READING ROAD
Corridor Plan

Updated on 4/14/2022

READING
The Crossroads of Opportunity

THE PORT
Making Real Estate Work

city of CINCINNATI

HAMILTON COUNTY
Planning + Development

SYCAMORE TOWNSHIP

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Introduction

The Reading Road Corridor encompasses portions of Cincinnati's first ring suburbs, which were anchored by the Carrousel Inn and Mobile 5 Star La Ronde restaurant. The corridor was quite popular 50 years ago. Today, the physical condition of this business corridor shows signs of aging and blight. It is filled with a number of vacant storefronts and abandoned parking lots. The businesses located here are typical of a worn, suburban commercial strip that has been left behind for greener pastures. Businesses include: auto dealerships, banks, payday loan stores, obsolete hotel/motels, pawn shops, cell phone stores, auto parts stores, ethnic restaurants, pharmacies, and obsolete office spaces.

The condition of the commercial frontage does not match the solid residential neighborhood to the west or the functional industrial area to the east. For almost two decades, planners and policy makers have been concerned that the current condition of the Reading Road commercial strip could negatively impact these adjacent land uses.

In the past, planners and developers have also looked at this underutilized corridor as a redevelopment opportunity. Proposals for a big box retail development came and went in 2004.

This corridor plan focuses on the section of Reading Road just south of the Ronald Reagan Cross County Highway extending to Summit Avenue. The corridor is split by the jurisdictions of Sycamore Township, the City of Reading, and the City of Cincinnati (neighborhood of Roselawn). Amberley Village is in very close proximity to the business corridor, and some of its industrial land is part of the industrial corridor immediately to the east. Because of the opportunities for cross-jurisdictional collaboration, Hamilton County Planning + Development (HCP+D) took an interest in facilitating this corridor plan.

The purpose of this plan is to build on prior analyses of the existing physical, social and economic aspects of the business corridor and to look for ways to enhance the corridor to position it for future growth and redevelopment. This plan also identifies potential grants and funding sources to carry this vision to implementation.

In addition to many studies completed since 2000, several recent plans helped set the stage for this corridor plan and are described in the following section. An important note is that many of these plans studied a geography that is much larger than this small area plan. Other recent small area plans have focused on some of these other areas.

Aerial map of Reading Road Corridor

Recent Planning Efforts

World Town Planning Day 2015

The Cincinnati Section of the Ohio Chapter of the American Planning Association, in partnership with the Hamilton County Regional Planning Commission, local universities, and the First Suburbs Consortium, focused the annual Community Planning Charrette on the Reading Road Corridor. On November 13, 2015, the Charrette was held at the new City of Reading Branch Library of the Public Library of Cincinnati and Hamilton County on Reading Road. To begin the Charrette, the participants toured the study area including along the Reading Road corridor. Back at the Reading Branch Library, some background information was presented to the participants including a PowerPoint presentation that showed photos of this commercial corridor in its heyday in the 1960s.

The intent of the Charrette was to encourage creativity and thinking "outside the box" while balancing suggestions with sound planning principles. The recommendations were developed for the topic themes of Community Development; Streetscapes, Aesthetics and Rebranding; Watershed Management and Green Infrastructure; and Healthy Communities. For Community Development, recommendations included building on existing assets such as good housing stock; location and high traffic patterns. The Valley Shopping Center was identified as "7 acres of developable land-(an) anchor, center of gravity."

