

GLENDALE VILLAGE PLAN
2000

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Introduction



Dear Glendalians,

What follows is the third Long Range Plan in Glendale's history. The first was in 1851 when the streets were laid out to fit the topography of the land. This preceded Glendale's incorporation in 1855. These curvilinear streets and open landscape designs are what allowed Glendale to be named a National Historic Landmark District in 1977 as the first planned subdivision in the State of Ohio as well as in the United States.

The second Long Range Plan was approved in 1944 and established the zoning that has existed up to now, our millennium. Harland Bartholomew, Inc. of St. Louis was the overseer of this second and crucial plan.

The dawning of the twenty-first century was the impetus for this present plan. Mr. Francis Russell, AIA, of the University of Cincinnati Community Design Center, was employed to administer and research much of the plan's design. We've also hired other consultants with expertise in different fields: Beth Sullebarger and Margo Warminski of the Cincinnati Preservation Association, CDS Engineers for a traffic study, and Jennifer Gulick of Davey Resource Group for Green Space evaluations and study.

We have had over 100 Glendalians working on different committees of this plan in many capacities. Rachel Schmid assisted by heading up a

steering committee. Rachel gave freely of her time and kept me, as well as the committees, on track. Dr. David Muth headed up the commercial districts committee; Deborah Grueninger chaired the land use committee; Howard Constable chaired the communications committee; Doreen Gove and Rachel Schmid chaired the historic district committee; Joe Gaynor chaired the recreation and environmental committee; Monica Alles-White and Nancy Snowden Floyd chaired the traffic committee along with Police Chief Matthew Fruchey. In addition, sub-committees were established and chaired by Barbara Hoop, Sandy Navaro, and Penn Ansorg. Joseph Hubbard provided research and recommendations on Municipal Finance and Public Works.

I owe a special note of gratitude to all those individuals, as do all Glendalians, for all of the time and work they put into their committee activities. All of the committee members are listed in the credits of this report.

Finally, to Village Administrator Walter Cordes, his Administrative Assistant Phyllis DePeel, and office clerk Sally Wilson, I want to say thank-you for all of their extra help and administrative support. I know this has not been easy for them and resulted in a lot of extra work. The final product has hopefully made it worthwhile.

This plan was accepted by the Planning Commission and Council at their respective meetings. The new Village

Plan will give us proper direction for many years into the future and continue to preserve Glendale's uniqueness for many generations to come.

Sincerely,

Thomas U. Todd, M.D.
Mayor



Glendale, Ohio, is a unique community cherished by its residents for its charm. Our vision for Glendale's future is based on residents' desires to retain the gracious characteristics of the Village. Twenty years from now we see a modestly larger village that is a quiet community of primarily single-family residences. It will not be a community bisected by four lane roads but a tranquil spot removed from everyday hustle and bustle. Glendale will be a village graced by mature trees, ample green space, and meandering creeks whose residents preserve its natural beauties. Neighbors can meet walking along sidewalks; the Village Square functions as the hub of the community.

Glendale's growth, both in terms of population and housing stock, will be limited. The population will be diverse - diverse by race, by economics, and by age. The community will be a safe and highly desired place to live for both young and old. Families will love the small-town atmosphere, good schools and recreational programs. Our houses, be they large or small, will be well-maintained with new structures blending graciously with the old. We envision a broad range of social, cultural, and informal educational activities that appeal to all individuals in the community and that maintain a lively sense of Glendale tradition and history.

Glendale will be a community which deeply respects and protects its prestigious status as a National Historic Landmark. Walking through many

areas of the Village will indeed feel like a walk back in time. We will safeguard key resources in the Historic District - structures as well as expansive green space. There will still be trains in Glendale. The train was essential to the Village in 1855 and reminds us, quietly, of that heritage everyday.

The Village Square will have thriving businesses, as will the commercial area along Congress from Sharon to Coral. We are not seeking to attract mass market enterprises that come complete with needs for large land area, big well lighted parking lots, and disposable buildings of no design merit. Areas surrounding Glendale are replete with suburban sprawl and we do not aim to duplicate it here. However, we welcome small business which contributes to the needs of the residents and the vibrancy of the community.

Village government will function with the same combination of professional staffers and public service that it has today thereby providing extremely cost-effective municipal management while delivering superior services. We will routinely compare our operations and revenue sources to communities of similar size and benchmark ourselves against their operations. For efficiency, we will continue to work collaboratively with neighboring communities whenever possible. Village management will utilize modern technology to communicate with residents. The Village plans, strategies, and funding will be reviewed annually by

the Council and Planning Commission in conjunction with the January organizational meeting.

The Planning Commission will develop and maintain architectural guidelines for use in both new construction and alteration of existing structures. We recognize that some of our aging housing stock needs adaptation, and we promote that restoration rather than seeing structures neglected or converted to rental properties. Good design is key to executing sensitive alteration throughout the entire community.

The spirit of volunteerism in the community will remain strong. Residents have traditionally been generous with both time and money, and these efforts improve the village for everyone - garden club plantings, local government, recreational programs - and provide the fabric for a strong sense of community. Above all, Glendale will be a community that strives for balance - looking forward into the 21st Century while celebrating its proud heritage from the 19th Century.

Goals and Objectives

Goals and objectives for this plan were developed by citizen planning committees through the results of the Glendale resident survey, public meetings, and committee work.

CULTURE

GOAL ONE

Promote existing art, education, and social activities.

OBJECTIVE

1. Maintain activities which are a part of Glendale tradition and history.

GOAL TWO

Encourage arts, education, and social activities in new areas not served by existing activities or in areas not now open to all Glendale residents

OBJECTIVES

1. Encourage broader participation in Village activities by holding events in public spaces - spaces either publicly owned or publicly rented
2. Insure that all activities held on public space or sponsored with public funds will be open to all Glendale residents

COMMERCE

GOAL ONE

Maintain commercial vitality in the existing business areas of the Village.

OBJECTIVES

1. Provide adequate and efficient directional and identity signage for parking, access, and business district identification.
2. Provide better functional access to existing businesses.
3. Enhance commercial viability of Northwest business area.
4. Enhance commercial viability of Village Square with better vehicular and pedestrian access.
5. Improve the aesthetic appearance of the commercial areas.
6. Identify and sustain an economic model that will support village commerce in general and specifically enhances the Square as a focal point for the community.

COMMUNICATION

GOAL ONE

Provide effective communication, in a timely manner, to all residents of the Village on matters of Village government or items of general interest to the public.

OBJECTIVES

1. Inform citizens of administrative, civic organization, and social club activities which are open to the public.
2. Encourage resident involvement with Village government.
3. Insure that community leaders routinely seek input from a broad constituency.

EDUCATION

GOAL ONE

Insure that local schools are assets which attract families to Glendale.

