

Hartwell

Neighborhood Business District Plan



Approved by Cincinnati City Council
April 25, 2012

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Acknowledgements

The City Planning Department prepared this plan with assistance from the Department of Community Development.

The planning process was lead by the Hartwell NBD Planning Committee - a group of Hartwell Improvement Association (HIA) members, Hartwell residents, property owners, and business owners.

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Executive Summary

The Hartwell neighborhood has a unique location: as the northernmost neighborhood in our City it is immediately surrounded not only by the Cincinnati neighborhoods of Carthage, Roselawn and Bond Hill, but also by the cities of Wyoming and Arlington Heights, the Village of Lockland, and Springfield Township.

The Study Area

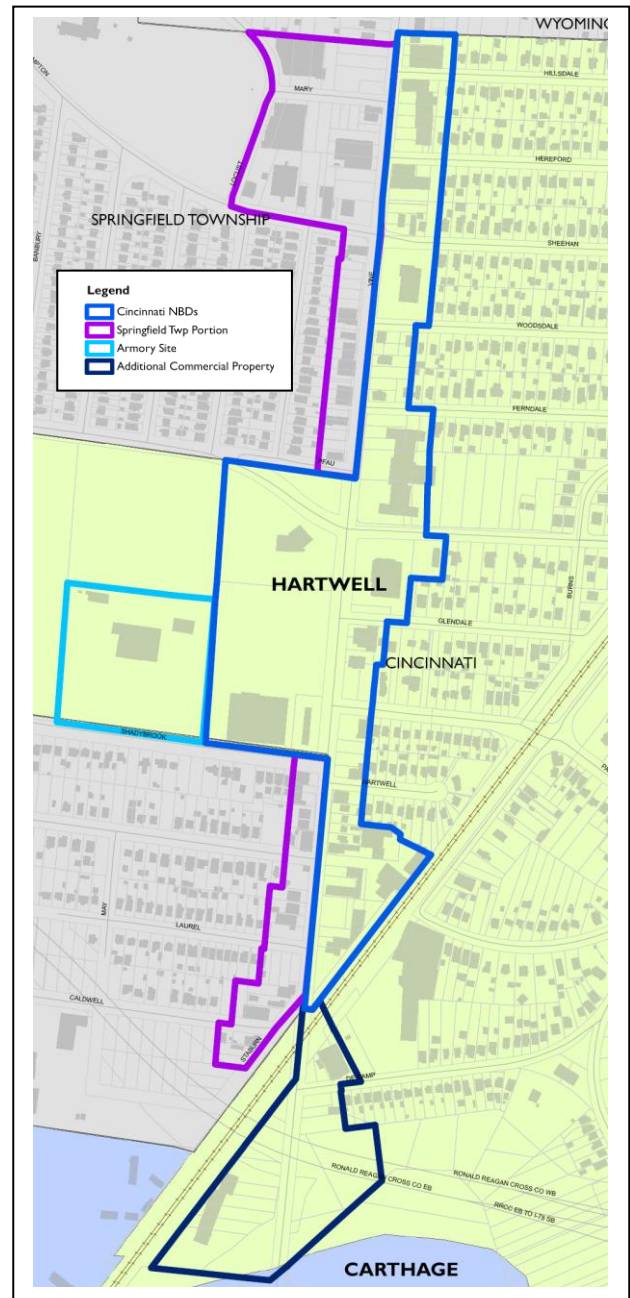
The officially recognized Hartwell Neighborhood Business District (NBD) is centered around the Vine Street and Galbraith Road intersection, stretching north to the City's municipal boundary and south to the railroad tracks that intersect Vine Street just north of DeCamp. The properties within Hartwell's NBD are only a portion of the larger Vine Street commercial corridor, which spans the same length, but also includes about 30 commercial properties in Springfield Township. The commercial corridor serves the residents of not only Hartwell and Springfield Township, but the other surrounding neighborhoods and municipalities.

The study area for this Plan includes not only the officially recognized boundaries of the NBD, but also the other commercial properties in Hartwell on Vine Street, as well as the vacant Hartwell Armory Site, located on Shadybrook Avenue immediately west of the Hartwell Kroger Store.

The study area for this Plan also goes beyond the realm of the physical. Recommendations for this Plan include proposed changes to the built environment of the NBD, but also organizational changes to the Hartwell Improvement Association (HIA) to increase capacity and ready the organization for the work needed for a community organization to successfully navigate the channels of City funding and complete multiple infrastructure projects.

The Neighborhood Business District

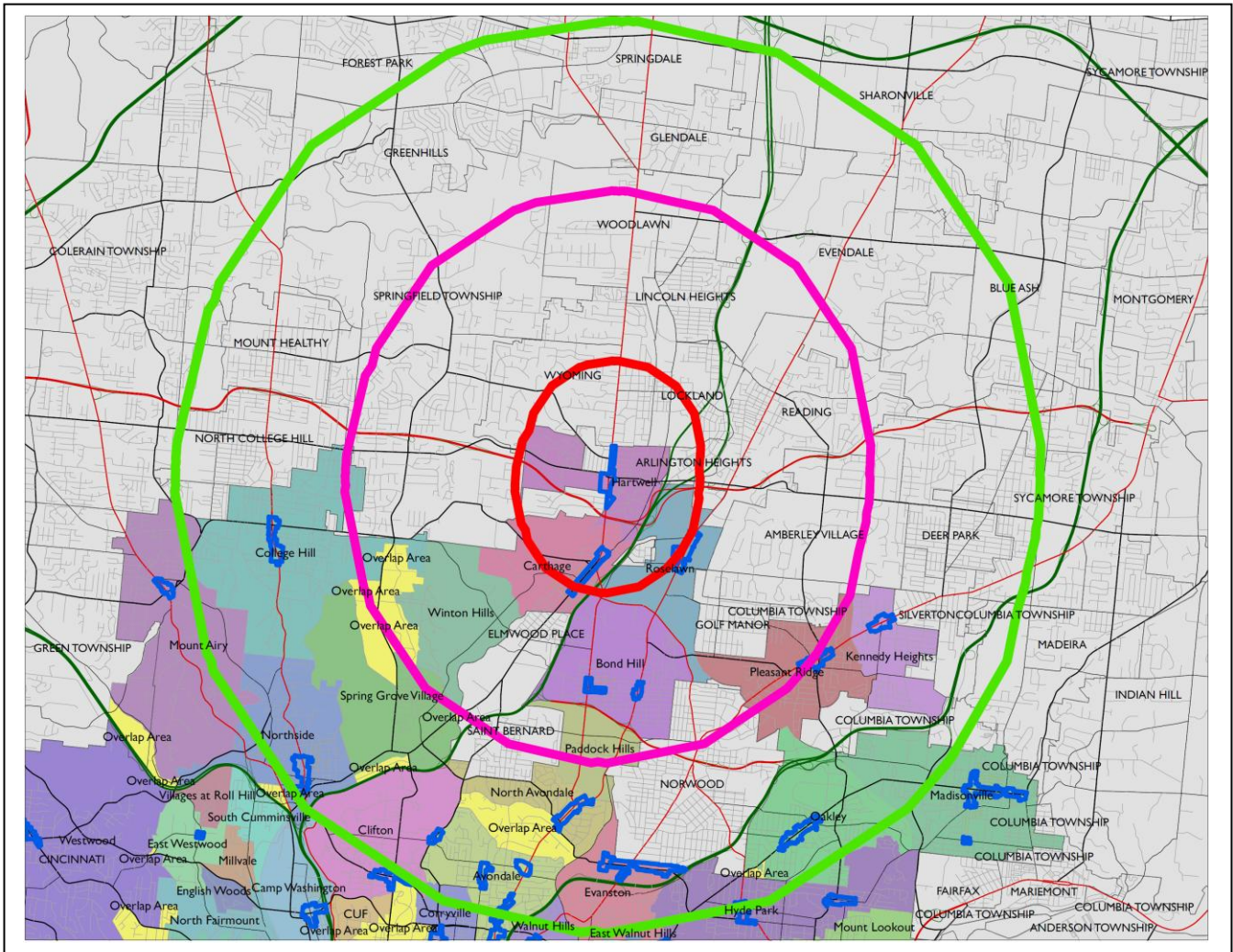
The Hartwell Neighborhood Business District (NBD) is the center of the Hartwell community. The Hartwell Elementary School and the Hartwell



Hartwell NBD Plan Study Area

Recreation Center are located at the primary intersection of Vine Street and Galbraith Road.

One of the greatest assets of the Hartwell NBD is its location, with easy access and high visibility. Located within just 5 miles of the NBD are 13 of Cincinnati's neighborhoods, 15 other Neighborhood Business Districts, and 17 other municipalities and townships in Hamilton County.



Hartwell's location in the Cincinnati Region.

Within one mile, there are more than 15,000 residents living in over 7,700 housing units. Also within that mile, there are over 2,300 housing units with no access to a vehicle within the City of Cincinnati alone, making the accessibility of the local services provided within the NBD essential to the daily lives of local residents.

There is convenient access to both Interstate 75 and Ronald Reagan Cross County Highway, and an estimated 15,000 cars that travel through the Vine and Galbraith intersection each day.

Another important asset is the strength of the NBD's existing businesses. While there is the potential for infill development, consolidation of property, elimination of curb cuts, and improved maintenance and landscaping, these improvements would be building on a strong core.

Although the primary intersection of Vine Street and Galbraith Road appears to be somewhat fractured due to the unusual island in the center of the intersection, it is anchored by three very strong uses: a recently built Walgreens store at the southeast corner, a newly renovated Hartwell Recreation Center at the southwest corner, and the newly renovated Hartwell Elementary School at the northeast corner.

Additionally, the NBD boasts another pharmacy (a CVS), a bank, a Kroger grocery store, which has become more regionally important since the recent closing of the Roselawn Kroger store, as well as several restaurants. Other unique uses include the Friends of the Public Library building as well as the Country Fresh Market, an independent produce market (located in Springfield Township).

