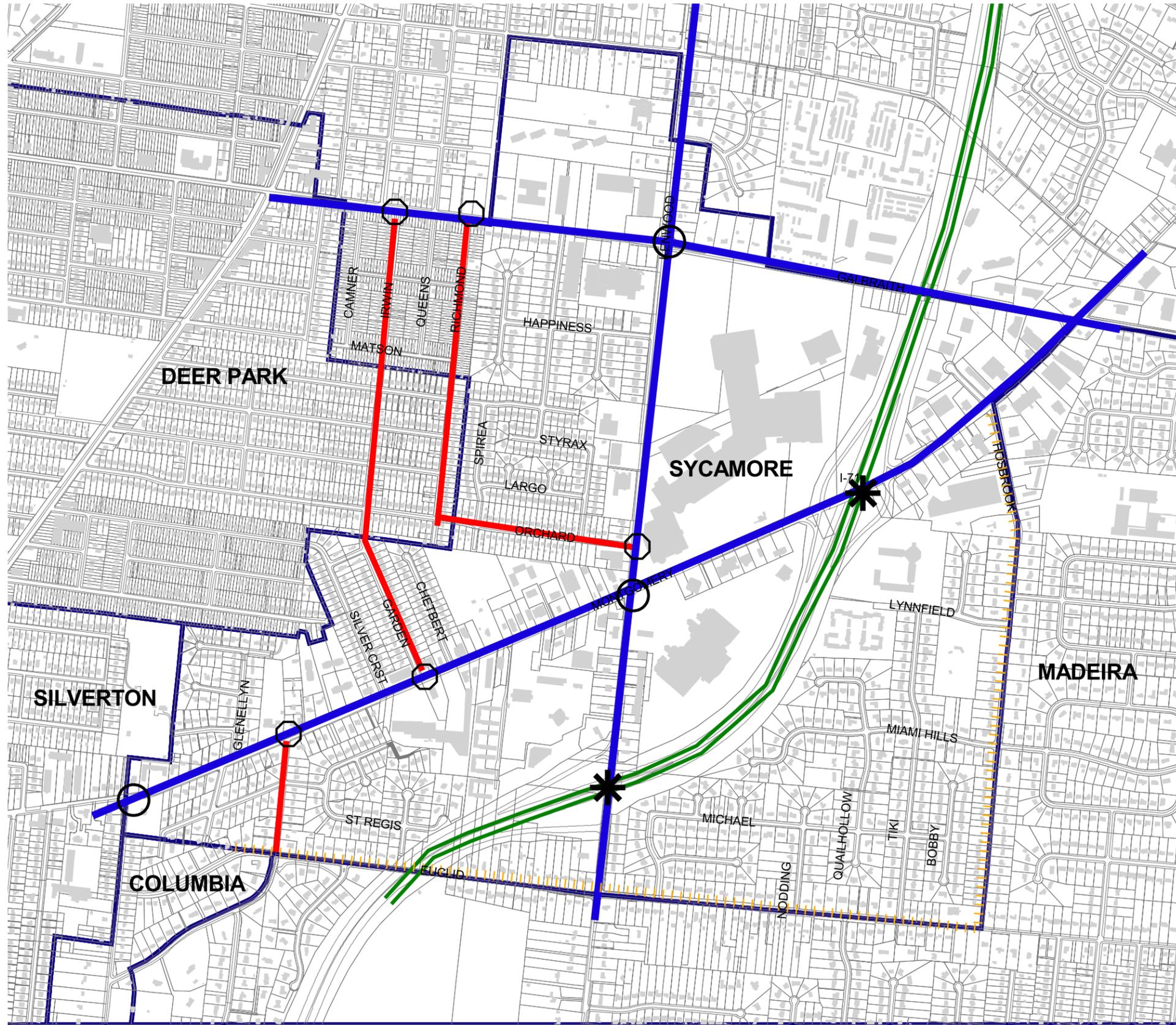
The Sycamore Center Land Use Plan recommendations are a function of advanced planning reflecting socioeconomic values and serving as a guide to land use and zoning activities. The plan focuses on providing clear guidance for development and redevelopment in the short term within a long-range framework to the Year 2015.

The Land Use Plan and its

recommendations will serve as an official policy guide for land use development by type, density and location, and determine the maximum zoning classification that may be applied to a specific site.

The Land Use Plan is described as follows:

1. Mission Statement;
2. Goals and Policies;
3. Land Use;
4. Density;
5. Zoning;
6. Urban Design/Streetscape;
7. Circulation Patterns; and
8. Development Guidelines.



Legend

- Parcels
- ⬡ Residential Entry Character
- Major Arterial Intersection
- ✱ Interstate Linkage
- Minor Arterial
- Major Arterial
- Interstate
- Collector

Sycamore Center

Map 5 - Existing Circulation Pattern



MISSION STATEMENT

Sycamore Township is committed to providing a high-quality residential and business community. It is the mission of the Township leadership to provide the infrastructure and necessary improvements within the Sycamore Center area that enhances the quality of life for its residents and maintains a healthy and positive climate for its businesses.

SYCAMORE CENTER GOALS AND POLICIES

The recommendations for land use, zoning, and circulation center on a set of goals and policies which, when adopted, will assist the Township leadership to pursue the desired levels of growth and environmental quality on a consistent and more clearly defined decision process. The adoption of the goals and policies by the Township and the County means that when the Township Zoning Commission, the Township Trustees, and Hamilton County encounter a land use and zoning issue, they will act consistently with the goals, policies and land use recommendations set forth in this Sycamore Center Land Use Plan.

The Sycamore Center Land Use Plan is guided by four (4) Goals and Policies categories that are intended to serve as follows:

- < An expression of what the Board of Trustees and Zoning Commission desire for the future in the Sycamore Center;
- < An expression of the Sycamore Center residents' desires with regard

to the preservation of the residential neighborhoods;

- < A response to the Sycamore Center business community's desires for the maintenance of a healthy business climate to assure growth and economic vitality; and
- < The justification and basis for land use and zoning decisions.

A. ZONING, LAND USE CONTROLS AND DEVELOPMENT

Goals

1. Promote the stability of the Sycamore Center by preserving its existing residential areas, and promote economic development by planning for the retention, revitalization and selective expansion of commercial and office land uses compatible with the community's residential character.

Policies

1. Provide for and maintain a vital and compatible land use mix which allows for an attractive and safe residential environment, a strong local economic base, and a strong balance between public revenues and expenditures;
2. Strengthen the economic vitality and role of the Sycamore Center core area in the community and the region by:
 - a) Supporting mixed-use development,
 - b) Increasing parking opportunities, and

c) Implementation of required improvements to traffic and circulation; and

3. Require that development proposals meet the high standards of design and are compatible with the residential land uses.

B. RESIDENTIAL LAND USE AND CHARACTER

Goal

1. Preserve and reinforce the stability and quality of the Sycamore Center neighborhoods.

Policies

1. Protect and enhance the character and visual appearance of the residential neighborhoods;
2. Protect the residential neighborhoods from incompatible traffic;
3. Require effective design standards to be applied in areas of transition between a residential area and a nonresidential land use; and
4. Require that floor area ratios (FAR) of low intensity and of compatible character be applied to the development adjacent to residential areas.

C. COMMERCIAL LAND USE

Goals

1. Protect and enhance the existing business/commercial uses and allow for a mixed-use intensive extension of such uses primarily within the Sycamore Center core area.

Policies

1. Promote business/commercial development within the presently defined business areas, on the basis of established floor area ratios (FAR) for specific site areas;
2. Promote and require safe and convenient pedestrian access to business/commercial areas;
3. Promote and require safe and convenient vehicular access to business/commercial areas, including appropriate access control standards;
4. Require comprehensive and effective site plan review to ensure development consistent with the community; and
5. Require extensive green belt buffers between business/commercial uses and residential uses.

D. ECONOMIC DEVELOPMENT

Goals

1. Develop and promote opportunities for business retention, expansion, development and redevelopment, consistent with the goal of maintaining the Sycamore Center's mixed use environment.

Policies

1. Foster a public/private development partnership responsive to the economic needs of businesses, residents, and the greater market area;
2. Support economic development that enhances the vitality of the Sycamore Center and reinforces the resident's livability; and

3. Promote economic development activities within the Sycamore Center core area and strive towards the establishment of a truly urbane and exciting urban center.

E. TRAFFIC AND CIRCULATION

Goals

1. Establish an efficient and balanced traffic and circulation system for both vehicular and pedestrian traffic and improve safe access to employment, commercial, and residential areas.

Policies

1. Provide for the necessary traffic and transportation improvements to increase access and traffic movement efficiency;
2. Accommodate, promote and support public transportation;
3. Wherever possible, promote the elimination, reduction or consolidation of existing curb cuts and driveway access points;
4. Support and provide for a coordinated parking system within the Sycamore Center core area, capable of handling current and future parking needs;
5. Encourage shared parking facilities; and
6. Discourage the movement of nonresidential traffic through the residential neighborhoods.

F. APPEARANCE, VISUAL CHARACTER AND ENVIRONMENTAL QUALITY

Goals

1. Enhance the Sycamore Center's appearance and visual character and environmental quality through effective urban design improvements.

Policies

1. Support and promote the removal of overhead utility lines in the Sycamore Center core area;
2. Establish and promote a uniform streetscape program to include urban forest guidelines, sidewalk treatment, lighting and signage;
3. Establish a uniform sign regulations program to manage existing signs and promote visual compatibility for future signs;
4. Establish and promote the development and visual theme of gateways into the Sycamore Center;
5. Promote quality by giving high emphasis to effective and high standards in urban design, construction, public infrastructure and appearance with the urban environment;
6. Improve the livability of the urban environment through increased public amenity improvements; and
7. Pursue a sense of physical identity by emphasizing the outdoor areas where people congregate and foster a sense of place through design-responsiveness to human needs.

FUTURE LAND USE

Land use development and redevelopment recommendations are proposed for specific sites in the Sycamore Center area. Figure 6 shows the recommended land uses for vacant and/or redeveloped sites. Land use recommendations are based on a number of studies and years of planning efforts. A detailed description of land use recommendations for each subarea of the Sycamore Center is provided below. Already adopted land use goals and plans for these subareas remain in tact and are included below with no changes.

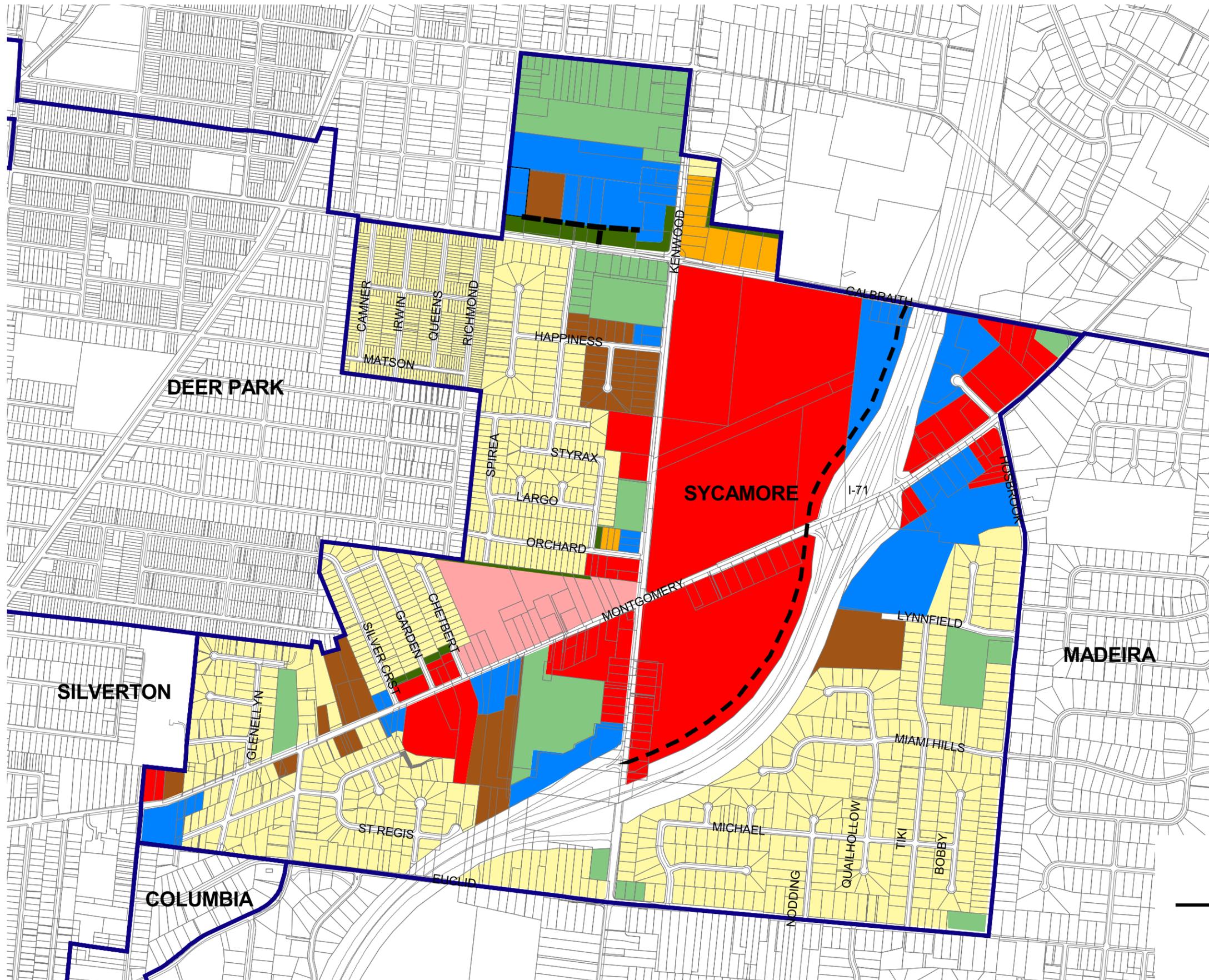
1. Sycamore Center Core Area

The future land use envisions development and redevelopment activities within the Sycamore Center Core Area aimed at establishing this subarea as a unique urban environment. The intensity, amount and phasing of development will parallel the ability of the circulation system to handle traffic efficiently.

The recommended land use as shown in Figure 6 is as follows:

- a) Demolition of structures along Montgomery and Kenwood roads (the Lasik Plus Vision Center building remains) and redevelopment to accommodate public improvements for pedestrian safety, access, expansion of Sycamore Plaza.

- b) Infill redevelopment to accommodate the following around the Sycamore Plaza Area:
 - C Retail uses,
 - C An office/hotel tower,
 - C New retail center directly relating to the Sycamore Center, and
 - C Parking structures.
- c) Expansion of Kenwood Towne Centre.
- d) Provide for a mix of office and retail uses around the Kroger and Safeco properties.
- e) Expand daytime office population by incorporating a major office development tower at the current location of Whitehall Office Park.
- f) Focus on parcel consolidation at the northwest and southwest corners of the Kenwood/Montgomery Road intersection. Consolidate multiple curb cuts and focus on mixed use development that incorporates office, service and retail uses into one cohesive development.
- g) Provide for adequate parking for properties along western Kenwood Road (i.e. at Garden Road and Silvercrest Drive). If necessary, purchase additional land adjacent to these commercial and retail uses to accommodate parking areas that shall be established with the proper screening and buffering to protect the existing residential uses.



Legend

- Parcels
- - - Proposed Access Way
- Land Use**
- Open Space/Buffer
- Single Family Residence
- Transitional Residence
- Multi-Family Residence
- Mixed Use Transitional
- Mixed Use with Retail
- Office
- General Retail
- Neighborhood Retail
- Light Industry
- Heavy Industry
- Public, Semi-Public, Institutional
- Utility
- Vacant

Sycamore Center

Map 6 - Recommended Land Use

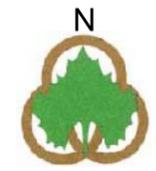


Table 1 provides for a summary of the recommended gross floor area for nonresidential land use development.

**TABLE 1
SYCAMORE CENTER CORE AREA
PROPOSED DEVELOPMENT/
REDEVELOPMENT (Nonresidential)**

	Existing Gross Floor Area (Sq. Ft.)	Proposed Gross Floor Area (Sq. Ft.)
Sycamore Plaza	434,772	1,500,00
Kenwood Towne Centre	1,420,330	2,000,000
Montgomery Road (East of I-71)	1,015,220	988,670
Total	2,990,322	3,513,172

2. Kenwood/Galbraith Area

The land use recommendations are shown in Map 6. Land use change is recommended as follows:

The recommended land uses for the northeastern corner of Kenwood/Galbraith Road is Mixed Use Transitional which would include a variety of increasingly intense land uses starting with the single family dwelling, multifamily or low intensity office that would be the same scale as the single family dwellings which are located to the north and east of this area. Conversion of the existing dwellings is preferable. New development should not exceed 2,500 square feet in area to remain similar to the existing structures. A 15-20 foot buffer of natural vegetation should remain where these converted uses abut the residential neighborhood to the north.

The southwest corner of the Kenwood/Galbraith Road corner is established for any future expansion of Jewish Hospital.

This area is bounded by Galbraith Road, Kenwood Road, Happiness Way, and Frolic Drive. Future expansion of the hospital is to be accommodated on the basis of existing zoning classification, the recommended density values, and the utilization of the land use and development guidelines of this Plan. The Land Use Plan also recommends that in the case of the Jewish Hospital expansion, the guidelines and standards provided should be adhered to guide the performance of land use development so that any adverse impacts on the surrounding neighborhood can be prevented.

Due to the rapidly changing character of this area from single family residential to a more intensive land use pattern (as exhibited by the rapid expansion of Jewish Hospital to the south), northern Galbraith Road is recommended for ancillary medical office development in the size and manner as currently established. It is further recommended that any new development or redevelopment occurring within this District utilize a service road, which may be publically dedicated, which would run parallel to Galbraith Road, located approximately 150 feet from centerline to centerline. The proposed service road should, as a matter of public safety, contain only one ingress/egress point on Galbraith Road. Furthermore, the area between the proposed service road and Galbraith Road should remain undeveloped and should retain as much of the existing vegetation as possible. Additional landscaping and buffering should be added upon redevelopment to provide a natural screen for the single family residential dwellings located on the southern side of Galbraith Road.

It is also recommended that any commercial-type uses should not be permitted to locate in the four corner areas of the Kenwood/ Galbraith area shown on the Plan and that the “B” Residence zoning be maintained along the south side of Galbraith Road similar to the “B” Residence zoning along the northern edge of the Kenwood Towne Centre. This recommendation to rule out such development along and to the north of Galbraith Road is supported by the following important reasons:

- C Existing single-family residence zoning;
- C Buffering of the Holiday Acres Neighborhood to the west and south of Kenwood Jewish Hospital;
- C Preservation of dominant “green” land use character north of the intersection;
- C Maintenance of distinctive gateway effect at the entry into the concentrated shopping center precinct;
- C Consistency with the goals and policies of the Land Use Plan;
- C Consistency with desired restrictions toward concentrated planned land use; and
- C Containment of commercial strip development.
- C Existing office uses on the north side of Galbraith Road.

The conversion of existing development to the recommended land uses should be guided by effective performance standards able to mitigate any adverse impact. Of primary importance should be the provision for access/traffic control in the form of controlled driveways and left-turning movement; building setbacks for compatibility with existing structures;

buffer zones and proper setbacks of structures from adjacent residences; the prevention of noise and/or lights from intruding into adjacent residences; and control of signage.

3. Kenwood/Montgomery Area

Land use changes in this subarea are recommended for selected sites only as shown in Figure 6 and, with the exception of these sites, the remainder of the area is recommended to retain its existing land use pattern.

Following is a description of the specific land use recommendations for the Kenwood/Montgomery Roads area:

- a) Proposed mixed use development potentially including: multifamily, retail and low intensity office development of the large vacant parcel located south of Spirea Drive and east of Chetbert Drive. The retail and office land use will take place in accordance with the existing “O” District and will also include redevelopment and/or conversion of the existing single-family home located on Montgomery Road. The retail/office use will have access directly onto Montgomery Road.

The proposed multi-family and low intensity office use is recommended for the northern portion of the property. This will ensure compatibility with the single-family neighborhood to the north. No vehicular connection or access between the existing residential areas to the north and this parcel should occur.

A buffer consisting of an earthen mound, landscaping, or a combination thereof should be erected to prevent view of this property from the residential dwellings to the north.

- b) Due to the predominance of single family residences west of Richmond Avenue and north/south of Galbraith Road, the former Millers Roadside Stand property is recommended for single family residential use. Currently, this property is for sale. Although portions of this property are zoned for commercial uses, should the property redevelop, single family residential should be the policy of the Township to complete the residential frontage along this corridor.

4. Kenwood Meadows Area

The objective of land use recommendations for this subarea is to promote the stability of the single-family residential neighborhoods and to accommodate land use change only if it is compatible with the residential nature of the area.

The Land Use Plan, as shown in Figure 6, recommends that the area maintains its existing land use character. No land use changes are recommended. It is important that the transition between the Duke Towers of Kenwood and the adjacent single family uses be maintained in the form of a strong vegetative buffer.

The Kenwood Swim and Tennis Club provides the neighborhood with safe, convenient and easily accessible recreational opportunities.

The Land Use Plan maintains this site in its current use. However, should unforeseen circumstances arise in that a change in use must occur, it is recommended that single family residential detached dwellings, similar in character to the surrounding area, be the sole future land use for this site.

DENSITY

The recommended density pattern is shown in Figure 7, and parallels the character and location of development envisioned by the goals and policies and recommended land use for the Sycamore Center. The recommended density pattern reflects levels of land use concentration to be guided by a specific floor area ratio (FAR), in addition to other guidelines aimed at ensuring quality and performance.

Following is a description of the recommended FAR for each subarea for the Sycamore Center.

1. Sycamore Center Core Area

This subarea contains the highest concentration of land use and is proposed to have a higher percentage of land covered by buildings as well as allowance for increased building heights. The application of the specific FAR's is limited to this area only. Areas adjacent to it will not be permitted to increase their FAR to this limit as they will be guided by their respective specific FAR's.

The recommended FAR's for the core area are shown below in Table 2.

**TABLE 2
SYCAMORE CENTER CORE AREA
RECOMMENDED FAR**

	Existing** FAR	Proposed FAR
Sycamore Plaza	.31	.50
Kenwood Towne Centre	.36	.50
Montgomery Road (East of I-71)	.49	.50

**Average values: Generated by adding each building's gross floor area and then dividing the total by the land area contained in each of the areas shown.

The increase in the FAR for Sycamore Plaza is due to an increase in the amount of redevelopment that is possible commensurate only with an increase in parking spaces and the implementation of traffic improvements.

2. Kenwood/Galbraith Area

The recommended density for nonresidential uses will be based on the maximum FAR of .35. The rationale for the recommended .35 FAR is based on the fact that this subarea is homogeneous and its existing land use pattern contains medical office buildings and multi-family dwellings, with relatively low FAR values. It is recognized that this area is related to the potential expansion of Jewish Hospital. It is important that the hospital recognize the special requirements needed in order to accommodate the needs of the neighborhood.

3. Kenwood/Montgomery Area

This subarea has a mixed use character and its current density expressed by individual FAR values ranges from below .20 to over .35 for commercial uses. The recommended density value for nonresidential uses will range from .20 FAR to .35 FAR. Residential uses, outside the designated areas shown in Figure 7, will maintain the existing density allowed by zoning.

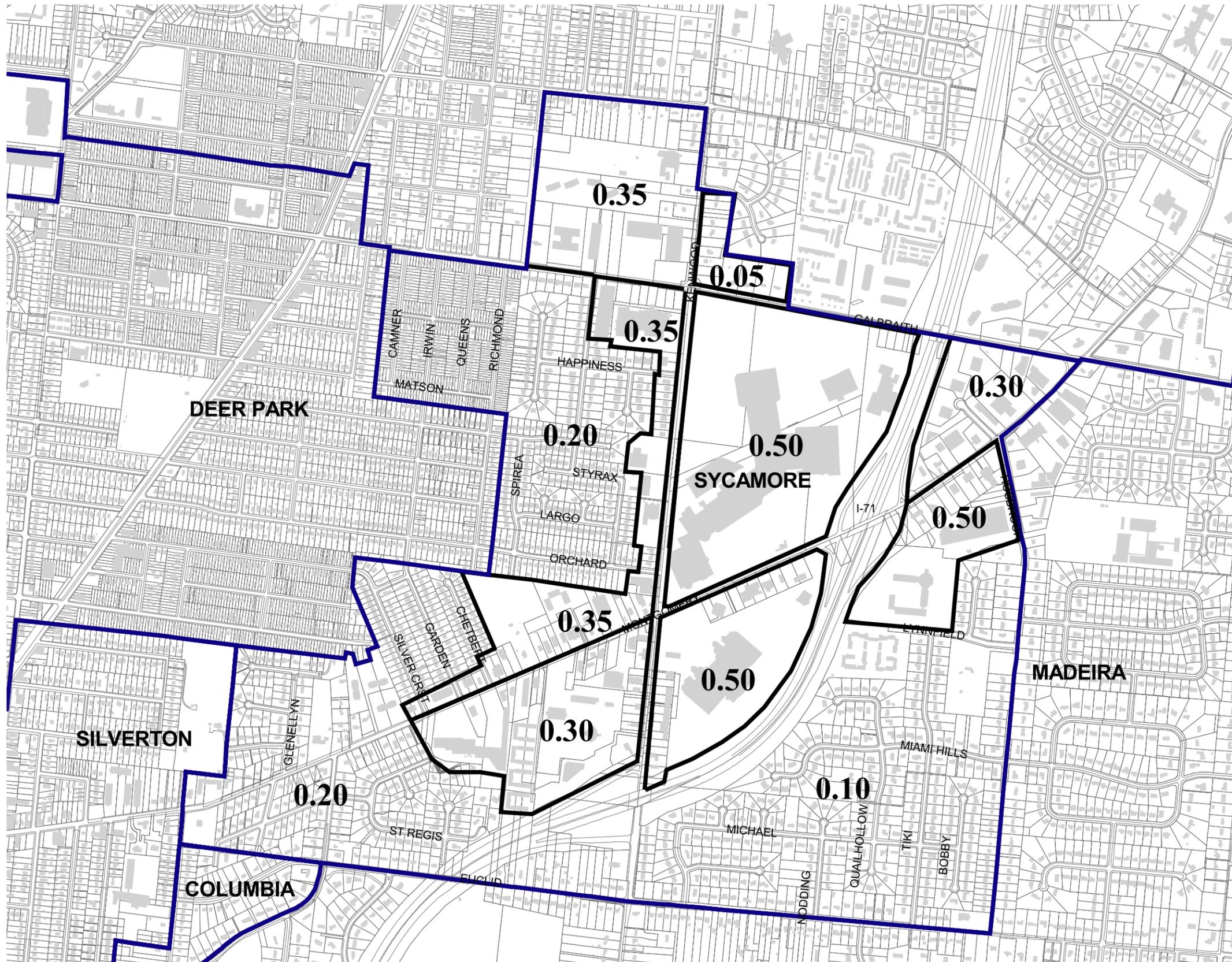
4. Kenwood Meadows Area

This area is very homogeneous in terms of land use and density. The recommended density for nonresidential uses will be based on the maximum FAR of .16. Residential uses will maintain the existing density allowed by zoning (.10). Following, Table 3 shows the recommended FAR's for all four subareas of the Sycamore Center.