OBJECTIVES

1. Provide excellent educational opportunities - both public and private - at all grade levels.
2. Situate younger children as close to home as possible at a local elementary school.
3. Insure that Princeton School District is responsive to community needs.

ENVIRONMENT

GOAL ONE

Insure that Glendale is an environmentally balanced community.

OBJECTIVES

1. Educate residents about environmental and natural issues and make them more aware of the impact that air, water, and noise pollution have on residents as well as plantlife and wildlife.
2. Encourage the Glendale administration to maintain policies, procedures, practices and ordinances that don't adversely affect the environment.

GOAL TWO

Insure that the Village of Glendale has a perpetual green "canopy".

OBJECTIVE

1. Maintain a satisfactory Village tree inventory.

HISTORIC RESOURCES

GOAL ONE

Preserve the historic character of the Village - including, but not limited to, structures and open space.

OBJECTIVES

1. Maintain Glendale Historic District as a National Historic Landmark.
2. Retain Certified Local Government status (CLG).
3. Leverage public and private resources to encourage investment in historic resources, thereby strengthening the Village's economy.
4. Combat urban blight caused by neglect of aging buildings, sites, and districts and their settings.
5. Provide clearer rules so that any new construction, alteration or adaptive reuse of existing structures, or changes to land areas within districts are architecturally appropriate and compatible with surrounding historic properties.
6. Stabilize and improve property values.
7. Educate the public about the value of preservation.
8. Enhance the environmental and aesthetic quality of the Village.
9. Promote preservation and continued use of pivotal public buildings such as schools, railroad depot, town hall, police station, and others.
10. Protect public health, safety, prosperity, and welfare.

LAND-USE

GOAL ONE

Keep Glendale a primarily residential village with significant green space.

OBJECTIVES

1. Expand the existing greenbelt to surround Glendale as much as possible with green space.
2. Manage building density to retain ample open space, light, and air.
3. Preserve property values throughout the community.
4. Preserve natural assets of the village - mature trees, open space, creeks.
5. Require regular reviews of the zoning code so that it reflects all current ordinances and is organized in a 'user friendly' fashion.

MUNICIPAL SERVICES

GOAL ONE

Maintain the infrastructure, services and safety of the Village.

OBJECTIVES

1. Keep public streets and sidewalks in good repair.
2. Provide excellent water and sewer service.
3. Keep all public buildings in good repair, with particular emphasis on historic structures unique to the village.
4. Maintain excellent levels of police and fire protection.
5. Deliver village services in a cost-effective manner.

RECREATION

GOAL ONE

Strengthen the community's recreation facilities and programs.

OBJECTIVES

1. Obtain a facility to be used as a Recreation/Community Center.
2. Create a biking/hiking trail through Glendale
3. Have a well-rounded program of sporting activities for all age groups.

TRANSPORTATION

GOAL ONE

Minimize the impact of vehicular and rail traffic and insure a safe, peaceful, and quiet Village.

OBJECTIVES

1. Preserve the residential nature and historic integrity of Glendale, realizing an increase in traffic due to development.
2. Design streets and surrounding landscape to control traffic flow and discourage speed.
3. Optimize utilization of parking space inventory, access, and safety in business areas
4. Facilitate the coexistence of rail and vehicular traffic and their attendant environmental impacts in a residential community.

Mayor Tom Todd initiated the planning process for a Village Plan Update in February of 2000 in response to resident concerns about the future development of the Village. Mayor Todd convened an ad hoc committee to study the issues and sought and received funding from the National Park Service to initiate planning work to update the fifty-six-year-old Village Plan of 1944 written by Harland Bartholomew and Associates.

A resident survey (in separate Appendix) was designed and administered to all 946 Village households and yielded a 30% response rate. The content of the responses formed the basis for establishing a prioritized statement of relevant issues and resident preferences in regard to preservation and development in the Village. Concurrently data collection and mapping studies were conducted to illustrate and articulate all relevant existing conditions.

Resident-led committees were established to define the scope of work and to study specific issue areas for Communications, Traffic, Recreation and Environment, Land Use and Historic District, and Commercial Districts. Additional consultants were commissioned to conduct detailed studies of Traffic, Historic Preservation, and Natural Environment.

Results and proposals for the master plan were culled through a series of public meetings and work sessions over a two-year period. Public meet-

ings included committee meetings, public Planning Commission and Council meetings, community open houses at Glendale Town Hall, during which residents asked questions and made comments on all aspects of the master plan.

Community input resulted in a prioritized set of recommendations, and a strategic plan that forms the basis for this document. Input sources included information provided by the Glendale resident survey, citizen planning committee work, and feedback received at public meetings. This document has been created as an update of the 1944 Village Plan and references that work for benchmark data.

At the time of this writing, work and recommendations of this planning effort have resulted in further study in Historic Preservation, Traffic and Parking, and Natural areas (see separately bound appendix for each individual report.) as well as legislative action in Zoning regulation. Many of the recommendations for Historic Preservation were enacted by the Village Council as revisions to the Zoning Code on April 1, 2002, after multiple meetings of the Historic Preservation Committee, Glendale Planning and Historic Preservation Commission (GPHPC), and the Village Council Law Committee.

The complete master plan was presented to the public at meetings of the GPHPC and Village Council on May 6, 2002, with approval at their meeting of July 1, 2002.

Village Location and Description

The Village of Glendale is comprised of 1046 acres of gently rolling wooded land located twelve miles directly north of the Cincinnati Central Business District in Hamilton County, Ohio. Approximately 100 feet of elevation separate the Village from the Mill Creek Valley below and to the east. The village of Glendale lies in Sections 5, 6, 12 and 14 of Springfield Township in northern Hamilton County.