At the southern end of the NBD, there are several automobile dealerships and repair shops. Alford Motors and Torbeck's Auto (which is located in Springfield Township) are reminiscent of the history of Vine Street as a destination for auto sales and repairs for many decades. These two community staples have worked to maintain the appearance of their own properties, and in doing so have inspired other property owners at the south end of the NBD to make improvements.

Due west of the NBD, the Drake Center is home to a medical facility offering long-term acute rehabilitation, transitional nursing and therapy care, and assisted living for seniors. Additionally, Drake provides outpatient services, wellness services for the community, and on-site research studies. While not technically located within the NBD, it is one of the area's largest employers and undoubtedly has the potential to have a positive impact on the businesses in the Hartwell NBD.

These assets are building blocks for future improvements in the Hartwell NBD. While many NBDs in Cincinnati struggle with retaining stable businesses and basic property maintenance, Hartwell is fortunate to be home to numerous strong businesses and other community uses. With this strong base, basic infrastructure improvements and regulatory and design considerations can have a significant impact.

The Vision and Goals

The overall Vision for the Neighborhood Business District follows:

The Vision

The Hartwell NBD on the Vine Street Commercial Corridor is a unique, vibrant, regional-serving business district. It features clean, attractive, safe and walkable streets; strong, vital and active local and national businesses; historic and renowned local and regional institutions; and is a hub of neighborhood activity for residents of Hartwell, and also serves Wyoming and Springfield Township, Arlington Heights, Carthage, and Roselawn.

The Overall Goal

The Hartwell NBD on the Vine Street Commercial Corridor will achieve its Vision by:

- Leveraging the recent major improvements to the Hartwell Elementary School and Hartwell Recreation Center;
- Taking advantage of its prime location, solid residential base, and strong existing businesses and institutions; and,
- Strengthening its community and business organizations to systematically make improvements to public spaces, encourage redevelopment of key properties, and further stabilize the district.

The Five Goals

The Goals for the Hartwell Neighborhood Business District Plan are as follows:

1. Reinforce the role of the community organizations in implementing changes in Hartwell
2. Improve the Visual Appearance of the NBD and encourage better Property Maintenance
3. Encourage future development and ensure that it is sensitive to the character of the Hartwell NBD and enhances the walkability of the Vine Street Corridor.
4. Make the Vine/Galbraith Intersection more attractive, as well as safer for both vehicular and pedestrian traffic.
5. Redevelop the Armory Site.

Introduction

Background

The Hartwell neighborhood began actively planning the future of its Neighborhood Business District (NBD) in 2004. Working with GroundWork Design Collaborative LLC, Hartwell residents and business owners met during the fall of 2004 to participate in a visioning and design process that lead them to a request to the City of Cincinnati for design and construction work for an enhanced neighborhood gateway at the intersection of Vine and Galbraith. The request did not receive funding, but the process began to make Hartwell residents and business owners want to learn more about the funding process and think more seriously about how to make improvements to their NBD.

In January 2008, Hamilton County Development Company (HCDC) released the Vine Street Commercial Corridor Study. Requested by the City of Wyoming and Springfield Township, the Study focuses on the northern portion of the Vine Street Commercial Corridor, from the intersection of Vine and Galbraith north to the City of Wyoming border. The City of Cincinnati and the Hartwell neighborhood did not participate in this study. This caused concern for the leaders of the Hartwell Improvement Association (HIA) who approached City of Cincinnati Director of City Planning Charles C. Graves, III with a request for a plan for the entirety of the Hartwell NBD.

Work on a Plan for the Hartwell NBD began in the fall of 2008 and continued into early 2009 with a series of public meetings to resume the work that had begun in 2004. At the public Kick-off Meeting, Hartwell residents, property owners and business owners participated in a candid discussion about the neighborhood's strengths, weaknesses, opportunities, and threats. In subsequent meetings, as a core group of Planning Committee members began to regularly attend meetings, the primary ideas discussed at that first meeting were refined into a series of Issue Areas, and then into Goals and Objectives. With assistance from City

Staff, the committee carefully considered a number of strategies to meet their goals.

During the remainder of 2009, work on the Hartwell NBD Plan took a hiatus in order to work through the Request for Proposal (RFP) and Preferred Development Agreement processes for the vacant, City-owned Hartwell Armory site, which is located immediately to the west of the Kroger store, just outside the official boundary of the NBD. The Planning Committee understood that the future use of the Hartwell Armory site would undoubtedly have an impact on the NBD, and therefore the formal planning process was placed on hold. During the City's RFP process, two proposals were received: one for a senior housing development and another for a medical office building that would potentially be associated with Drake Hospital next door. The medical office building was selected as the development and the remainder of 2009 and into 2010 the proposed developer of the medical office building worked with the City of Cincinnati Department of Community Development toward a preferred developer agreement.

NBD Planning Meetings resumed in early 2010 and the Planning Committee started by reassessing the work they had completed in 2008 and 2009. At a series of open-house-style meetings, Hartwell residents, property owners and business owners, reviewed the proposed goals, objectives and strategies and participated in a prioritization exercise. The Planning Committee then devised a series of short, medium, and long term Action Steps and discussed the specific activities and timeline that would be required. The Hartwell NBD Plan was presented to the Hartwell Improvement Association at a special meeting on October 19, 2010.

In late 2010, it was determined that the proposed medical office development would not be feasible on the Armory Site. The alternative option for the site, to redevelop it as a senior living facility, was vetted with the Hartwell community and the Department of Community Development. Finally,

after several years of diligent work, the Planning Committee presented the Plan to the Hartwell Improvement Association for their approval on May 17, 2011. It was approved unanimously.

The Study Area

The officially recognized Hartwell Neighborhood Business District (NBD) is centered around the Vine Street and Galbraith Road intersection, stretching north to the City’s municipal boundary and south to the railroad tracks that intersect Vine Street just north of DeCamp. The properties within Hartwell’s NBD are only a portion of the larger Vine Street commercial corridor, which spans the same length, but also includes about 30 commercial properties in Springfield Township. The commercial corridor serves the residents of not only Hartwell and Springfield Township, but the City of Wyoming, which is immediately adjacent to the north. Additionally, the Cincinnati neighborhoods of Carthage, Roselawn, and parts of Bond Hill may also use the Vine Street commercial corridor, along with portions of the City of Arlington Heights and Village of Lockland.

The study area for this Plan includes not only the officially recognized boundaries of the NBD, but also the other commercial properties in Hartwell on Vine Street, as well as the vacant Hartwell Armory Site, located on Shadybrook Avenue immediately west of the Hartwell Kroger Store.

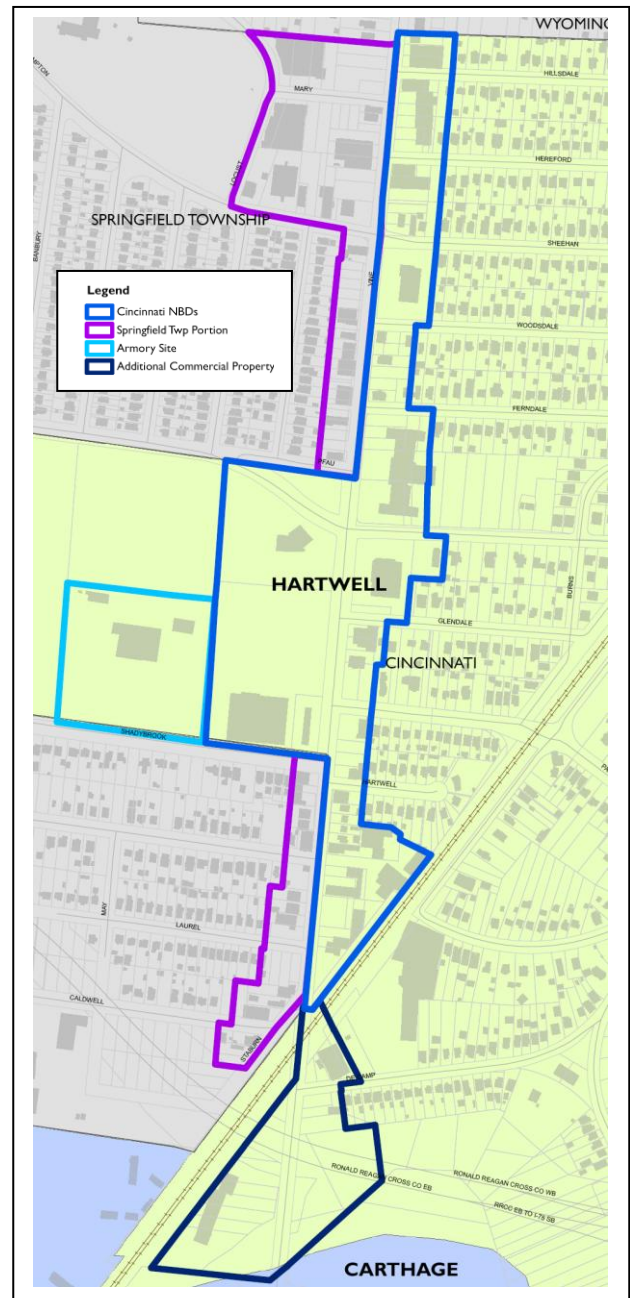
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Prior Studies

Hartwell Urban Design Plan (1981)

This plan was a re-design of the initial Hartwell NBD Plan from 1980. The re-design was prompted by The Kroger Company’s plan to build a new superstore in the Hartwell NBD. The Plan

was prepared by consultants Pflum, Klausmeier & Wagner for the City of Cincinnati, Department of Development, NBD Commercial Division.



Hartwell NBD Plan Study Area

The plan area boundary extended along Vine Street from Ridgeway to the City’s municipal boundary, and included property that is technically a part of Springfield Township, an area in which the City of Cincinnati has no legitimate control or regulatory powers.