Valley Shopping Center

Improved Walkability

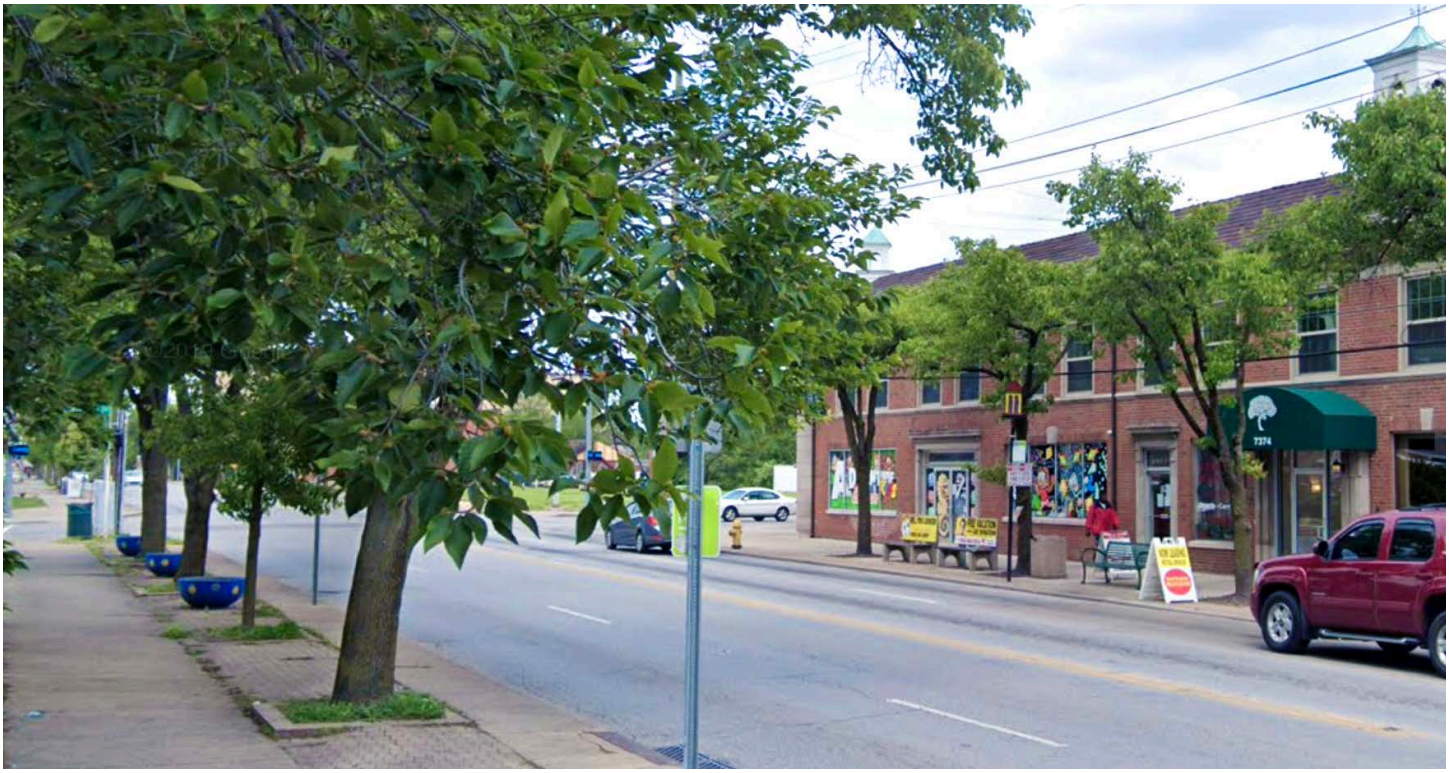
Green Infrastructure

Added Landscaping

Healthy Food Initiative

Recommendations from WTPD 2015

Recommendations for Streetscapes, Aesthetics and Rebranding included emphasizing an Art Deco architectural theme; improved walkability with wider sidewalks; and adding a landscaped median. Under Watershed Management and Green Infrastructure, three specific sites were identified for improvements: Old Carrousel Inn/Drake Motel, Valley Theater and the New Prospect Baptist Church. The Old Carrousel Inn/Drake Motel site was envisioned to become a park that would include "soccer (fields), trails, … hobby sailboats, food pavilion.., learning center bird blind, multipurpose field, butterfly garden, community garden, memorial tree grove, (and) wetland mitigation credit opportunity." And finally, for the Healthy Communities topic there was an emphasis on healthy food that included "fruit trees lining Reading Road, Johnny Appleseed Initiative, Co-op Grocery Store/Garden, Fresh Food Festivals, and urban farm and food preservation project at New Baptist Church."



Streetscaping outside of Roselawn Center on Reading Road

Hamilton County Planning + Development Study: Reading Road Corridor Study (Draft 2/24/16)

Following the World Town Planning Charrette, HCP+D continued "to try to keep the discussion going" and developed a visually compelling document featuring a variety of maps (Sidewalks, Zoning, Existing Land Use, Tree Canopy); historical aerial photos (1932, 1938, 1950, 1968, 1975 and 2016) and illustrative concepts (3D Opportunity Sites: Development Concepts; Bike Paths/ Recreational Trails Concept Map and a Street Sections: Proposed Cross Sections) to provide a visual support for the jurisdictional discussions that followed.

The Study also presented information on recent "Existing Reports" for this corridor including: Developing Cincinnati: An Analysis of the Seymour/Reading Market Area (February 2013 University of Cincinnati's Economics Center and Community Design Center) which was prepared for the Port of Greater Cincinnati Development Authority. This study notes that in the past ten years there has been significant capital investment in this corridor that "includes $270 million of new investment in 300 new homes, new schools, recreational facilities, religious institutions, and more." However, it also signifies that "more investment is needed to address the dysfunctional state of the corridor itself." Much of this investment has occurred in the southern portion of the corridor near Seymour Avenue.

Carrousel Inn, property with potential for redevelopment

The other "Existing Report" that is pertinent and should be included in the overall analysis is the Roselawn Neighborhood Business District Market Feasibility Study (2014) prepared for the former City of Cincinnati Department of Trade and Development by the St. Francis Group. The focus of the report includes "planning considerations such as walkability, development design guidelines, multi-modal opportunities, social services and more…". Recommendations include utilizing Community Development Corporations (CDCs) primarily and focusing redevelopment on two key locations 1) The intersection of Section Road and Reading Road and 2) Valley Theater Shopping Center area.

Section Road and Reading Road intersection

The HCP+D Study also proposed some Short Term Recommendations (1-5 years) including: completing sidewalks along the Reading Corridor; demolishing the vacant/underutilized/obsolete buildings (such as the former Drake Motel, former Arby's, and Carrousel site) and preparing these sites for future development; attending to overgrown or problematic trees along the streetscape; reviewing code enforcement procedures; exploring the possibility of establishing a Joint Economic Development District/Zone (JEDD/JEDZ) in this corridor to finance public infrastructure improvements and preparing sites for future economic redevelopment; and exploring concepts of recreational trail connections anticipating the Mill Creek trail as it approaches the corridor to the west.

HCDC Market Study/Reading Road Corridor Study (December 2015)

Following the World Town Planning Day event in November 2015, HCP+D initiated an updated study for the Reading Road Corridor, commissioning the Hamilton County Development Corporation (HCDC) to prepare the study.

Findings from the study included numerous impediments to future development: loss of destination character; significant real estate surplus; obsolete real estate; demographic changes (community is aging and not growing significantly); poor public infrastructure; weak public maintenance enforcement, poor land use oversight and planning; concentrations of social and human service facilities (which bring many outsiders to community); relatively narrow range of residential homeownership options; stable residential areas adjacent to deteriorating commercial corridor, limited political will; negative perceptions; property stewardship and disinvestment.