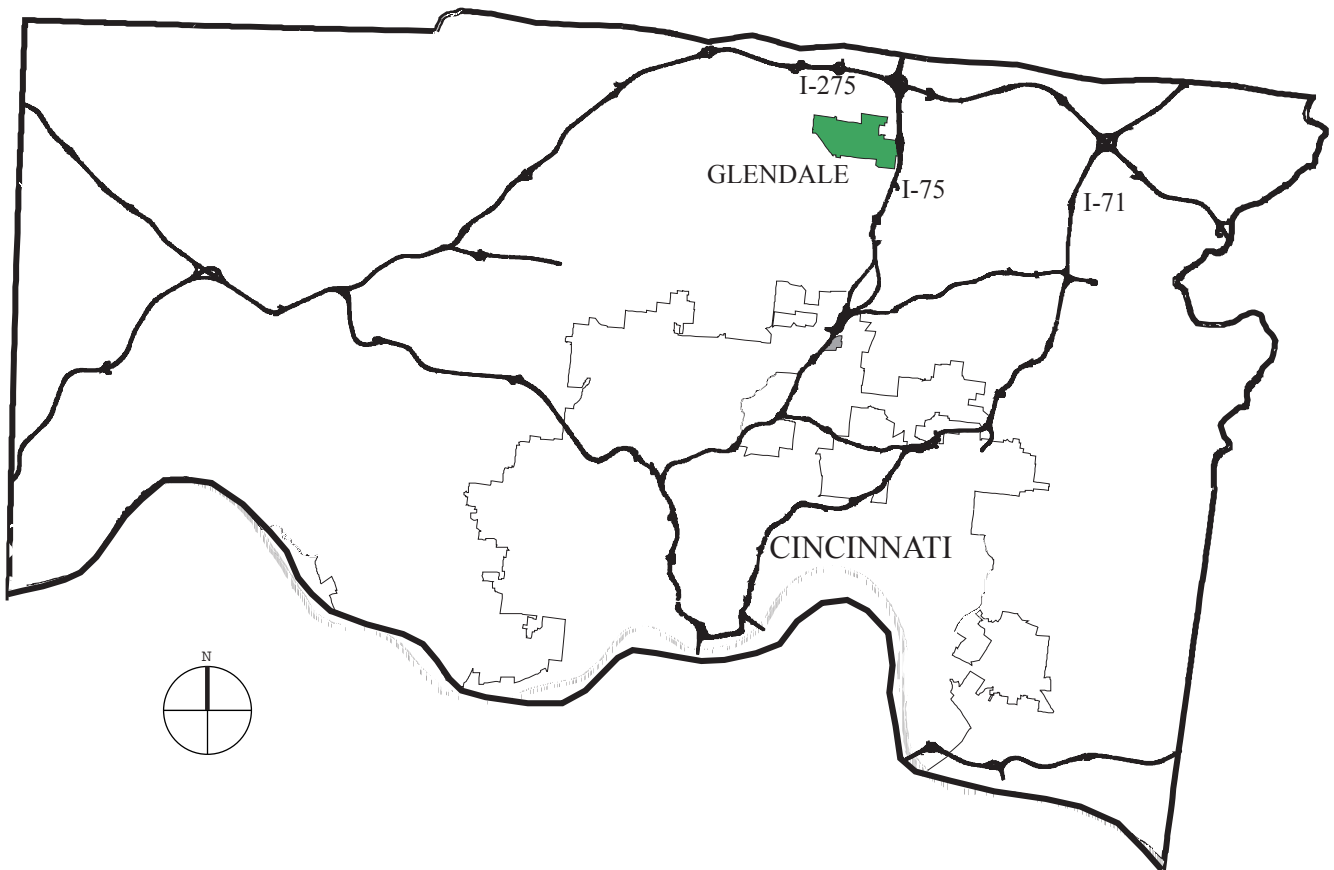
Glendale is connected to Cincinnati and the region by Interstate Highways I-75 and I-275. The Cincinnati, Hamilton and Dayton (CH&D) Railroad, which bisects the Village, was the

primary transportation link between Glendale and Cincinnati for nearly a century after its construction in 1851.

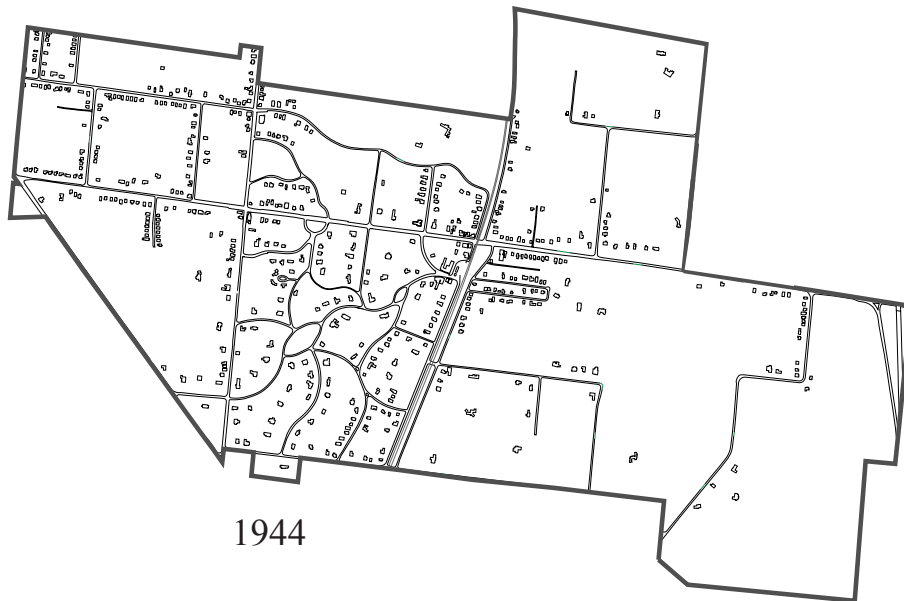
Glendale was built on farmland, separated from other developed areas, and was conceived in 1852 as a primarily residential community for summer or commuter living. Today the Village is surrounded by sprawling retail development to the north, industrial and manufacturing uses to the east and south, and residential communities to the west. Yet, because of its unique history and planned conception, Glendale remains entirely distinct within the area through the nature of its built-

form, character of green space, and strength of its community social and cultural structure.

Hamilton County



Village Plan



1944



 Village Owned Greenbelt in Woodlawn

2000

In the 1850s, the land where Glendale now lies was a series of fine cultivated farms.

The village owes its founding to the completion in 1851 of the Cincinnati, Hamilton and Dayton (CH&D) Railroad, the first line to be built through northern Hamilton County. "The founders of Glendale were several gentlemen wishing to build themselves summer homes. They determined to select a place somewhere between Hamilton and Cincinnati, on the Cincinnati, Hamilton and Dayton Railroad, which was just being built, and they decided on the place where Glendale stands" (Nelson, p. 437). This rural location along the railroad gave them easy access to the city but was removed from any encroachment of industry or commerce (Doreen Gove, "Glendale Historic District," National Register nomination, 1976).

In 1851 a group of 30 men formed a joint stock company called the Glendale Association. They purchased about six hundred acres of land, "which was subdivided into lots and laid out into streets and parks by R.C. Phillips, a civil engineer of Cincinnati."

The village was platted in 1852 (Ford, p. 377). "The avenues were staked off in beautiful and symmetrical curves," mostly 60 feet wide (Ford, p. 376). A hotel was built for "summer boarders," which was later converted to a women's college. Three "pretty little parks" also were created in different parts of the village, and oak, ash, and sugar maple trees were planted along the streets. Streets were graveled and lit by coal oil lamps.

The first lot was sold to Henry Clark "at a premium of \$500.00." Other buyers included "railroad officials, owners and operators of the mills and factories that were springing up along the Miami and Erie Canal in the Mill Creek Valley" ("Glendale Historic District"). Houses constructed were required to cost at least \$1,500. The members of the Glendale Association were among the first to build homes in the village.