The NBD was divided into three areas: the Northern Core Area, central Core Area, and Southern Core Area. For each Area, the Plan made recommendations about the types of uses and proposed zoning designations.

The primary Objectives of the Plan are listed below:

1. The visual impact in the revitalization of the NBD should consider the major traffic arterial function of Vine Street and the influence that it exerts on the maintenance of an automobile-oriented shopping district. Improvements to the appearance and environmental quality of the NBD should strive towards counter-acting the traffic-related influence through appropriately bold and physical change.
2. Building improvements and streetscape changes should strive toward reinforcing the visual appearance of continuity of building form along Vine Street, so that a more cohesive NBD image can emerge, creating a new identity for the area.
3. A unified visual theme should be established for each subarea, and applied throughout the building improvements, streetscape elements, luminaires, signage, etc.
4. Within the visual retail environment, unified efforts should be made in maintaining a harmonious contract in building texture, color and form, individually for each subarea in order to maximize the linear impact of Vine Street.

The dominant elements of the Urban Design Plan for all three areas include:

- A unified streetscape design program throughout the NBD.
- Improved vehicular circulation via proposed roadway widening for turning movements and storage lanes for Vine Street and improved parking and driveway access.
- Improved pedestrian circulation via upgraded sidewalks and crosswalks and expanded internal pedestrian circulation systems.
- Elimination of marginal and blighting features of the physical environment.

There were thirteen (13) specific changes recommended to meet the objectives of the Plan. Many of the recommendations were for areas within Springfield Township, and are noted as such.

1. Closing Mary Street and using the right-of-way for additional new retail development. (Springfield Township)
2. Redevelopment of the property at the corner of Locust Street and Compton Avenue for a parking facility to serve the Northern Core Area. (Springfield Township)
3. Redevelopment of the property that occupies the northeast quadrant of Sheehan and Vine Street for realigning the Sheehan/Compton Road intersection and for new commercial expansion.
4. Reorganization of existing parking areas to serve specific subareas within each core area.
5. Redevelopment of the northern core area between Burger Chef and existing Mary Street for new commercial/entertainment development. (Springfield Township)
6. Demolition of the property at 8401-8419 Vine Street for redevelopment as a parking facility. (Springfield Township)
7. Elimination of all storefront parking that requires backing onto Vine Street.
8. Roadway widening and improvements made to Locust and Compton Roads. (Springfield Township)
9. Roadway widening of Vine Street for left turn lanes.
10. Designation of Glenway Avenue as one-way heading east and the designation of Parkway Avenue as one-way heading west. An alternative option was proposed to cul-de-sac

both streets so that they only intersect with Vine Street.

11. Extending Burns Street (May Street?) northward to connect Ridgeway with Shadybrook. (Springfield Township)
12. Redevelopment of the Hartwell Recreation Center
13. Widening and upgrading of Shadybrook to accommodate increased traffic volumes. (Springfield Township)

Most of the recommendations from the Plan were not implemented. One exception is the renovation of the Hartwell Recreation Center, which was recently renovated and reopened in 2009.

The Plan also includes guidelines for improving the visual appearance of the NBD. Guidelines are specifically related to Storefront and Building Façade Improvements, Sign, and Outdoor Lighting. These guidelines are the criteria necessary for the establishment of what was formerly known as an Environmental Quality (EQ) District. Today, the EQ Districts have transitioned to Urban Design Overlay Districts (UDODs), and the presence of an Urban Design Plan with specific design guidelines is a basic criteria for establishment of a UDOD.

The Hartwell NBD is listed as UD #3, but there are no guidelines specified. The designation of these guidelines is one of the recommendations found later in this Plan.

Vine Street Commercial Corridor Study (2008)

This document prepared by Hamilton County Development Company (HCDC) is primarily a market study and assessment of existing conditions. The study boundary is from the intersection of Vine and Galbraith north to the City of Wyoming border. The southern portion of the Vine Street NBD, from the intersection of Vine and Galbraith south to the railroad tracks, was not considered in this study. The study featured a limited public input component, focusing primarily on informal conversations with select business owners along the corridor and discussions with developers to gain their perspective on the area's development potential.

The study identifies redevelopment opportunities and the strengths/ opportunities and

weaknesses/challenges for retail, office, medical, residential, and mixed uses in the corridor.

Retail

The corridor's strengths/opportunities include:

- The convenience provided by the corridor to its mostly local customer base.
- The viable retail/service presence which serves a broad demographic/customer base.
- The concentrated residential customer base provided by Wyoming and other suburbs.
- The potential for pedestrian travel to the corridor.
- Because of the regular customer activity in the corridor, infrastructure investments that might be a major expense resulting in little impact in other commercial corridors, could potentially "yield dramatic results".
- Some existing locations could potentially add a retail presence to boost additional growth.
- The presence of existing restaurants may spur additional restaurant growth, including those catering to food choices offered by the region's growing ethnic communities.

The corridor's weaknesses/challenges include:

- The general predicament of too much retail space in the Cincinnati metropolitan area.
- The physical and functional obsolescence of the older properties accompanied by the changes in retail format.
- The built-out nature of Hamilton County which, in the absence of a traditional cycle of occupancy, vacancy, and re-tenanting, may cause older commercial areas to go through a form of "deconstruction" to allow new types of businesses and land uses to appear and thrive.
- While vehicular access is adequate, it is not optimal. However, the re-design of Interstate 75 may stimulate improvements. Additionally, the easy highway access that leads to Vine Street can also just as easily take patrons to other nearby shopping areas.

- It is a challenge to identify the new, emerging demographic that can serve as a future customer base.
- Small specialty retailers cannot afford to overlap.
- Site assembly costs can be too high to justify only retail uses.

Office

The corridor's strengths/opportunities include:

- The opportunity for office development as a component of a mixed-use project allows spreading of risk among differing products.
- The connectivity of both the I-275 beltway and the Ronald Reagan Cross County Highway has created interconnecting corridors making office development more viable than in past decades.
- The exits for Cross County Highway are within one mile of the corridor.
- The corridor is close to Wyoming and similar affluent areas along Compton Rd in Springfield Twp.
- The redesign of I-75 may make the area appropriate for office development
- Small office facilities, accommodating: attorneys, insurance, medical, architecture, and other smaller users are possible.

The corridor's weaknesses/challenges include:

- The most popular development areas for Class A office development are in Blue Ash, , the developing suburban corridors in Mason (I- 71 corridor), West Chester (I-75 corridor), and Clermont County.
- Smaller office projects tend to gravitate toward Class B rate structures and are more modest in terms of amenities and site placement. A site of approximately 5 acres might yield a 50,000 sq ft structure with adequate parking.
- Suburban vacancy and net absorption rates are not encouraging, but there is little large office space in close proximity to the corridor.

Medical

The corridor's strengths/opportunities include:

- Proximity to a patient base
- Drake Hospital has evolved from a long-term care facility devoted to trauma rehabilitation to an institution oriented toward gerontology services.
- Drake has developed facilities for independent living which adjoin the hospital grounds.
- Evergreen, one of the area's larger senior living centers, is located less than half a mile west on Galbraith.
- Professional offices devoted to senior-oriented medical specialties may be in demand as baby boomers age.

The corridor's weaknesses/challenges include:

- Geographic spacing is necessary to avoid overlap.
- The only medical office facility within the study area is mostly vacant and is not attractive.
- Pursuit of medical uses is highly dependent upon a resident base. If a mixed-use development is proposed, the target resident market and related medical specialties should correlate.

Residential

The corridor's strengths/opportunities include:

- A development based on principles of new urbanism could be a successful option.
- The corridor is surrounded by a wide variety of housing styles and income ranges.
- The residential areas surrounding the corridor are mostly built-out but have not yet experienced the phenomenon of "tear-down/infill" activity that is more likely to occur in Blue Ash and Montgomery.

The corridor's weaknesses/challenges include:

- Traditional detached, single-family homeownership is still a popular choice,

and most local government programs are focused on this option.

- In today's "First Suburbs", most single family homes are located in a built-out environment.
- There is skepticism in some neighborhoods regarding higher density housing.
- Increased access to homeownership, condominium development, and the expansion of traditional suburban settings has caused some apartments have become obsolete, by either location or amenities.

Mixed-Use

The corridor's strengths/opportunities include:

- Many developers, planners, and community residents have become advocates of new urbanism, which promotes mixed uses.
- Mixed use projects are a viable economic response to decline in older suburban communities.
- Mixed-use development spreads risk and creates customers among the different pieces
- Mixed-use development can be flexible, including projects ranging from urban retrofits to suburban in-fill.
- New urbanism projects combine a diverse range of housing with commercial activities. It also seeks to recapture development centered on design, emphasis on pedestrian access and transit-oriented elements.
- It is more pedestrian-scaled and the automobile's dominance is scaled back.
- An attractive, properly developed mixed-use project that replaces obsolete or poorly-maintained structures may fill up faster and could have significantly higher rents than nearby projects.

The corridor's weaknesses/challenges include:

- Proposals containing mixed-use and higher density development raise a good deal of skepticism in Cincinnati.
- There is a traditional demarcation between retail, office, and residential spaces.
- Mixed-uses require a new dimension in property management.

- Local building and zoning codes often lack the flexibility to allow for mixed uses.
- Developers, lenders and investors are anxious about the viability of retail in mixed use settings.

Study Recommendations

It was noted that the Vine Street commercial area, though affected by demographic and business change common to older commercial districts, remains relatively active. Shoppers may patronize other venues, but still value the area for convenience.

General Recommendations include:

- Site-assembly of multiple parcels would provide for a cleaner development environment instead of working piecemeal or with many property owners.
- Site assembly of a sufficient size may allow a multi-use redevelopment concept, which provides the opportunity to attract a specific demographic group.
- A long-term development concept implies site assembly of large underutilized properties as well as smaller sites that can maximize the assemblage. The Study noted a site from Compton Road to the Wyoming line, running west to square off a site by including commercial buildings fronting on Compton.