**TABLE 3
SYCAMORE CENTER SUBAREAS
RECOMMENDED FAR**

	Proposed FAR
Sycamore Center Core Area	
●Sycamore Plaza	.50
●Kenwood Towne Centre	.50
●Montgomery Road (East of I-71)	.30-.50
Kenwood/Galbraith Area	.05-.35
Kenwood/Montgomery Area*	.20 -.35
Kenwood Meadows Area	.10-.16

*The lower value is preferred. A higher ratio may be permitted pending site constraints.

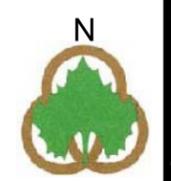


Legend

- Parcels
- 0.07 Density (Floor Area Ratio - FAR)

Sycamore Center

Map 7 - Recommended Density Pattern



RECOMMENDED ZONING

The land uses proposed for the Sycamore Center area are originally consistent with the existing zoning designations. However, the current zoning regulations are not sufficient to implement aspects of the Plan beyond single land uses. For example, density recommendations, access control, buffer needs, signage control, and others are factors that cannot be adequately addressed through the existing zoning regulations. The Kenwood/Galbraith subarea is recommended for transitional zoning for districts A, B and "OO". The southwest corner of this area is recommended to accommodate the expansion of Jewish Hospital while maintaining its current "B" Residence classification.

The transitional zoning classification may include future land use development for any of the land use categories recommended for that area under the recommended land use section of this Plan.

In recognition of the special character and land use dynamics envisioned in the Sycamore Center, it is the recommendation of this report that the Township establish a special public interest overlay district that encompasses the following characteristics:

1. Provides for site plan review of those uses most likely to impact the surrounding area;
2. Establishes a conceptual Development plan and development criteria, and establishes a requirement that proposed

developments demonstrate consistency with the conceptual plan and criterion; and

3. Addresses land use, land use density, access location, bulk and height of buildings, set backs, buffer locations, signage, lighting, design compatibility, and other factors that influence the quality of development and its impact on the area.

This zoning district should recognize the unique aspects various subareas within the Sycamore Center area, and should, above all, provide a mechanism to both insure a high quality commercial core while containing that core for the protection of the residential neighborhoods.

URBAN DESIGN/STREETSCAPE

Urban design is not understood as large-scale architecture, but instead as an integrated physical - environmental planning initiative, which considers all contextual relationships between buildings, spaces, movement, and land use activities. The purpose of urban design is based on the conviction that the quality of life of the urban environment in the Sycamore Center area is an important concern in balancing development and change with a more humane and livable environment.

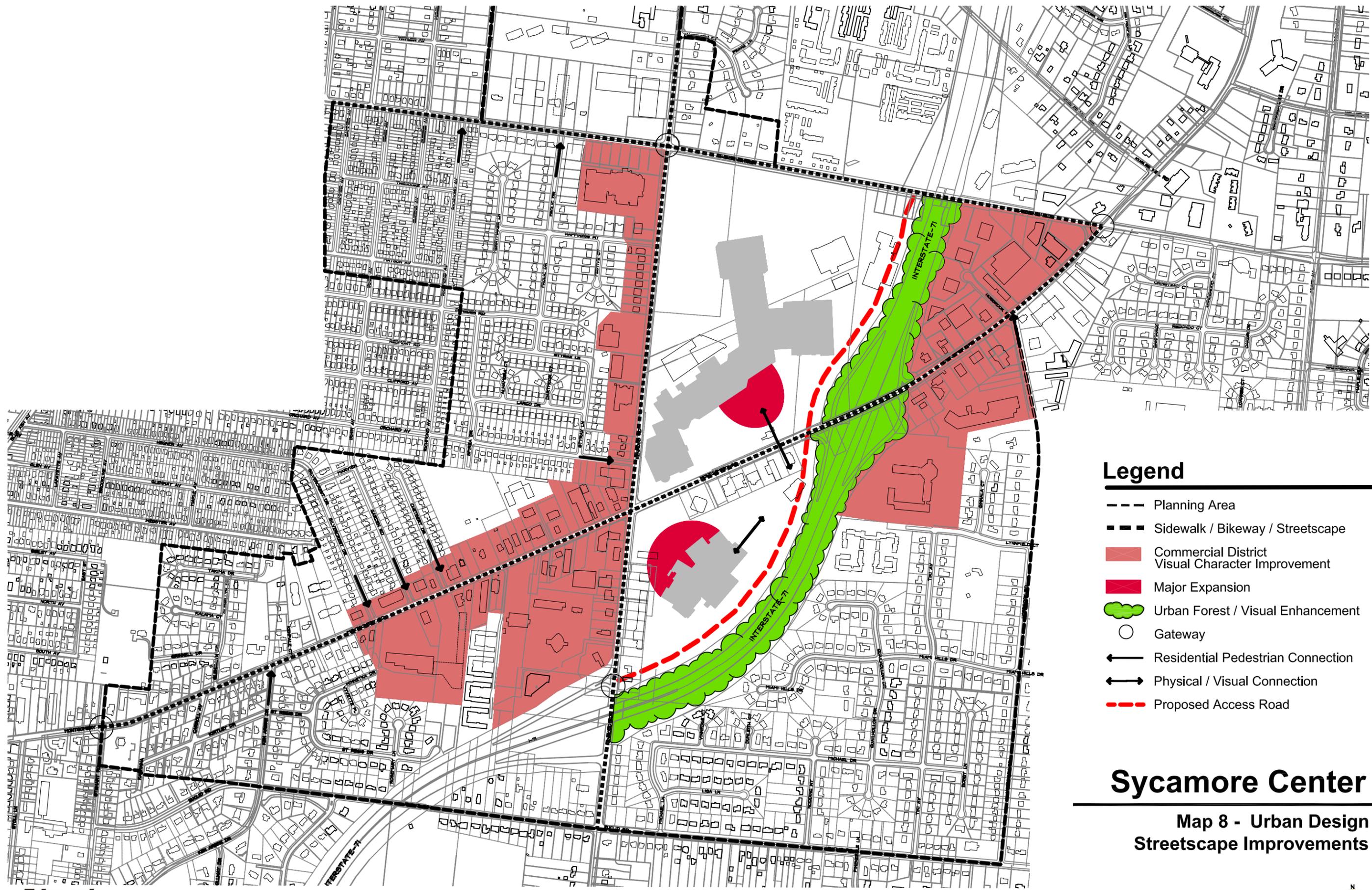
There are many physical parts of the Sycamore Center area that come together to constitute the character and form of the urban environment. The visual attributes of the street such as sidewalks, lights, signage, and street trees formulate a certain streetscape character.

The buildings, building character, other structures and bridges create a sense of the place and an identify.

In Sycamore Center, there is an overall lack of cohesion between its many physical attributes. Furthermore, the area does not have an organized system of definable spaces and physical linkages for use by pedestrians and for outdoor enjoyment. The recommended urban design improvements seek to organize the area's physical structure and establish the Sycamore Center area as an attractive, functional and efficient environment for residential and business/commercial activities. Figure 8 outlines the major urban design recommendations in the form of physical changes through building additions and building demolitions; pedestrian and vehicular movement system; major streetscape improvements; gateway emphasis and visual character improvements; green space and urban forest.

Following is a description of the major urban design and streetscape recommendations for the Sycamore Center area:

1. Building expansion in and Kenwood Towne Centre.
2. Development of parking structures;
3. Development of a high-rise hotel/office complex to serve as a focal point; potentially on the southwest or southeast corner of the Kenwood/Montgomery Road intersection.
4. The construction of a major pedestrian/plaza overpass, able to link the Kenwood Towne Centre with the Sycamore Plaza. This pedestrian overpass will be directly linked with the sidewalk system along Montgomery Road, the shopping pedestrian circulation, the public transit stop and shopping entrances
5. Establishment of a major pedestrian access system along Montgomery Road to afford safe and convenient movement, linking the residential, retail, and office uses east of I-71 with the shopping centers.
6. The pedestrian system will include sidewalk/ streetscape improvements; designated pedestrian crossings; signalization; the construction of a separate pedestrian walkway along the I-71 overpass and over the I-71 southbound ramp to a direct linkage with the sidewalk system along Montgomery Road.
7. Coordinated sidewalk and streetscape improvements along Montgomery, Kenwood and Galbraith roads. The improvements will be based on an overall design theme to establish a distinctive visual character. Improvements will include sidewalk, parking, street trees, pedestrian lights, overhead traffic lights, traffic signalization and signage.

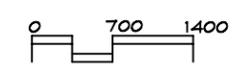


Legend

- Planning Area
- Sidewalk / Bikeway / Streetscape
- Commercial District
Visual Character Improvement
- Major Expansion
- Urban Forest / Visual Enhancement
- Gateway
- ← Residential Pedestrian Connection
- ↔ Physical / Visual Connection
- - - Proposed Access Road

Sycamore Center

Map 8 - Urban Design
Streetscape Improvements



8. Relocation of overhead utilities underground along Montgomery Road between I-71 and Kenwood Road. At a later time, utilities should be placed underground along Kenwood and Montgomery, east of I-71.
9. Tree planting in I-71 islands and right-of-way to increase the amount of green areas and make the interchange uniquely recognizable.
10. Establishment of a pedestrian network to provide safe and attractive access between parking areas and the sidewalk system.
11. Establishment of gateways to the Sycamore Center area at specified locations of Montgomery Road, Kenwood Road, and I-71, with distinct emphasis to the business and residential sectors. Gateways will include landscaping, signage and other appropriate structures.
12. Control and management of private signs to establish an overall signage system distinctively customized to the area. This should be accomplished through the development of an overlay district for the Kenwood and Montgomery Road corridors.
13. Preservation of the residential street character through tree maintenance, tree planting and streetscape character improvements.

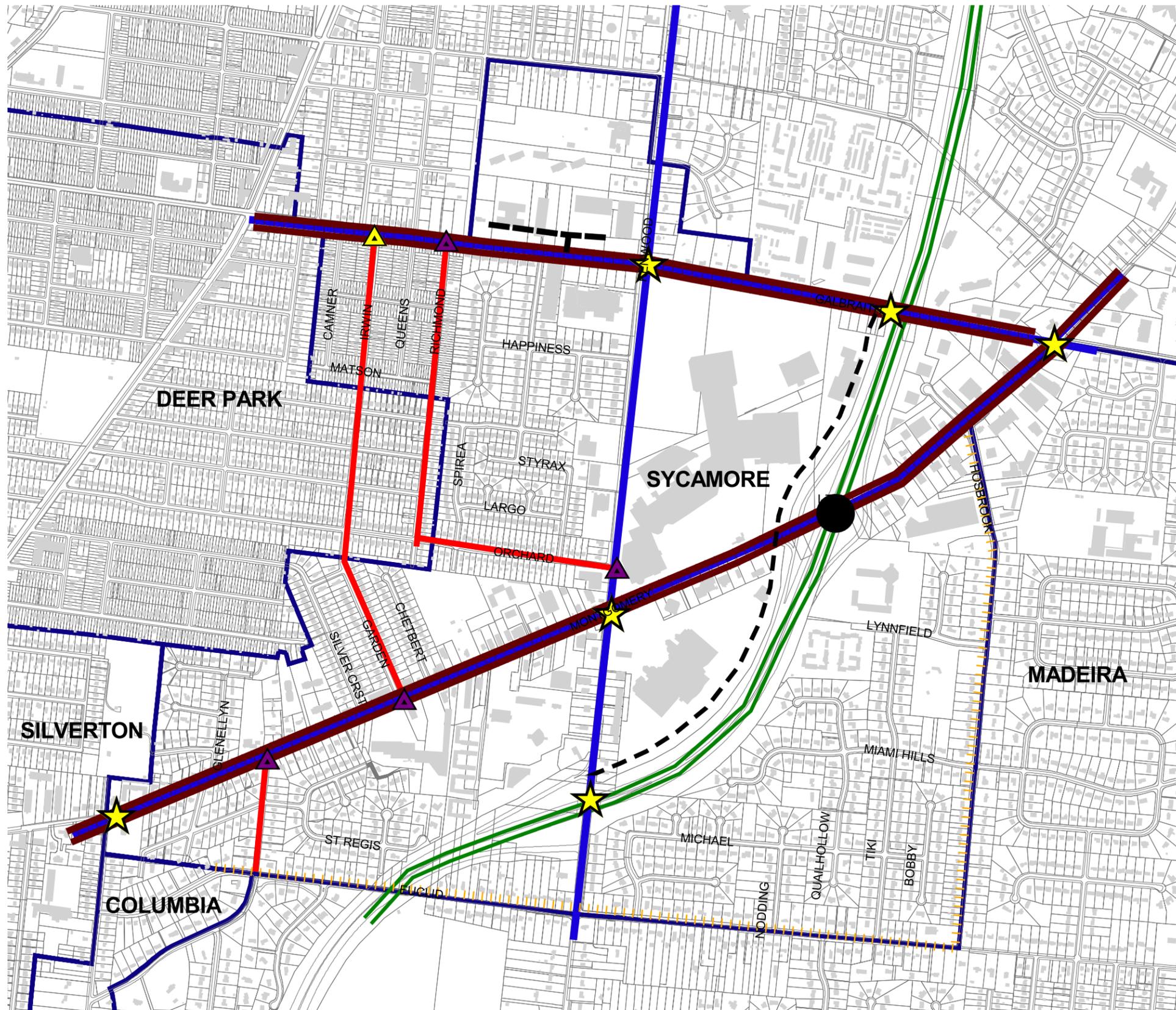
VEHICULAR CIRCULATION

The recommendations for land use are integrated with a set of vehicular

circulation improvements, consistent with the goals and policies of this Land Use Plan.

Following, and as shown in Figure 9, is a description of recommendations for vehicular circulation as they apply to the entire Sycamore Center area.

1. A detailed traffic and transportation study will be prepared for the area. The study will follow guidelines established by ODOT and conform to Clean Air and Intermodal Surface Transportation Efficiency Act (ISTEA) requirements.
2. Widening of Montgomery Road in two phases. The first being the addition of a new westbound lane between the I-71 southbound off-ramp and Kenwood Road. The second phase will depend on results of detailed transportation studies to be accomplished. The major objective will be to eliminate the existing congestion of traffic on the Montgomery Road overpass.
3. Widening of the Montgomery Road overpass to allow for a functional left-turning system for northbound I-71 traffic. In the future, if conditions change, a new I-71 northbound ramp may be established across from Hosbrook by redeveloping the existing Whitehall complex.
4. The establishment of two major signalized intersections onto Montgomery Road with traffic generated by the Kenwood Towne Centre and Sycamore Plaza.



Legend

- Parcels
- ▲ Residential Gateway
- Intersection Modification
- ★ Gateway Improvements
- ▬ Street Improvements
- - - Minor Arterial
- - - Access Road
- ▬ Major Arterial
- ▬ Interstate
- ▬ Collector

Sycamore Center

Map 9 - Recommended Circulation Improvements



5. Reduction in the number of curb cuts along Montgomery Road and establishment of major signalized access points and service access roads.
6. The establishment of the “Sycamore Way” as a new major access road, running parallel to I-71. The purpose of the Sycamore Way will be to join Galbraith and Kenwood roads and to serve as an access road within a designated public right-of-way in order to:
 - a) increase the accessibility of local and regional traffic flow to and from the shopping areas;
 - b) reduce the conflict with local traffic;
 - c) provide for a direct traffic linkage between the Towne Centre and Sycamore Plaza; and
 - d) provide for a direct traffic linkage between Galbraith and Kenwood roads, improvements to the internal circulation in Kenwood Towne Centre and Sycamore Plaza to relate movement to access points, parking destinations, and building entrances.
7. Signalization and improvements in timing of traffic to coordinate the entire circulation and movements.
8. The development of a safe, convenient, and attractive pedestrian and bicycle system, linking the business/commercial uses of the Sycamore Center area with the residential and public transit system. The construction of this public infrastructure system will be based on the policies and guidelines of the ISTEPA mandate for improvements to the quality of the urban environment and pedestrian amenities.
9. A coordinated parking, layout and access design to allow the public for better orientation and use of parking within and between the shopping centers. Parking improvements will include the construction of parking structures in Kenwood Towne Centre and Sycamore Plaza and a coordinated circulation plan.
10. Construction of a parking structure (4 levels) south of the Sycamore Plaza between Lazarus and I-71 to service Plaza customers and Mall expansion. The structure will provide for a direct pedestrian access to Sycamore Plaza shops.
11. Parking below grade and at grade (3 levels) to accommodate the Sycamore Square and a office/retail/hotel complex. The Square will be constructed over the parking.
12. Parking below the Sycamore Plaza expansion (1 level).
13. Parking below the existing Kenwood Towne Centre parking lot and at surface to accommodate expansion and existing deficiencies (1 level below).
14. Two levels of additional parking over existing structure north of the Towne Centre building.
15. A new parking structure (3 levels) behind Lazarus at the Town Centre, directly linked with the mall and pedestrian movement.

16. Elimination of as many curb cuts as possible and the establishment of coordinated shared parking areas for businesses along Kenwood and Montgomery roads, and service drives, wherever possible, running parallel to the roads.
17. Development of a major transit stop area on Montgomery Road below the proposed overpass, in coordination with regional transit plans.

LAND USE DEVELOPMENT GUIDELINES AND STANDARDS

The guidelines and standards will be used for reviewing proposed site plans for development in the Sycamore Center area, in order to determine whether the site plan as proposed meets the purposes, goals, policies, and recommendations of the Land Use Plan.

A. General Criteria:

1. The site plan should reflect all plans and policies affecting the site.
2. The site plan should be consistent with the statement of intent for the zoning district in which it is located.
3. No Undue Adverse Impact. The proposed use and development will not have an adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.
4. No Interference with Surrounding Development. The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to

interfere with the use and development of neighboring property in accordance with the applicable district regulations.

5. Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, or the applicant will provide adequately for such services.
6. No Traffic Congestion. The proposed use and development will not cause undue traffic congestion or draw significant amounts of traffic through residential streets.

B. Density:

1. Additions to existing residential structures to be used for other uses should not exceed twenty-five (25%) percent of the existing floor area.

C. Site Planning/Open Space and Green Areas:

1. To the extent possible, the natural topographic and significant landscape features of the site shall be incorporated into the development in order to preserve the site's natural resources and enhance its visual character.
2. Buildings and open spaces (green areas with vegetation) shall be in proportion and scale with existing structures and spaces in the surrounding area.

3. A site shall not be so overcrowded as to cause unbalanced relationships of buildings to open space/green areas and streetscape.

D. Building Design and Orientation:

1. As new development/redevelopment takes place, greater opportunities for privacy should be provided by utilizing fences or walls.
2. Building height and volume should be compatible with adjacent residential structures. The design and siting of structures should strongly consider the privacy of occupants and adjacent buildings.

E. Grading and Drainage:

1. Drainage shall be designed and constructed so as to not detrimentally affect adjacent properties. These systems shall provide for the safety and convenience of occupants and protection of dwellings, other development, and usable lot areas from water damage, flooding, and erosion.

F. Circulation:

1. Vehicular circulation shall:
 - a) Minimize the conflict between pedestrian and vehicular traffic;
 - b) Minimize the number of vehicular turning movements and points of vehicular conflict, particularly at access points;
 - c) Provide for the smooth, safe, convenient and functional movement of vehicles and pedestrians both on- and off-site;

- d) Be designed so that points of ingress and egress are clearly defined and promote the orderly, safe and logical movement of traffic; and
- e) Give consideration to the location of existing access points, adjacent to and directly across the street from the site. Curb cuts shall be shared by adjoining uses whenever possible.
- f) Give consideration to minimizing left turns both in and out of individual properties, especially along Montgomery and Kenwood roads, by sharing access through parking lots and directing traffic to the nearest major intersection, either signalized or unsignalized.
- g) Driveway should not be used as parking pulling out and in space.

2. Vehicular Access:

- a) Acceleration, deceleration and/or left turn lanes may be required if it is found that they are necessary to preserve safety and/or the traffic-carrying capacity of the existing street;
- b) A traffic impact study may be required if one or more of the following conditions exist:
 - (1) If the proposed development or redevelopment may increase the number of trips entering or leaving the property by ten percent or more;
 - (2) If the proposed development or redevelopment may adversely change the type of traffic generated within the property; for example, addition of truck traffic; or

- (3) The scale or use of the proposed development might cause deterioration of service levels on the street and/or deterioration of safety or service levels at intersections in the vicinity.
3. Site Distance Triangles:
- a) All sites shall be designed so that plants and structures on the site do not interfere with the safe movement of motor vehicle traffic, bicycles or pedestrians;
 - b) No plants, foliage, wall, fence, or sign, higher than twenty-four (24) inches above the top of the curb, shall be located within the sight distance triangle on each corner of the property adjoining an intersection; and
 - c) The site distance triangle should be determined in accordance with the most recent edition of the Institute of Transportation Engineers' Guidelines for Urban Major Street Design, A Recommended Practice.

G. Pedestrian Circulation:

- 1. The complete separation of vehicular/pedestrian circulation shall be achieved whenever possible.
- 2. Sidewalks and/or pedestrian paths shall be constructed and located in order to:
 - a) Provide a system of pedestrian movement to points both on-and off-sites; and

- b) Provide a logical link between the origins and destinations of pedestrian traffic.
- 3. The design of the sidewalks/ pedestrian paths shall: Provide grade, width, and material that will best accommodate safe, comfortable and free flow of pedestrian traffic at peak-use periods.
 - 4. Path and sidewalk street crossing shall be located where there is good sight distance along the road. Ideally, street crossing shall occur at intersections.

H. Lighting:

- 1. On-site exterior lighting should provide illumination adequate to permit safe night-time activities. Light fixtures should enhance the site's design character.
- 2. All roadway street, parking lot, and walkway lights shall be shielded so that substantially all the directly-emitted light falls within the property line.
- 3. All exterior building floodlights shall be shielded so that all of the light falls upon either the surface of the structure to be illuminated or the ground.

I. Screening and Buffering:

- 1. Bufferyards shall be constructed to mitigate problems associated with traffic, noise, vibration, odor, glare, dust, smoke, pollution, water vapor, conflicting land uses and/or density, height, mass, layout of adjacent uses, loss of privacy, unsightly

- views, or other potential negative effects of development. Buffering may be achieved by using landscaping, building a fence and/or a berm, alteration of building location, fenestration, and/or mass, or a combination of the above techniques.
2. Bufferyards shall be located on the outer perimeter of a lot or parcel, extending to the lot or parcel boundary line. Bufferyards shall not be located on any portion of an existing or dedicated public or private street or right-of-way.
 3. Plant material should be chosen compatible with the dominant neighborhood character and identity. Trees which are indigenous, moderately fast-growing, and require minimal maintenance are encouraged. The landscaping should use some of the same design elements and materials which are used in existing, well-landscaped, nearby properties to establish a landscaping theme.
 4. Unsightly areas including, but not limited to, outside trash receptacles, loading docks, outside storage areas, utility boxes, and open areas where machinery or vehicles are stored or repaired, shall be screened from public sidewalks, streets and other areas which are visible from off the property.
 5. Whenever plants are used as a screen the plants should be coniferous. They should provide an opaque screen within three (3) years of the time they are planted.
 6. Whenever there are three (3) or more parking spaces on the property, the parking lot should be screened for at least two-thirds of the length of the parking lot.
 7. Berms, walls, fences, plants, planters or similar means should be used to create the parking lot screen. Whenever structures such as walls or fences are used to create a screen, plants should be located on the sides of the structure which can be seen from surrounding streets, walks, and other properties which are used by the public.
 8. The screen around the parking area should be at least three (3) feet higher than the surface of the parking lot. Whenever plants are used to create a screen, the plants should create a three foot screen within three years from the time planted.

**SYCAMORE TOWNSHIP LAND USE PLAN
SOUTH SYCAMORE TOWNSHIP**



INTRODUCTION

Comprised of neighborhoods such as Dillonvale, Rossmoyne, the Chaucer Drive area (west of Reading Road) and Heitmeyer Farms, South Sycamore Township has reached a point of saturation; very little vacant land exists for any substantial new development. South Sycamore contains a balanced mixture of quiet subdivisions, well-established industrial and thriving retail uses as well as serving as the Governmental Center of the Township. Because very little land remains vacant for new development in this mature community, a Land Use Plan must be formulated which will serve to preserve and protect the existing developed areas from any new, incompatible development while concurrently establishing goals and policies to guide future redevelopment and the reuse of existing developed properties. Communities such as South Sycamore Township face challenges associated with maintaining community vitality and a desired quality of life associated with a mature community. Development issues in a mature community tend to involve questions of reuse and redevelopment rather than the more clear cut issues such as new development in communities with large amounts of vacant, developable land.

South Sycamore Township is a dynamic area that is in need of a guide for the future. This Land Use Plan represents a conscious effort on the behalf of the Sycamore Township Trustees to establish good planning practices by laying a strong policy foundation for future land uses and zoning decisions. It will also establish a strong defense

against the challenges of annexation which are acting to break the Township apart. This plan will strive to maintain the established residential character of the area while providing for the most effective and appropriate transition of redeveloped uses. This plan will also serve to create a balance between the private and public interests while providing for a liveable, practical and attractive environment. This dynamic document develops a land use policy plan that will control and manage the changes in South Sycamore Township for the next five years.

The process from which this Plan has developed was through the utilization of a Steering Committee established by the Township Trustees. The Committee was comprised of one Township Trustee, two members of the Township Planning and Zoning Commission, the Township Administrator, a representative of the Hamilton County Regional Planning Commission Staff and a representative from Edwards and Kelcey (formally Pflum, Klausmeier and Gehrum Consultants). The Committee met on a monthly basis to review existing land use patterns and to establish the future land use patterns, goals and policies that represent the development of this Plan. This plan will be revisited and updated frequently to assure compatibility with Township needs.

This Land Use Plan does not constitute the only tool utilized to regulate and control development and growth. The effectiveness of the Land Use Plan depends on the strength of the Zoning Resolution, Subdivision Regulations and other instruments that allow the

Township to properly govern and protect the health, safety and general welfare of the public. This Land Use Plan provides a policy basis for the development or refinement of those regulatory instruments as well as providing a proactive planning program to aid in the decisions of future land use issues.

Throughout the South Sycamore Township plan, reference is made to the Montgomery Road Corridor Land Use Plan. This plan, updated by the Hamilton County Regional Planning Commission in January, 1994 and subsequently adopted, identifies the existing land uses, future land uses and related policies as they relate to the Montgomery Road Corridor. Although the Montgomery Road Corridor plan is referred to within the South Sycamore Township Land Use Plan, no changes or analysis has been made to the Montgomery Road Corridor Study Area. All acreage and computations conducted on the study of the South Sycamore Township Focus Area, unless otherwise noted, do not include the Montgomery Road Corridor Study Area. Sections 2, 3 and 4 of the Montgomery Road Corridor Land Use Plan, the areas of which are included within the South Sycamore Township Focus Area, are included in their entirety in Section 4 of this document.