With the coming of the railroad, a labor camp was established in the village.

Upon completion of the work, many of the workers elected to stay in Glendale, where they built modest houses along the tracks. By 1860, according to the federal population census, Irish-Americans constituted 28 percent of all village households (ibid.). After the Civil War, African-Americans also moved to Glendale, establishing homes east of the tracks and in the northwest corner of the Village (Gove).

By 1855 a petition for incorporation was signed by 30 of the 50 property owners ("Glendale Historic District"). A post office was established in 1852. Originally called Fosdick, the town's name was changed to Glendale in 1854 (Nelson, p. 438).

From the day the first train ran to Cincinnati, on September 18, 1851, the railroad was an essential part of village life. "The railroad was the lifeline of Glendale, the depot one of its most useful structures. From here 14 trains a day came and went; not only passengers and mail, but also groceries arrived by train regularly" ("Glendale Historic District.") A small business district sprang up around the depot soon after the village was founded, including a tavern, livery stable and grocery.

"By 1869 many of the lots on the original plat had been built upon" (Gove). Many were "dignified and stately homes surrounded by 'ample grounds and shrubbery'" (ibid.). Titus' 1869 Hamilton County atlas depicts the village's winding streets dotted with large houses with long, winding drives. Small, closely built dwellings lined North Troy, Greenville, Church, and Washington Avenues. East of the railroad tracks and west of Congress Avenue lay largely open land. The picturesque qualities of the village were praised by Victorian observers.

The village's population increased steadily following incorporation. By 1860, it was 690; ten years later, 1,780. By 1880 it had slipped to 1,403, possibly because of new development in surrounding areas.

In the years after incorporation, a series of additions was made to the village increasing its incorporated

land area to 1013 acres. The late 19th century was a time of major public improvements in Glendale. The Town Hall, designed by leading Cincinnati architect Samuel Hannaford, was built in 1874; it houses municipal offices and was home to a wide range of community activities. Sandstone slab sidewalks were installed 1880-1893 (Faran, p. 21). A public water system, supplied by artesian wells, was constructed 1892-1893 (ibid., p. 26).

During the early 20th century, the village became an automobile suburb of Cincinnati. The widespread availability of cars, improvement of roads, and construction of parkways made it more feasible to live in Glendale and work in Cincinnati or industrial suburbs such as St. Bernard and Ivorydale. The construction of the original Millcreek Expressway (now part of Interstate 75) in the early 1940s, and its expansion in the 1960s, further shortened commuting time by auto.

During the early 20th century the village's population, which had been in decline, began to increase steadily. In 1900 it was 1,545; in 1930, 2,360; in 1950, 2,402. New homes were built throughout Glendale in the 1920s, 30s, and early 40s, for the most part on formerly vacant or subdivided parcels, or on former farmland on the village's periphery. As late as the 1950s, however, cows grazed on Oak Road and Albion Avenue (Faran, p. 1).

By the mid-20th century, Glendale was landlocked, hemmed in by expanding municipalities on all sides. With the construction of Interstate 75 in the 1960s, commercial and industrial development expanded rapidly in the Millcreek Valley, and shopping centers and industrial parks were built on the borders of the village. During the late 20th century, most of the open space around Glendale was consumed by suburban sprawl. Large parcels of land within the village were platted for building lots. (see "Parcelization," p.17, see separate Appendix A for bibliography).

Demographic Profile and Change

A. Historical Growth and Profile

While the population of Glendale has decreased a small amount since 1944, the age and composition of its resident profile has changed considerably. The 1940 population of 2,359 in Glendale varies by 171 more people than the 2000 count of 2,188 for a 7% decrease. The population fluctuated in 1970 to 2,690 and 1980 to 2,368. A more dramatic and consistent change has occurred in the number of households, which increased from 596 in 1940 to 942 in 2000 which represents a 58% change. This reflects the reduc-

tion in persons per household. Concurrently, the population of Glendale has grown older with those over 65 years moving from 16% in 1970 to 17.8% in 2000. Those under 18 have declined in number during the same period from 33% to 21.8%. The African-American population of the Village has declined from 1970 to 2000 from 18% to 14.2%.

to 2.3 persons in 2000. With the total population decreasing slightly, the number of households increased dramatically. 1940 population density was concentrated in fewer households and in a smaller geographic area, primarily west of the railway. By 2000 less dense households were spread more evenly both east and west of the railway, with new households now occupying former farmland.

B. Density and Distribution of Population

Persons per households have declined considerably, from 3.9 persons in 1940

C. Future Demographic Trends

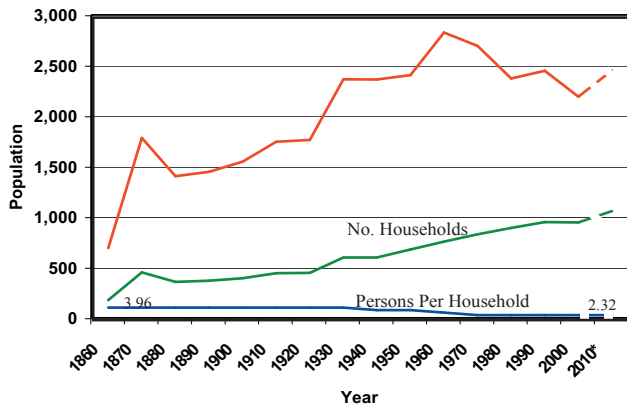
All census data and trends suggest that Glendale should experience both

Population Growth and Profile

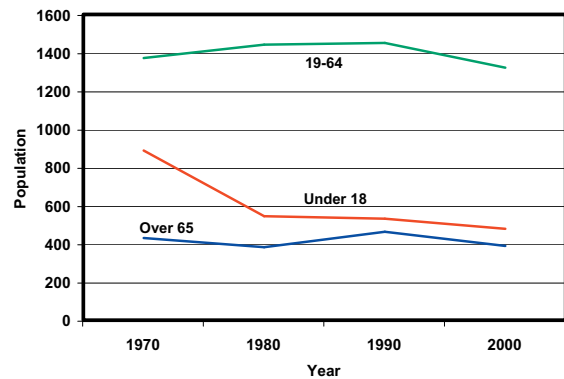
YEAR	%WHITE	%BLACK	GLENDALE TOTAL	HAMILTON COUNTY TOTAL	<AGE 18	% <AGE 18	AGE 19-64	% AGE 19-64	>AGE 65	% >AGE 65	HOUSEHOLDS	PPH	HOUSEHOLD CHANGE	POPULATION CHANGE
1860			690	216,410							174	3.96		
1870			1,780	260,370							449	3.96	158.0%	158.0%
1880			1,400	313,374							354	3.96	-21.2%	-21.3%
1890			1,444	374,573							365	3.96	3.1%	3.1%
1900			1,545	409,479							390	3.96	6.8%	7.0%
1910			1,741	460,732							440	3.96	12.8%	12.7%
1920			1,759	493,678							444	3.96	0.9%	1.0%
1930	77.3	22.7	2,360	589,356							596	3.96	34.2%	34.2%
1940	77.0	23.0	2,359	621,987							596	3.96	0.0%	0.0%
1950	82.1	17.9	2,402	723,952										1.8%
1960	80.6	19.4	2,823	864,121							753	3.75		17.5%
1970	82.0	18.0	2,690	924,018	888	33.0	1372	51.0	430	16.0	825	3.26	9.6%	-4.7%
1980	80.6	19.4	2,368	873,224	544	23.0	1442	60.9	382	16.1	888	2.67	7.6%	-12.0%
1990	84.5	15.5	2,445	866,228	531	21.7	1451	59.4	463	18.9	946	2.58	6.5%	3.3%
2000	82.8	14.2	2,188	845,303	478	21.8	1321	60.4	389	17.8	942	2.32	-0.4%	-10.5%
2010*			2,448								1055	2.32	12.0%	11.9%
Future			2,803								1208	2.32	28.2%	28.1%