Short-term Recommendations involve tasks, initiatives, and structures ready for implementation within 1 to 3 years:

- Fund and implement a design-oriented, infrastructure investment program aimed at upgrading the commercial area and offsetting the perception of early or advanced decline. This would be an interim improvement.
- Put incentives programs in place, such as a Community Reinvestment Area (CRA), to motivate private business investment.
- Springfield Township and the City of Wyoming should advocate strongly for capital funding in the City of Cincinnati's Hartwell neighborhood.
- The City of Cincinnati must document any demographic data showing that new, younger families are moving into Hartwell.

- Encourage private property upgrades at the strip mall north of Compton, on the east side of Vine Street, specifically to the signage.
 - Encourage façade improvements at the Laundromat, the Dragon City restaurant, and the strip center.
 - Continue involvement with the First Suburbs Consortium.
 - Establish a database of property owners, tenants, leases, dates for renewal, etc., en route to building a business recruitment effort in the commercial district.
- Retail/service and residential above and on out lots
 - Senior residential supported by retail/medical services
 - Non-senior condominiums above/retail/service/professional office on ground floors
 - Family residential condominiums (young families), retail/convenience/childcare/gathering
 - Medical/retail medical/adult condominiums and out lot modular residential/office

Long-term Recommendations involve tasks, initiatives, and structures ready for implementation in excess of 5 years:

- A Mixed-Use Development in highly landscaped, pedestrian-oriented setting with resident/tenant parking plus visitor/shopper parking is proposed on the site bounded by Springfield/Pike/Vine St., Compton Road and Locust Street as it contains the most significant grouping of obsolete, underutilized, and minimally maintained structures in the study area.
- The proposed site is in Springfield Township and includes 14 parcels: Discount Furniture, Family Dollar Store, Vogue Café, HUG Jewelers, Country Fresh, Service garage, Lodge Hall, Medical offices, Blacksmith Shop, several vacant properties. The total market value is \$4,430,300 and totals 5.7 acres.
- Possible configurations include:
 - Retail/service and office
- Other sites that may be amenable to mixed-use development include:
 - Friends of the Cincinnati Public Library Building, which may be able to accommodate an additional associated tenant such as a coffee shop.
 - The Geraci property, which is the former Walgreens and attached retail spaces, could serve as a relocation site for the Country Fresh store across Vine Street.
- The Study also listed a series of Development Tools that could be used, including several HCDC- based programs such as: CRA, Community Improvement Corp. of Greater Cincinnati (CIC), Special Improvement District (SID), Tax Increment Financing (TIF), SBA 504 Loans, and Ohio Treasurer of State Linked Deposit Programs.

History of Hartwell

Compiled by Peggy Jones; From the Hartwell Improvement Association website:
www.hartwellohio.com

Early History: The Indians, Anthony Wayne, and Jacob White

From history, we know that the Shawnee and the Miami tribes lived here along the banks of the Mill Creek. The Indians referred to the winding creek as the Maketewah. The land here was good to them: deer, rabbit, fox and squirrel were plentiful. Berries, nuts and medicinal plants abounded. Native peoples fought each other on this very land we now call home, probably for the right to use the land for sustenance.

In a book called *The Past and Present of the Mill Creek Valley (1882)*, from which most of this history is derived, author Henry Teetor tells us that when Jacob White came to build his settlement, he found, just north of his land, "...Indian bones were thickly scattered over the ground, intermingled with battle axes, arrows and other implements of savage warfare. About four thousand were believed to have been engaged." The place where Captain White settled was known as the third crossing of the Mill Creek. White's "Station," as all local first settlements were called, was just off an old Miami Indian Trail that was traveled by General Anthony Wayne on his way from Fort Washington (now downtown Cincinnati) to Greenville, Ohio, where he eventually fought the Battle of Fallen Timbers in 1795.

Captain Jacob White and his family were originally from Redstone, Pennsylvania. They came up this "Wayne's Road," as it was called, and built a blockhouse in the year 1790. David Flinn and Andrew Goebel also built cabins here. Two years later, Andrew Pryor, Lewis Winans and John Wallace built their cabins on the opposite bank of the creek. Moses Pryor and John Reily settled on a tract of land just south of White's Station.

In October of 1793, the pioneers at White's Station were warned by a messenger of General Wayne's that Indians had attacked a wagon train near Fort St. Clair. At this time the male

population at White's Station consisted of seven men and one boy. The settlers' dogs began barking at about 5 PM. Captain White forbade anyone to leave the confine of the station's fenced-in area. Andrew Goebel thought the dogs may have treed a coon, so he left to check it out. The Indians emerged from their cover and fired upon Goebel, killing him. There were about thirty red men in the war party, and they were determined to defend the land they had lived on and loved. When it was all over, the widow of Moses Pryor and two of her children were killed as well. Captain White killed one red man, who seemed to him to be the chief of the group. In the skirmish, the Indians had also entered the cabins, ripped open feather beds and filled the mattresses with clothing, blankets and other household goods, and ran off, never to be caught.

Nearly a century later, the author Henry Teetor searched for the graves of Andrew Goebel and Mrs. Pryor's children because he had heard they were buried near where they died. Mr. Teetor says this location "...no doubt formed the burial place for the dead of that neighborhood for many years afterwards. A number of tombstones may yet be seen there on the elevated piece of ground east of the canal..."

Captain White went on to build, in 1795, a successful saw and grist mill on the Mill Creek, in use until about 1827, then overtaken by the building of the canal. He was also the first Overseer of Highways in Springfield Township. The United States Bank eventually took away Captain White's properties when a neighbor had defaulted on a loan that White had endorsed. He then moved to Gallatin County, Kentucky in 1838. He lived until the age of 93, dying on July 20, 1849. Captain White's son, whose name was Providence, was 10 years old at the time of the attack on White's Station. Providence eventually built a double log cabin near where Ridgeway Avenue is now located. His daughter, Nancy White Culbertson, told Mr. Teetor that the first apple orchard between the two Miami Rivers was planted around that cabin. The foundations of the cabin were destroyed when Ridgeway was built.

It should be noted there was another group of people who settled about a half mile directly west of White's Station in 1793. Called "Griffin's Station," it was home to Lieutenant Daniel Griffin, Robert Griffin, Daniel and Jacob Voorhees, Daniel Seward, James McCashen and Robert Caldwell and his two sons. No Indians attacked Griffin's Station. Here's another interesting tidbit of history: Jacob White's brother, Edward, platted the village of Carthage in the year 1815.

The Canal, the Farms, the Railroads

As the population grew, so did the need for a safe and speedy way to deliver goods from Cincinnati to outlying areas. The Miami Canal in the Mill Creek Valley was excavated and opened in 1827. The Miami Canal was linked to the Erie Canal in 1849. Here in what was once known as Section One of Springfield Township, where Captain Jacob White had purchased land and settled, the canal ran up through the middle of the township, sandwiched between Wayne's Road and the Mill Creek.

Large farms and fruit orchards were maintained in this area during that time. The Greenham family owned about 200 acres in the center of Section One. Built around 1828, their original brick home (with additions), still stands today on Parkway Avenue. Judge Jonathan Cilley owned quite a bit of land next to the Greenhams; his land extended to include the land that Drake Center now sits upon. (We got the name "Cilley Creek" for the stream that runs by the ball fields below Drake from Judge Cilley.) The 100-acre Sturgis farm was located in the northern part of Section One of the township. The James Zerbe family built their house on the old Sturgis farm in the 1840s. No longer standing, it was located on what we know today to be the southwest corner of Anthony Wayne and Sheehan. It was a 33-room red brick structure "...with gabled roofs and numerous balconies and verandas. The wooden carriage porch served many years as a protection for celebrated guests in gala attire. The house was famed for its hospitality..." says The WPA Guide To Cincinnati (1943).

The Cincinnati, Hamilton and Dayton (C H & D) Railroad lay down its tracks through here in 1851. By the year 1888, sixty passenger and freight trains ran daily over these tracks. The area was further opened up for businessmen who wanted to

commute to Cincinnati, yet live in a country-like atmosphere. The C C C and St. L Railroad was squeezed between the canal and Anthony Wayne Ave. (then called Eastern Ave.) in 1872. Sixteen passenger trains ran daily on these tracks in 1888. There were depots at either end of what is Parkway Avenue today.

John W. Hartwell, Daniel DeCamp, Subdivisions and Original Street Names

Daniel DeCamp, the president of the Hamilton County House Building Association, enthusiastically promoted living in this area. The original Greenham farm was now known as "Hartwell," and it was platted in 1869. Named after John Wesley Hartwell, the popular vice president of the C H & D Railroad, Mr. Hartwell liked DeCamp's enterprise so well that he offered a year's free commuter ticket to anyone who bought land and built their home in the village that bore his name. Daniel DeCamp himself built his own dwelling in 1877 on a piece of pie-shaped property between what are now Woodbine and Avalon, where it still proudly stands today.

Mr. DeCamp's wife Joanna, suggested that a circular section of Hartwell, affectionately called "the bowl," be set aside for at least 2 places of worship. It was decided that this circle would be a center-point, with streets that would arc from it, styling it much like the village of Glendale to the north.

Charles M. Steele was the first mayor. (The house he lived in is still there at the southwest corner of present-day Hillsdale and Burns.) The large farms to the north of Hartwell were divided into subdivisions, with "Maplewood," once the Sturgis farm, being platted in 1871. When Colonel T. E. McNamara built the first home in this new subdivision, he found remnants of a wigwam and other Indian artifacts. (McNamara's house is still there today at the southwest corner of Wiswell and Sheehan.) In Maplewood there used to be an Opera House on what we know today as Wiswell Ave., and a jail on Burns, where "Halls of Montezuma" is today. The Town Hall was a one-room wooden structure on present day Ferndale and Burns. (This structure was later turned into a community meeting place for teens in the 1960s, and then torn down in the 1970s. There is a "tot lot" there today.) The "Bell and Steele" subdivision

was located just west of Maplewood, and the "Oxley" lay to the east.