SOUTH SYCAMORE TOWNSHIP- EXISTING CONDITIONS

South Sycamore Township is depicted on Map 1. Consisting of two separate sections, South Sycamore Township is comprised of approximately 1866 acres

(2035 acres including the Montgomery Road Corridor Study Area¹). The first section of South Sycamore Township is located on the western edge of Reading Road, encompassing approximately 56 acres, and is bordered by the City of Reading and Ronald Regan Highway to the north, Reading Road to the east, and the City of Cincinnati to the south and west. The remaining section of South Sycamore Township includes 1810 acres and is bordered by the City of Montgomery and the City of Blue Ash to the north, the City of Reading and Amberley Village to the west, the City of Deer Park, the City of Madeira and the southern portion of Sycamore Township to the south, and the Village of Indian Hill to the east.

EXISTING LAND USE

Existing land use is a critical documentation element in the development of a Land Use Plan. The existing land use provides a “snapshot” of how the land within South Sycamore Township is currently being used. The existing land use helps to identify areas within the community that have future development or redevelopment potential and also serves to identify areas where incompatible land uses exist side by side.

The existing land use for South Sycamore Township is identified on Map 2.

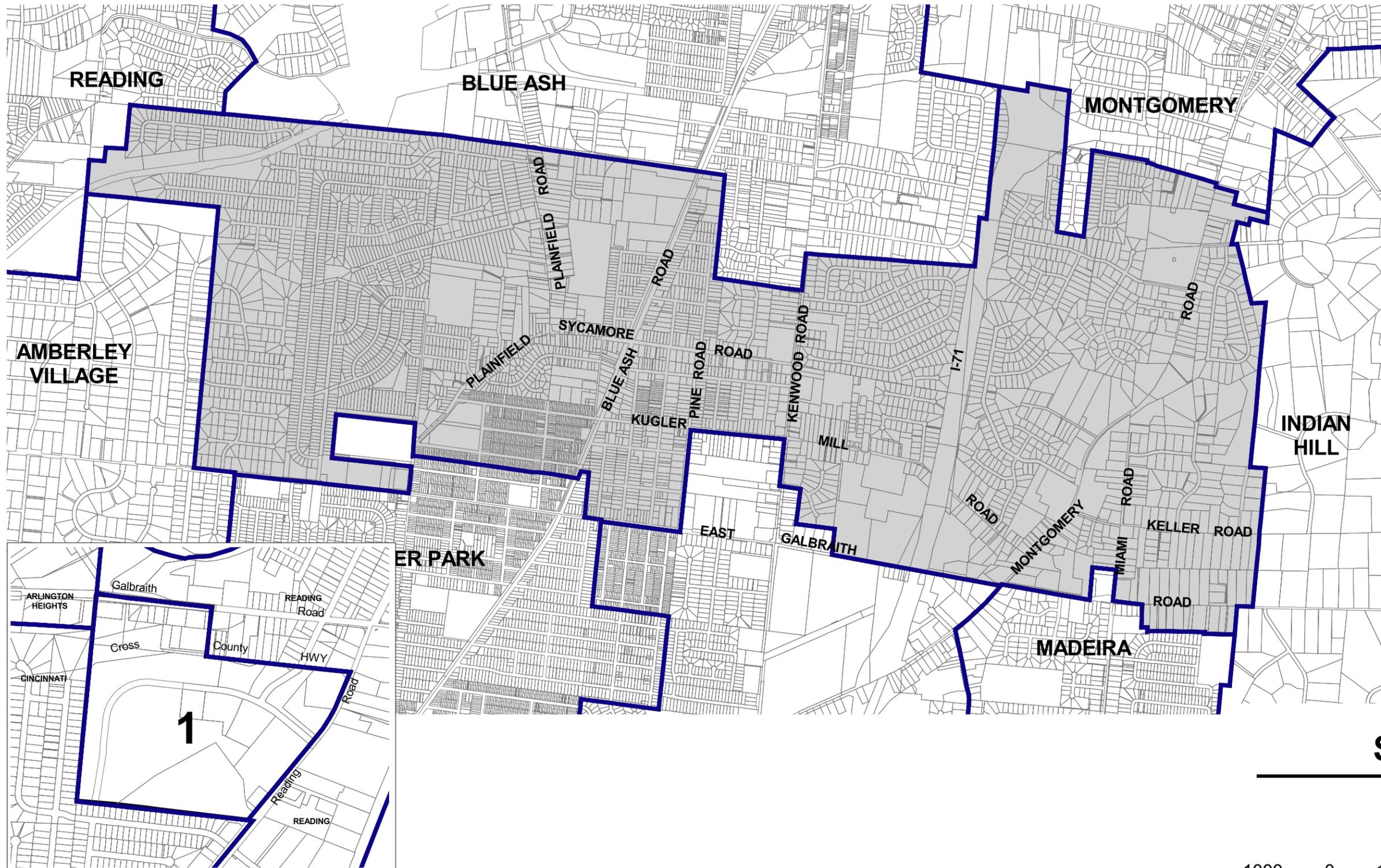
¹ The Montgomery Road Corridor Study Area refers to the Montgomery Road Corridor Land Use Plan developed by the Hamilton County Regional Planning Commission. This Plan is identified in Section 4 and is not included as part of the South Sycamore Township Land Use Plan.

Land uses for this study were classified into the following categories: single family residential, multi-family residential, office, utility, retail, industrial and public/semi-public uses. These categories are consistent with those utilized by the Hamilton County Regional Planning Commission in their county wide land use studies. The existing land use map was compiled by conducting a windshield survey of the entire focus area and applying those findings on a base map from the Hamilton County Regional Planning Commission.

A profile identifying the amounts and types of existing land uses in the focus area is identified in Figure 1. Figure 1 identifies the land use by acreage utilizing the same categories as established by the existing land use map. An analysis of these numbers and review of the existing land use map indicates that the largest amount of land within the focus area is comprised of single family residential uses. Of the approximately 1,900 total acres within South Sycamore Township, approximately 1,210 acres or 63 percent of the land within the focus area is devoted to single family residential uses.

Multi-Family Residential uses constitute the second largest group of land uses existing within the township at approximately 68 acres, or 4 percent of the land developed in the focus area. Utility uses, at 1.7 acres, accounts for the smallest percentage of developed land within the focus area at only 0.1 percent of the total land.

South Sycamore Township contains approximately 42 acres of vacant, undeveloped land, scattered on small sites throughout the focus area. Many of these sites are individual subdivided parcels, around one-half acre in size. However, several of these undeveloped parcels are located in groups providing the potential of combining some or all of the adjacent parcels to provide for a decent developable area. The largest amounts of vacant, undeveloped area are located in the Township portion located west of Reading Road. Surrounded by multi-family, single family and retail uses, this vacant land consists of 23 acres located on four parcels which are adjacent to one another.

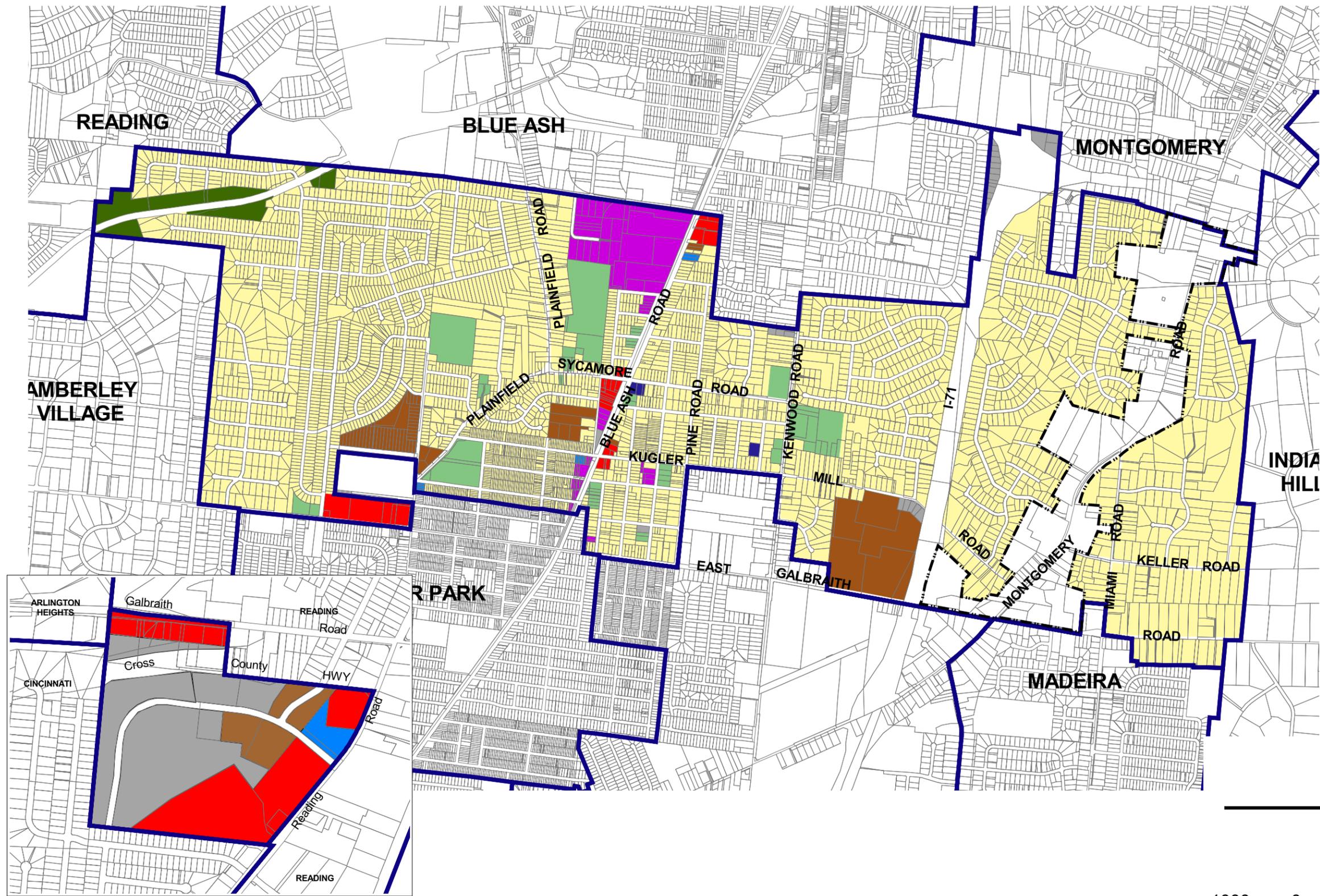


Legend
 — Parcels

South Sycamore

Map 1 - Study Area





Legend

- Parcels
- Land Use**
 - Jurisdictions_clip.shp
 - Open Space/Buffer
 - Single Family
 - Transitional Residence
 - Multi-Family
 - Mixed Use
 - Office
 - General Retail
 - Neighborhood Retail
 - Light Industrial
 - Public, Semi-Public, Institutional
 - Utility
 - Vacant Lots

South Sycamore

Map 2 - Existing Land Use

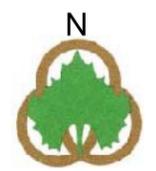
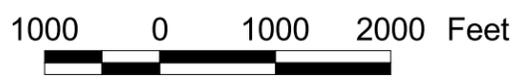
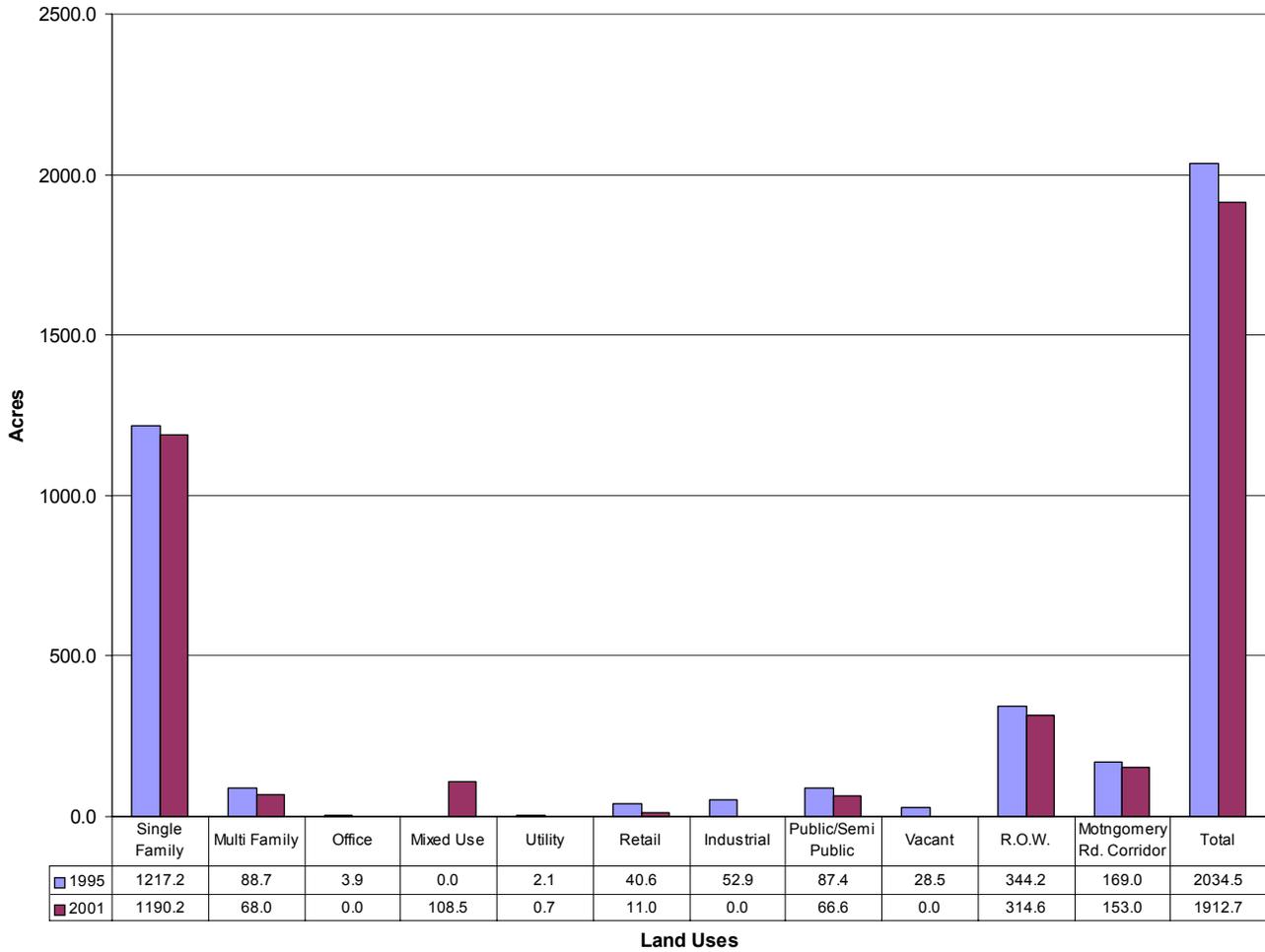


Figure 1 Existing Land Use Acreage

South Sycamore Existing Land Use Comparison 1995-2001



EXISTING ZONING

A good land use plan will provide a solid policy basis for future land use and zoning decisions. However, the land use plan provides no legal mechanism for controlling land uses and development. Zoning provides the legal basis for controlling the existing and future land uses, density, bulk, and area requirements. Generally, the existing zoning districts are reflective of the existing land use patterns and proposed future land uses. Map 3 identifies the existing zoning districts in South Sycamore Township. The zoning districts identified on the following maps and discussed in this text reflect those districts established and enforced by the Hamilton County Regional Planning Commission, which enforces Sycamore Township Zoning.

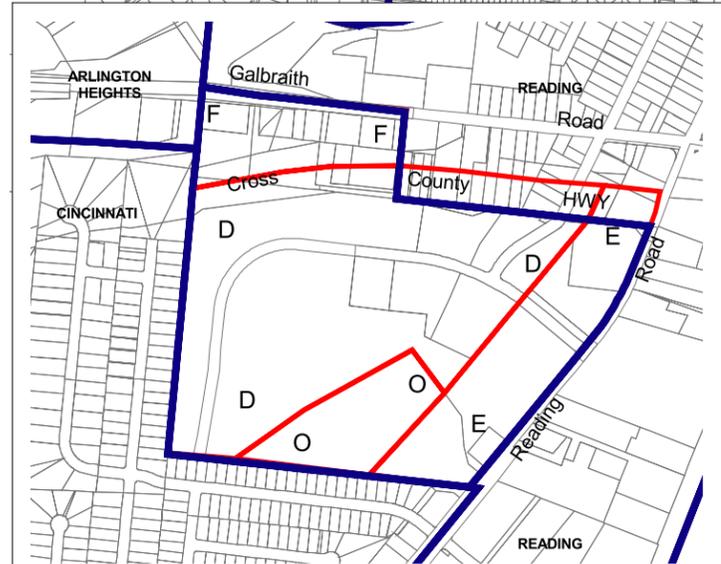
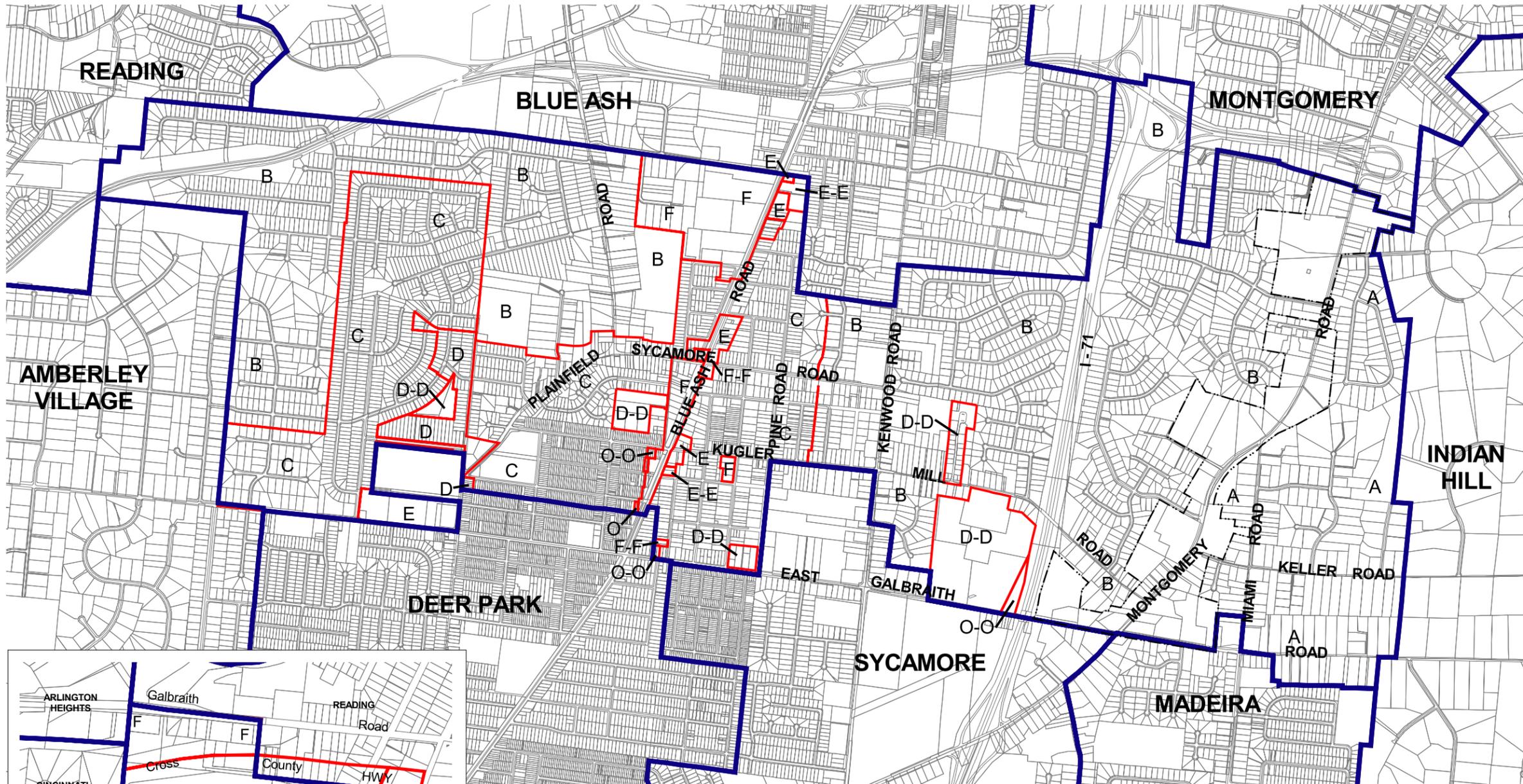
Currently, South Sycamore Township is divided into eleven (11) zoning districts; seven (7) single letter districts and four (4) double letter planned districts. The double letter districts require that a precise development plan is to be submitted as part of the zoning process which identifies use, location, height and size of structure; vehicular parking, circulation and landscaped areas. Double letter planned districts are increasing in their application throughout the Township because they provide more flexibility and control over development than the standard single letter zoning districts.

The zoning districts currently established in the South Sycamore Township focus area are as follows:

"A"	Single Family Residence District
"B"	Single Family Residence District
"C"	Single Family Residence District
"D"	Multi-Family Residence District
"D-D"	Planned Multiple Residence District
"E"	Retail Business District
"E-E"	Planned Retail Business District
"F"	Light Industrial District
"F-F"	Planned Light Industrial
"O"	Office District
"O-O"	Planned Office District

South Sycamore Township is primarily characterized by the establishment of single family residential zoning districts. Multi-family residential and planned multi-family residential districts are scattered throughout the focus area. The Blue Ash Road corridor, a major north/south thoroughfare traversing through the focus area, and the portion of the Township located west of Reading Road contain the majority of retail, office and light industrial districts established within the South Sycamore Township focus area.

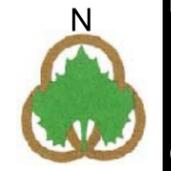
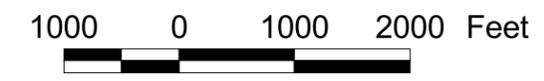
Single letter zoning districts comprise approximately 95 percent of the total South Sycamore Township land, regulating approximately 1764 acres, with double letter planned districts comprising approximately 101 acres. Of all of the districts present in South Sycamore Township, the "B" single family residential district comprises the largest amount of acreage encompassing 956 acres. The "B" single family residential district is characterized by minimum lot sizes of 10,500 square feet ($\frac{1}{4}$ acre) and 70 foot frontages, representing 51 percent of the land zoned in South Sycamore Township.



- Legend**
- Parcels
 - - - Montgomery Road Boundary
- Thoroughfare System**
- "A" Residence District
 - "B" Residence District
 - "C" Residence District
 - "D" Residence District
 - "D-D" Planned Multiple Residence District
 - "E" Retail Business District
 - "E-E" Planned Retail Business District
 - "F" Light Industrial District
 - "F-F" Planned Light Industrial District
 - "O" Office District
 - "O-O" Planned Office District

South Sycamore

Map 3 - Existing Zoning



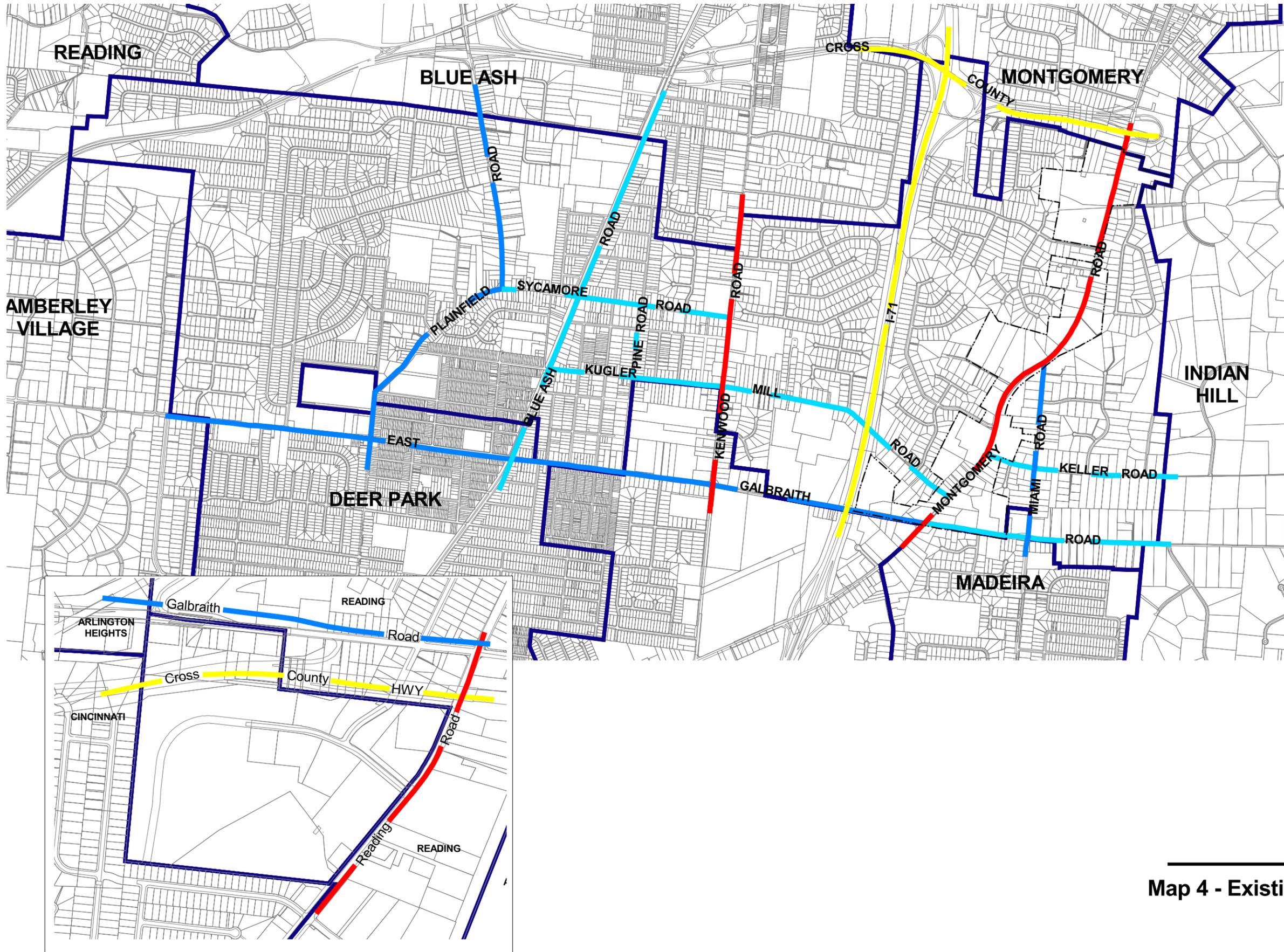
The smallest zoning district category within the Focus Area is the “O” Office district, encompassing 0.6 acres of land located along the southern boundary of the South Sycamore Township Focus Area on the western boundary of Blue Ash Road. Of the 42 acres of vacant land remaining in South Sycamore Township, a majority of that land is zoned as “D” multi-family residential, located in the portion of the Township west of Reading Road. This vacant land is situated to the west of Reading Road and located behind several existing multi-family structures and a hotel/restaurant/retail development located on Reading Road, the Ronald Regan Highway to the north and a single family subdivision to the west and south. Permitted development within a “D” Residential District includes: single family and two family dwellings, multi-family dwellings, churches, hospitals, publicly owned or operated parks and playgrounds, convalescent homes, schools and agricultural uses. The remaining vacant acres are scattered throughout the Focus Area on individual lots in the “B” and “C” single family residential districts.