*Based on additional in-progress development = 112 housing units
 Future (based on additional in-progress development = 265 housing units plus potential development for full build out of village) (See Page 21 of Village Plan)

POPULATION GROWTH



GROWTH TRENDS BY AGE



a decline in population and an aging of its residents. Hamilton County is expected to decline in population. The Princeton School District predicts an ongoing decline in enrollments by 7% through 2010.

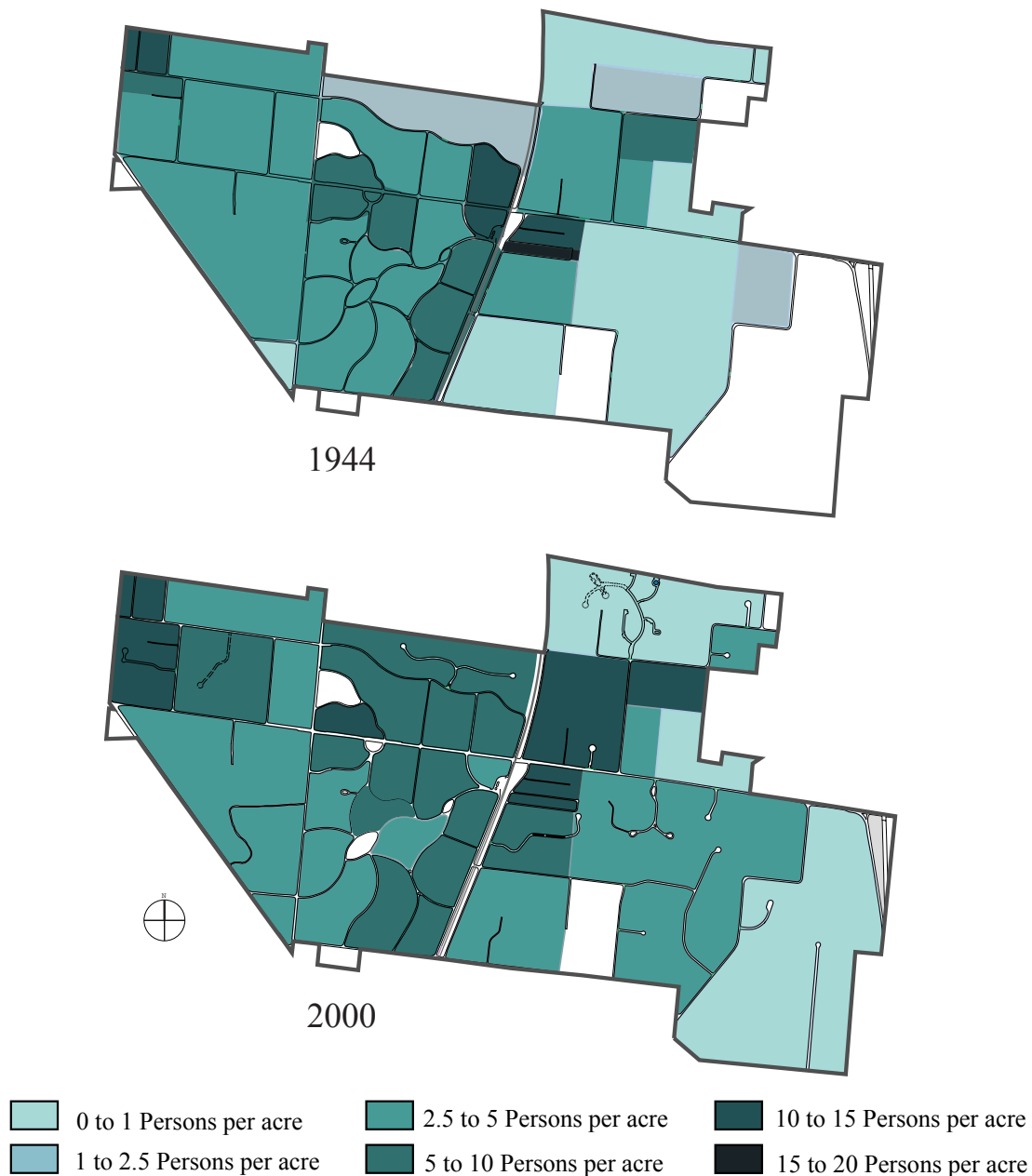
Preliminary 2000 US Census information also indicates that this is what happened between 1990 and 2000, with an 11% population decline from 2,445 to 2,188. However, data collected in the field about new household creation and turnover in existing households between 1990 and 2000 show both an increase in population

and a slight increase in the number of residents under 18 years of age.

By analyzing new water/sewer hook-ups (75 new 1990-2000) and by scrutinizing the composition of incoming households replacing existing households, it can be shown that Glendale population increased based on new home construction and that the percentage of those under 18 may have increased by 1% reversing a clear declining trend since 1970. This is contradictory to current census figures. Assuming that average family size remains stable, already planned

new home construction through 2010 will bring another 12% increase in Village population. Current and projected demographic projections are important to the future planning of the Village, and census survey data and field information must be reconciled.

Density and Distribution of Population



General Land Use in and around the Village

A. History of Land Use in the Village

Since after its days as a railroad camp, the Village of Glendale was conceived to be a residential community with neighborhood related retail and commercial uses. Almost all of the Village was laid out on agricultural land and yet remained almost 40% undeveloped in 1944.