When the streets were laid out and named, most were not known by the names we know them today. From north to south, here are the old names, with the current ones in parentheses. (See if you can find the old name of your street!) Mills (Millsdale), Highland (Hillsdale), Bellevue (Hereford), Maplewood (Hereford Ct.), Sheehan (Sheehan from Vine to Burns), Central (Sheehan from Burns to Wayne), North Ln. (Sheehan from Wayne to Dixie), Oxley (Oxley), Dixie (Dixie), Williams (Wiswell), Sturgis (Curzon), Wayne (Wayne from Mills to Hartwell Ave.), Woodbine (Woodbine from Millsdale to Hunsford), Mace (Mace), Woodlawn (Woodsdale), Fairview (Ferndale), Lawn (Hunsford), Burns (Burns from Millsdale, across Galbraith to Glendale), Section (Galbraith from Vine to Burns and then including all of Hartwell Ave.), Cilley (Parkway from Vine to Monon), Ohio (Monon), N. Crescent (Kearney), Mystic (Mystic), Park (Parkway from Monon to Wayne), Willow (Wildwood), Oak (Oakmont), S. Crescent (Avalon), Central (DeCamp), Rural (Woodbine from the circle to Wayne), Eastern (Wayne from Hartwell Ave. to lower Woodbine), and Hamilton-Carthage Turnpike (Vine Street). If your street is not included in this list, it may not have existed in 1880! The reason the names were different back then was because Hartwell had not yet been annexed to the city of Cincinnati. When it was, in 1912, the city already had these street names elsewhere in other parts of town, so ours had to be changed.

Schools, past and present

"The first settlers in Hartwell were included in the Lockland School District," so says the editor of an early Hartwell newspaper called "The Olio" (1888). The editor continues: "In 1870 when the town had grown to about one dozen families measures were taken to secure better school facilities." The first school in Hartwell was built on a shady lot on North Crescent Avenue, now known as Kearney. The Hamilton County House Building Association donated the lot. The Springfield Township School Board gave half of the money necessary to build the new school; the citizens of Hartwell gave the other half. A Mrs. Curran was the first teacher; she started with 25 pupils in a two-room facility. Two

more teachers were hired in 1876, and in 1879, a third room was added to the building. Enrollment eventually increased to 114. In 1882, Professor J. Harry Lowe was the Principal. Yet another building was erected and occupied that same year.

The Hartwell Village School District was organized in 1885. The teaching staff was now five in number, and Professor Trisler was the Principal. Pupils were graded by the same scale as those who were enrolled in Cincinnati schools. In just three short years, the number of students increased from 120 to 300, so that a new, three-storied brick school was built on the corner of what is now Hartwell and Woodbine Avenues in the Spring of 1888. It boasted eight large school rooms, a hall that could seat 500, a double room basement for play rooms in bad weather, and a tower. The exterior was made of Zanesville brick and trimmed with white stone. Considered outdated less than 40 years later, yet another school was built on the corner of Galbraith and Vine in 1925. The "old school Building" at Woodbine and Hartwell was bought by a private owner and turned into apartments. In the summer of 1969, a tornado tore through the Valley, and the old school's tower collapsed inside the stairwell killing a young mother and her 2 sons.

The Hartwell School that stands today at Galbraith and Vine is still in great shape. It is considered to be an excellent example of the Georgian Colonial style. Until the late 1940s, it took care of grades K-12. Now, grades K-8 attend there. Many of the graduates from the 1940s are still involved in the upkeep of the school and still have great school spirit. Their organization is known as the Hartwell Alumni Association.

This and That...Other Interesting Tidbits about Hartwell's History

The Hamilton County Fairground, although it has been claimed by Carthage on the south and called the "Carthage Fair" for many years, should be noted in a history of Hartwell. The present grounds between Vine and Wayne were acquired by the Ohio Agricultural Society in 1847. The Fair actually originated the year before and was held on nearby farm owned by Ezekiel Hutchinson. Hartwellians have been fortunate to be able to walk to the Fair, which is held for 5 straight days every August. It's an old-fashioned event with blue-

ribbon contests of all kinds, a demolition derby, animal demonstrations and funnel cakes. There are a few older buildings still standing on this 68-acre site, which also includes a race track and bleachers. Horses are boarded there year-round. Up until the 1980s there was an old farm house near the Wayne entrance gate, but in its place now are a few mobile homes. Since the Fairground is owned by the county, and not the city, the horses and the mobile homes are permitted there. At the Vine Street entrance, there is a special "sculpture" on display; it is made entirely of twisted beams that were found in the wreckage of the tornado that came through the Valley in 1969. The beams were supports from a highway billboard sign and are exactly as the artist found them.

When Hartwell was annexed into the city of Cincinnati in the year 1912, the boundaries of Springfield Township were changed. Since Hartwell was originally part of the township, and after 1912 was not, that meant that Edgemont Terrace, which is located on the other side of the expressway and still part of the township, was cut off from the larger portion of Springfield Township, which is west of Vine.

Electric trolley tracks were extended into Hartwell in 1898. Charles Kilgour financed the building of a new bridge over the Mill Creek at Wayne, and

"Route 78" was born, going through Hartwell to Lockland. A powerhouse with a carbarn was erected on what is now DeCamp Avenue in 1901. That square brick building still stands today behind Metropolitan Harvest Church of God. In 1932, the tracks that ran from the powerhouse into Wyoming were paved over. Tracks for Route 78 to Lockland via Wayne lasted until 1951. "Route 78" is still alive today thanks to the Metro bus service.

In 1959, Interstate 75 was laid down just to the east of Hartwell. Known for many years around here as the "Millcreek Expressway," it overtook cornfields and basically cut Hartwell off from Arlington Heights and the hills of Edgemont Terrace. In the 1990s the Ronald Reagan Cross County Highway worked its way into our landscape and in the process, Woodbine Avenue no longer runs all the way through the neighborhood to Wayne; there is now a well-kept little cul-de-sac that is left to itself in the shadow of an overpass.

There is no doubt more of Hartwell's history that could be shared! These are the highlights. Every effort has been made to link the past with the present.

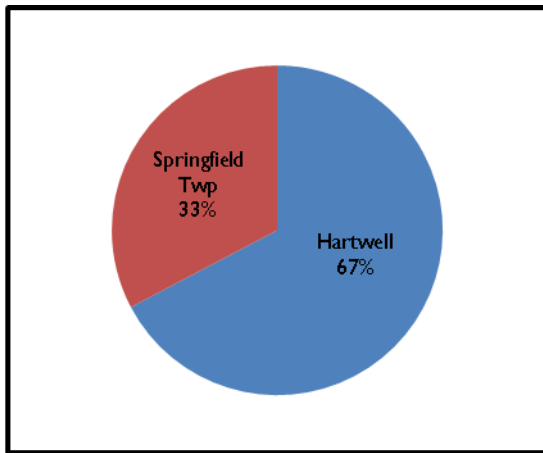
Existing Conditions Analysis

Hartwell is Cincinnati’s northern-most neighborhood, and is surrounded by the Cincinnati neighborhoods of Carthage and Roselawn, as well as Springfield Township, the cities of Wyoming, and Arlington Heights and the Village of Lockland.

The Hartwell neighborhood is approximately 746 acres in size, and the officially recognized Neighborhood Business District (NBD) is about 30 acres in size, or about 4% of the total neighborhood area.

The full Vine Street commercial corridor is 52 acres in size, and is divided as such:

Community	Acres
Hartwell	35 acres
Springfield Twp	17 acres



Percentage of Property in Commercial Corridor by Community

Population

According to preliminary 2010 U.S. Census data, the population of Hartwell is 5,228 persons. Approximately 54% of the population is female and 46% is male.

Over the thirty-year period from 1980 to 2010, Hartwell held a relatively stable population. Between 1980 and 1990, Hartwell decreased in population by approximately 500 people, only to regain that population between 1990 and 2000.

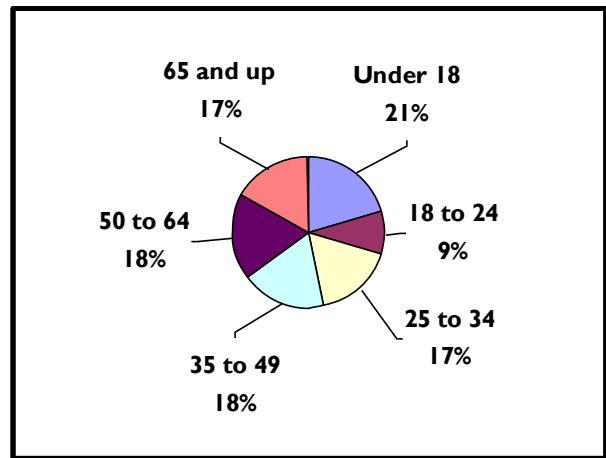
Between 2000 and 2010 the population decreased by about 300 people, or approximately 5% of the population. By comparison, the City of Cincinnati as a whole decreased in population by about 23% over that same time period.

However, the Hartwell NBD does not serve only the Hartwell Neighborhood. Living within just a one mile distance of the NBD there are more than 15,000 people.

Distance	Population
1 mile	15,585
3 miles	92,771
5 miles	256,414

Age

Hartwell’s population is spread nearly equally among age groups. The primary exception to this is the 18 – 24 age group, which only accounts for 9% of Hartwell’s population. The neighborhood’s median age is 38.1.