The recommendations from the report included: an organized, collaborative redevelopment effort; identify target businesses - distribution, allied medical and automotive repair, sales, and related services; identify and support value-priced office space and business incubator support services; Roselawn Center redevelopment; replace the Valley Center with multi-generational community recreational center; aggressively market Roselawn as a residential choice in Cincinnati and assemble targeted properties for property control and future redevelopment.

Roselawn Center at intersection of Reading Road and Roselawn

The Pepsi facility located on Sunnybrook Drive is an example of the stable industrial corridor east of Reading Road

Port Authority/Community Building Institute (CBI) Roselawn/Bond Hill Plan (March 2016)

This plan is the "shared community vision… about the future of Bond Hill and Roselawn" of …"community residents, educators, business owners, pastors and parishioners and leaders" and was supported by the following organizations: Bond Hill Community Council; Roselawn Community Council; Port of Greater Cincinnati Development Authority; Community Building Institute (CBI); City of Cincinnati and the Greater Cincinnati Foundation.

Goal #1 of the plan is to "revitalize and maintain the Reading Road corridor in the Bond Hill and Roselawn business district." Action steps include: 1) Establish a lead organization for implementation of the Business District recommendations; 2) Lay groundwork for redevelopment, implement a place-based revitalization strategy revolving around walkable centers of activity; 3) Facilitate major private investment: In the next 10 years, improve the number and the mix of businesses to serve residents and daytime population and finally 4) Engage the community and stakeholders throughout the development process.

In the wake of these planning efforts, Hamilton County Planning + Development proposed a series of meetings with staff from the four jurisdictions impacted by the corridor. The jurisdictional leadership has been meeting for the past 4 years to develop a coordinated approach to enhancing the corridor.

Changes in the Corridor since 2016

During the course of the jurisdictional meetings several important events took place that created new momentum for improving the corridor:

Port Authority purchase of former Gibson Card Site (AKA 2100 Section, Cincinnati Centerpoint Industrial Site - CCIS)

On April 13, 2016, the Port of Greater Cincinnati Development Authority (now The Port) announced it planned to purchase the former Gibson Greeting Cards site - the 56-acre industrial site at 2100 Section Road in Amberley Village that was a manufacturing plant for Gibson Greeting Cards from 1956 - 2006. The Port Authority bought the site for $8.5 million and is part of a new program designed to develop 500 acres of "underperforming industrial sites" for "higher-wage manufacturing jobs by 2022." Overall the Port Authority approved the issuance of "up to $20 million of mortgage revenue bond anticipation notes in 2016 to fund the purchase of industrial sites." Private capital, as well as grants and other sources of public funds, were used to prepare and assemble the site. The Port Authority foresees the optimal development of the site would produce a new "660,000 square foot manufacturing facility that produces up to 990 jobs."

Demolition of the existing structure on the site began in December 2016. The demolition and minor environmental remediation and stormwater drainage improvements were completed in the Summer of 2017. The Port "developed a social impact investment program, called Patient Capital Notes, in which investors,…, invest funds for economic/social return of attracting new advanced manufacturing jobs to the region." The Port also issued "a $2 million bond that supplemented the purchase. To complete the redevelopment, the Port was awarded a $2.26 million grant from JobsOhio, a $2 million grant from Hamilton County, and $180,000 from Amberley Village." The Port's strategy for this project was to "focus on revitalization of underutilized industrial sites for the attraction of new advanced manufacturing jobs to the region…Advanced manufacturing is clean, efficient manufacturing that involves the use of technology to improve products and processes." The Port has promoted 2100 Section Road through multiple marketing through LoopNet, CoStar, REDI Cincinnati, the social media channels - Twitter and LinkedIn and its own The Port Marketing Collateral.

Amberley Village Rezoning of south side of CCIS

At the August 1, 2016 meeting of the Amberley Village Planning Commission/Board of Zoning Appeals, a report (Case 2000) was presented by Scot Lahrmer, Village Manager, concerning the Port of Greater Cincinnati Development Authority's request for a zone change on 17.06 acres of the CCIS from residential to industrial. The majority of CCIS (39 of the 56 total acres) was zoned Industrial A. Lahrmer noted in his presentation that Jobs Ohio had pledged over $2.2 million to "prepare the site for future advanced, clean manufacturing" and that "the proposed zoning change from Residential to Industrial A is required by Jobs Ohio as a condition for the funding (to prepare the site)."

At this meeting, Melissa Johnson of the Port Authority stated that the Port Authority's reason for "the uniform zoning on the parcel is to capture a company in alignment with the Village's goals and to meet funding requirements with Jobs Ohio." Lahrmer noted that "encouraging economic development is a key objective to the Village's overall financial strategy" and that "the 2009 Vision Pillars included attracting and retaining businesses, and in 2013, staff generated a financial sustainability report that included an objective to implement managed growth plans for economic development."

The Planning Commission/BZA voted on the zone change and it was approved.

At the August 8, 2016 meeting of the Amberley Village Council, Mayor Muething conducted the first reading of Ordinance 2016-13, Ordinance Amending Zoning Map to Rezone 17.6 Acres Located at 2100 Section Road Owned by The Port Authority from Residential "A" and "B" to Industrial "A."

Sycamore Township Acquisition of "borrow pit" site

On July 15, 2016, the Sycamore Township Community Improvement Corporation (CIC) acquired the former ODOT "Cross County Highway borrow site" for approximately $400,000. The 20.23 acre site has access to Reading Road via Chaucer Drive. This purchase is in addition to Sycamore Township's previous acquisition of a portion of the former Carrousel Motel site. That site was acquired on November 12, 2014 for approximately $70,000. The site is 8.17 acres in size. This significant investment by the Township is just another indication that the jurisdictions are ready to contribute public resources to improve the corridor.