EXISTING THOROUGHFARE SYSTEM

Situated among a major freeway, several major and minor arterials and numerous collector streets, Map 4 identifies an easily accessible South Sycamore Township Focus Area. Whether traffic is moving north/south or east/west, adequate access is provided by the thoroughfare system within and surrounding the South Sycamore Township Focus Area.

Traveling north/south and bisecting the Focus Area near its eastern borders, I-71 provides major interstate access to South Sycamore Township at Ronald Regan Highway at its northern edge and at Montgomery Road (U.S. 22) at its southern Edge. Twenty-four hour traffic counts in 1994 by the Ohio Department of Transportation (ODOT) indicate an average daily traffic volumes (ADT) on I-71 of 115,350 vehicles at the Ronald Regan Highway (an increase of 22% since 1990) and 106,140 vehicles at the Montgomery Road interchange (an increase of 9% since 1990). Between 1993 and 1994, concrete sound barriers were erected by ODOT at the request of the Township to protect the residents located adjacent to the interstate from the increasing noise generated by the automobiles and trucks that utilize I-71 daily. The 1993 Hamilton County Thoroughfare Plan Update indicates that due to the forecasted increase in interstate traffic on I-71 over the next 20 years, it may be necessary to add additional lanes to accommodate the potential traffic.

The second freeway traversing through the Focus Area is the Ronald Regan Highway. Traveling in an east/west direction and providing access to both portions of South Sycamore Township, Ronald Regan Highway had an ADT volume of 21,970 vehicles, west of Montgomery Road, in 1994 (a decrease of 4% since 1990). Ronald Regan Highway provides a continuous, 50 MPH Freeway linking the Western half of the County with the Eastern half. Ronald Regan Highway travels from Colerain Avenue (U.S. 27) in the west, to Montgomery Road (U.S. 22) in the east.

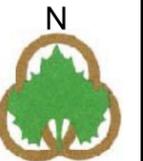


Legend

- Parcels
- - - Montgomery Road Boundary
- Thoroughfare System**
- Collector
- Freeway
- Major
- Minor
- Local

South Sycamore

Map 4 - Existing Thoroughfare System



Montgomery Road (U.S. 22), Kenwood Road and Reading Road (S.R. 42) serve as the major arterials traversing through South Sycamore Township; each one of these major arterials are serving the Focus Area needs on a north/south basis. Generally, each of these major arterials is characterized by four lanes of through traffic (two in each direction) with the occasional center turn lane at major intersections. Traffic counts conducted by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) in 2000 indicate that Montgomery Road, north of Galbraith Road, had an ADT of 20,693 vehicles (an increase of 26% since 1991). Kenwood Road, north of Kugler Mill Road, had an ADT of 17,319 vehicles (1% increase since 1991) and Reading Road, south of Galbraith Road, had an ADT of 18,800 vehicles (a decrease of 1% since 1991). A large majority of the office and commercial uses located within South Sycamore Township are accessed by these major arterial thoroughfares which are designed to carry both local and moderate distance trips linking urban and rural areas and/or major traffic generators. At the time of the drafting of this plan, Kenwood Road, north of Galbraith Road and south of the Blue Ash corporate limits, is undergoing major construction improvements by the Township increasing the width of the traffic lanes and adding a center traffic island for safety.

Minor arterials serving the South Sycamore Township Focus Area include Galbraith Road (forming the Focus Area's southern boundary), Plainfield Road and Miami Road. The 2000 average daily traffic (ADT) volumes conducted by OKI for these minor arterial thoroughfares are as follows: Galbraith Road, west of Kenwood Road, 14,500 vehicles (an increase of 38% since 1991); Galbraith Road, east of Reading Road, 28,400 vehicles (1988 counts); Plainfield Road, north of Galbraith Road, 15,400 vehicles (a 43% increase since 1991) and Miami Road, north of Keller Road, 8,480 vehicles (an increase of 73% since 1991). The minor arterials, identified above, provide linkages between major arterials, collector streets and local streets. The minor arterials within South Sycamore Township are bordered by a mixture of residential, commercial, public/semi-public and office uses.

The remaining thoroughfares identified on Map 4 within the Focus Area are classified as collector or local streets. Collector and local streets form the internal access system of the subdivisions within the Focus Area.

ISSUES AND CONCERNS

The following list establishes issues and concerns that provide the foundation for the goals and objectives of the Land Use Plan in an effort to properly manage growth and to protect the health, safety and general welfare of the public living in and visiting South Sycamore Township.

- < Existing residential subdivisions and residential developments should be preserved and protected from existing and future non-residential development by:
 - C Utilizing transitional land uses such as “mixed uses” and zoning to help provide buffering between residential and non-residential developments.
 - C The establishment of bufferyards, landscaping and setback requirements to accommodate non-residential uses near established residential areas.
- < Limit the commercial, office and industrial growth and redevelopment to the Reading Road, Blue Ash Road and Montgomery Road corridors.
- < There is a definite need for an access management plan for the Blue Ash Road Corridor to consolidate parking lots and curb cuts in order to provide a safer, more aesthetically pleasing area.
- < Establish urban design guidelines to provide additional, effective controls to ensure the desired commercial, office and industrial development and redevelopment quality that the Township seeks. The urban design guidelines should address issues such as setbacks, buffering, lot coverage, lighting, etc.
- < Promote a cohesive commercial corridor along the Blue Ash Road and Reading Road Corridors with adequate traffic and pedestrian circulation, and improve the appearance of the existing streetscape.
- < There is a definite need to encourage property upkeep and building maintenance along the Blue Ash Road and Reading Road Corridors.
- < Investigate the opportunity for the establishment of a future system of parks and recreation areas in South Sycamore Township as well as the provision of linkages through neighborhoods to connect these parks and open space areas and to other parts of Sycamore Township.
- < Give special attention to the critical vacant parcels by encouraging development that is sensitive to the surrounding, existing uses.

GOALS FOR SOUTH SYCAMORE TOWNSHIP

The recommendations for future land use and zoning decisions center on a set of goals and policies which, when adopted, will assist the Township to pursue the levels of quality and direction desired by the Township. Goals and their subsequent policies should establish a common set of salient information and statements for the direction of this Land Use Plan. The goals in this Land Use Plan are a reflection of the issues and concerns facing South Sycamore Township.

The following are ten (10) Goal and Policy categories that are established as part of this South Sycamore Township Land Use Plan:

1. Land Use and Development
2. Traffic and Circulation
3. Parks, Recreation, Open Space
4. Housing, Residential Character
5. Commercial Development
6. Industrial Development
7. Economic Development
8. Utilities
9. Zoning
10. Future Updates to the Plan

LAND USE AND DEVELOPMENT

Goals:

1. Promote the stability of the community by preserving its existing residential areas and planning for new compatible uses.
2. Promote appropriate economic development in designated areas by planning for the retention, revitalization, reuse and expansion of

industrial, office and commercial land uses.

Policies:

1. It is the Township government's desire to maintain the South focus area as a vital area of the Township, and maintain a well balanced land use mix.
2. Provide for and maintain a vital and compatible land use mix which allows for an attractive and safe residential environment and a strong economic base.
3. Establish a coordinated community physical structure based on definable land development units and focus development decisions accordingly in the designated land development units: **a)** established residential areas; **b)** industrial sectors and clusters; **c)** commercial and office clusters.
4. Resolve conflicts between existing incompatible uses and ensure that new development does not perpetuate such conflicts nor does it generate further negative conditions.
5. Require that development and redevelopment proposals meet the high standards of design desired by the community, and are compatible with the residential character and the natural features in the area. The Site Planning Guidelines and Standards in Appendix A of this Land Use Plan should be utilized in conjunction with new or redevelopment.

6. Ensure adequate sewer and water services for future growth.
7. Encourage the maintenance and upkeep of all existing residential dwellings and businesses in this Township.
8. Provide for a cohesive, attractive, visual environment and to minimize visual clutter by identifying the proper location for signage, street furniture, lighting elements and landscaping elements and to promote the cooperation between business owners and the Township to pursue the implementation of this policy.

TRAFFIC AND CIRCULATION

Goals:

1. Establish an efficient, balanced, and safe traffic and circulation system for vehicular, bicycle and pedestrian traffic and improve access to residential, industrial, office and commercial uses.
2. Develop and adopt a well-defined thoroughfare plan for the area able to serve the local community needs and be integrated with the regional movement system and the County Thoroughfare Plan.
3. Develop an access management plan that encourages creative site planning and cooperation in order to consolidate curb cuts to create safe, functional thoroughfares.

Policies:

1. Provide that all development and land use changes have adequate street facilities to handle anticipated

traffic, and ensure that new development does not cause or compound traffic congestion by requiring the submission of a traffic impact analysis.

2. Require on-site and off-site road improvements, where necessary, in order to maintain a reasonable level of traffic service taking into account the traffic generated by the proposed development and normal traffic growth.
3. Prevent the development of densities and land uses that cannot be reasonably served by the existing street system unless provisions are made to improve the system to a level of adequacy.
4. Provide for the movement of pedestrians through the construction of: a) walkways from residential areas to schools, community facilities and shopping; b) walkways where heavy pedestrian movements may be anticipated between land uses; and c) walkways which are consistent with the Sycamore Township Sidewalk Plan as adopted by the HCRPC (see Appendix C).
5. Encourage the preservation of land for the development of bicycle facilities.
6. Locate high density and intensive land use along arterial streets and areas with easy access to the interstate system such as the Blue Ash Road, Reading Road and Montgomery Road Corridors.

7. Design the internal circulation of all developments and redevelopments for the safe and efficient movements of automobiles and pedestrians.
8. Promote the elimination, reduction or consolidation of existing curb cuts, driveways and access points wherever practical and possible.
9. Continue to monitor the OKI Mobility Plan and the Northeast Corridor Multi-Modal Plan as they relate to transportation planning issues in the Township.

PARKS, RECREATION AND OPEN SPACE

Goals:

1. Increase the quantity of Township recreational facilities in the South Sycamore Township Focus Area.
2. Encourage the establishment of a local Township recreational facility and open space system, integrated with the community, with variable recreational experiences which is capable of fulfilling existing and future needs.

Policies:

1. Encourage developers of undeveloped and redeveloped land to incorporate into new development, lands for recreational facilities and open space. The amount and location of such areas will be negotiated in detail during the review of the specific development.
2. Preserve open space, where available, within the South Sycamore Township area as necessary to protect the public health and safety.

3. Integrate, where possible, school recreational facilities in conjunction with the local recreation system and activities.
4. Relate the establishment and distribution of Township recreation facilities to existing residential areas and neighborhoods.
5. Minimize the exposure of residents to excessive noise by requiring the preservation and/or development of vegetation as greenbelts and buffers between residential areas and non-residential developments.
6. Control the development and alterations to the landscape in areas of steep slopes, stream and creek banks.
7. Establish a clear definition of the term "greenbelt" and "buffer" areas regarding the size and type of plant materials and incorporate these areas into the development review guidelines for new development and redevelopment.

HOUSING AND RESIDENTIAL CHARACTER

Goal:

1. Maintain the area's residential areas, expand residential development through redevelopment and continue to promote the integrity of the residential community.

Policies:

1. Medium to high density development should be permitted at designated areas and in accordance with the relevant zoning regulations, when site conditions, traffic, and adjacent land use character can be respected and such that it results in a high quality development.
2. Protect residential neighborhoods from adverse impacts of proposed development, redevelopment and land use changes.
3. Provide adequate buffering, screening or other techniques which will reduce nuisances when a residential development will be next to a land use that produces nuisances.
4. Provide for the continuation of diverse housing types.
5. Protect and enhance the character and visual appearance of the residential neighborhoods.

COMMERCIAL DEVELOPMENT

Goal:

1. Protect and enhance the existing commercial businesses and allow for a mixed use extension of such uses around the periphery of the commercial corridors within South Sycamore Township.

Policies:

1. Promote commercial development within the defined mixed use and commercial areas on the Land Use Plan.

2. Encourage low intensity commercial uses and reuses that reasonably meet the retail needs of the surrounding community.
3. Promote and require the safe and convenient pedestrian and vehicular access to the commercial areas from the surrounding residential neighborhoods.

INDUSTRIAL DEVELOPMENT

Goal:

1. Maintain existing development and provide opportunities for appropriate light industrial development within a well-defined and contained light industrial zone.

Policies:

1. Locate appropriate industrial development within existing industrial areas to form well defined clusters.
2. Encourage the development of planned light industrial uses in accordance with the regional trends for such developments.
3. Design new industrial development and redevelopment to be compatible with existing adjacent development in terms of size, height, mass and scale.
4. Correlate industrial development and the capacity of transportation facilities and utilities.
5. Take all measures necessary to prevent industrial uses from causing nuisances to surrounding developments including the use of setbacks, transitional uses and bufferyards.

6. Expand existing industries which are adjacent to industrial uses in a manner that: **a)** meets the needs of the industry; and **b)** protects the surrounding development from nuisances.
7. Prohibit the conversion of existing residential uses and residential zoning to industrial development.
8. Require comprehensive and effective Township and County site plan review to ensure development consistent with the community goals.

ECONOMIC DEVELOPMENT

Goal:

1. Develop and promote opportunities for business expansion, land development, light industries and research development consistent with the goal of maintaining the area's residential character.

Policies:

1. Support industrial, commercial and office development and redevelopment that enhances the economic vitality of the area through employment opportunities and increased tax base.
2. Along with the Hamilton County Development Company, the Township government should work to maintain a continuing dialogue with existing and future business and industry, and promote the benefits of locating in the area.

UTILITIES

Goal:

1. Develop and maintain an adequate area-wide utilities system capable of meeting existing needs and the needs of future development.

Policies:

1. Ensure that reliable and adequate water supply and delivery systems are available to provide sufficient quantities of high quality water and adequate pressures to meet existing and future needs for development.
2. The Township government should support local and regional efforts and activities aimed at improving the water supply system and planned improvements by the Cincinnati Water Works.
3. Continue to request improved performance in site development and water retention in an effort to manage storm water in the area.
4. Ensure sewer and water services for all future growth in South Sycamore Township.
5. Encourage the expansion of sanitary sewers to existing residential areas currently unsewered.

ZONING

Goal:

1. Establish proper zoning requirements capable of guiding development with flexibility to local constraints and a high design standard.

Policies:

1. Provide districts for low density office, mixed use and neighborhood commercial use zoning.
2. Utilize planned unit development districts or special planning interest districts to promote quality, compatible development on the large remaining vacant Township parcels.
3. Consult the Land Use Plan to determine the official adopted policies of the Township during requests for zoning map amendments.

FUTURE UPDATES TO THE PLAN

Goal:

1. Continuously review and update the Land Use Plan in order to ensure its active role in the Township decision-making process.

Policies:

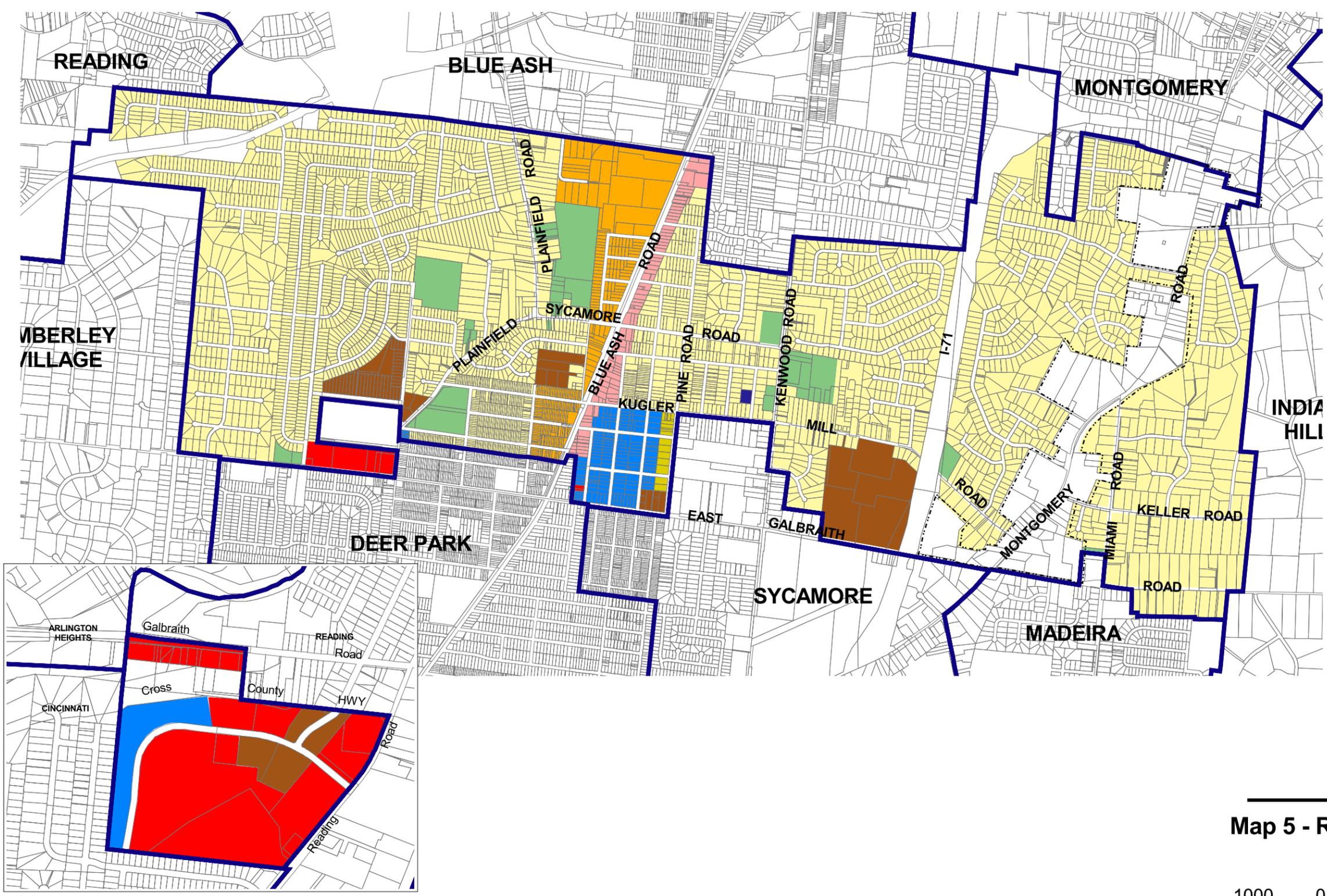
1. The Zoning Commission for the Township should provide the Township Trustees and the Township residents with a timely review and status report on the plan and its implementation.
2. Inform the residents and business owners about the purposes and rationale for the planning goals and policies on a continuing basis.
3. The Township should follow the procedures established by the Hamilton County Regional Planning Commission for update and review of the Land Use Plan.

**SOUTH SYCAMORE TOWNSHIP
LAND USE PLAN**

The South Sycamore Township Land Use Plan has been formulated for the purpose of serving as a guide for future land use, development, redevelopment and zoning decisions that will affect South Sycamore Township. The Plan reflects a concern to preserve the character of the South Township while, at the same time, allowing for reasonable growth and quality development primarily through redevelopment efforts.

The Land Use Plan, combined with various other growth development controls such as the Zoning Resolution, Subdivision Regulations, Site Planning Guidelines and Standards (as established in Appendix A) and an active Township government, will provide for a solid, proactive strategy that will lead South Sycamore Township into the Twenty-first century while continuing to increase the quality of life that many in South Sycamore Township currently appreciate.

The Land Use Plan for South Sycamore Township is illustrated on Map 5. The Land Use Plan utilizes categories as established in the Foreword of this document. Descriptions of the land use categories can be found in Appendix B of this Plan.

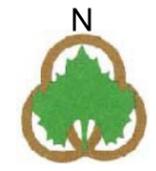
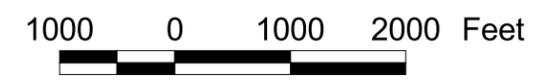


Legend

- Parcels
- - - - - Montgomery Road Boundary
- Land Use**
- Open Space/Buffer
- Single Family Residence
- Transitional Residence
- Multi-Family Residence
- Mixed Use Transitional
- Office
- General Retail
- Neighborhood Retail
- Light Industry
- Public, Semi-Public, Institutional
- Utility
- Vacant

South Sycamore

Map 5 - Recommended Land Use Plan



LAND USE PLANNING SECTORS

Map 6 identifies five (5) Land Use Planning Sectors within the Focus Area which exhibit similar characteristics and geographical boundaries that have been established to provide development policies which are intended to provide guidance for the establishment of land uses. These policies, however, are not intended to represent zoning district changes.

1. The Reading Road Sector

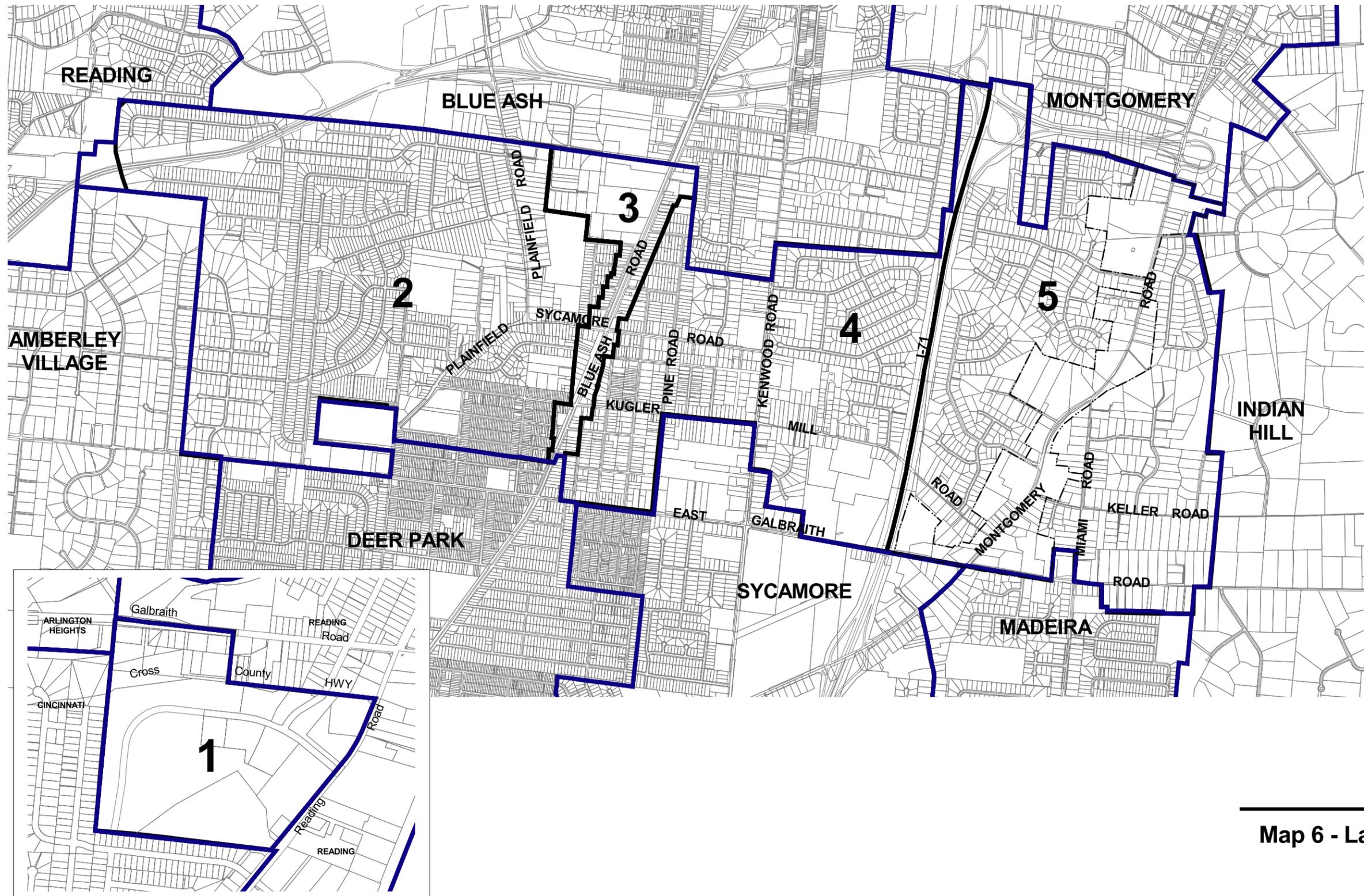
Bounded by Reading Road to the east, Ronald Regan Highway to the north and the Cities of Reading and Cincinnati to the west and south, the Reading Road Sector is essentially a Township island containing a mixture of retail, office and multi-family uses. This sector also contains the largest amount of undeveloped land within the South Sycamore Township Focus Area at approximately 22 acres. This undeveloped land, west of Reading Road, is accessed by Chaucer Drive and is identified by the Reading Road Corridor Plan for future office and light industrial and retail campus style development. The Reading Road Corridor Plan is a detailed plan, adopted in 2001, based on a joint effort by Sycamore Township, the City of Cincinnati and the City of Reading that provided for a comprehensive and cohesive plan along S.R. 42. Office uses will complement the existing multi-family developments to the east and provide an adequate buffer to the single family subdivisions to the west and south from the retail uses located on Reading Road. Because of the large amount of undeveloped land and its development potential in

this Sector, the Township should emphasize developers of this area to create a master development plan that is sensitive and complementary to the surrounding uses and the natural environment which currently exists on this site.

The Reading Road Corridor Plan, as previously detailed, also identifies that the existing retail and office land use designations fronting on Reading Road should remain, perhaps focusing on redevelopment from the current hotel/motel uses to another viable retail use that would replace the unoccupied restaurant and motel which was partially destroyed by fire in 1994.

2. The Plainfield Road Sector

Characterized primarily by single family residential uses, the Plainfield Road Sector contains a mixture of large lot and medium size residential lots. The Plainfield Road Sector also embraces a large number of multi-family units located in three developments in the southern portion of this sector encompassing approximately 30.9 acres. Bounded by the Blue Ash Road Corridor to the east, the City of Deer Park to the south, Amberley Village to the west and the City of Blue Ash to the north, the Plainfield Road Sector is identified by the Land Use Plan to continue the mixture of single family residential dwellings, multi-family developments and public/semi-public uses that currently characterize the Plainfield Road Sector.