B. Distribution and Change in Land Uses Surrounding the Village

Likewise the environs surrounding the Village were primarily agricultural

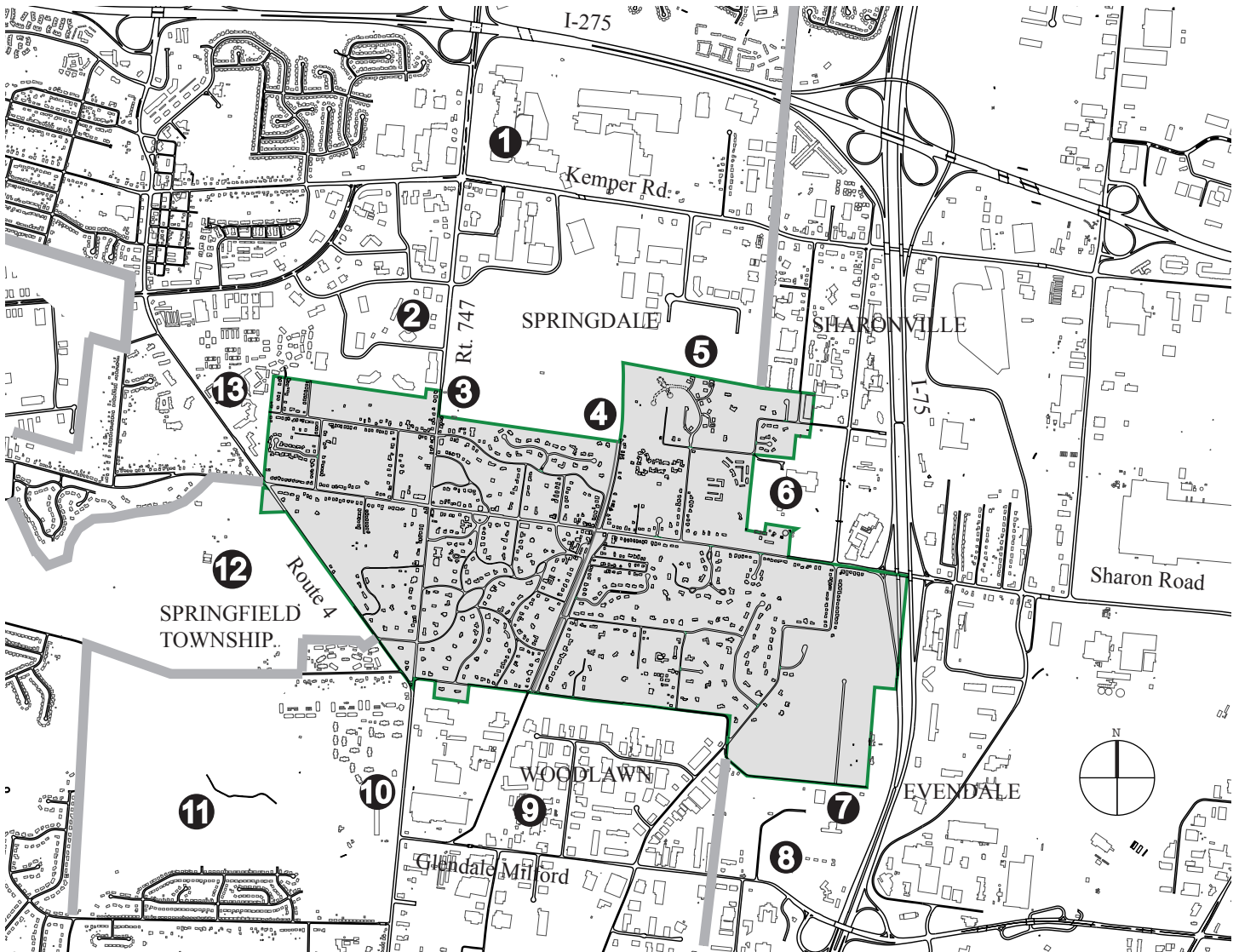
until the late 1950s. While Springfield Pike (S.R. 4) and the Glendale-Milford road had been important regional connectors before that time, few new uses had been developed along these routes. Springfield Pike began to support some auto oriented commercial uses in the new community of Woodlawn to the south at that time, but it was not until the construction of Interstate Highway 75 through the area in the 1960's that rapid commercial development occurred around the south and east of the Village. Portions of Woodlawn in these areas began then to be heavily developed

with light manufacturing uses as they remain today. Rapid and intensive retail development occurred to the north and northeast of the Village with the construction of Interstate Highway 275. Today that area contains a major concentration of retail and office uses including a regional mall.