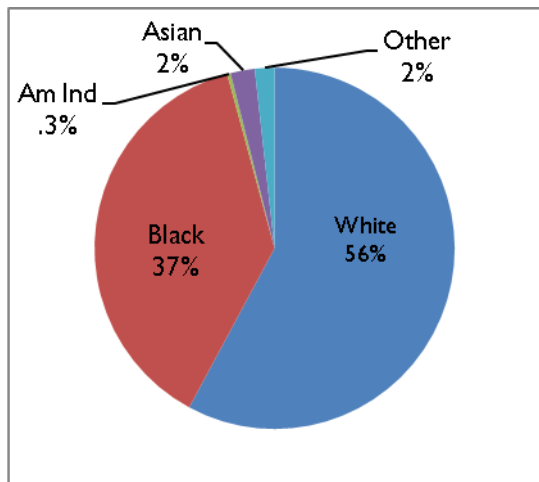
Age Distribution in Hartwell
Source: U.S. Census Bureau, 2010 Census

Race

96.7% of Hartwell residents identify themselves as being of one race. Of that 96.7%, the Hartwell neighborhood is 56% white, with approximately 37% of the population identifying themselves as black or African American. 2.1 % identify

themselves as Asian, .2% identify as American Indian/Alaska Native and 1.7% identifying themselves as being another race.

4.8% of the population identifies themselves as being Hispanic or Latino.



Race Distribution in Hartwell

Source: U.S. Census Bureau, 2010 Census

Household Types

There are 2,486 total households in Hartwell. 46% are Family Households, and 54% are Non-Family Households. Of the Non-Family Households, 84% are Single-person Households. The average household size is 2 persons, and the average family size is 2.94 persons.

Housing Occupancy and Ownership

There are a total of 3,097 Housing Units in Hartwell. According to the 2000 census, 2,486 units (or 80%) were occupied. Approximately 611 (20%) were vacant.

Like the City of Cincinnati as a whole, Hartwell is a neighborhood with a larger number of renters than homeowners. Of the occupied housing units, 806 (32%) were owner-occupied, while 1,680 (68%) were renter-occupied. This is very similar to the City's year 2010 homeownership rate of 38.9%

Household Income and Poverty

According to the 2005-2009 American Community Survey, the median household income in Hartwell was \$38,963, which was higher than Cincinnati's median household income of \$33,855.

During this time period, 14.6% of the families in Hartwell were living below the poverty line; 19.3% of all persons were living below the poverty line. Although this is higher than the number of families and persons living below the poverty line in 2000, it is a lower percentage than the City of Cincinnati as a whole, which was estimated to have 20.5% of all families and 25.3% of all persons living below the poverty line.

Range	Number	Percent
Less than \$10,000	170	7%
\$10,000 to \$24,999	846	32%
\$25,000 to \$49,999	454	17%
\$50,000 to \$74,999	711	27%
\$75,000 to \$99,999	233	9%
\$100,000 +	194	7%

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Traffic Counts

The traffic volume moving through the Vine Street Corridor brings close to 85,000 cars close to this area daily. It is estimated that about 15,000 move through the Vine and Galbraith intersection, showing that most shoppers who would patronize the Vine Street Corridor are local shoppers who will do so out of convenience.

Intersection	Direction	Total Daily Count
Galbraith/Vine	North/South	15,580
Reagan Cross County/Winton	East/West	45,542
Glendale-Milford/Springfield Pike	North/South	23,570

Source: Vine Street Commercial Corridor Study, Hamilton County Development Company, 2008

Vision and Goals

At one of the earliest meetings, the Hartwell NBD Planning Committee discussed what they wanted to see for the future of their neighborhood and their Neighborhood Business District. The overall Vision for the Neighborhood Business District follows:

The Vision

The Hartwell NBD on the Vine Street Commercial Corridor is a unique, vibrant, regional-serving business district. It features clean, attractive, safe and walkable streets; strong, vital and active local and national businesses; historic and renowned local and regional institutions; and is a hub of neighborhood activity for residents of Hartwell, and also serves Wyoming and Springfield Township, Arlington Heights, Carthage, and Roselawn.

The Overall Goal:

The Hartwell NBD on the Vine Street Commercial Corridor will achieve its Vision by:

- Leveraging the recent major improvements to the Hartwell Elementary School and Hartwell Recreation Center;
- Taking advantage of its prime location, solid residential base, and strong existing businesses and institutions; and,
- Strengthening its community and business organizations to systematically make improvements to public spaces, encourage redevelopment of key properties, and further stabilize the district.



The newly renovated Hartwell Elementary School



The view on Vine Street looking north



The Recreation Center under renovation



The completed Recreation Center



The intersection of Vine and Galbraith looking south



Non-commercial structures on the corridor

Assets and Challenges

At the beginning of the planning process, the Planning Committee identified the assets that can be built upon and the challenges that must be overcome in order for the Hartwell neighborhood to meet its Vision and Overall Goal. When discussing the assets and challenges, the most compelling issues fell into both categories. For example, one of the greatest assets of the Hartwell NBD is its location, with easy access and high visibility, but it was also considered to be one its

greatest challenges to overcome due to the fractured nature of the intersection and perceived lack of identity. The diverse businesses in the Neighborhood Business District were seen as an asset, but the auto-oriented nature of some of the businesses as well as the lack of maintenance of some properties was seen as a negative. Other assets and challenges are listed below.

Location	
Assets	Challenges
<ul style="list-style-type: none"> • Location near I-75 - easy access, regional location • NBD has high visibility – located at a major intersection • Accessibility of housing to the business district • Vine Street is a state route • NBD has access to public transportation • Proximity to Wyoming, Springfield Township 	<ul style="list-style-type: none"> • I-75 improvements/diversion could have a negative impact <ul style="list-style-type: none"> • Fractured corner: Vine/Galbraith/Pfau <ul style="list-style-type: none"> – Unsafe for both pedestrian and vehicular traffic – No continuity at the four corners; Lack of a focal point – Noise, traffic, pollution at Vine/Galbraith intersection • Burns/Galbraith intersection is also dangerous • Lack of identity – often lumped with Carthage; NBD needs own identity • No clear boundaries of NBD • Connectivity to Wyoming and Springfield Township means that fates are tied together

Neighborhood Business District/Businesses	
Assets	Challenges
<ul style="list-style-type: none"> • Diversity of amenities and types of businesses • “Neighborhood feel” in NBD • Good Entrance Signs • Restaurants (about 10 in Hartwell area) • Walgreen’s and CVS • Kroger • Banks • Auto dealerships 	<ul style="list-style-type: none"> • Poor visual appearance of some properties in the NBD <ul style="list-style-type: none"> – Vacancies – Lack of maintenance of both private and public property – Litter – Vandalism – graffiti – Loitering at CRC lot, Armory, Wendy’s, Speedway • Overhead utility lines • Lack of curbs/storm sewer throughout neighborhood • Front yard parking decreases safety and visual appearance • Auto-oriented zoning encourages uses that do not mesh with community desires for pedestrian NBD • Auto dealerships - some take test drives through the neighborhood • Absentee landlords • Vacant Armory Site

Housing	
Assets	Challenges
<ul style="list-style-type: none"> • Affordable housing • Historic homes • Nearby senior housing 	<ul style="list-style-type: none"> • People with school-aged kids are leaving Hartwell
Institutions	
Assets	Challenges
<ul style="list-style-type: none"> • Newly Renovated Historic Hartwell Elementary School located at Hartwell’s core • Newly Renovated Rec Center/parking located at Hartwell’s core • New playground • Churches • Drake Hospital • Nearby Wyoming Golf Course 	<ul style="list-style-type: none"> • Overflow parking for CRC requires people to cross busy street • Kids traveling between Hartwell School and Rec Center must cross busy intersection
Organizations	
Assets	Challenges
<ul style="list-style-type: none"> • Active Hartwell Improvement Association (HIA) • Citizens On Patrol • Hartwell School LSDMC • Strong Senior Group 	<ul style="list-style-type: none"> • Community Apathy • HIA is active but small • There is no active Business Association

Of the assets discussed, one of the most important, yet one that is often overlooked, is the strength of the existing businesses in the NBD. While there is the potential for infill development, consolidation of property, elimination of curb cuts, and improved maintenance and landscaping, these improvements would be building on a strong core.

Although the primary intersection of Vine Street and Galbraith Road appears to be somewhat fractured due to the unusual island in the center of the intersection, it is anchored by three very strong uses: a recently built Walgreens store at the southeast corner, a newly renovated Hartwell Recreation Center at the southwest corner, and the newly renovated Hartwell Elementary School at the northeast corner.

Additionally, the NBD boasts another pharmacy (a CVS), a bank, a Kroger grocery store, which has become more regionally important since the recent closing of the Roselawn Kroger store, as well as several restaurants. Other unique uses include the Friends of the Public Library building as well as the Country Fresh Market, an independent produce market (located in Springfield Township).

At the southern end of the NBD, there are several automobile dealerships and repair shops. Alford Motors and Torbeck’s Auto (which is located in

Springfield Township) were represented on the Planning Committee and reminded Committee members of the history of Vine Street as a destination for auto sales and repairs for many decades. These two community staples have worked to maintain the appearance of their own properties, and in doing so have inspired other property owners at the south end of the NBD to make improvements.

Due west of the NBD, the Drake Center is home to a medical facility offering long-term acute rehabilitation, transitional nursing and therapy care, and assisted living for seniors. Additionally, Drake provides outpatient services, wellness services for the community, and on-site research studies. While not technically located within the NBD, it is one of the area’s largest employers and undoubtedly has the potential to have a positive impact on the businesses in the Hartwell NBD.

While these assets are often overlooked, they should be considered as building blocks for future improvements. While many NBDs in Cincinnati struggle with retaining stable businesses and basic property maintenance, it bears a reminder that Hartwell’s NBD is home to numerous strong businesses and other community uses, and that in this situation, basic infrastructure improvements can have a significant impact.