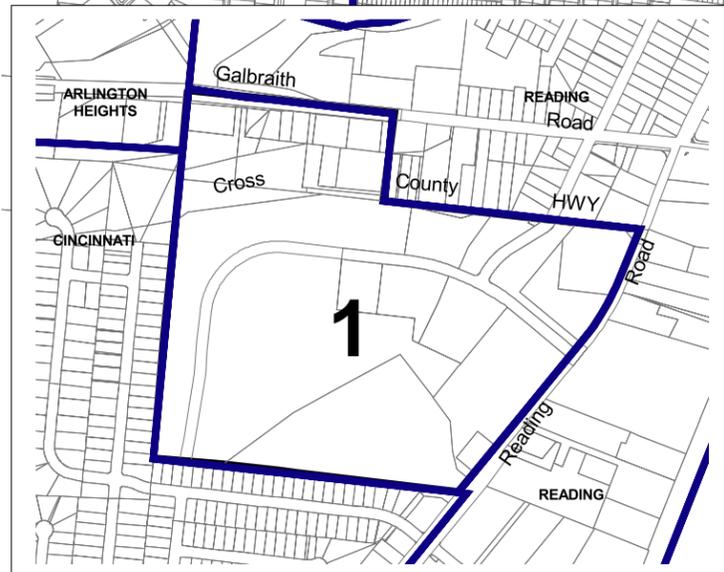


Legend

- Parcels
- Montgomery Road Boundary

Planning Sectors

- 1 Reading Road Sector
- 2 Plainfield Road Sector
- 3 Blue Ash Road Corridor Sector
- 4 Kenwood Road North Sector
- 5 Montgomery Road North Sector



South Sycamore

Map 6 - Land Use Planning Sectors



3. The Blue Ash Road Corridor Sector

Traversing north/south through South Sycamore Township, the Blue Ash Road Corridor contains an interesting mixture of single family residential, retail, office, industrial and public/semi-public land uses. Each of these individual land uses, often located on small lots of less than an acre in size, utilize individual curb cuts on this collector street which carries approximately 11,400 vehicles daily².

Presently, the single family dwellings located adjacent to Blue Ash Road continue to sell as such. However, due to the gradual influx of small retail uses along this corridor such as restaurants, taverns, service and small office type uses, and commercial entertainment establishments, the sustainability of the single family residential dwellings fronting along this corridor may be soon a futile effort. Therefore, the Land Use Plan identifies many of the single family dwellings located on the eastern boundary of Blue Ash Road as a mixed use category. This mixed use category will continue to allow the single family dwellings, but in recognizing the dynamic nature of this area, it also allows for low intensity office (such as the promotion of the conversion of single family residences), neighborhood retail, and related compatible uses which would provide a viable reuse of the property, or a combination of properties, while establishing a

transition between the residential uses to the east and the more intensive developments which are occurring along the Blue Ash Road Corridor. It is expected that the individual dwellings located along this corridor will eventually be sold for some use other than that of a dwelling. However, given the characteristics and nature of the corridor, and the prohibitive nature of the lot sizes, the Township should encourage the reuse of the existing structure rather than the razing and erection of new buildings.

The Land Use Plan has identified the Blue Ash Road Corridor Sector as mixed use. Mixed uses could include a mixture of single family dwellings, retail, office, light industrial and public/ semi-public uses. This mixed use area should prohibit heavy industrial and warehousing uses that may create detrimental off site impacts. When uses are developed/ redeveloped along this important corridor, residential uses should only occupy the upper floors of a building or structure. Strip center type development is to be discouraged along this corridor, instead focusing on individual parcel development that reflects current development patterns along the corridor. Small scale development, particularly on the eastern side of Blue Ash Road, should be encouraged.

The retention of the single family cluster of dwellings fronting on Lancaster Avenue (west and adjacent to Blue Ash Road) is being promoted due to the viable nature of this neighborhood. Furthermore, the expansion of the office and retail

² The daily traffic count for Blue Ash Road was derived from 24 hour counts conducted by the Hamilton County Engineers office in 2000.

uses, serving the needs of the surrounding community, should be encouraged as well to continue the unique character and viability of this area.

Areas indicated on the Land Use Plan as industrial should be permitted to continue and, where applicable, be redeveloped and reused as light industrial uses. However, should redevelopment occur, the Township should take the primary role in encouraging non-intensive, light industrial uses and assure the establishment of the proper buffering and landscaping techniques by the developer to assure the continued compatibility with the surrounding uses in this Sector.

The Township should investigate the possibility of developing an Access Management Plan that would be incorporated for the potential reuses and new development occurring in this Sector. The influx of new businesses that may eventually replace the single family dwellings fronting along Blue Ash Road will bring with them an increase in traffic throughout this corridor. Furthermore, traffic will continue to increase along this corridor due to outside factors such as new developments occurring in surrounding communities and the completion of the Ronald Regan Highway. By consolidating and eliminating curb cuts along Blue Ash Road, a safer, more efficient and more aesthetically pleasing corridor will develop.

As changes occur along this corridor, the Township should also investigate the possibility of developing a Streetscape Corridor Plan to enhance the aesthetics and provide a sense of place and continuity along this corridor. Potential issues that may be included in the Streetscape Corridor Plan might be signage, street trees, lighting, and ornamental landscaping elements.

In order to efficiently and thoroughly accomplish the goals and policies for this particular area, the establishment of a Special Public Interest District should be considered for the mixed use area along the Blue Ash Road corridor.

4. The Kenwood Road North Sector

Located between I-71 and the Blue Ash Road Corridor, the Kenwood Road North Sector is characterized primarily by single family residential dwellings. One of the largest multi-family developments is also located in this Sector, the Indian Creek Apartments and Townhouses, encompassing approximately forty (40) acres of land within South Sycamore Township. The Kenwood Road North Sector is also the location of the Sycamore Township Government Complex and home of the Safety Services Building - South. This area will be the home to the Sycamore Recreation Complex, located behind the Sycamore Township Government Center Complex. Kenwood Road has recently undergone renovations that increased the width of the lanes and provided traffic islands at strategic

places along the thoroughfare to increase the safety of this major arterial. This Sector is established on the Land Use Plan to remain as status quo.

With the exception of five lots south of Kugler Mill Road between the Indian Creek multi-family development and I-71, no vacant land exists in the Kenwood Road North Sector. These five vacant parcels however, should be developed as single family dwellings if any type of development interest is displayed with respect to these lots. The proposed single family designation on these lots will complement the single family dwellings located directly across Kugler Mill Road and provide a transition between the higher density development that is Indian Creek and the lower density single family land uses which are surrounding the Indian Creek development.

It is also recommended that the single family residential neighborhood bounded by Kugler Mill Road to the north, Galbraith Road to the south, York Road to the west and Pine road to the east be redeveloped as low intensity office. This neighborhood has suffered deterioration, lack of property maintenance, inadequate sidewalks and infrastructure. Many vacant properties have existed within this area for years with no residential development within the foreseeable future. Such office use should be one to two stories with controlled access on both Kugler Mill and Galbraith Roads and shall be adequately buffered and landscaped as the office developments to the

east along Galbraith Road have been required.

5. The Montgomery Road North Sector

The Montgomery Road North Sector contains the lands surrounding, but not including parcels along the Montgomery Road Corridor³. Bordered by I-71 to the west, the City of Madeira to the south, the Village of Indian Hill to the east and the Ronald Regan Highway to the north, the Montgomery Road North Sector contains varying densities of single family residential dwellings in platted subdivisions. Because this Sector does not contain any other uses or vacant, undeveloped land, the Land Use Plan indicates that this area should remain as single family detached residential dwellings.

THOROUGHFARE PLAN

Map 7 identifies the Thoroughfare Plan for the South Sycamore Township Focus Area. The function of the Thoroughfare Plan is to establish an order of priority for the many Township roads to establish a movement system of hierarchy. The existing street system within the Township has been designated with a classification name, along with standards for the right-of-way (R.O.W.) widths, as indicated below, to identify the role of each street and R.O.W. needed for any future improvements.

³ The Montgomery Road Corridor Land Use Plan is included in Section 4 of this Plan and is not considered a part of the South Sycamore Township Land Use Plan.

In accordance with the Hamilton County Engineers and the 1993 Hamilton County Thoroughfare Plan Update, the following right-of-way dimensions are established: freeways - 120-160 feet; major arterials - 120 feet, minor arterials - 100 feet; and collector streets - 80 feet.

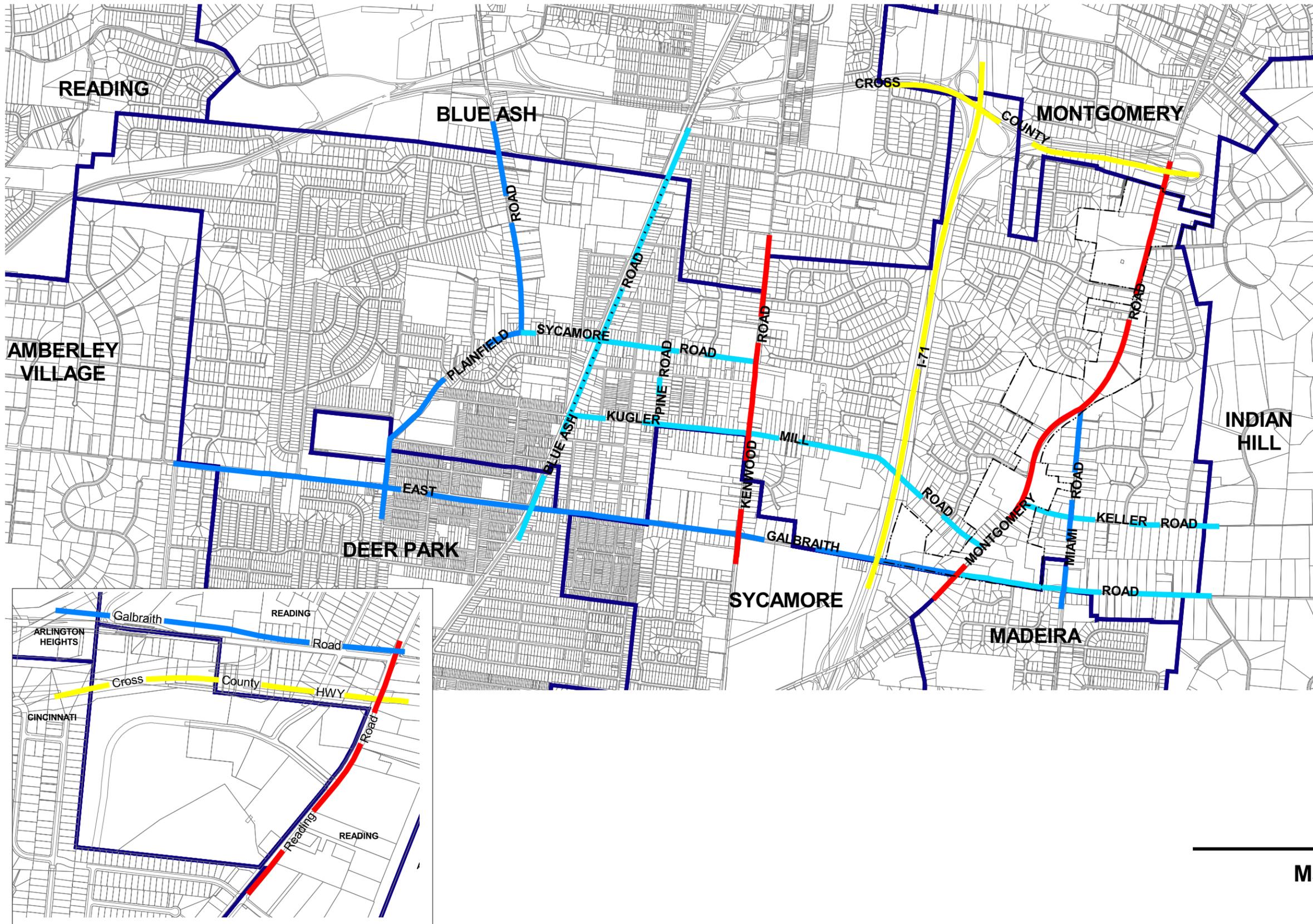
The 1993 Hamilton County Thoroughfare Update does not indicate any problematic thoroughfares or problematic intersections within South Sycamore Township; nor does the update indicate any proposed construction projects slated for this area.

The 1993 Hamilton County Thoroughfare Plan Update does indicate that all of Hamilton County is experiencing problems with its thoroughfare network due to the suburbanization/urbanization of the area. It states that the County's roadway system was originally designed for a rural county and has become, in many cases, inadequate to meet the transportation needs of the area. In order to maintain and increase the adequacy of the County thoroughfare system, access management must take a priority with local governments. The major problem which requires the development and implementation of an Access Management Plan are the thoroughfares which involve excessive amounts of curb cuts, especially in areas that include single family dwellings fronting on thoroughfares, strip commercial developments located along thoroughfares and individual commercial and business uses fronting on thoroughfares.

Although fully developed, the Blue Ash Road Corridor exhibits many of the characteristics that will eventually create a dangerous and problematic area; multiple curb cuts serving single family dwellings, small retail and business developments are a frequent scene on this thoroughfare.

To make matters worse, several businesses located on Blue Ash Road include parking lots that require the driver to pull directly in or out of spaces onto Blue Ash Road. Because access management plans are primarily designed for new developments, it may be difficult and potentially costly to require access management techniques to be implemented along the Blue Ash Road corridor.

However, the eventual redevelopment and reuse of many of the properties along Blue Ash Road corridor may be the proper time to implement an Access Management Plan.



- Legend**
- Parcels
 - - - Montgomery Road Boundary
- Thoroughfare System**
- Collector
 - Freeway
 - Major
 - Minor
 - Local
 - Recommended for Improvements

South Sycamore

Map 7 - Thoroughfare Plan



CONCLUSIONS

South Sycamore Township has reached the point of a mature community. This area now faces the challenges associated with maintaining community values, vitality and a desired quality of life associated with being a mature community. Development issues tend to involve questions of reuse and redevelopment, which are often more difficult to deal with than the development of new areas.

The following statements serve as recommended actions that will help to serve as a guide during the implementation process of this land use plan update:

- < Review and update the zoning map to reflect the intent of this Land Use Plan.
- < Investigate the possibility of developing special zoning regulations such as overlay zones or special planning districts to provide better control for unique areas such as the Blue Ash Road Corridor.

- < Undertake the development of an Access Management Policy and plan for the Blue Ash Road Corridor.
- < Ensure that redevelopment and, where applicable, new development is compatible with the existing surrounding uses and that it does not cause an undue strain on the existing thoroughfare system during the site plan review process by requiring a traffic impact study on substantial new or redevelopment.
- < Promote the application of “Site Planning Guidelines and Standards,” as established in Appendix A, for the new development and redevelopment in South Sycamore Township.
- < Continue to revisit and monitor the status of the Land Use Plan to assure its validity and application.

**SYCAMORE TOWNSHIP LAND USE PLAN
NORTH SYCAMORE TOWNSHIP**



INTRODUCTION

In 1987, the Trustees of Sycamore Township embarked on a mission to develop the first land use plan for an area referred to as Northern Sycamore Township. The need for the first plan arose upon the realization that with approximately forty-five (45) percent of Northern Sycamore Township land vacant, it was necessary to develop an adoptable policy that would allow the Township to manage change with the future influx of residents, business and industry. Today, much has changed in the Northern Sycamore Township area: vacant land has been reduced to only seven (7) percent of all Northern Township land while single family uses have increased 60%; from twenty-two (22) percent of total Northern Township land in 1987 to thirty-eight (38) percent of the total Township land in 2001.

This update serves to recognize the changes that have occurred since the 1987 Land Use Plan and the subsequent 1995 Land Use Plan update was adopted by the Sycamore Township Trustees and the Hamilton County Regional Planning Commission (HCRPC). A five year review was completed by the HCRPC in 1993 which provided amendments to the Plan as a result of changes which occurred within the planning area which were not foreseen at the adoption of the 1987 Land Use Plan. This update will provide the Township with a current land use plan that will provide the basis for growth management in a fiscally responsible manner. The Plan will strive to maintain the established residential character while providing for the most appropriate and effective transition

between residential areas and more intensive land uses through compatible development. This plan serves to create a balance between the private and public interests and to provide for a liveable, practical and attractive environment. This dynamic document serves to develop a plan for Northern Sycamore Township which will control and manage its growth for the next five years.

The process from which this update has developed was the utilization of a steering committee established by the Township Trustees.

The Committee was charged by the Trustees and worked with Consultants to develop goals, objectives, and ideas while providing guidance throughout the planning process to provide an update to the 1987 Plan that truly meets the goals of the Township.

One obvious change in this update to the 1987 Land Use Plan is the inclusion of the Northern Sycamore Township area along the Montgomery Road Corridor, south of Cornell Road. During the previous plan, the Montgomery Road corridor, section 4, which included a section of Montgomery Road from Cornell Road south to Weller Road, was part of the Hamilton County Regional Planning Commission (HCRPC) Montgomery Road Corridor Study. The Township and the HCRPC decided that including this section of Montgomery Road into the 1994 update was appropriate and essential to this land use plan update.

NORTHERN SYCAMORE

TOWNSHIP - EXISTING CONDITIONS

The focus area for Northern Sycamore Township is depicted on Map 1. In 1987, this area was comprised of 1,670 acres (1840 acres including the Montgomery Road Corridor section). Today, through aggressive annexation efforts by surrounding municipalities, Northern Sycamore consists of 1587 acres; a net loss of 251 acres between 1987 and 1994. Northern Sycamore Township is bordered by Butler and Warren Counties to the north, Symmes Township to the east, the City of Montgomery and Blue Ash to the south and the City of Sharonville to the west and north.

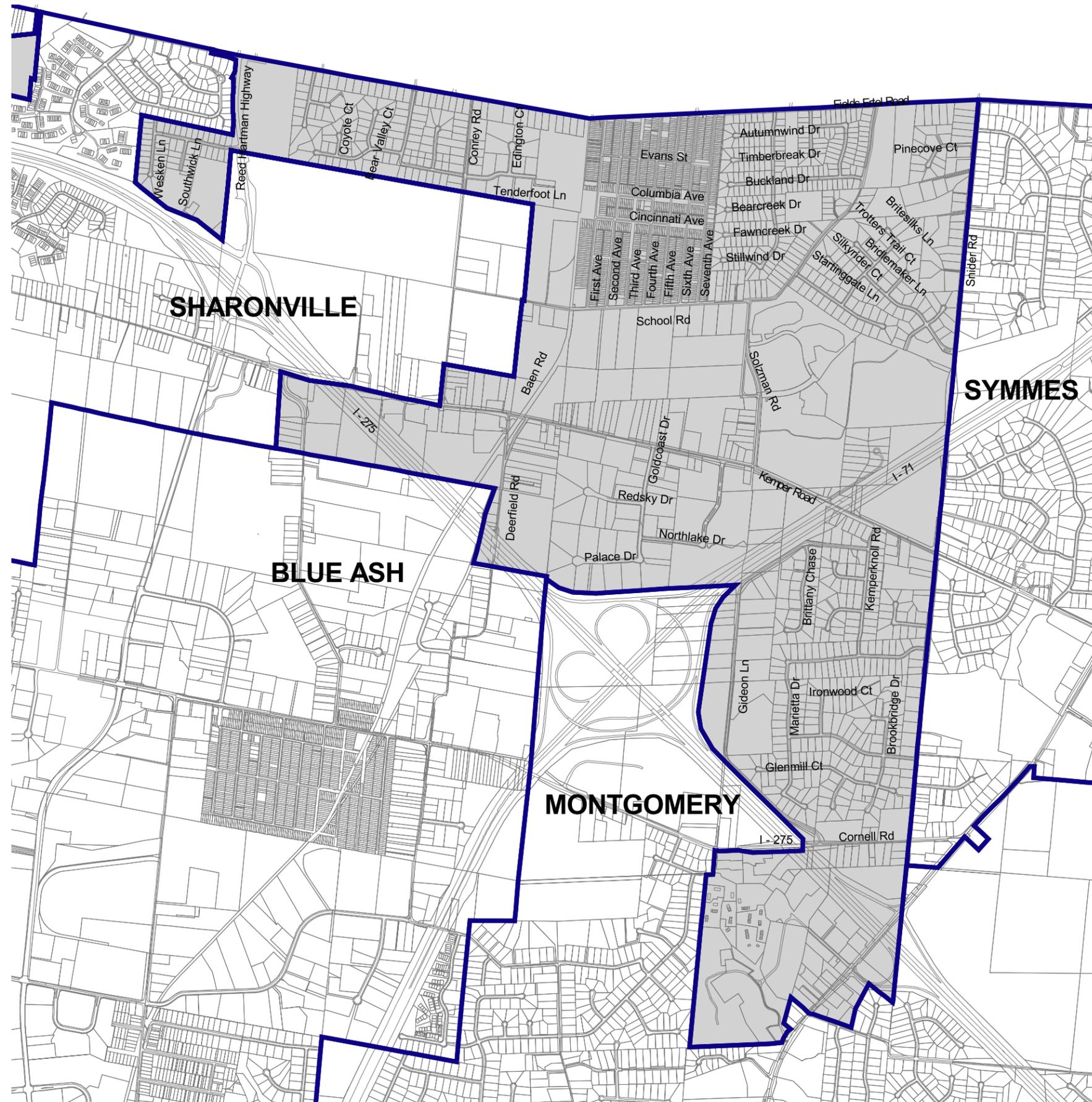
EXISTING LAND USE

The existing Northern Sycamore Township land use is identified on Map 2. Land uses were classified for this update into the following categories: single family residential, multi-family residential, mixed use, office, neighborhood retail, retail, light industrial, public/semi-public and utility.

These categories are consistent with those utilized by the Hamilton County Regional Planning Commission in their county wide land use studies and are similar to those identified in the 1987 Land Use Plan.

A profile of the existing land uses is presented in Figures 1. Figure 1 breaks down the land use by acreage using the same categories as utilized on the map. This data shows that single family housing (599.90 acres) accounts for thirty-seven (37) percent of total land developed in Northern Sycamore Township. Multi-Family provides the second largest land use category at 241.50 acres, or fifteen (15) percent of total Northern Sycamore Township land. Retail uses, at 48.8 acres, accounts for the smallest percentage of land uses in Northern Sycamore Township; only three (3) percent of the total land.

Figure 1 also provides a comparison of land uses between the 1995 Land Use Plan and this Land Use Plan Update. During the six year period between these updates, the total land in North Sycamore Township has remained relatively the same.

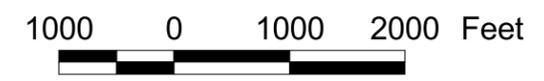


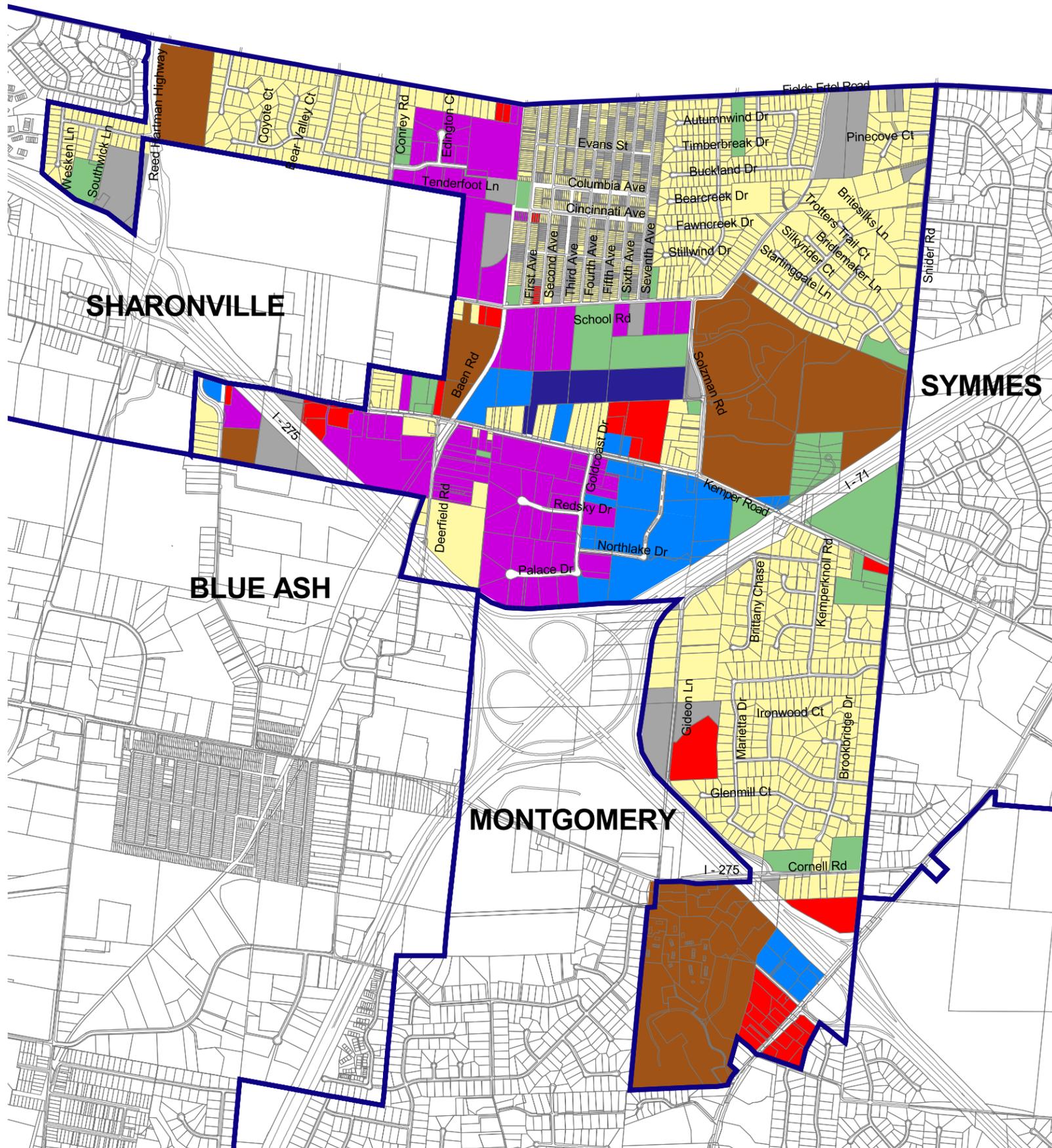
Legend

— Parcels

Northern Sycamore

Map 1 - Study Area





Legend

- Parcels
- Open Space/Buffer
- Single Family Residence
- Transitional Residence
- Multi-Family Residence
- Mixed Use Transitional
- Office
- General Retail
- Neighborhood Retail
- Light Industry
- Public, Semi-Public, Institutional
- Utility
- Vacant

Northern Sycamore

Map 2 - Existing Land Uses

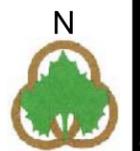
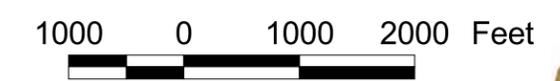
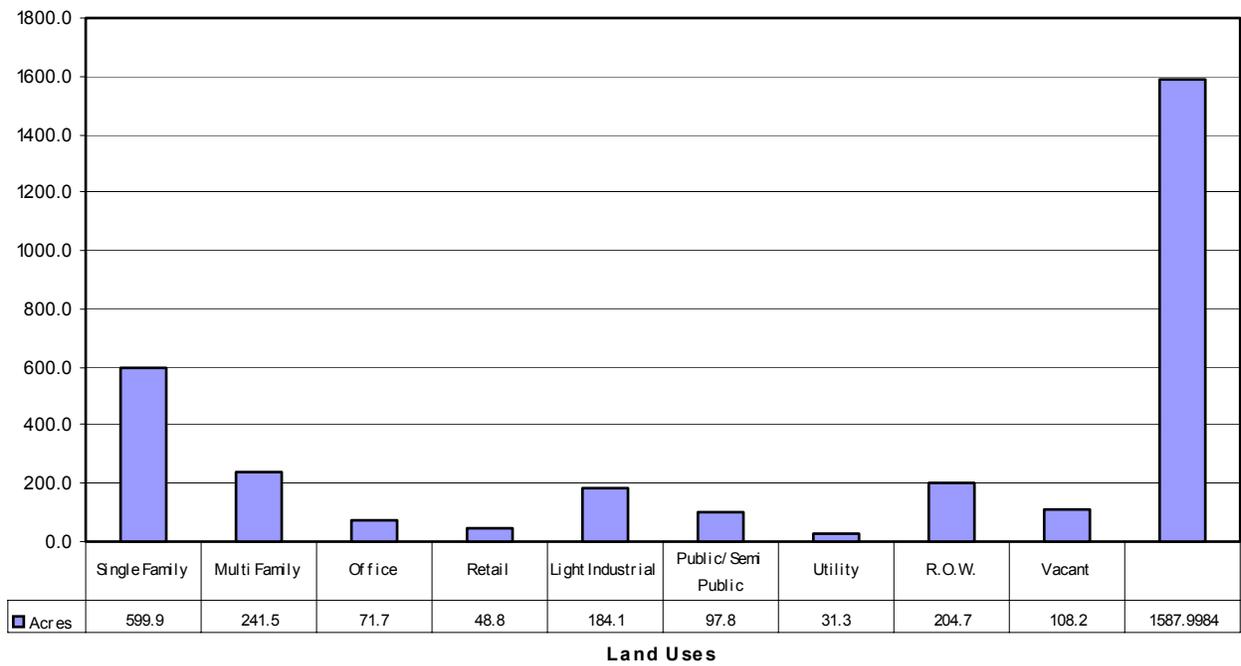


Figure 1 Existing Land Use Acreage

North Sycamore Existing Land Uses



However, since 1987 (the date of the original land use plan), vacant land within the Northern Township area has declined by 656.5 acres; a drop from 764.5 vacant acres in 1987 to 301.44 vacant acres in 1994 to 108 acres in 2001. The two largest contributing factors to this decrease in vacant land are the increase in new residential housing, during the last thirteen years, and the loss of vacant land to surrounding municipalities.