Distribution and Change in Land Uses surrounding the Village

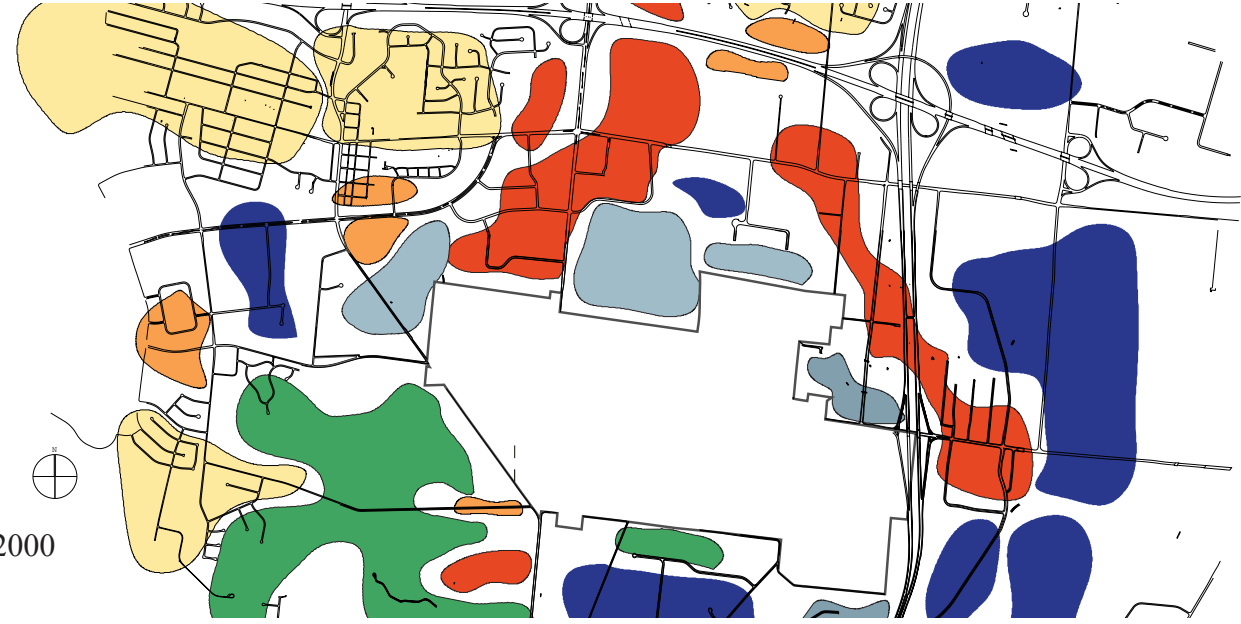
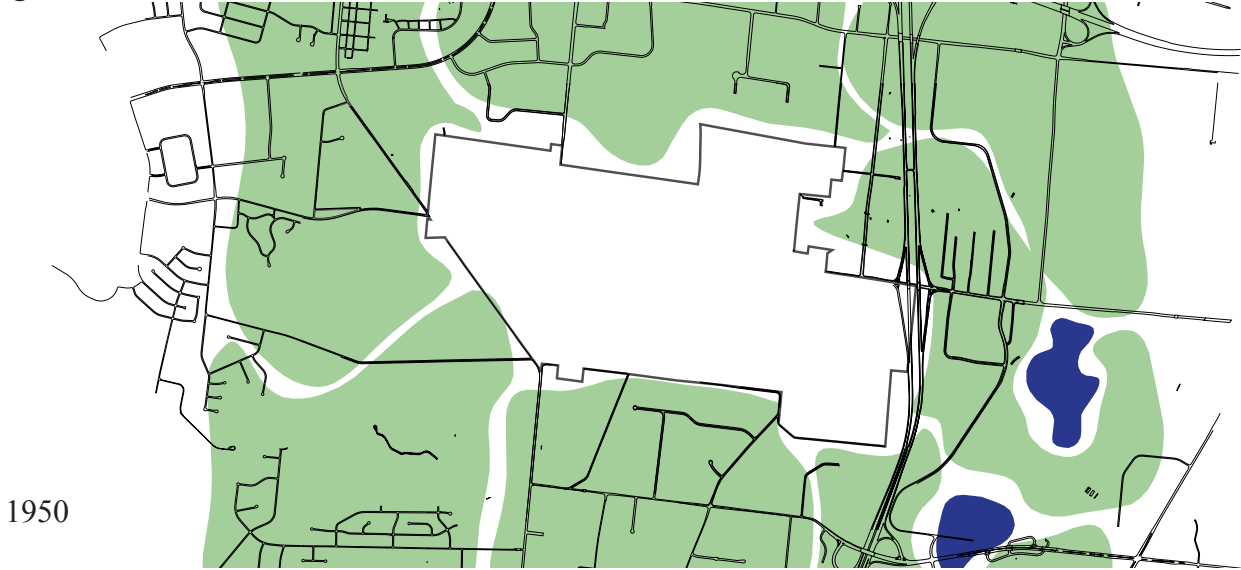
1. Tri County Mall and Regional Commercial Areas
2. Springdale Office Park
3. Oak Hill Cemetery
4. Golf Ranch Golf Course (Public)
5. The Vineyard Church
6. Princeton Schools
7. Landmark Christian School
8. St. Rita's School
9. Woodlawn Manufacturing District
10. Glenwood Crossing (Commercial/Housing)
11. Hamilton County Parklands
12. Glenview Golf Course (Public)
13. Maple Knoll Retirement Village

	1938	1950	1974	2000
Agriculture/Park	8219.48	8075.25	1703.34	901.99
Commercial	0.00	0.00	719.29	1145.21
Industrial	0.00	101.70	1586.95	1831.59
Single/Multi Family	0.00	47.80	1224.41	1372.19
Educational	0.00	0.00	605.71	600.78





Regional Land Uses



- Agricultural
- Commercial
- Institutional
- Park and Recreation
- Educational
- Industrial
- Single Family
- Multi Family

General Land Use in and around the Village

C. Distribution and Change in Land Uses within the Village

The primary change in land use within the village since 1944 consists of the development of former agricultural open space into low density residential use. This constitutes the single greatest change in Village land use and is manifest as a reduction in undeveloped (vacant) land from 38.73% of Village area in 1944 to just 1.28% in 2000. Accordingly the developed area of the Village now stands at 98.72% of overall area despite the acquisition since 1944 of additional land which increased the total Village acreage

from 1013 to 1046 acres. (Approximately 36 additional acres are greenbelt owned by the Village, but located in Woodlawn.) Multi-family residential land-use, virtually nonexistent in 1944, has grown significantly, but remains today only a small proportion of the overall land use. The proportion of both parkland and public/semi-public uses has more than doubled since 1944.

ted under current zoning. As it was originally laid out, the Village benefited from large lots which accommodated large houses surrounded by landscaped yards which contribute to the park-like setting of the historic district. Historic trends show that the Village has created today 1058 individual property parcels from the 752 parcels it had in 1944. This represents a 40% increase in the number of parcels.