2100 Section Road property

The Port buys former Drake Motel and former Carrousel Inn & Suites Properties

The Cincinnati Enquirer reported on February 16, 2022 that the Port redevelopment agency had paid $1.5 million for the former Drake Motel and a portion of the former Carrousel Inn & Suites properties on Reading Road, and that this, "is the first step in turning the 93,000 square feet of real estate into advanced manufacturing operations with high-paying jobs". The Enquirer article also cited that the "Hamilton County Commissioners agreed to set aside $2 million to project for the purchase of the properties, to demolish the buildings, to remove any contaminants at the sites and to otherwise get the locations ready for redevelopment".

Cross Country Highway "borrow site" and Carrousel Inn properties

City of Cincinnati Commitment of $3 million to New CDC

On May 25, 2016, City of Cincinnati Mayor John Cranley at a meeting at the Avondale Town Center announced a "$3 million commitment to Bond Hill and Roselawn for capital projects" that will be managed by the Port Authority and a new "non-profit community development, finance and community engagement organization," the Community Economic Advancement Initiative (CEAI), which will have Damon Lynch III as its President.

The Port Authority's press release for this $3 million commitment from Mayor Cranley also noted that the Port Authority and the new Community Economic Advancement Initiative "will jointly bring forward projects consistent with the Bond Hill + Roselawn Plan. Goal #1 from the Bond Hill + Roselawn Plan is "revitalize and maintain the Reading Road corridor in the Bond Hill and Roselawn business districts."Action Step 1 (for Goal #1) is to "establish a lead organization to lead implementation of Business District recommendations."Thus, the creation of the Community Economic Advancement Initiative and naming of Damon Lynch III as its President fulfilled the first step of the plan.

Action Step 4 (for Goal #1) "engage the community and stakeholders throughout the development process" will be imperative for the CEAI and its leader, Damon Lynch III to implement. The Bond Hill + Roselawn Plan notes that the development process should also "support extensive, continuous stakeholder engagement (this could include an ad hoc Development Committee composed of various key stakeholders that would meet monthly)."

Reading Road Corridor Group

Given these investments indicating jurisdictional interest in the corridor, HCP+D convened representatives from the jurisdictions to discuss short term and medium term actions that can continue the momentum towards successful redevelopment. At the first meeting of the jurisdictional representatives, they agreed to meet several more times to identify a common vision for addressing issues facing the corridor including: transitioning the corridor from retail to light industrial/distribution land uses, identifying the key sites for acquisition/demolition, evaluation of possible infrastructure investments, and understanding the safety/human services issues facing the corridor.

The second meeting of the jurisdictional representatives focused on economic development. The group also decided to have a private developer in the corridor meet with them at a subsequent meeting. The next meeting Ken Schuermann, a local resident and developer of distressed properties spoke to the group. The discussion led to ideas such as a uniform zoning overlay for the corridor and the creation of a public/private entity to facilitate the purchase of targeted properties.

Transportation infrastructure was the focus of the fourth jurisdictional meeting. Transportation officials from the Ohio Department of Transportation (ODOT) District 8 and the City of Cincinnati Department of Transportation and Engineering (DOTE) identified possible projects and funding sources.

Representatives from each jurisdiction's public safety entities attended the next meeting. There was general consensus that vice crime is an issue in the corridor, however the challenge of multiple jurisdictions with different dispatch systems showed how coordinating to address the issue will be challenging.

Recommendations

Continue working with the Ohio Department of Transportation (ODOT)

The Ohio Department of Transportation (ODOT) has programs that may be able to help with road infrastructure improvements along Reading Road (US 42). ODOT's Highway Safety Improvement Program (HSIP) and Jobs & Commerce Division are two of the programs.

City of Cincinnati Department of Transportation and Engineering (DOTE) staff indicated a five lane cross section may be appropriate for the Reading Road Corridor. This long term fix may require working through the OKI process. Shorter term improvements may be worthy of an ODOT safety application or through an economic development process.

Another possible way to fund transportation improvements is to use Community Development Block Grant (CDBG) money. For example, CDBG funds could be used to complete pedestrian connections in the City of Reading and Sycamore Township. Other possible resources for transportation improvements include the Port Authority and County Commissioners.

ODOT's safety project for sidewalks in Sycamore Township and City of Reading portions of the corridor

On the west of U.S. 42, between Sunnybrook Drive and the S.R. 126 exit ramp, they are constructing sidewalks for improved pedestrian safety. Traffic impacts are minimal, but the work zone area will have traffic maintenance.

ODOT's safety study of entire corridor

The Ohio Department of Transportation (ODOT) conducted a safety study of the US-42 corridor between Losantiville Avenue/Kenova Avenue and E. Galbraith Road to provide high-level analysis of the corridor. The study assesses the cost, feasability, and safety benefits of widening US-42 from four to five lanes. Needs for this designated area include widening US-42 to five lanes, adding bike lanes, including on street parking, access management, and intersection improvements.

Ready for Redevelopment

Clearly, the political boundaries of this corridor present challenges for its successful redevelopment. The simple fact that three jurisdictions control portions of the frontage creates challenges from the zoning perspective, the provision of safety services, coordination of streetscape, etc. The location of the jurisdictions also impacts the area. The City of Reading section of the corridor has no residential structures – and is separated from the rest of the City of Reading by Cross County Highway. The part of the corridor located in Sycamore Township is an island of the township – disconnected from the two main parts of the Township near Kenwood Mall and the intersection of I-71 and I-275. In addition, there are the challenges related to the different powers and procedures of incorporated and unincorporated jurisdictions.