As the vacant land in Northern Sycamore Township continues to disappear, the Township will soon be faced with planning and controlling redevelopment activities to provide for the transition of Northern Sycamore Township into a mature community.

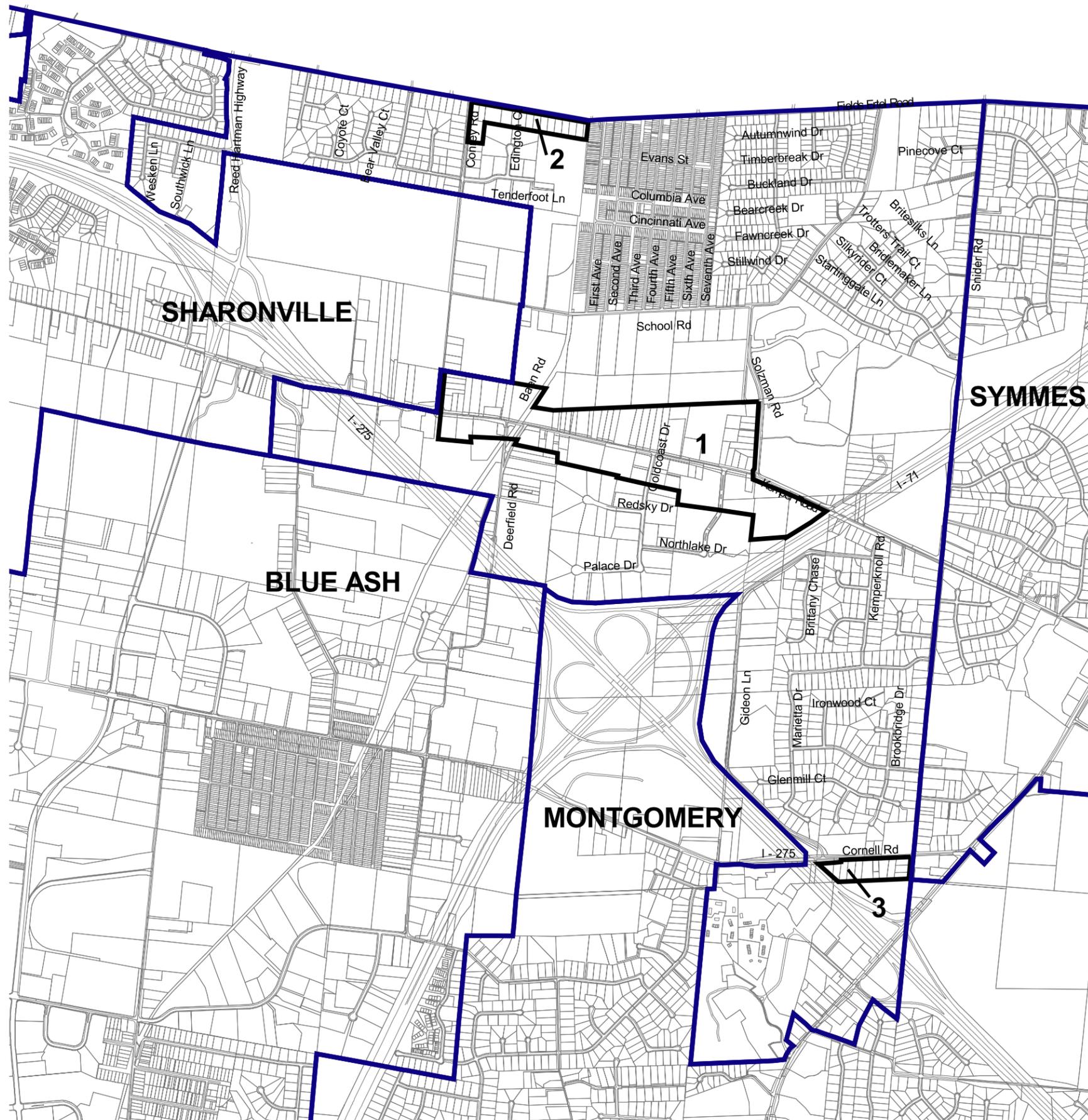
Map 3 identifies three (3) critical focus areas that, due to their location, vacant condition, or other unique feature of the property, demand greater attention within the general Land Use Plan Update.

Critical Focus Area 1 is identified on Map 3 as the East Kemper Road Corridor. This critical focus area extends from Conrey Road in the west to its eastern terminus at I-71. The East Kemper Road Corridor has been identified as a critical focus area due to its transitional nature. Characterized as early as a decade ago as a concentration of single family housing, East Kemper Road is slowly transforming into a mixture of older single family housing, light industrial uses, commercial uses and more recently, office uses. One restraint to a continued office/industrial /commercial transition is the multitude of narrow lots with individual property owners. The

1987 Land Use Plan identified this area for a mixture of industrial, office, multi-family and transitional residential development. No vacant parcels remain in this Critical Focus Area, but due to the nature of the surrounding land uses, and the past widening of East Kemper Road, which was completed since the last update to this land use plan, transition from single family residential dwellings to a more intensive, transitional land use is imminent.

Critical Focus Area 2 is located south of Fields Ertel Road between Conrey Road and the Conrail Railroad line. It exists as a concentration of single family dwellings fronting on Fields Ertel Road. Critical Focus Area 2 has been established because of its location and the nature of the area. Fronting on a minor arterial thoroughfare and bounded to the south by light industrial uses, the few single family dwellings on Fields Ertel Road are slowly nearing a transitional phase since single family dwellings have become surrounded by more intense development. The 1987 Land Use Plan identified this area as an extension of the industrial uses to the south.

The last Critical Focus Area established, Area 3, is bounded by Cornell Road to the north, Snider Road to the east, a car dealership to the south and I-275 to the west. Essentially an island, the ten single family dwellings in this area may be considered threatened uses considering the intensive land uses directly to the south and the fact that each single family dwelling utilizes its own curb cut on Cornell and Snider Roads. The 1987 Land Use Plan did not include this area in its study; however the Hamilton County



Legend

- Parcels
- 1 East Kemper Road Corridor
- 2 Fields Ertel/Conrey Roads
- 3 Cornell/Snyder Roads

Northern Sycamore

Map 3 - Critical Focus Areas



Regional Planning Commission indicated a proposed transitional residential land use on Cornell Road and office uses on Snider Road in the County's Montgomery Road Corridor Study.

EXISTING ZONING

Zoning provides the legal basis for controlling land uses, density, bulk and area requirements. Generally, zoning districts are reflective of the existing land use patterns and proposed future land uses. Map 4 displays the existing zoning districts in Northern Sycamore Township.

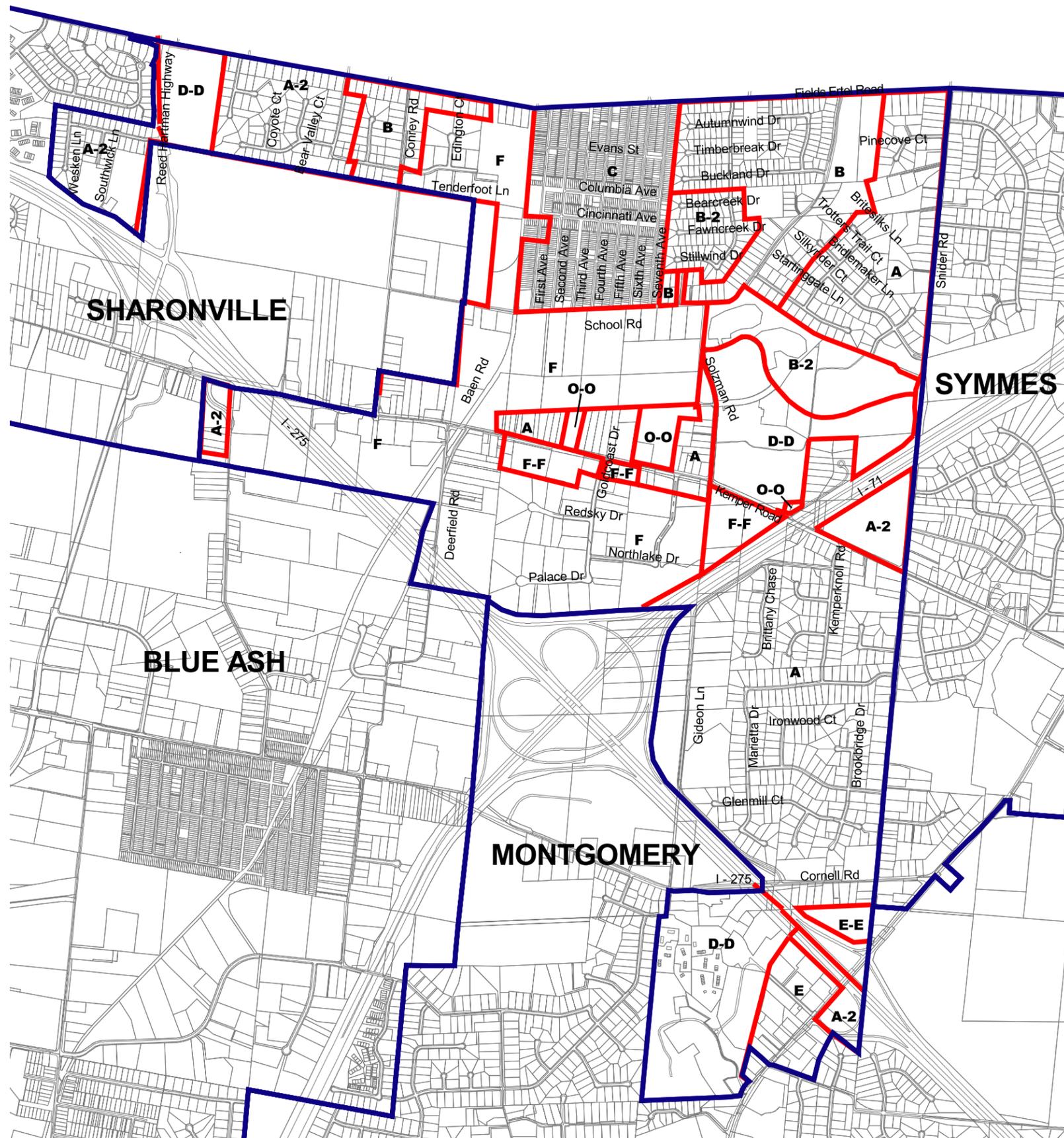
Presently, Sycamore Township Zoning is divided into eleven (11) districts; seven (7) single letter districts and four (4) double letter districts. Double letter districts indicate a planned development district requiring development plan review. Single letter zoning districts comprise ninety (90) percent of the total Northern Sycamore Township land; covering approximately 1,430 acres. Only ten (10) percent of Northern Sycamore Township lands are designated double letter zoning districts (150 acres). Planned districts do however, give the Township better control and allow for more flexibility in development than single letter zoned districts.

The zoning districts established in the Northern Sycamore Township Focus Area are:

- "A" Residence District
- "E" Retail Business District
- "A-2" Residence District
- "E-E" Planned Business District
- "B" Residence District
- "F" Light Industrial District
- "B-2" Residence District
- "F-F" Planned Light Industrial District
- "C" Residence District
- "O-O" Planned Office District
- "D-D" Planned Multiple Residence District

Single Family Residential "A" zoning comprises the largest amount of acreage encompassing 541 acres. Regardless, the Single Family Residential "A" District comprises approximately 34% of the total Northern Sycamore Township land. Lands zoned "F" Light Industrial comprise the second largest zoning district total. The smallest zoning district category in Northern Sycamore Township is the "O-O" Planned Office District.

Within the focus area, there is a total of 108 acres of vacant land (Figure 1). Of this vacant land, the "F" Light Industrial District comprises a majority of the total vacant land.



Legend

Zoning Districts

- A-A Residential
- A Residential
- A-2 Residential
- B Residential
- B-2 Residential
- C Residential
- D Residential, Multi-Family
- D-D Planned Residential, Multi-Family
- O Office
- O-O Planned Office
- E Retail
- F Industrial, Light

Northern Sycamore

Map 4 - Existing Zoning

1000 0 1000 2000 Feet



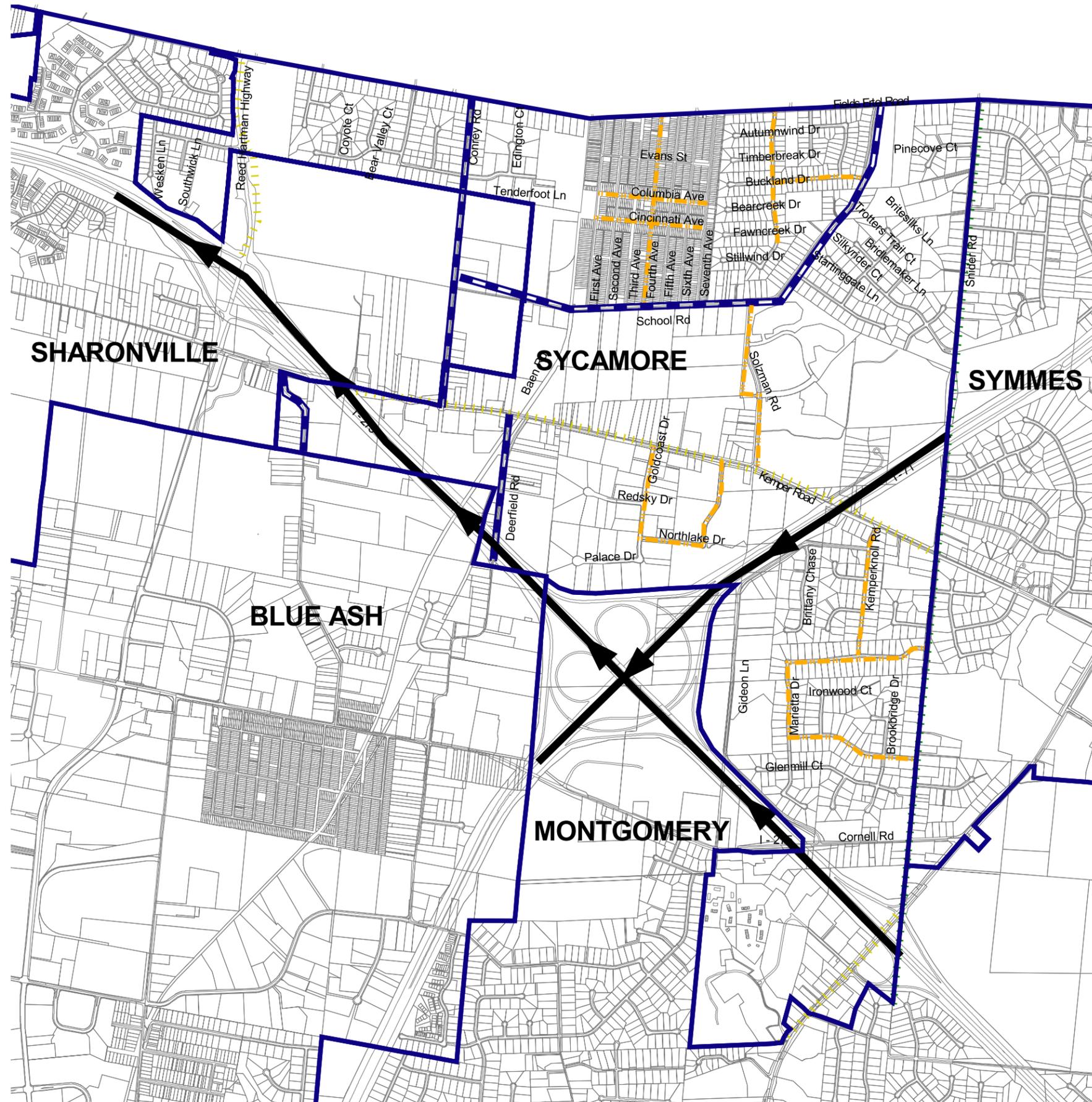
EXISTING THOROUGHFARE SYSTEM

The existing thoroughfare system is identified on Map 5. Although I-275 and I-71 traverse through Northern Sycamore Township, the only local access afforded to these two interstates is at Montgomery Road at the southeast corner of the study area and at Reed Hartman Highway at the northwestern corner of the study area. Montgomery Road, East Kemper Road and Reed Hartman Highway serve as the major arterials for the focus area. 1998 traffic counts provided by the Hamilton County Engineers Office indicate that Montgomery Road, south of East Kemper Road and west of Snider Road had an Average Daily Traffic (ADT) volume of 25,615 vehicles (an increase of 37% from 1990). East Kemper Road, west of Snider Road, had an ADT volume of 15,593 vehicles (an increase of 33% since 1990 and Reed Hartman Highway, south of Fields Ertel Road, had a 1995 ADT volume of 18,682 vehicles (a change of 32% since 1995). Many of the commercial and industrial uses in the Northern Sycamore area are served by these major arterial roads. Major arterial thoroughfares carry both local and moderate distance trips, linking urban and rural areas and or major traffic generators.

The Hamilton County Engineers office has recently completed the process of redesigning East Kemper Road to provide for the widening and improvement of this thoroughfare. This redesign, completed since the last plan update, has greatly improve the safety, capacity and efficiency of East Kemper Road.

Minor arterials serving the northern portion of the Township include Fields Ertel Road (forming the Township's northern boundary), Snider Road (forming the Township's eastern boundary) and Cornell Road. Average daily traffic volumes for these minor arterials are as follows: Fields Ertel Road, east of Conrey Road, 14,033 vehicles (an increase of 22% since 1990); Snider Road, north of Cornell Road, 7,664 vehicles (a 30% increase over 1990 counts); and Cornell Road, west of Snider Road, 15,000 vehicles (an increase of 40% since 1990). The minor arterials, stated above, provide linkages between collector streets, local streets and major arterials. The minor arterials in Northern Sycamore Township are primarily bordered by residential and institutional uses.

The remaining thoroughfares are classified as collector or local streets. Collector and local streets form the internal access system of the subdivisions and industrial park developments in the focus area.

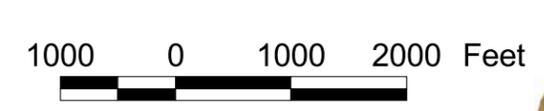


Legend

- Parcels
- Minor Collector
- Major Collector
- Minor Arterials
- Major Arterials
- Interstate

Northern Sycamore

Map 5 - Existing Thoroughfares

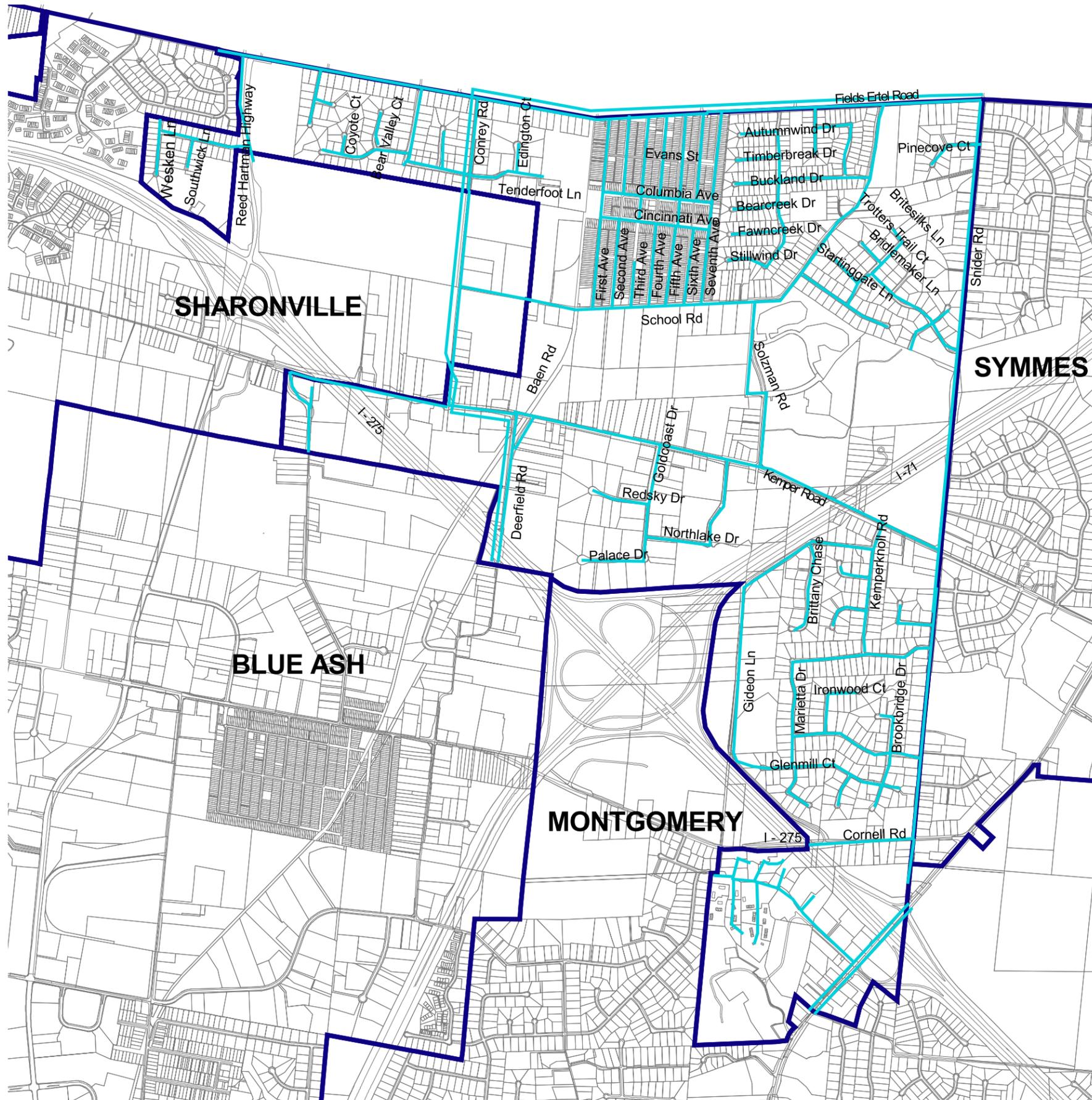


EXISTING SEWER SYSTEM

The existing sanitary sewer system is identified on Map 6. Since the 1987 Land Use Plan, many additions and improvements have occurred to the system serving Northern Sycamore Township. The Sterling Run Farms subdivision has been constructed and sewerred, tying into the School Road and Snider Road sewer trunk lines. The "High Point" area sewer system has been developed and improved, providing sanitary sewer service to the residents of this older, established neighborhood. With the exception of the aforementioned improvements, the sanitary sewer system in North Sycamore Township has remained largely unchanged. However, there are still several residential areas within Northern Sycamore Township that remain unsewered; particularly East Kemper Road residents and those residents living on Conrey Road.

EXISTING WATER SYSTEM

Map 7 identifies the existing water main line distribution system serving Northern Sycamore Township. New industrial and commercial developments and the addition of the residential uses on the Huttenbauer property since the last Land Use Plan update in 1994 have increased the demand on the water system requiring improvements to increase the systems capacity. Cincinnati Waterworks, which serves Northern Sycamore Township, reacted to the needed demand in water usage increase by adding a 16" water main along Conrey Road which parallels an existing 12" main. The 16" main extends eastward along Fields Ertel Road into Symmes Township. Cincinnati Waterworks has also added a 24" water main along Deerfield Road to help increase the capacity of the system. It is estimated by Cincinnati Waterworks that the existing system can adequately serve the new development in the area.



Legend

- Parcels
- Water Lines

Northern Sycamore

Map 7 - Existing Water Lines



ISSUES AND CONCERNS

The 1994 Land Use Plan Update established a comprehensive list of 15 issues and concerns facing the Northern Sycamore Township area. These issues and concerns were revisited for this update. The following list represents issues and concerns valid to the health, safety and well-being of Northern Sycamore Township residents. Some of the issues have been modified for clarity or updated to reflect today's concerns.

- < Existing residential subdivisions and clusterings should be preserved and protected from existing and future non-residential development by:
 - C Utilizing transitional land uses and zoning to help provide buffering between residential and non-residential developments.
 - C The establishment of bufferyards, landscaping and setback requirements to accommodate non-residential uses near residential areas.
- < Areas capable of supporting a multiple-use development should be identified to accommodate residential, commercial, office and/or recreational uses.
- < Increase neighborhood commercial development in the areas established by the Land Use Plan while discouraging strip centers, fast food restaurants and commercial development which may attract regional users.
- < Develop the Northern Sycamore Township study area as a cohesive community and economic unit, structured along its present uses, with added emphasis on:
 - a) residential preservation;
 - b) low intensity office and neighborhood commercial development;
 - c) light industrial development;
 - d) parks and recreation; and
 - e) an adequate community thoroughfare system.
- < There is a definite need for thoroughfare improvements and for the implementation of a comprehensive thoroughfare plan. The thoroughfare plan should emphasize access management on both vacant and redeveloped lots.
- < Establish urban design guidelines to provide additional, effective controls to ensure the desired residential, office, commercial and industrial quality. The urban design guidelines should address issues such as setbacks, buffers, lot coverage, lighting, etc.
- < Preserve existing vegetation wherever possible. An open space system should continue to be developed through cooperation with developers.
- < Continue to establish a cohesive park and open space system.
- < Continue to expand, upgrade and support proposed improvements to the sanitary sewer and water systems.