Issue Areas

A review of the assets and challenges lead the Planning Committee to concentrate on five specific issues:

1. Community Organization

Until very recently, Hartwell did not have a Business Association or a Business District Committee within the Hartwell Improvement Association (HIA). The Planning Committee realized that without an active Business Association it is unlikely that the NBD will receive significant funding from the City for streetscape improvements, intersection re-design, and other improvements to the NBD. An active Business Association can also help business owners coordinate their efforts on issues and opportunities important to the businesses themselves.

Strengthening the HIA is another important step in meeting the Vision and Goals set by the Planning Committee. Increasing membership is a common desire of Community Councils, and any community facing implementation of a Plan is in a stronger position with a full slate of volunteers.

Because the Vine Street Commercial Corridor spans two communities, directly serves at least three, and indirectly serves several others, it is imperative for the HIA and fledgling Business Association to solidify relationships with surrounding communities including Springfield Township, the cities of Wyoming, and Arlington Heights, the Village of Lockland, and the Cincinnati neighborhoods of Carthage, Bond Hill, and Roselawn.

2. Land Use and Zoning / Future Development

The primary zoning designation in the Hartwell NBD is an auto-oriented commercial zone. With the community's goals of a more pedestrian-oriented NBD, an auto-oriented zone may not be appropriate for the entire length of the NBD.

Additionally, Hartwell's NBD has an Urban Design Overlay District (UDOD) in place, which would help protect the district from incompatible

development. However, the UDOD is lacking the guidelines that regulate the NBD. A relatively simple solution, the HIA can take almost immediate action to ensure that these standards are put in place.

The buildings along the corridor do not address the street consistently, as some buildings are located directly on the front lot line while others have a significant setback with parking in the front yard. This gives the NBD an incoherent appearance, and creates gaps for pedestrians navigating the length of Vine Street.

Additionally, while there are many places along Vine Street to walk to, it is not always comfortable to be a pedestrian. The speed limit is 30 miles per hour, and with narrow sidewalks, pedestrians do not have significant protection from traffic as there are no parking lanes along Vine Street and no tree lawn or planting strip. Pedestrian safety is of primary concern along this corridor, especially with children and seniors needing to access the Hartwell Elementary School, the Recreation Center, and the grocery stores, pharmacies, and restaurants.

With appropriate zoning regulations in place, properties that become vacant in the future or are proposed for a new use can be properly developed or redeveloped. The application of a Form Based Code and implementation of future Complete Streets regulations may make the pedestrian environment safer and more appealing.

3. Redevelopment of the Armory Site

The first site proposed for redevelopment is the City-owned Hartwell Armory site, located immediately to the west of the Kroger store. With an RFP process complete and a developer selected for a Preferred Developer Agreement, the Hartwell community is concerned that the Armory be developed in a manner that makes the site an asset to the community.

The proposed development is for a senior housing development, including both independent and assisted living. The Armory site itself is 7.5 acres in size and is accessed from Shadybrook Drive, a

residential street in Springfield Township. It is zoned RM-1.2, Residential Multi-Family. It is imperative that the Hartwell community be involved in the development of this or any other project proposed for this site, as the future use and its details will undoubtedly have a long-term impact on the entire community. With the neighborhood's involvement, Hartwell leaders can ensure that the development is indeed a tremendous asset to the neighborhood and the region.

4. Visual Appearance of the NBD / Property Maintenance

The future goals of the Hartwell community are dependent not only on potential new development, but also on the maintenance and revitalization of existing properties.

The HIA and the newly created Business Association have the opportunity to work with existing property owners to relay the neighborhoods concerns about ongoing maintenance. With an active and engaged Business Association in place, Hartwell may be in the position to request City funds to assist property owners in making needed improvements.

5. Vine/Galbraith Intersection

The intersection of Vine Street and Galbraith Road is the heart of the Hartwell NBD. The intersection is flanked by two important community uses: the Hartwell Elementary School and the Hartwell Recreation Center. It also moves about 15,000 cars per day through the intersection, making it potentially dangerous for both pedestrians and cars.



An aerial view of the Vine Street / Galbraith Road intersection.

This is made more complicated by the island at the northwest portion of the intersection. The island currently has several purposes: it is a parking lot, it is a landscaping bed, it is a traffic island for vehicles turning south on Vine Street from west-bound Galbraith Road, and it is a neighborhood gateway.

The Hartwell neighborhood feels that the island does not do any of these things effectively, and would like to reconsider its purpose and functionality. If it is a true gateway, it should be a focal point. If it is a traffic island or parking area it should be more efficient. In either case, it should be more attractive.

With the existing community uses and additional residents and jobs potentially moving to the Armory site, it is imperative that the intersection of Vine Street and Galbraith Road be redesigned for safety, efficiency, and aesthetics.

With these issues in mind, the Planning Committee developed five goals, and a series of objectives and strategies to meet those goals:

Goals

1. Reinforce the role of the community organizations in implementing changes in Hartwell
2. Improve the Visual Appearance of the NBD and encourage better Property Maintenance
3. Encourage future development and ensure that it is sensitive to the character of the Hartwell NBD and enhances the walkability of the Vine Street Corridor.
4. Make the Vine/Galbraith Intersection more attractive, as well as safer for both vehicular and pedestrian traffic.
5. Redevelop the Armory Site.

Objectives and Strategies

Goal 1: Reinforce the role of the community organizations in implementing changes in Hartwell

Objective 1: Strengthen the Hartwell Improvement Association (HIA) and increase its capacity to respond to resident and property owner needs

Strategies

1. Utilize Neighborhood Institutions (Churches, Schools, Seniors, HIA, etc.) to increase pool of volunteers, expand opportunities for public events
2. Increase attendance at HIA meetings
3. Increase membership in the HIA
4. Create Plan Implementation Committee (in conjunction with Business Association) to work to annually implement NBD Plan and apply for funds
5. Create Succession Plan to help new members grow within the organization
6. Build relationships with other Community Councils to compare notes, build coalitions (especially important with Carthage, Roselawn, Bond Hill)

Objective 2: Form a Business Association to work with the HIA to stabilize the Neighborhood Business District

Strategies

1. Identify leadership in new Business Association
2. Build membership by approaching local businesses and institutions (including Drake)

3. Work in conjunction with HIA to annually implement NBD Plan, make recommendations, and apply for funds
4. Create Succession Plan to help new members grow within the organization
5. Continue attending Cincinnati Neighborhood Business Districts United (CNBDU) meetings to meet other NBD representatives, build relationships, and get involved in the funding process

Objective 3: Solidify Relationships with Wyoming and Springfield Township to benefit the entire Vine Street Corridor

Strategies

1. Approach Wyoming and Springfield Township representatives to participate in implementation committee
2. Ask businesses outside Cincinnati boundary to join Business Association
3. Invite Wyoming and Springfield Township representatives to participate in Hartwell Community/Institution events
4. Convene meeting (at least annually) with Wyoming and Springfield Township representatives to discuss common goals
5. Attend Wyoming and Springfield Township meetings when possible
6. Advocate for Wyoming and Springfield Township at County or State levels when reasonable

Goal 2: Improve the Visual Appearance of the NBD and encourage better Property Maintenance

Objective 1: Enhance the appearance of the NBD by making capital/physical improvements

Strategies

1. Seek funding through CNBDU for appropriate streetscape improvements throughout the Hartwell NBD
2. Seek funding through CNBDU for a Façade Program for properties in the Hartwell NBD
3. Work with local organizations and institutions (Churches, schools, seniors, scouts, etc.) on beautification efforts (in coordination with Wyoming and Springfield Twp)
4. Secure permanent hardware for and install Hartwell banners
5. Redefine the boundaries of the NBD to include all commercially-zoned properties north of the Mill Creek on Vine Street in Hartwell

Objective 2: Ensure ongoing property maintenance by regularly reassessing the conditions of the NBD and working with property owners to make improvements

Strategies

1. Establish a Property Maintenance or Quality of Life Committee of the HIA (in conjunction with the Business Association) to take proactive steps regarding property maintenance and respond to complaints
2. Seek assistance from other neighborhoods with successful Quality of Life or Property Management Committees (such as College Hill)
3. Schedule a formal assessment by the Committee on at least an annual basis
4. Identify vacant or dilapidated properties
5. Contact property owners and encourage improvements
6. Take corrective action when necessary: call in a report to the City regarding code violations and follow up

Goal 3: Encourage future development and ensure that it is sensitive to the character of the Hartwell NBD and enhances the walkability of the Vine Street Corridor.

Objective 1: Retain existing businesses and develop additional retail, office, restaurant, and service uses in the Hartwell NBD.

Strategies

1. Identify vacant or underutilized properties that could be potential future development sites
2. Work with the City to market sites to businesses and developers

Objective 2: Verify that the NBD is appropriately regulated for existing and desired future uses

Strategies

1. Enact regulations for existing Urban Design Overlay District
2. Request a zoning study of the Vine Street Corridor to consider mixed zoning in some areas (maintain current auto uses)
3. Maintain and improve the character of the NBD through additional design guidelines, including the consideration of Form Based Codes

Goal 4: Make the Vine/Galbraith Intersection more attractive, as well as safer for both vehicular and pedestrian traffic.