Even with these challenges, progress was made by the jurisdictions through reaching a consensus on the proposed future land use for this corridor thus enabling everyone to have a shared vision moving forward. With this consensus vision the prospect for the successful redevelopment of the corridor should continue apace. As the above Reading Road Corridor Proposed Land Use Map shows most of the land use would be dedicated to Light Industrial uses while existing Commercial uses at the four corners of Sunnybrook Drive and Reading Road and some parcels fronting Reading Road on the west, as well as those parcels on the northwest and northeast corners of Reading Road and Summit Road will continue as Commercial Uses. With the recent purchase by the Port of the former Drake Motel site and a portion of the Carrousel Inn & Suites sites (described above in "The Port buys former Drake Motel and former Carrousel Inn & Suites Properties") and the Hamilton County Commissioners setting aside $2 million towards the project for purchase, building demolition and removal of contaminants from the site thus making it ready for redevelopment, a major hurdle for the successful redevelopment of the Reading Road corridor has been overcome.

Conceptual Design of the former Carrousel Inn & Suites site

Steps to Collaborative Redevelopment

Catalyze a development on the corridor

Redevelopment of the 2100 Section Road/CCIS would be an important catalyst for the whole corridor and even the region, but redevelopment of a site on Reading Road would have more visible impact and would create momentum for further redevelopment. With the Port's recent purchase of the former Drake Motel and Carrousel Inn & Suites properties and the County's $2 million contribution towards the purchase, demolition of the buildings and removal of contaminants from the site, this could be a more likely candidate for a catalytic redevelopment site. The COVID-19 pandemic has created more interest in possibilities of light industrial development of the former borrow pit and rear of the Carrousel sites that are owned by the Township. The development of this site could become a showcase for the vision for the entire corridor.

Shift from Retail Uses to a blend of Commercial and Light Industrial Uses

Initial analysis of the zoning codes and maps that pertain to the properties in the corridor shows an emphasis on retail development. Participating jurisdictions indicated an interest in replacing these retail zones with a light manufacturing designation with uniform design standards (across the jurisdictional boundaries).

This plan recommends a future land use of light industrial from Summit Avenue to the northern corporate line on the east side of Reading Road in the City of Cincinnati. Depth of parcels limits the ability to make similar land use changes on the western side of the corridor that is in the City of Cincinnati. Light industrial uses are also recommended for the portion of the corridor in the City of Reading – except for the two corners at Sunnybrook Avenue where retail uses should be considered. Finally, the portion of the corridor in Sycamore Township is also envisioned as light industrial except for the existing condominiums and townhouses on Chaucer Drive and possibly the existing office building at the Northwest corner of Chaucer Drive and Reading Road.

Existing plans support redevelopment in the corridor

The Sycamore Township Land Use Plan-2030 identifies its portion of the Reading Road Corridor Study area as "Reading Road/Galbraith Policy Area" with "Implementation Strategies" for this Policy Area as follows:

1. Continue to consider purchasing and land banking property in this area through the Sycamore Township CIC and holding on to the property until a viable user can be found;
2. Continue partnerships with other local and regional public entities to coordinate development in the area (see Reading Road Corridor Plan);
3. Work with local realtors and developers to determine the marketability of this policy area;
4. Rezone the non-residential portions of this policy area to FF Planned Industrial;
5. Consider buffering strategies to mitigate adverse impacts on existing residential uses.

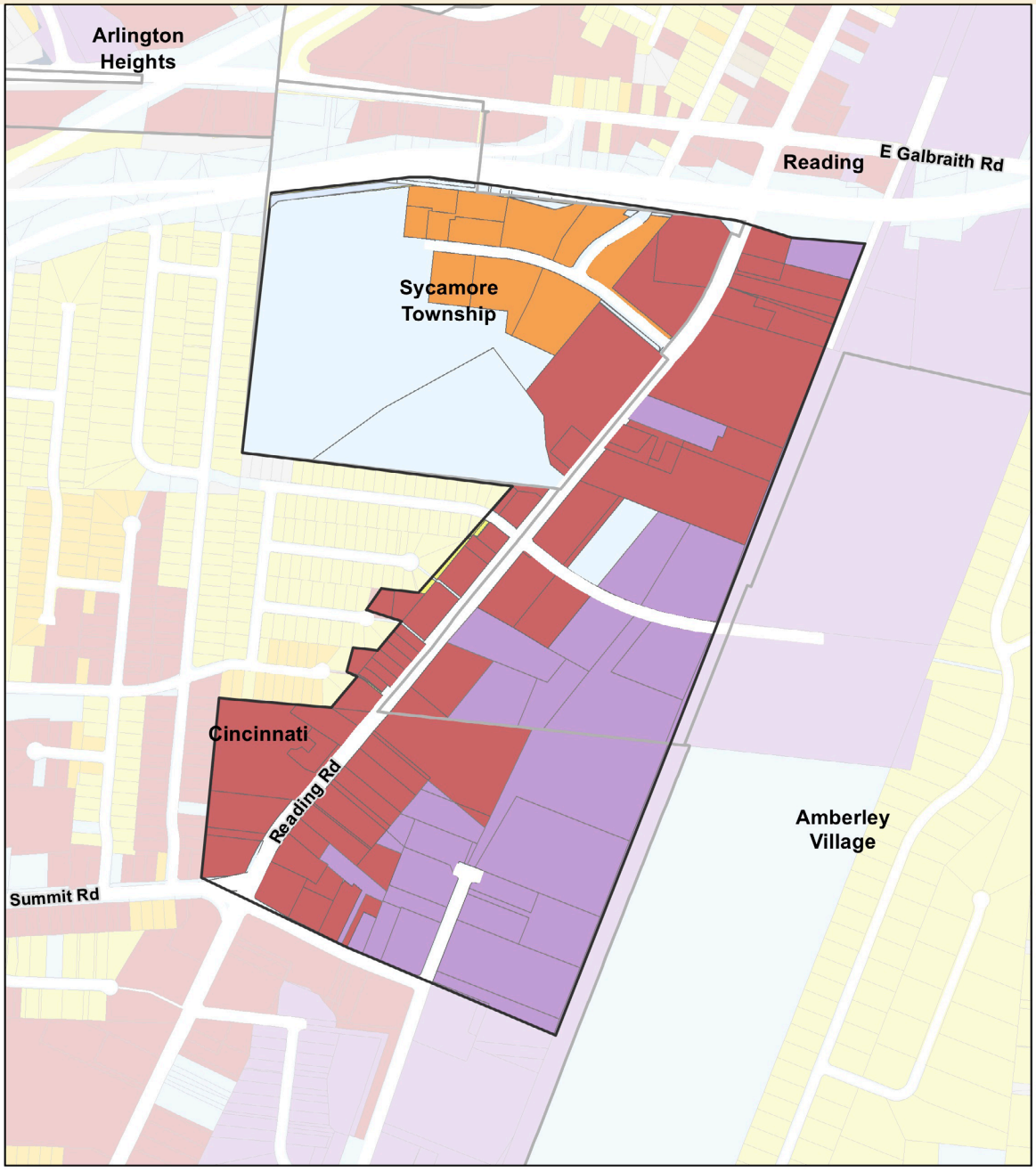
The *City of Reading, Ohio Comprehensive Master Plan October 2008* identifies its portion of the Reading Road Corridor Study as the "E-South Reading Commercial Concept Area". The Master Plan noted that the "Concept Area has excellent vehicular access, with Cross County Highway (S.R. 126) and Galbraith Road providing east-west access and Reading Road (U.S. 42) providing north-south access", and that, "this Concept Area is located in the Reading Road Community Reinvestment Area (CRA) which allows tax abatement for improvements made to commercial properties. New construction is eligible for up to 15 year tax abatement for up to 100% of the increased value after the new construction."