- < Establish a system of bike paths and walkways to connect the northern Township neighborhoods to the North Township Recreational Facility.

GOALS FOR NORTHERN SYCAMORE TOWNSHIP

Prior to providing an update to the 1987 Land Use Plan, it was essential to develop a statement of Goals and Policies reflective of future development within Northern Sycamore Township. Goals and their policies should establish a common set of salient information and statements for the direction of the Land Use Plan. The Goals and Policies of the 1987 Land Use Plan were revisited to determine their applicability to Northern Sycamore Townships' present situation. Where appropriate, this update has modified, added new goals or policies or deleted goals or policies that are no longer valid. The goals in this update are a reflection of the issues and concerns facing Northern Sycamore Township.

The 1987 Land Use Plan included the following goals and policies, aimed at specific community development conditions in the northern section of Sycamore Township:

1. *An expression of what Sycamore Township wants and desires for the future. The statement of Goals and Policies formally sets forth this expression.*
2. *A guide to making decisions. The Goals and Policies are the means guiding and influencing the public*

and private decisions that collectively create the future.

3. *An act of political support by the Township government adopting the Goals and Policies and the establishment of the Land Use Plan as a legal document for decision-making at present and in the future.*

The following are nine (9) Goal and Policy categories that were established in the 1987 Plan and utilized in this update:

1. Land Use and Development
2. Traffic and Circulation
3. Parks, Recreation, Open Space
4. Housing, Residential Character
5. Industrial Development
6. Economic Development
7. Utilities
8. Zoning
9. Plan Update

ZONING, LAND USE AND DEVELOPMENT

Goals:

1. Promote the stability of the community by preserving its existing residential areas and planning for new compatible residential uses.
2. Promote appropriate economic development in designated areas by planning for the retention, revitalization and expansion of industrial, office and commercial land uses.
3. Encourage creative site planning such as clustering homes to preserve open space for buffering, parks and recreation.

Policies:

1. It is the Township government's desire to maintain the northern focus area as a vital area of the Township, and maintain a well balanced land use mix.
2. Provide for and maintain a vital and compatible land use mix which allows for an attractive and safe residential environment and a strong economic base.
3. Establish a coordinated community physical structure based on definable land development units and focus development decisions accordingly in the designated land development units:
 - a) established residential areas;
 - b) industrial sectors and clusters;
 - c) commercial and office clusters.
4. Resolve conflicts between existing incompatible uses and ensure that new development does not perpetuate such conflicts nor does it generate further negative conditions.
5. Require that development proposals meet the high standards of design desired by the community, and are compatible with the residential character and the natural features in the area. The Site Planning Guidelines and Standards in Appendix A of this update should be utilized in conjunction with new or redevelopment.
6. Ensure adequate sewer and water services for future growth.
7. Encourage the maintenance and upkeep of all existing residential

dwellings and businesses in this Township.

8. Provide for a cohesive, attractive, visual environment and to minimize visual clutter by identifying the proper location for signage, street furniture, lighting elements and landscaping elements and to promote the cooperation between business owners and the Township to pursue the implementation of this policy.

TRAFFIC AND CIRCULATION

Goals:

1. Establish an efficient, balanced, and safe traffic and circulation system for vehicular, bicycle and pedestrian traffic and improve access to residential, industrial, office and commercial uses.
2. Develop and adopt a well-defined thoroughfare plan for the area able to serve the local community needs and be integrated with the regional movement system and the County Thoroughfare Plan.
3. Develop an access management plan that encourages creative site planning and cooperation in order to consolidate curb cuts to create safe, functional thoroughfares.

Policies:

1. Provide that all development and land use changes have adequate street facilities to handle anticipated traffic, and ensure that new development does not cause or compound traffic congestion by requiring the submission of a traffic impact analysis.

2. Require on-site and off-site road improvements, where necessary, in order to maintain a reasonable level of traffic service taking into account the traffic generated by the proposed development and normal traffic growth.
3. Prevent the development of densities and land uses that cannot be reasonably served by the existing street system unless provisions are made to improve the system to a level of adequacy.
4. Provide for the movement of pedestrians through the construction of:
 - a) walkways from residential areas to schools, community facilities and shopping;
 - b) walkways where heavy pedestrian movements may be anticipated between land uses; and
 - c) walkways should be consistent with the Sycamore Township Sidewalk Plan as adopted by the HCRPC (see Appendix C, Section 5).
5. Encourage the preservation of land for the development of bicycle facilities.
6. Locate high density and intensive land use along arterial streets and areas with easy access to the interstate system.
7. Design the internal circulation of all development for safe and efficient movement for automobiles and pedestrians.
8. Avoid new street access to developments through areas of significantly lower intensity or density development if such access would create significant nuisances.
9. Promote the elimination, reduction or consolidation of existing curb cuts, driveways and access points wherever practical and possible.
10. Continue to monitor the OKI Mobility Plan and the Northeast Corridor Multi-Modal Plan as they relate to transportation planning issues in the Township.

RECREATION AND OPEN SPACE

Goals:

1. Increase the supply of Township recreational facilities.
2. Encourage the establishment of a local Township recreational facility and open space system, integrated with the community, with variable recreational experiences that is capable of fulfilling existing and future needs.

Policies:

1. Encourage developers of undeveloped land to incorporate into new development, lands for recreational facilities and open space. The amount and location of such areas will be negotiated in detail during the review of the specific development.
2. Preserve open space within the Northern Sycamore Township area as necessary to protect the public health and safety.

3. Integrate, where possible, school recreational facilities with the local recreation system and activities.
4. Relate the establishment and distribution of Township recreation facilities to existing and future residential areas and neighborhoods.
5. Minimize the exposure of residents to excessive noise by requiring the preservation and/or development of vegetation as greenbelts and buffers between residential areas and non-residential developments.
6. Control the development and alterations to the landscape in areas of steep slopes, stream and creek banks.
7. Minimize pollution of the area's watercourses caused by increased erosion from development.
8. Establish a clear definition of the term "greenbelt" and "buffer" areas regarding the size and plant materials and incorporate it into the development review guidelines.
9. Protect the community's vegetation areas by preventing their elimination and encourage developers to preserve on-site trees.
10. Promote the design of residential development which preserves access to open spaces within neighborhoods.

11. Encourage designs to include linkages between the open spaces and Township recreational facilities.

HOUSING AND RESIDENTIAL CHARACTER

Goal:

1. Maintain the area's residential areas, expand residential development and continue to promote the integrity of the residential community.

Policies:

1. Medium to high density development should be permitted at designated areas and in accordance with the relevant zoning regulations, when site conditions, traffic, and adjacent land use character can be respected and result in a high quality development.
2. Encourage the development of cluster residential units in order to protect natural features and establish high value residential environments.
3. Protect residential neighborhoods from adverse impacts of proposed development and land use changes.
4. Provide adequate buffering, screening or other techniques which will reduce nuisances when a residential development will be next to a land use that produces nuisances.

5. Encourage the development of large parcels of property on a planned development basis by integrating density and housing type mix, recreation, open space and buffer facilities, and residential and non-residential uses.
6. Provide for the development of diverse housing types.
7. Ensure adequate sewer and water services for future residential growth by requiring new developments to demonstrate sufficient services.
8. Encourage the expansion of sanitary sewers to existing residential dwellings currently unsewered.
4. Correlate industrial development and the capacity of transportation facilities and utilities.
5. Take all measures necessary to prevent industrial uses from causing nuisances to surrounding developments including the use of setbacks, transitional uses and bufferyards.
6. Expand existing industries which are adjacent to industrial uses in a manner that: **a)** meets the needs of the industry; and **b)** protects the surrounding development from nuisances.
7. Permit the conversion of existing residential uses and residential zoning to industrial development only if: **a)** the residential areas are no longer suitable for housing due to age of housing, and degree and magnitude of industrial or office development adjacent to the residential uses; **b)** it is desirable to promote the establishment of a cohesive light industrial land area; and **c)** the residential areas will continue to lose their attractiveness for housing due to increasing light industrial or office use activities if not properly buffered.
8. Require comprehensive and effective Township site plan review to ensure development consistent with the community.

INDUSTRIAL DEVELOPMENT

Goal:

1. Maintain existing development and provide opportunities for appropriate industrial development within a well-defined and contained industrial zone.

Policies:

1. Locate appropriate industrial development within existing industrial areas to form well defined clusters.
2. Encourage the development of planned light industrial and office uses in accordance with the regional trends for such developments.
3. Design industrial developments to be compatible with adjacent development in terms of size, height, mass and scale.

ECONOMIC DEVELOPMENT

Goal:

1. Develop and promote opportunities for business expansion, land development, light industries and research development consistent with the goal of maintaining the area's residential character.

Policies:

1. Support industrial, commercial and office development that enhances the economic vitality of the area through employment opportunities and increased tax base.
2. The Township government should work to maintain a continuing dialogue with existing and future business and industry, and promote the benefits of locating in the area.

UTILITIES

Goal:

1. Develop and maintain an adequate area-wide utilities system capable of meeting existing needs and the needs of future development.

Policies:

1. Ensure that reliable and adequate water supply and delivery systems are available to provide sufficient quantities of high quality water and adequate pressures to meet existing and future needs for development.
2. The Township government should support local and regional efforts and activities aimed at improving the water supply system and planned improvements by the Cincinnati Water Works.

3. Continue to request improved performance in site development and water retention in an effort to manage storm water in the area.
4. Ensure sewer and water services for all future growth in the Northern Township.
5. Encourage the expansion of sanitary sewers to existing residential areas currently unsewered.

ZONING

Goal:

1. Establish proper zoning requirements capable of guiding development with flexibility to local constraints and a high design standard.

Policies:

1. Promote the development of planned light industrial uses.
2. Provide districts for low density office and neighborhood commercial uses zoning.
3. Utilize planned unit development districts or special planning districts to promote quality, compatible development on the large remaining vacant Township parcels.
4. Consult the Land Use Plan to determine the official adopted policies of the Township during requests for zoning map amendments.

FUTURE UPDATES TO THE PLAN

Goal:

1. Continuously review and update the Land Use Plan in order to ensure its active role in the Township decision-making process.

Policies:

1. The Zoning Commission for the Township should provide the Township Trustees and the Township residents with a timely review and status report on the plan and its implementation.
2. The Township should follow the procedures established by the Hamilton County Regional Planning Commission for update and review of the Land Use Plan.

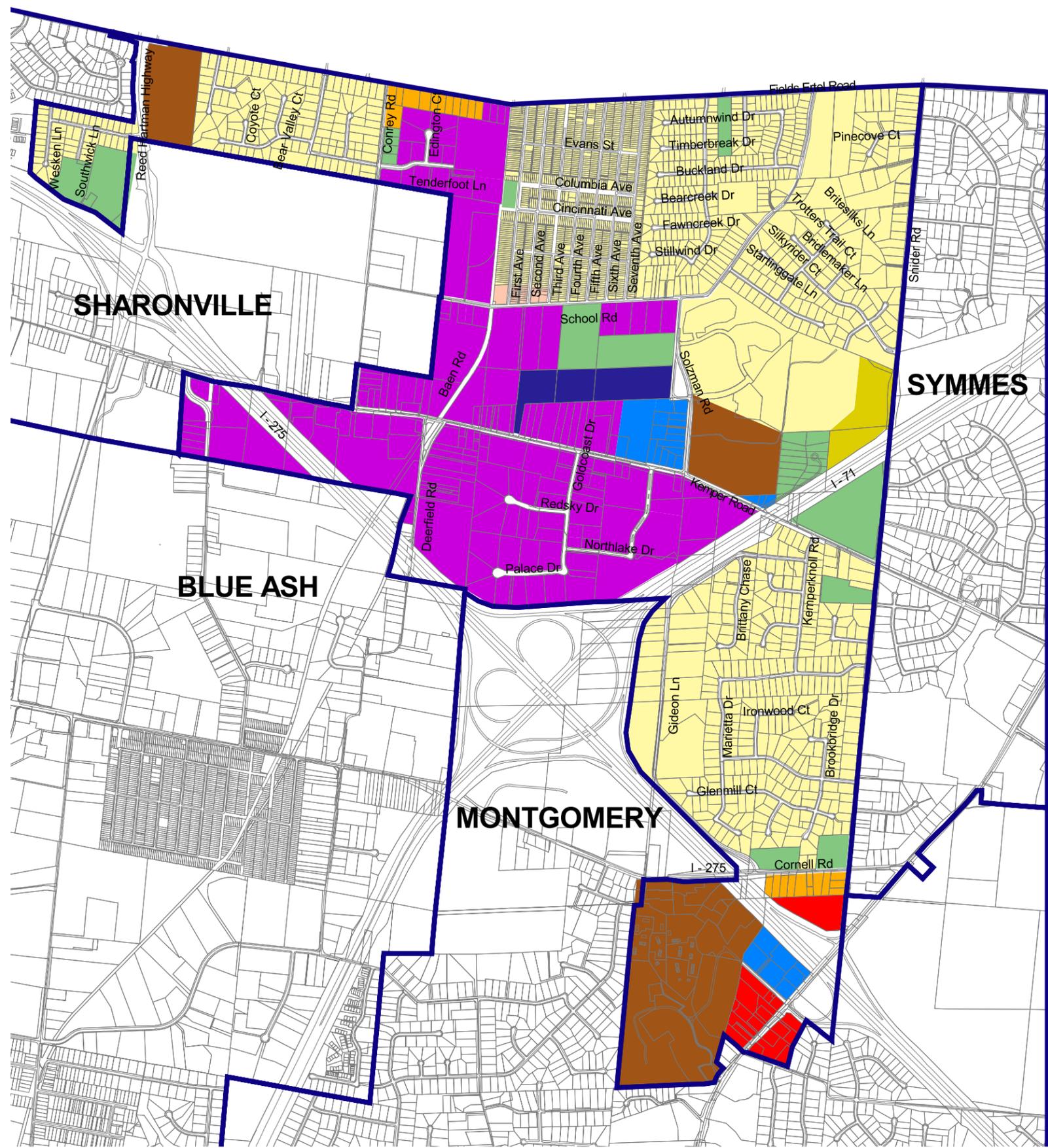
NORTHERN SYCAMORE TOWNSHIP LAND USE PLAN

The Northern Sycamore Township Land Use Plan Update has been formulated for the purpose of serving as a guide for future land use, development and zoning decisions that will affect Northern Sycamore Township. The Plan reflects a concern to preserve the character of the Northern Township while, at the same time, allowing for reasonable growth and quality development.

The Land Use Plan, combined with various other growth development controls such as the zoning code, subdivision regulations, Site Planning Guidelines and Standards (as established in Appendix A) and an active Township government, will provide for a solid, proactive strategy that will lead Northern Sycamore Township into the Twenty-first century while continuing to increase the quality of life that many in Northern Sycamore Township currently enjoy.

The Land Use Plan for Northern Sycamore Township is illustrated on Map 8. The Land Use Plan utilizes categories as established by the Hamilton County Regional Planning Commission (HCRPC). Descriptions of the land use categories are identified in Appendix B of this Plan.

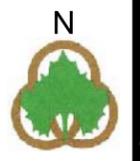
The Land Use Plans for the surrounding jurisdictions are shown on Map 9. This essential information was gathered from extensive visits with staff from the various cities, townships, and counties whose planning and zoning activities may affect those living and working in Northern Sycamore Township. The description of land uses is established in the Foreword of this plan.

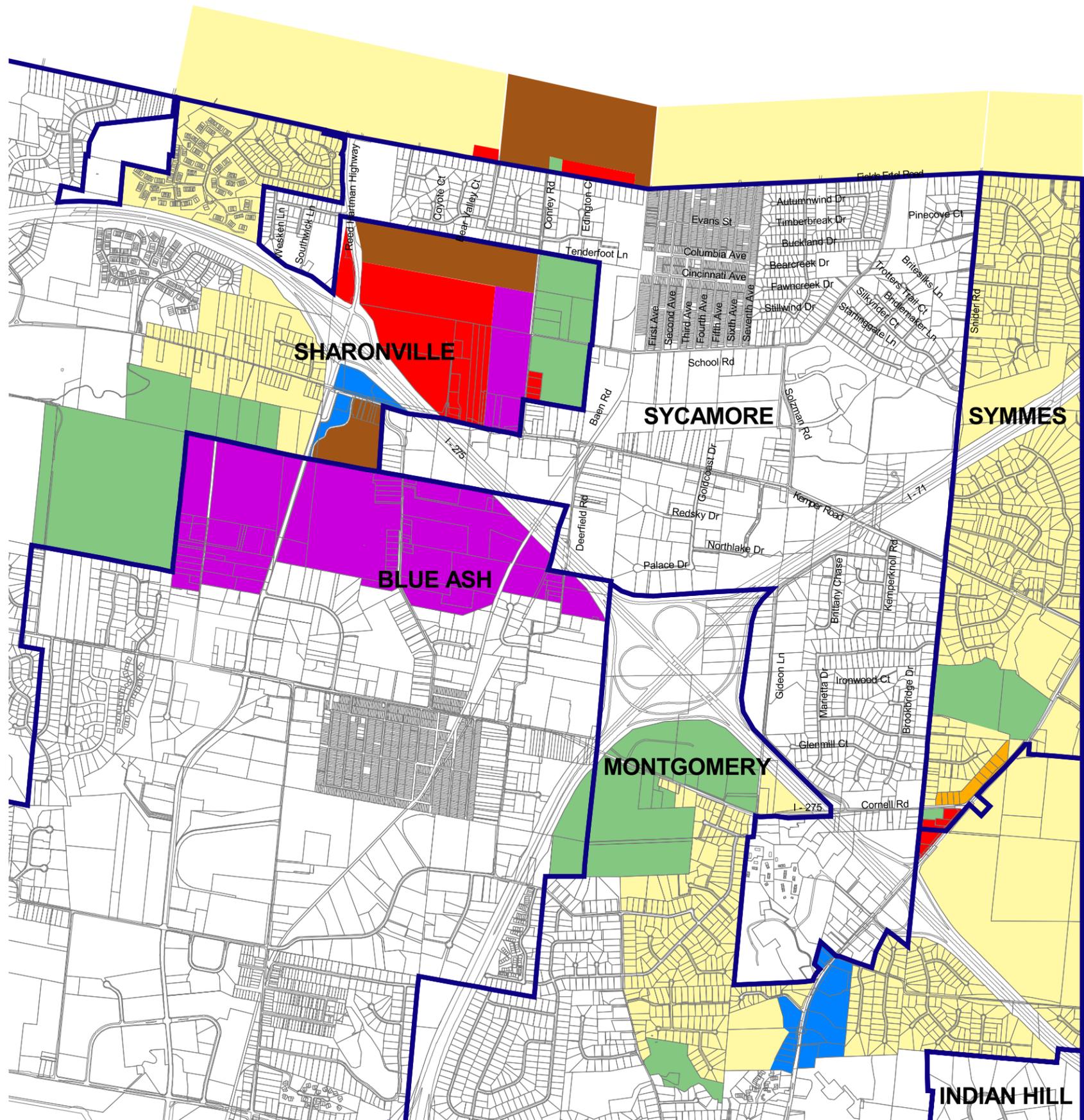


- Legend**
- Parcels
 - Open Space/Buffer
 - Single Family Residence
 - Transitional Residence
 - Multi-Family Residence
 - Mixed Use Transitional
 - Mixed Use with Retail
 - Office
 - General Retail
 - Neighborhood Retail
 - Light Industry
 - Public, Semi-Public, Institutional
 - Utility
 - Vacant

Northern Sycamore

Map 8 - Recommended Land Use Plan





Legend

- Parcels
- Open Space/Buffer
- Single Family Residence
- Transitional Residence
- Multi-Family Residence
- Mixed Use Transitional
- Mixed Use with Retail
- Office
- General Retail
- Neighborhood Retail
- Light Industry
- Public, Semi-Public, Institutional
- Utility
- Vacant

Northern Sycamore

Map 9 - Surrounding Land Uses

1000 0 1000 2000 Feet



CRITICAL FOCUS AREAS

There are several areas in Northern Sycamore Township that exhibit unique characteristics and conditions that demand attention beyond the Land Use Plan as first described in the Existing Conditions Section. Uses for these areas, identified as Critical Focus Areas on Map 3, are as follows:

1. East Kemper Road Corridor

Characterized by an isolated island of mature single family dwellings, industrial uses, institutional uses, office and commercial uses, the East Kemper Road Corridor has become a multitude of individual curb cuts on an increasingly busy thoroughfare. With the realization that the few remaining single family dwellings on the north side of East Kemper Road have become virtually impossible to resell as single family dwellings due to their immediate surroundings (CG&E to the rear and East Kemper Road and light industrial uses to the front), Critical Focus Area 1 has identified this corridor from Conrey Road to I-71 as a mixture of low intensity office, retail and light industrial uses. In the area of the light industrial land use designation, light industrial uses are preferred. However, appropriate office or neighborhood retail uses may be permitted in this area.

It is expected that individual dwellings on East Kemper Road will be sold and utilized for some type of interim use (i.e. doctor, attorney, beauty parlor, accountant) in a transitional stage before a developer

will purchase multiple properties, raze the existing buildings and erect new structures. Physical constraints relating to the size and shape of the lots and the real estate market will ultimately control the future development of these lots on the north side of East Kemper Road.

Any uses located along the East Kemper Road corridor should include office uses or neighborhood retail developments serving the needs of the surrounding residential and areas. Appropriate uses for this area may include beauty salons, bakeries, tailors, and small convenience type stores excluding gasoline sales. Automotive service or filling station, fast food or quick service restaurants are wholly inconsistent with this Critical Focus Area and should be discouraged due to the excessive volume of traffic generated and the large area from which these types of uses attract customers. Any new development or redevelopment of parcels in this area should not exceed an average daily traffic volume of 300 vehicles per 1,000 square feet of gross floor area, to remain consistent with the intended character of this area, as referenced in the latest edition of the Institute of Transportation Engineers Trip Generation Manual.

The Northlake Office Complex, located south of East Kemper Road just west of Solzman Road, still contains a significant amount of vacant land fronting on Kemper Road. Discussions with representatives indicate that this land will be developed with low

intensity office uses similar to the existing facility sometime in the near future. The Township supports the development of office and research and development facilities in this area.

Access management must be a concept incorporated for all new development occurring along East Kemper Road to control the potential conflicts that would occur with new development and increasing volumes of traffic. As new developments arise within the neighborhood retail and low intensity office areas, a plan must be developed and followed that consolidates access points along East Kemper Road thereby increasing the safety and efficiency of traffic on this thoroughfare. Figure 6 illustrates a conceptual access consolidation and management plan developed by the Hamilton County Regional Planning Commission (HCRPC). The HCRPC identifies four access points upon the redevelopment of this Critical Focus Area. Access easements would be granted to neighboring parcels, allowing for an incremental redevelopment of the area. The HCRPC has been successful in receiving an agreement from a new office development on East Kemper Road to eliminate their direct access onto East Kemper Road as new development occurs around them enabling the Township and County to consolidate access points.

2. Fields Ertel Road/Conrey Road Intersection

Located at the intersection of Fields Ertel Road and Conrey Road, Critical Focus Area 2 is characterized by approximately twenty single family dwellings with individual access on Conrey and Fields Ertel Roads, a water tower, commercial, and industrial uses. Many of the residents on Conrey Road and Fields Ertel Road are without sanitary sewers. An industrial complex, housing several light industrial developments, abuts the Fields Ertel Road and Conrey Road residents back yards. Commercial uses and a mobile home park in the City of Sharonville are located directly across Fields Ertel Road from the Northern Sycamore Township residents. The intensity of the uses surrounding the Fields Ertel Road residents and facing those single family dwellings on Conrey Road, the Land Use Plan indicates that this area is potentially approaching a point of transition from single family residential dwellings to more intensive land uses. This Critical Focus Area is identified as mixed use and should be revisited frequently to determine the appropriateness of the mixed use land use designation in relation to the surroundings. While mixed use provides for a variety of land uses, the preferred reuse of these parcels are light office uses (potentially a reuse of the existing residential structures).

Neighborhood business may be considered by the Township on a case by case basis. However, as the single family uses in this area transition to a more intensive use, the existing single family subdivisions to the west of Conrey Road should be adequately buffered visually.

Due to an expected increase in traffic volumes on Fields Ertel Road in the near future, it is anticipated that the Fields Ertel Road/Conrey Road intersection will need improvements, to alleviate potential congestion. These improvements may include a turn lane on Fields Ertel Road. However, Fields Ertel Road is not expected to be improved by the Hamilton County Engineers Office due to funding constraints for the next several years.

3. Cornell Road Corridor

Essentially an isolated single family residential island located on a minor arterial thoroughfare with daily traffic volumes approaching 18,000 vehicles (an increase of 8,000 since 1991), the Cornell Road Critical Focus Area has emerged as an issue because of its incompatible surroundings. As commercial uses continue to grow in number and intensity on the west side of Montgomery Road and directly south of this Critical Focus Area, and as the volume of vehicular traffic continues to increase, single family detached dwellings become less and less viable for this area.

Established as transitional residential in the 1987 Land Use Plan, the single family detached dwellings share this 14.4 acre "island" with an automobile dealership. A convenience store and strip retail development are located along the western side of Montgomery Road. Single family uses in this Critical Focus Area combine to form a total of 8.2 acres of the area bounded by I-275 to the west and south, Montgomery Road to the east and south and Cornell Road to the north.

By identifying Critical Focus Area 3 as a mixed use transitional area as identified on the Land Use Plan, the future use of these parcels as low intensity office or an attached housing complex would be appropriate for the area and would provide a transitional buffer for the residential subdivisions to the north of Cornell Road. By allowing a higher density use such as townhouses or low intensity office, potentially through parcel consolidation, redevelopment could occur and the nine curb cuts on Cornell Road should potentially be reduced through the sharing of access points. In order to substantially limit adding to the vehicular congestion in this area, it is recommended that the conversion of existing homes into offices in this location not exceed a total gross area of 20,000 square feet for the entire area. This type of development will generate an average daily traffic count of approximately 230 vehicles.