Objective 1: Redesign and rebuild the island, sidewalks, crosswalks and signals (if necessary) at Vine and Galbraith

Strategies

1. Work with the City's Department of Transportation and Engineering to redesign the intersection, including the island
2. Investigate current traffic patterns, reviewing signal timing, traffic counts and accident data to determine safety issues
3. Define the purpose of the island
4. Apply to the NBD Improvement Fund (through CNBDU) to fund design improvements

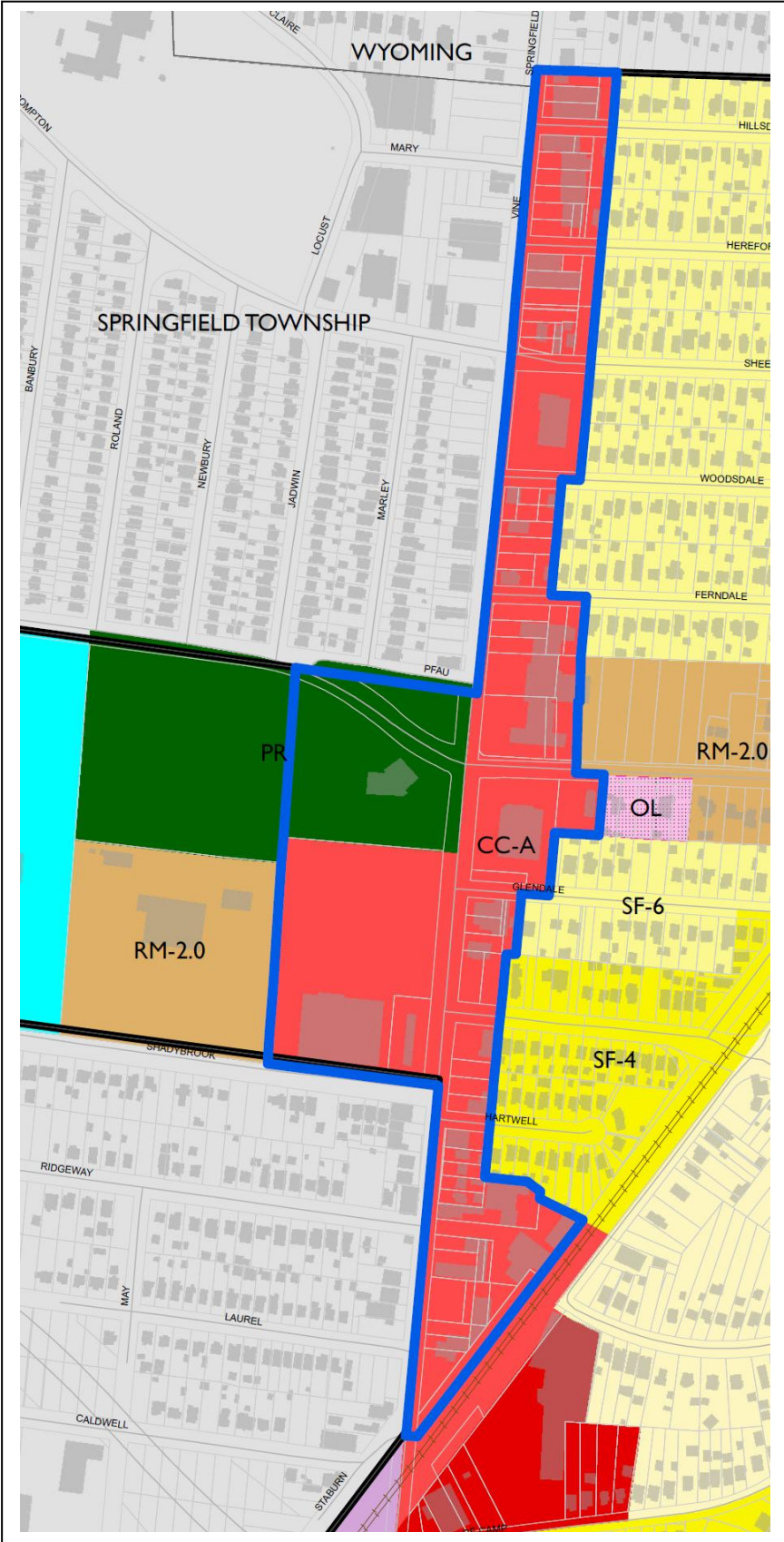
Goal 5: Redevelop the Armory Site.

Objective 1: Work with the City of Cincinnati to create a development that is an asset to both the City as a whole and Hartwell specifically.

Strategies

1. Organize a Hartwell Steering Committee to work with the City and a developer or development team to navigate the details of any proposed development.
2. Seek developers willing to work with the community to redevelop the site into the following uses:
 - Office or Medical Office;
 - Greenspace/Park or Recreation;

- Senior Housing;
 - A commercial Banquet Facility, or
 - Single-family Market Rate Housing
3. Involve the Hartwell community as a whole in any decision to relocate or rearrange the recreation uses near the Armory Site.
 4. Consider the impact of the redeveloped Armory Site in any capital/physical improvements to the NBD; plans to redesign the Vine and Galbraith intersection; and encourage the new users involvement in the NBD Association.



Zoning in the Hartwell NBD.

Action Plan

In order to successfully meet all of the goals in this Plan, the Hartwell Improvement Association should complete the following activities within the prescribed timeline as listed below. Listed roughly in order of date of proposed completion, the Action Steps set up the Hartwell Community to be able to work with the appropriate City staff to design improvements for the NBD.

The early portion of the timeline is almost entirely focused on building capacity within the Hartwell Improvement Association and forming a Business Association.

Building capacity within the HIA became increasingly important as the planning process advanced, because many of the positions on the HIA Executive Board, including President, became open and were unfilled for a period of several months. While the previous President remained in the position for an interim period, the future strength of the HIA was in jeopardy. It became

clear that volunteers were hesitant to step up to the responsibility because of the concern of the overwhelming amount of work required by the position. As a result, the HIA worked to restructure their organization to create committees and positions focused on meeting the goals and strategies set forth in this Plan.

Early activities also include working with Department of Community Development staff to redevelop the Armory Site. As funding is awarded for design and construction projects, the community will need to work with the Department of Transportation and Engineering and other City agencies to implement their plans.

The Hartwell Improvement Association should review these Action Steps on an annual basis to determine which Action Steps have been met, which Action Steps should be pursued next, and whether or not there is a need for a change in timeline.

Immediate Action Steps (First 6 months) January 2012 – June 2012				
Activity	Timeline	Level of Priority	Level of Difficulty	Responsible Party
Recruit and elect any remaining positions on HIA Board	January, 2012	High	High	HIA Executive Board
Begin to regularly attend CNBDU Meetings (First Friday of each month)	January, 2012	High	Medium	HIA Executive Board
Reorganize HIA to include additional committees to correspond with Plan goals and strategies.	March 2012	High	Medium	HIA Executive Board
Form Development Committee to work with City to redevelop Armory Site	March 2012	High	Medium	HIA Executive Board
Create Plan Implementation Committee	March 2012	High	Medium	HIA Executive Board

Recruit Block Captains from each block or street segment to spread the word about upcoming Hartwell events/issues	March 2012	Medium	High	Communications Committee
Update Hartwell Website	April 2012	Medium	Medium	Communications Committee
Develop/increase Hartwell email distribution list	April 2012	Medium	Medium	Communications Committee
Request regulations for the existing Urban Design Overlay District	April 2012	High	Low	Development Committee
Attend Cincinnati Form Based Code Charrettes to explore potential of use in Hartwell	April 2012	High	Low	Executive Board, Development Committee
Meet with other City neighborhoods to discuss successful developments	June 2012	High	Low	Executive Board, Development Committee
Hold meeting for all Business Owners to discuss Business Association	June 2012	High	Medium	Business Association
Select Leadership of new Business Association	June 2012	High	High	Business Association
Meet with leadership from Springfield Township and Wyoming to discuss Plan, Business Association, way communities can work together in future.	June 2012	Medium	Low	Executive Board

Short Range Action Steps (Year One) January 2012 – December 2012				
Activity	Timeline	Level of Priority	Level of Difficulty	Responsible Party
Work with City Dept. of Community Development on redevelopment of Armory Site.	Ongoing until completion	High	Low	HIA Development Committee
Continue monthly attendance at CNBDU meetings.	Ongoing	High	Medium	Business Association
Develop Succession Plan for HIA.	August 2012	High	Medium	HIA Executive Board
Organize Newsletter Team to begin producing Bi-monthly Newsletter sent to all residents.	August 2012	High	High	Communications Committee

Begin attending Carthage and Roselawn Community Council meetings.	September 2012	High	Low	HIA Executive Committee
Hold special Business Association meeting to increase membership in Business Association	October 2012	High	Medium	Business Association
Apply to CNBDU for funding for a façade improvement program	July 2012	Medium	High	Business Association / HIA Executive Board
Hold two special HIA meetings in first year with guest speakers to focus on increasing membership.	October 2012	Medium	Medium	HIA Executive Board / Membership Committee
Secure and install hardware for Hartwell banners in NBD.	October 2012	Medium	Medium	Business Association / HIA Executive Board

**Medium Range Action Steps (Years Two -Five)
January 2013 – December 2016**

Activity	Timeline	Level of Priority	Level of Difficulty	Responsible Party
Continue working with Dept. of Community Development on redevelopment of Armory Site	Until Completion of Project	High	High	Development Committee
Work with Business owners who want to participate in façade program	Jan. 2013	High	High	Business Association / HIA Executive Board
Initiate zoning study of NBD	June 2013	High	Low	Development Committee
Explore use of Form-Based Code in NBD	June 2013	High	Medium	Development Committee
Request funding from CNBDU for DOTE to perform design work for intersection redesign and streetscape improvements	July 2014	High	High	Business Association / HIA Executive Board
Begin working with City's DOTE to develop plan for intersection redesign and streetscape improvements	Jan. 2015	High	Medium	Business Association / HIA Executive Board
Apply for funding to CNBDU for construction work for intersection redesign and streetscape improvements	June 2015	High	High	Business Association / HIA Executive Board

Work with City's DOTE through intersection and streetscape construction	Jan. 2016	High	High	Business Association / HIA Executive Board
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Long Range Action Steps (Years Six – Ten) January 2017 – December 2021				
Activity	Timeline	Level of Priority	Level of Difficulty	Responsible Party
Continue working with City's DOTE through intersection and streetscape construction if not yet complete	Jan. 2017	High	High	Business Association / HIA Executive Board
Join existing CDC or create new CDC, preferably with surrounding areas, to guide future development, market the NBD, purchase property, etc.	Jan. 2018	Medium	High	Executive Board, Business Association