Modern building, lighting and landscape standards are expected to be applied by all three jurisdictions in the redevelopment of these sites.

The ensuing steps for the partner jurisdictions of this plan would be approval/adoption of the plan by the elected leadership of the City of Reading and Sycamore Township and for the City of Cincinnati, incorporation of the plan in the Bond Hill + Roselawn Plan. As of March 2022, the Sycamore Township Board of Trustees has adopted a new *Sycamore Township Land Use Plan-2030* that reflects the proposed land use of Light Industrial and Multi-family Residential in the Reading Road Corridor study area. The City of Reading also supports the proposed land use changes along the east side of Reading Road which are now primarily Commercial Use and would be changed to Industrial Use, with the exception being the two parcels that front Sunnybrook Drive. The City of Reading City Council will consider the plan for adoption after a presentation to the Council by Linda Fitzgerald, Economic Development Consultant. Carol Smith, Executive Vice-President of the Roselawn Community Council and Core Team Member of the Reading Road Corridor Plan, will present the plan to Roselawn Community Council for their consideration.

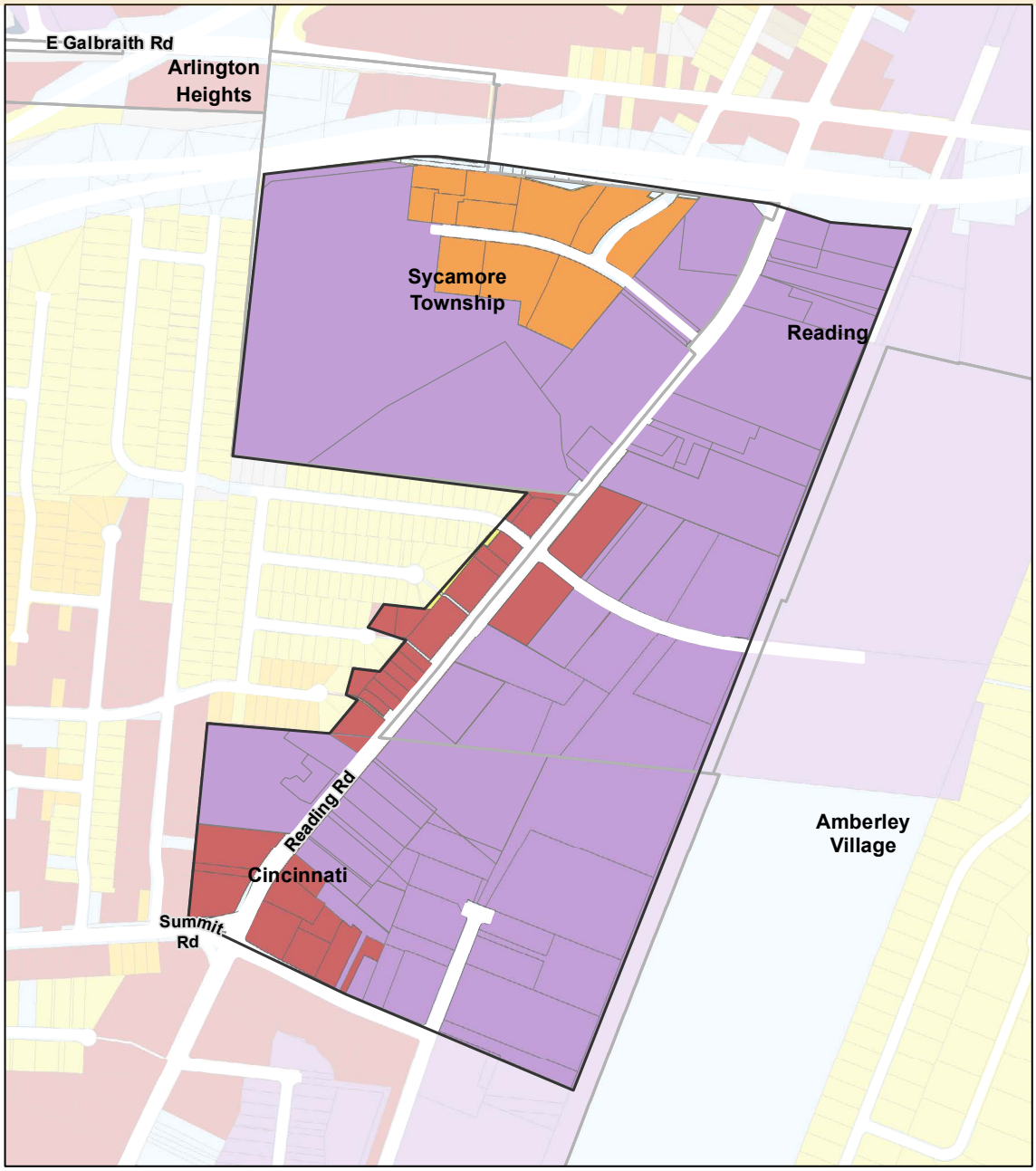
Official approval of this plan by each of the participating jurisdictions is important for several reasons. Consideration and approval by each shows a shared vision for the corridor, puts a plan in place for development, and gives each jurisdiction guidance on how development can and should occur in the corridor. Ideally, this plan will provide guidance to developers in the beginning phases of project planning and ensure they and the jurisdictions are on the same page. The future of this area is bright and with the correct implementation this vision of this corridor can be achieved.