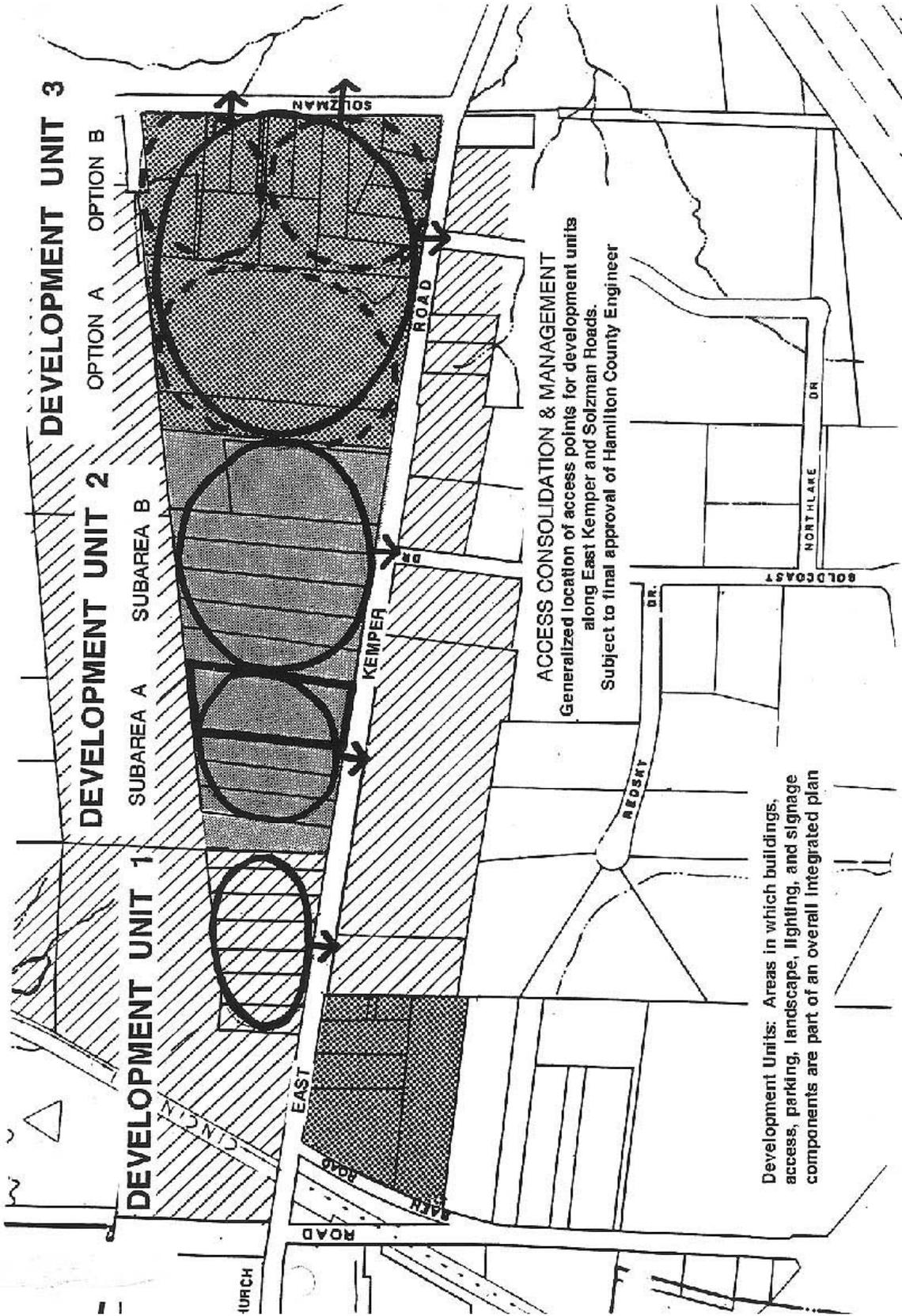
RECREATION AND OPEN SPACE

The 1987 Land Use Plan identified areas where open space should be left in their natural state. These open spaces were primarily located on Township land characterized by steep slopes and drainageways. However, much of the areas surrounding the identified open space have been developed or annexed to surrounding municipalities. The Township should continue to encourage the preservation of open space areas in both new development and redevelopment as established in the Goals and Policies of this Plan.

In addition to open space, the 1987 Plan identified the need for approximately 10 acres of improved recreational land for the Northern Sycamore Township. The Township responded to this need by improving an established area, the North Sycamore Township Recreational Facility, located on 10 acres of land on the western side of Solzman Road. This facility, once containing soccer fields has been upgraded with the addition of a concession area, improved soccer fields, softball fields, and playground equipment.

The recreational facility will continue to provide the necessary equipment and fields for the residents to enjoy themselves in a safe and aesthetic atmosphere. An additional 10 acres adjoining the North Sycamore Township Recreational Facility to the north remains primarily undeveloped with soccer and softball fields for future Township needs. This facility is located on property owned by the Cincinnati Gas and Electric Company (CG&E).

The Township must continue to take an active role, however, in requesting developers to provide for recreational facilities and open spaces in following the intent of the Goals and Policies for the Township as established in this Plan.



ACCESS CONSOLIDATION & MANAGEMENT
 Generalized location of access points for development units
 along East Kemper and Solzman Roads.
 Subject to final approval of Hamilton County Engineer

Development Units: Areas in which buildings,
 access, parking, landscape, lighting, and signage
 components are part of an overall integrated plan

THOROUGHFARE PLAN

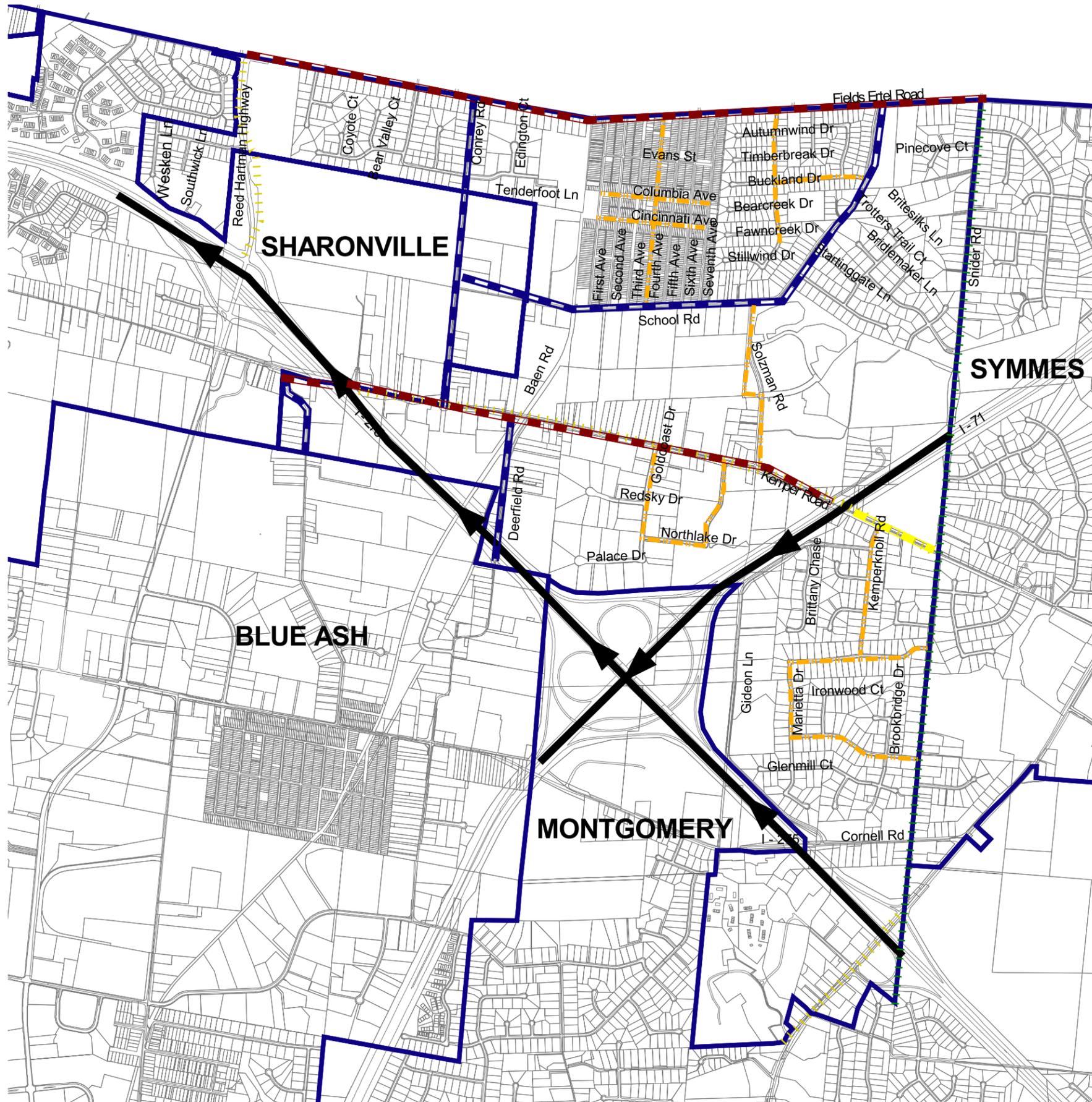
Map 10 identifies the Thoroughfare Plan for the Northern Sycamore Township study area. The objective of the Thoroughfare Plan, as stated in the 1987 Plan, is to establish an order of priority for the multitude of Township roads to establish a movement system of hierarchy. This existing street system has been designated with a classification name, along with the standards for right-of-way (R.O.W.) widths, as indicated below, to identify the role of each street and R.O.W. needed for any future improvements.

In accordance with the Hamilton County Engineers and the Hamilton County Thoroughfare Plan, the following right-of-way dimensions are established: freeways - 120'-160'; major arterials - 120'; minor arterials - 100' and collectors - 80'.

The 1993 Thoroughfare Plan Update identified East Kemper Road as a high priority for widening. The Hamilton County Engineers Office has completed the East Kemper Road project to a four (4) lane thoroughfare (two lanes of through traffic in each direction with a center turn lane) from Snider Road west to Reed Hartman Highway. Furthermore, in the 2010 Mobility Plan, Ohio-Kentucky-Indiana Regional Council of Governments (OKI) indicates that Fields Ertel Road from the Snider Road west to U.S. 42 has reached a capacity deficiency and have included it in their long range transportation plan for the addition of one lane (presumably a center turn lane).

At the time of the update of this plan, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is in the preliminary stages of an extensive study on the feasibility of a multi-modal transportation plan for the tri-state area. One of the primary corridors receiving attention is the "Eastern Corridor" which would parallel I-71 between the Kings Island Amusement Park in Warren County, Ohio, south to the Greater Cincinnati/ Northern Kentucky International Airport in Boone County, Kentucky. The results of this study may indicate alternative forms of transportation along this corridor such as the introduction of a light rail system. Sycamore Township should continue to monitor this OKI study as it progresses to identify any potential impact and plans affecting Northern Sycamore Township.

Access management should be the highest priority for Northern Sycamore Township in the future as new development and increasing redevelopment occur. As the northern portion of the Township reaches buildout, the availability of land for new thoroughfares to increase the efficiency and safety of vehicular and pedestrian traffic decreases. The Township must find new ways of maintaining the ability of major thoroughfares to carry the increasing volumes of traffic for which they were designed. By preserving adequate right-of-way and by developing and adopting an access management plan, the Township may be able to increase existing roadway capacities, increase the factor of safety for vehicles



Legend

- Parcels
- Recommended Improvements
- Minor Collector
- Major Collector
- Minor Arterials
- Major Arterials
- Interstate

Northern Sycamore

Map 10 - Thoroughfare Plan



and pedestrians, reduce unnecessary vehicular congestion and perhaps enhance property values in the Township.

As an alternate form of transportation, Northern Sycamore Township should investigate the possibility of developing and implementing a bicycle plan providing for a comprehensive system linking the residential subdivisions to places of employment, shopping facilities and recreational facilities. OKI has developed the "OKI regional Bicycle Plan" in response to the Intermodal Surface Transportation Efficiency Act of 1991 (now known as TEA-21). The Plan presents an overview of the legislation, organization, planning and funding of bicycle planning in the OKI region. Furthermore, the Plan identifies bike routes and bike paths recommended for bicycle travel. Northern Sycamore Township should monitor and expand on the OKI Plan for the development of bicycle facilities.

CONCLUSIONS

Northern Sycamore Township is quickly reaching the point of full buildout as the vacant land is being utilized. Many of the mature, older single family dwellings are located in areas where incompatible land use have developed around them, leaving the future uses of these dwellings in question in terms of their single family status. Furthermore as new development occurs, potential problems with access management and the siting of incompatible land uses begin to arise. All of these conditions

point to the need for a coordinated plan to guide the future of Northern Sycamore Township.

This land use plan update embodies ideals, concepts, policies and directions rather than rigid specifications. The following serves to develop recommended actions which will serve as a guide during the implementation process of this land use plan update.

- < Review and update the zoning map to reflect the intent of this land use plan update.
- < Investigate the possibility of developing special zoning regulations such as planned unit developments, overlay zones or special public interest districts to provide better control for unique areas such as the East Kemper Road Corridor.
- < Undertake the development of an access management policy and plan for all arterials within Northern Sycamore Township.
- < Adopt the typical roadway sections contained in the Hamilton County Thoroughfare Plan as guides for thoroughfares in Northern Sycamore Township.
- < Ensure that new development and redevelopment does not cause overloading or undue strain on the existing thoroughfare system during the plan review process by requiring a traffic impact study on substantial new or redevelopment.

- < Expand sewer facilities to service both residential and nonresidential developments where practical and possible.
- < Promote the application of "Site Planning Guidelines and Standards," as established in Appendix A, for the new development and redevelopment in Northern Sycamore Township.
- < Explore the possibilities of creative financing, such as tax increment financing (TIF), assessment districts, utility fees or impact fees, to fund public improvements in the area.
- < Continue to revisit and monitor the status of the Land Use Plan Update to assure its validity and application.

Northern Sycamore Township has always been a unique community in which to live and work. Over the last several years, however, the face of Northern Sycamore Township has dramatically changed from a mixture of single family dwellings, farms and vacant land to a dynamic area of single family dwellings, industrial, office and retail uses.

Vacant land is dwindling quickly and Northern Sycamore Township must focus as much of the attention on appropriate redevelopment and access management issues as on the new development of vacant land.

This Land Use Plan Update represents a policy document for the Northern Township, providing a technically sound framework for the future. If utilized properly, this update will aid in the achievement of the long term vision for the Township.

**SYCAMORE TOWNSHIP LAND USE PLAN
MONTGOMERY ROAD CORRIDOR**



INTRODUCTION AND STUDY DESIGN

SCOPE

This Study is limited to an analysis of the spatial pattern of land use and zoning in the Montgomery Road Corridor of Sycamore Township. The analysis identifies specific areas or sites where the character of land use should be either protected or improved. Its focus is therefore primarily on guiding the private development of land. The plan is not intended to provide guidance for the development of public land or provision of public services.

The intent of this study is not to produce a traditional “comprehensive master plan.” Such plans have proven to be largely nonimplementable by township and county government due to absence of legislative authority, financial constraints and lack of staff for effectuating most of the recommendations contained in the multiple elements of master plans or comprehensive plans. A more useful approach for unincorporated areas is to recognize the limitations and reality of local township and government. This approach concentrates on land use goals that can be achieved through improvements in the control of private development through the Sycamore Township Zoning Resolution and Zoning Map.

STUDY AREA

The study area includes all property in Sycamore Township having frontage on

Montgomery Road⁴. The study area also includes contiguous property without frontage on Montgomery Road if development or redevelopment of the property is likely to be affected by its proximity to frontage land uses.

RATIONALE, PURPOSE AND APPROACH

The rationale for all land use planning includes some variation of the following:

1. To accommodate future needs;
2. To provide for orderly growth;
3. To provide a sound basis for short-ranged decisions;
4. To provide an official position that property owners can count on, and;
5. To enable consideration of cumulative and secondary offsite effects of individuals development proposals.

In general, community plans are intended to be a means of coordinating long-term and short-term actions and integrating independent decisions. This plan and its integral process attempts to provide a flexible framework for guiding development but also identifies particular action priorities that are site specific.

⁴The Montgomery Road Corridor Land use Study, south of Cornell Road has been incorporated into the Northern Sycamore Township Land Use Plan, Section 3 of Sycamore Township Land Use Plan.

The adoption of the land use plan and a continuous planning process, enables a balanced and comprehensive review of incremental zoning amendments.

Successful implementation of the goals and objectives of this plan requires regular reevaluation of recommendations. This on-going planning approach is essential to assure appropriate flexibility since it is impossible to determine the exact location of all land uses in advance of need and development. Accordingly, planning in this report has not been treated as an exact science, but rather as a process to enable continuity, improve predictability and guarantee consideration in the review of incremental zoning amendments and development proposals. In this way, planning is recognized as a system that enters into day-to-day development decisions not as a rigid blueprint but, instead, as a process of interaction that will shape as well as be shaped by actual zoning decisions. The process is intended to add rationality, not rigidity to requirements for use of land.

The process utilized in the corridor study is a “bottom-up” approach which generates input that can be pieced together. This results in a composite plan built on neighborhood or sector involvement. It derives from the premise that the people most affected by decisions ought to participate in such decisions.

Planning from the neighborhood up results in a product that is more than a plan or report. It is an understanding of local needs and concerns and an attempt to balance competing organized interest groups.

Consequently, government is brought closer to their constituents. The result is an implementable plan and a constituency that is committed to planning and policy implementation. The selected process is at least as important as the plan itself since critical support for plans can only be expected as an outgrowth of the process.

The bottom-up or neighborhood approach departs from traditional practice in sacrificing generality, the long-range time horizon, and total comprehensiveness. Consequently, the approach discards the one-shot end-state document in favor of an on-going process of setting short-range priorities primarily through the use of the zoning concept maps and related tables.

In summary, what is lost in comprehensiveness, in this approach, is gained in achieving an implementable plan that reflects local priorities. Such reflection, however, requires continual review.

WORK PROGRAM

The program for creating and implementing the Corridor Plan includes the tasks listed below. The planning tasks include work elements that are often interrelated and therefore not entirely sequential. The process is intended to be continuous to assure that the adopted Land Use Plan and Zoning Map appropriately reflects changing circumstances, events, developments, and decisions.

A. Goal Formation

1. Identify land use issues (problems and opportunities).
2. Formulate goals and objectives.

B. Inventory

1. Define study area.
2. Identify community characteristics - population, development and environment.
3. Identify existing structures.
4. Identify existing land use.
5. Identify existing zoning.

C. Analysis and Plan Development

1. Identify development potential.
2. Identify critical boundaries and transition areas.
3. Develop concepts for Land Use Plan
4. Evaluate existing zoning map and text to determine adequacy for achieving consistency with proposed plan.

D. Recommendations

1. Identify zoning text amendments (concepts) necessary to enable zoning map amendments and plan implementation.
2. Identify zoning map amendments required for plan implementation.

E. Review

1. Review of recommendations on each section of proposed plan:
 - a) by Montgomery Road Corridor Study Group;
 - b) by Sycamore Township Zoning Commission (STZC);
 - c) by Sycamore Township Trustees; and
 - d) by Hamilton County Regional Planning Commission.
2. Preliminary approval of each section of proposed plan:
 - a) by Sycamore Township Trustees; and
 - b) by Hamilton County Regional Planning Commission.
3. Public hearing(s) on proposed plan.

F. Adoption of Plan

1. By STZC and the Sycamore Township Trustees.
2. By Hamilton County Regional Planning Commission.

G. Implementation

1. RPC must certify its adopted plan with the STZC and Township Trustees.
2. STZC should initiate and approve comprehensive zoning text amendments necessary to enable zoning map amendments and plan implementation.
3. STZC should initiate and approve comprehensive zoning map amendments required for plan implementation.

4. Sycamore Township Trustees should adopt comprehensive zoning text amendments.
5. Sycamore Township Trustees should adopt comprehensive zoning map amendments.
6. RPC must maintain consistency with the adopted land use plan when making recommendations on zoning map amendments (per Bylaws).
7. STZC and the Sycamore Township Trustees should consider adopted land use plan when making recommendations on zoning map amendments.

H. Evaluation

1. RPC must make an annual report on the implementation progress of adopted plans (per Bylaws).
2. RPC must review the adequacy of adopted plans in five year intervals or less (per Bylaws).

IMPLEMENTATION

The land use and zoning recommendations contained in this report can be made effective only through the adoption and application of certain legal or administrative measures. Inasmuch as the Land Use Plan applies primarily to private lands rather than public, its recommendations must be given effect largely through the Township Zoning Resolution and the Bylaws of the Hamilton County Regional Planning Commission.

The Plan must be adopted and when necessary, amended, by the Hamilton County Regional Planning Commission in accordance with its Bylaws regarding “Administration of Plans” (Appendix G)⁵. After adopting the plan the Regional Planning Commission has the following responsibilities:

- A. Maintain consistency with the plan when making any recommendations on zone amendments or other issues requiring action from the Regional Planning Commission;
- B. Investigate and make recommendations to the governing body upon reasonable and practical means for putting into effect the land use plan or part thereof, in order that it will serve as a pattern and guide for physical growth and development;
- C. Render an annual report to the governing bodies of the county and affected townships and municipalities on the status of the plan and progress of its application;
- D. Endeavor to promote public interest in and understanding of adopted plans and regulations relating to it;
- E. Consult and advise with public officials and agencies, public utility companies, civic, educational, professional, and other organizations, and citizens generally with relation to carrying out the adopted plans.

⁵ See “Appendix G” of the complete *Montgomery Road Corridor Land Use Plan* for more information.

The definition and effect of Regional Planning Commission actions is further explained in Appendix H⁶ (Status of Land Use Plans).

As explained earlier, implementation of the adopted plan will call for rather extensive amendments to the zoning district map. The recommended amendments stated in this report as well as subsequent modifications may be initiated in one of three ways according to Ohio law:

1. By motion of the Sycamore Township Zoning Commission (STZC);
2. By passage of a resolution by the Sycamore Township Trustees; or
3. By filing of an application by one or more of the owners or lessees of property within the area proposed to be changed or affected.

Notice of public hearings regarding the plan to redistrict must be published. Written notice of the hearing to individual property owners within and contiguous to the area proposed to be rezoned is also required by Ohio law for amendments that include ten or fewer parcels of land. In addition to required public hearings held by the STZC, every proposed amendment will also be reviewed by the Sycamore Township Trustees, and the Hamilton County Regional Planning

Commission in accordance with zone amendment procedures required by Sycamore Township and the State of Ohio.

Not all the proposals in the Land Use Plan are intended to be put into effect immediately, since the plan contains many recommendations intended for adoption only when the situation becomes appropriate. It will be necessary to exercise judgement and discretion in determining which of the proposals should be given legal application at various times. The recommendations for immediate action are made explicit in the Zoning Concept Maps and related tables in Part 3 of this report.

The land use plan cannot be successful without wide public support. The effectiveness of the plan is probably more dependent on public understanding and interest than on any other factor. To individuals and groups, whose interests are directly affected, a proposed change may seem arbitrary and harmful. It is essential, therefore, that the majority of people in the community should understand what is being proposed so that they may decide whether or not the proposed action is in fact in the public interest.

⁶ Refers to the complete Montgomery Road Corridor Land Use Plan.

ISSUES AND GOALS

ISSUES

The Study Group identified and discussed more than 30 issues that were considered important to resolve in the Corridor Study area. The process of identification and categorization of issues is explained in the four tables of Appendix E⁷. An understanding of these issues was essential to the formation of community goals and objectives.

Many of the identified issues and related objectives require regulatory (zoning text) improvements beyond the scope of this study. However, the recommendations for map amendments contained in this study are integrally related and essential in resolving corridor issues. Here, in consolidated form, are the issues identified by the Study Group:

- < **Intensity of Development**
 - C lot size and yard requirements
 - C height
 - C maximum lot coverage
 - C maximum impervious surface
 - C off-street parking
 - C outside storage
 - C lighting and noise
 - C signs

- < **Land Use Transition and Compatibility**
 - C edges and buffers
 - C building setbacks
 - C identity, anchors, focal points

- < **Commercial Mix**
 - C by use: office, retail, shopping center
 - C by scale - neighborhood, community, regional

- < **Traffic Movement**
 - C land use and zoning effect on road capacity
 - C off-site circulation problem and required improvements.

- < **Access Design**
 - C distance between curb cuts.
 - C design of access driveways.
 - C number of curb cuts per use.
 - C design and required use of service roads.

- < **Other Related Issues**
 - C utilities.
 - C residential density.
 - C recreation.

GOALS AND OBJECTIVES

Goals and objectives for the Montgomery Road Corridor were formulated by the Study Group after identification and discussion of issues. They provide guidance for implementation, interpretation and revision of recommendations contained in the Land Use Plan and Zoning Concept maps. The goals and objectives for the Corridor should also be incorporated into text amendment recommendations in the Zoning Resolution.

⁷ Refers to the complete Montgomery Road Corridor Land Use Plan.

Goals

- 1. To provide for a superior environment in the Montgomery Road Corridor while assuring reasonable use of the individual property.

Policies

- 1. Achieve desirable streetscape quality.
- 2. Minimize the adverse effect of new development on traffic movement.
- 3. Protect desirable residential development from the adverse effects of non-residential encroachment.
- 4. Establish and protect desirable non-residential development patterns.
- 5. Achieve desirable cumulative effects from incremental development.
- 6. Provide for a cohesive, attractive, visual environment and to minimize visual clutter by identifying the proper location for signage, street furniture, lighting elements and landscaping elements and to promote the cooperation between business owners and the Township to pursue the implementation of this policy.

recommendations and implemented primarily through the effects of zoning amendments. Future evaluation and approval of zone map and text amendments should be based on the set of policies listed bellow. The policies are intended to encourage land use patterns, development, redevelopment, and related zone amendments that accomplish the following:

- 1. Assure land use and intensity compatible with lot size and other site constraints.
- 2. Assure land use and intensity compatible with adjacent and nearby uses.
- 3. Achieve short term policies without undermining goals and objectives through incremental and cumulative effects of similar future proposals.
- 4. Assure appropriate redevelopment.
- 5. Enable appropriate development alternatives where legal defensibility must be improved.
- 6. Decrease potential for inappropriate off-site zone amendments.
- 7. Achieve development coordination with adjacent interrelated sites.
- 8. Terminate the expansion of undesirable land use patterns.

The finding of conflict with any of the eight policies may create sufficient cause for denial of proposed plan amendments, zone amendments or other development actions.

RECOMMENDATIONS

POLICIES

The goals and objectives of this plan are reflected in the proposed land use

The land use recommendations, zoning concepts, and related amendments proposed in this report are recommended with the intent of being consistent with these policies. Accordingly, each of the policies is reflected in one of the purpose statements (Table 3) for individual map amendments recommended in Table 1.

ZONING MAP AMENDMENTS

Recommendations for land use and zoning are shown graphically on the Land Use Plan and Zoning Concept maps in Part 4 of this report. The purpose of specific recommendations and the recommended procedure for implementation is explained in Table 1⁸ (Zoning Recommendations and Map Amendments for Implementation of Land Use Plan). The location of each numbered area listed on the table is shown on the Land Use Plan Maps. The proposed boundaries of each recommended amendment to the Zoning Map is shown on the Zoning Concept maps.

⁸ See the complete Montgomery Road Land Use Corridor Study for this Table.



Legend

- Parcels
- - - Montgomery Road Boundary

Land Use

- Open Space/Buffer
- Single Family Residence
- Transitional Residence
- Multi-Family Residence
- Mixed Use Transitional
- Office
- General Retail
- Neighborhood Retail
- Light Industry
- Public, Semi-Public, Institutional
- Utility
- Vacant

Montgomery Road Corridor

Proposed Land Use



APPENDICES

APPENDIX A:

Policy: 93-1 Updating Adopted Land Use Plans

APPENDIX B:

Hamilton County Regional Planning Commission/Sycamore
Township Land Use Plan

APPENDIX A:

Policy: 93-1 Updating Adopted Land Use Plans

APPENDIX B:

Hamilton County Regional Planning Commission/Sycamore
Township Sidewalk Installation Policy