Reading Road Corridor Existing Land Use



Much of the Existing Land Use in the corridor is Commercial. The northwest portion of the Corridor, the previous Carrousell Inn and Cross Country Highway borrow site, are currently vacant. Much of the auto-oriented commercial land in the corridor is under-utilized and does not directly provide for the adjacent communities. The light manufacturing areas are mostly warehousing and other manufacturing.

Reading Road Corridor Proposed Land Use



The proposed land use for the Reading Road Corridor involves changing much of the commercial land to light industrial. The vacant parcels in the northwest portion of the corridor would also become light industrial. The existing light industrial in the community, such as the Pepsi Facility, have helped bring investment into the corridor. The change of land use from commercial to light industrial is proposed from Summit Avenue to the northern corporate line on the east side of Reading Road.

Proposed Changed Parcels

Jurisdiction	Parcel ID	Parcel Address	Current Land Use	Proposed Land Use
City of Cincinnati	117-0011-0027-00	1848 SUMMIT RD	Commercial (Parking Lots)	Light Industrial
City of Cincinnati	117-0011-0084-00	7762 READING RD	Commercial (Office)	Light Industrial
City of Cincinnati	117-0011-0006-00	7770 READING RD	Commercial (Auto Sales and Service)	Light Industrial
City of Cincinnati	117-0011-0005-00	7784 READING RD	Commercial (Other)	Light Industrial
City of Cincinnati	117-0011-0004-00	7798 READING RD	Commercial Vacant	Light Industrial
City of Cincinnati	117-0011-0052-00	7798 READING RD	Commercial (Retail)	Light Industrial
City of Cincinnati	117-0014-0204-00	7759 READING RD	Commercial (Food)	Light Industrial
City of Cincinnati	117-0014-0105-00	7751 READING RD	Commercial (Bars)	Light Industrial
City of Cincinnati	117-0014-0210-00	7743 READING RD	Commercial (Motel)	Light Industrial
City of Cincinnati	117-0011-0052-00	7798 READING RD	Commercial (Other)	Light Industrial
City of Reading	671-0021-0007-00	7800 READING RD	Commercial (Parking Lots)	Light Industrial
City of Reading	671-0021-0008-00	7900 READING RD	Commercial (Auto Service Station)	Light Industrial
City of Reading	671-0021-0011-00	8000 READING RD	Commercial (Auto Sales and Service)	Light Industrial
City of Reading	671-0021-0003-00	8054 READING RD	Commercial (Full Service Bank)	Light Industrial
City of Reading	671-0021-0021-00	8054 READING RD	Commercial (Vacant)	Light Industrial
City of Reading	671-0021-0073-00	8080 READING RD	Commercial (Crossroads Condominium)	Light Industrial
City of Reading	671-0021-0029-00	8020 READING RD	Commercial (Crossroads Condominium)	Light Industrial
City of Reading	671-0012-0044-00	8200 READING RD	Commercial (Parking Lots)	Light Industrial
City of Reading	671-0012-0043-00	8340 READING RD	Commercial (Retail)	Light Industrial
City of Reading	671-0012-0097-00	8352 READING RD	Commercial (Retail)	Light Industrial
Sycamore Township	600-0360-0113-00	8404 KENWOOD RD	Vacant Land	Light Industrial
Sycamore Township	600-0360-0008-00	7965 READING RD	Vacant Land	Light Industrial
Sycamore Township	600-0360-0012-00	8001 READING RD	Commercial (Vacant)	Light Industrial
Sycamore Township	600-0360-0007-00	7979 READING RD	Commercial (Retail)	Light Industrial
Sycamore Township	600-0360-0009-00	7700 READING RD	Residential (Vacant)	Light Industrial
Sycamore Township	600-0360-0013-00	8075 READING RD	Commercial (Office)	Light Industrial
Sycamore Township	600-0360-0025-00	8109 READING RD	Commercial (Motel)	Light Industrial

Appendix A: Participants

Core Team

Carol Smith, Executive Vice-President, Roselawn Community Council
Kevin Ludat, Roselawn Business Alliance
Harry Holbert, Zoning Coordinator, Sycamore Township
Skylor Miller, Planning & Zoning Administrator, Sycamore Township
Scot Lahrmer, Village Manager, Amberley Village
Wes Brown, Amberley Village
Greg Koehler, Economic Development Specialist, City of Cincinnati
James Weaver, Planner, City of Cincinnati
Marie Dienger, Planner, City of Cincinnati
Steve Johns, Planning Services Administrator, HCP+D
Patrick Ross, Administrator, City of Reading
Linda Fitzgerald, Economic Development Consultant, City of Reading
Dean Niemeyer, Principal Planner, HCP+D
Brian Wamsley, Senior Planner, HCP+D
Barry Strum, HCDC
Melissa Johnson, Port Authority

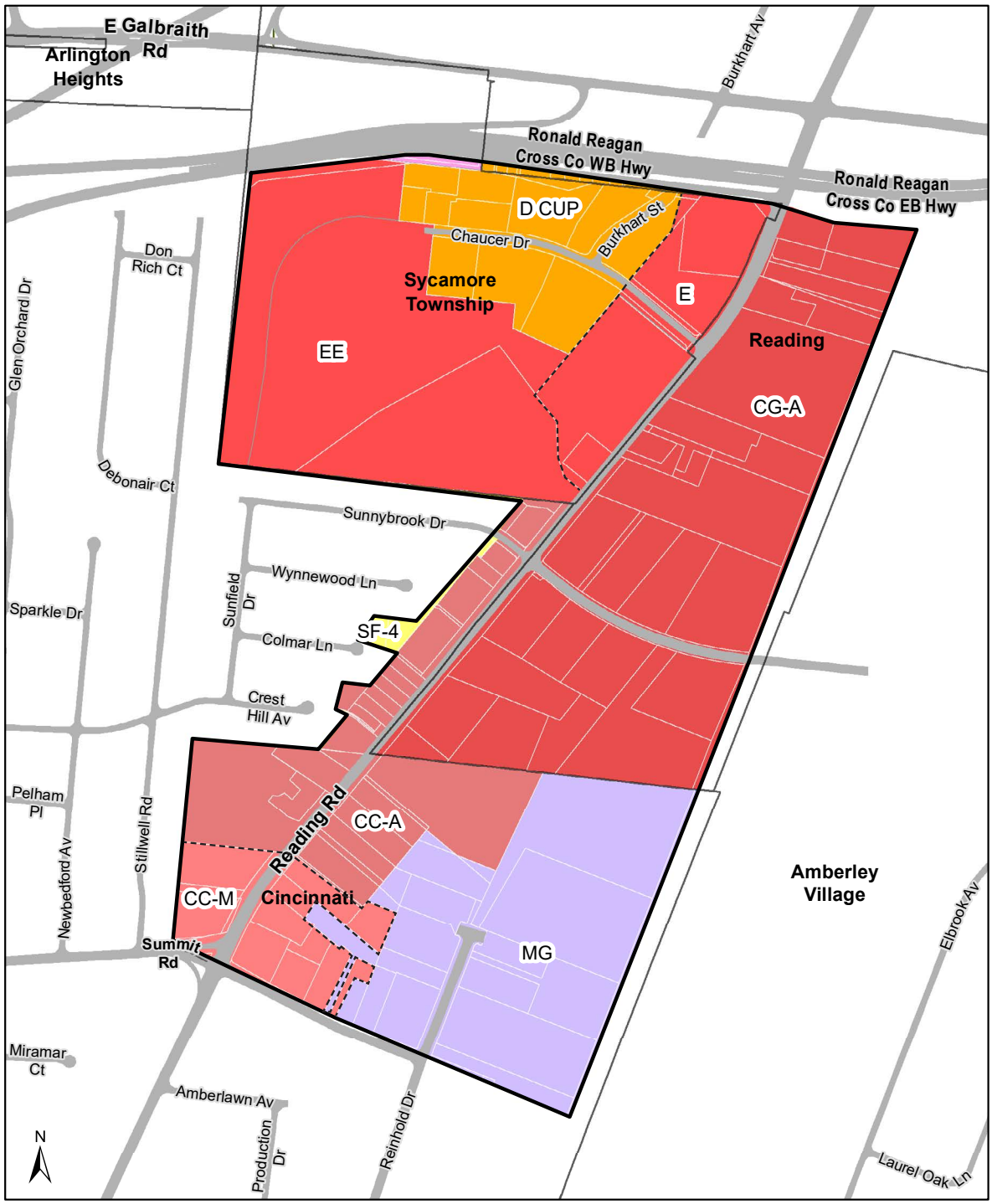
Public Safety Representatives

Chief Richard Wallace, Amberley Village
Chief Scott Snow, City of Reading
Capt. Martin Mack, City of Cincinnati
Officer Eric Kidd, Hamilton County Sheriff

Transportation Representatives

Bryan Williams, City of Cincinnati DOTE
Stefan Spinosa, ODOT
Tommy Arnold, ODOT

Appendix B: Reading Road Corridor Zoning Map



Zoning

City of Cincinnati

- CC-A Community Commercial - Auto
- CC-M Community Commercial - Mixed
- MG Manufacturing General
- SF-4 Single-Family Residential

Sycamore Township

- D CUP Multi-Family Residential
- EE Planned Business District
- ERetail

City of Reading

- CG-A Commercial General

0 0.075 0.15 Miles

1 inch = 0 miles