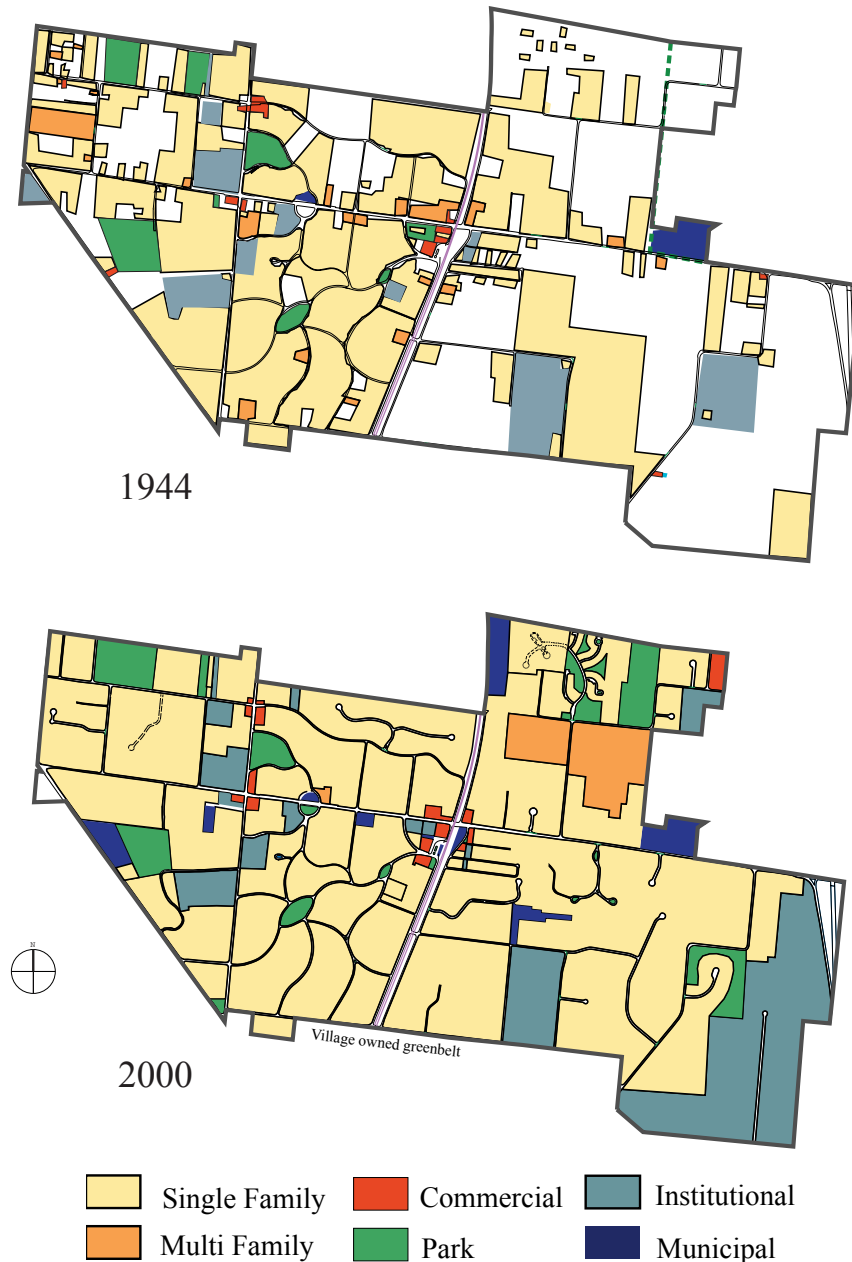
D. Parcelization

A significant trend in land use since 1944, and even from 1890, is the subdivision of existing lots as permitted

E. Zoning and Regulation

Land use in the Village is today governed by the same development and use restrictions that were set by the

Distribution and Change in Land Use Within the Village



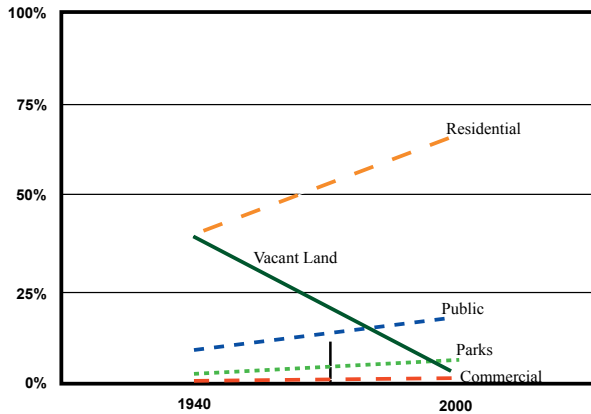
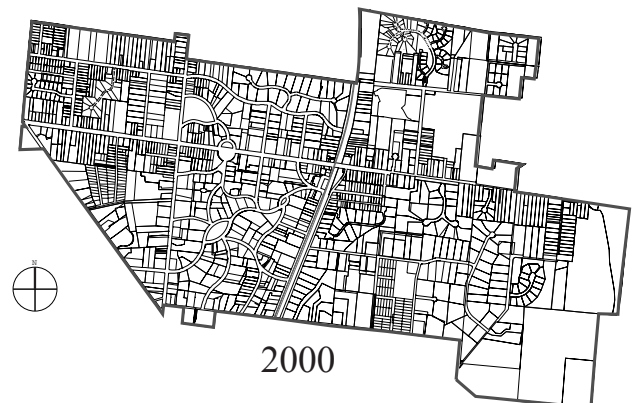
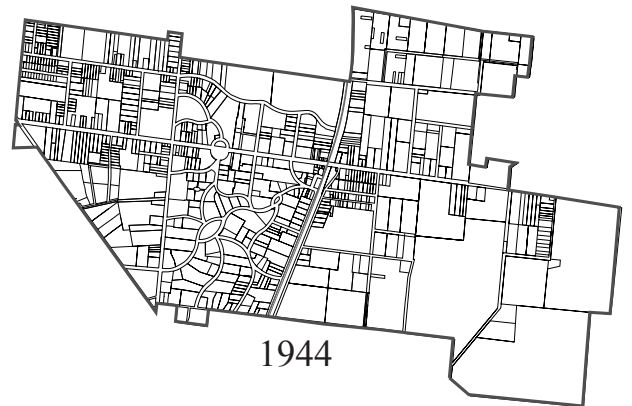
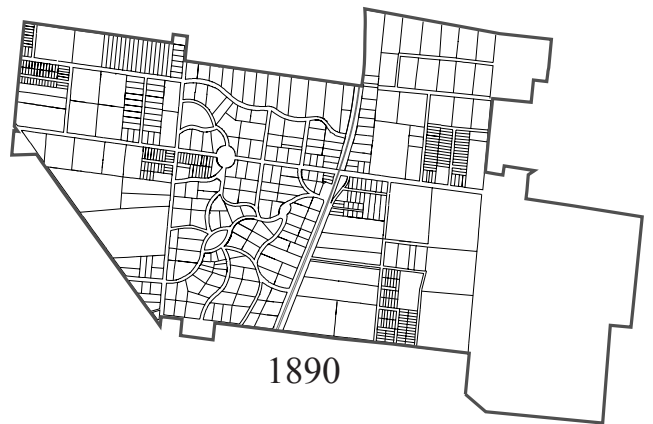
Village Plan of 1944, with four types of residential zones with varying allowable densities, one multi-family zone and two types of commercial zones. Most of the central part of the Village is further restricted by a historic district overlay zone. Manufacturing and industrial uses are not permitted in the Village.

Land Use Parcelization in the Village

Changes in Land Use in Village

	1940 in acres	2000 in acres	1940	2000
Single Family Residence	406.58	605.60	40.14%	57.92%
Two Family Residence	17.49	0.00	1.73%	0.00%
Multi Family Residence	3.76	45.86	0.37%	4.38%
Commercial	3.73	6.00	0.37%	0.65%
Light Industry	1.55	0.00	0.15%	0.00%
Heavy Industry	0.00	0.00	0.00%	0.00%
Railroads	9.50	10.82	0.94%	1.03%
Public/Semi Public	71.46	171.62	7.06%	16.41%
Parks	11.51	54.00*	1.14%	5.16%
Streets & Alleys	95.00	137.79	9.38%	13.17%
Total Developed Area	620.58	1032.69	61.27%	98.72%
Vacant Land	392.28	13.36	38.73%	1.28%
Total Village Area	1012.86	1046.05	100.00%	100.00%

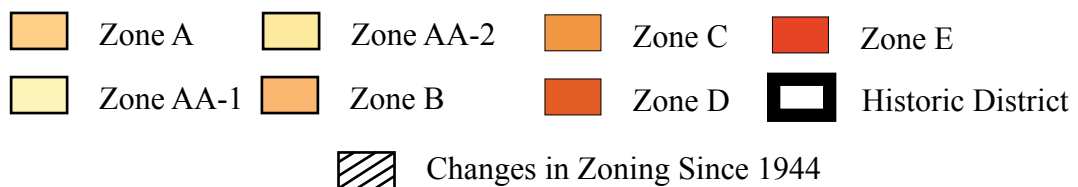
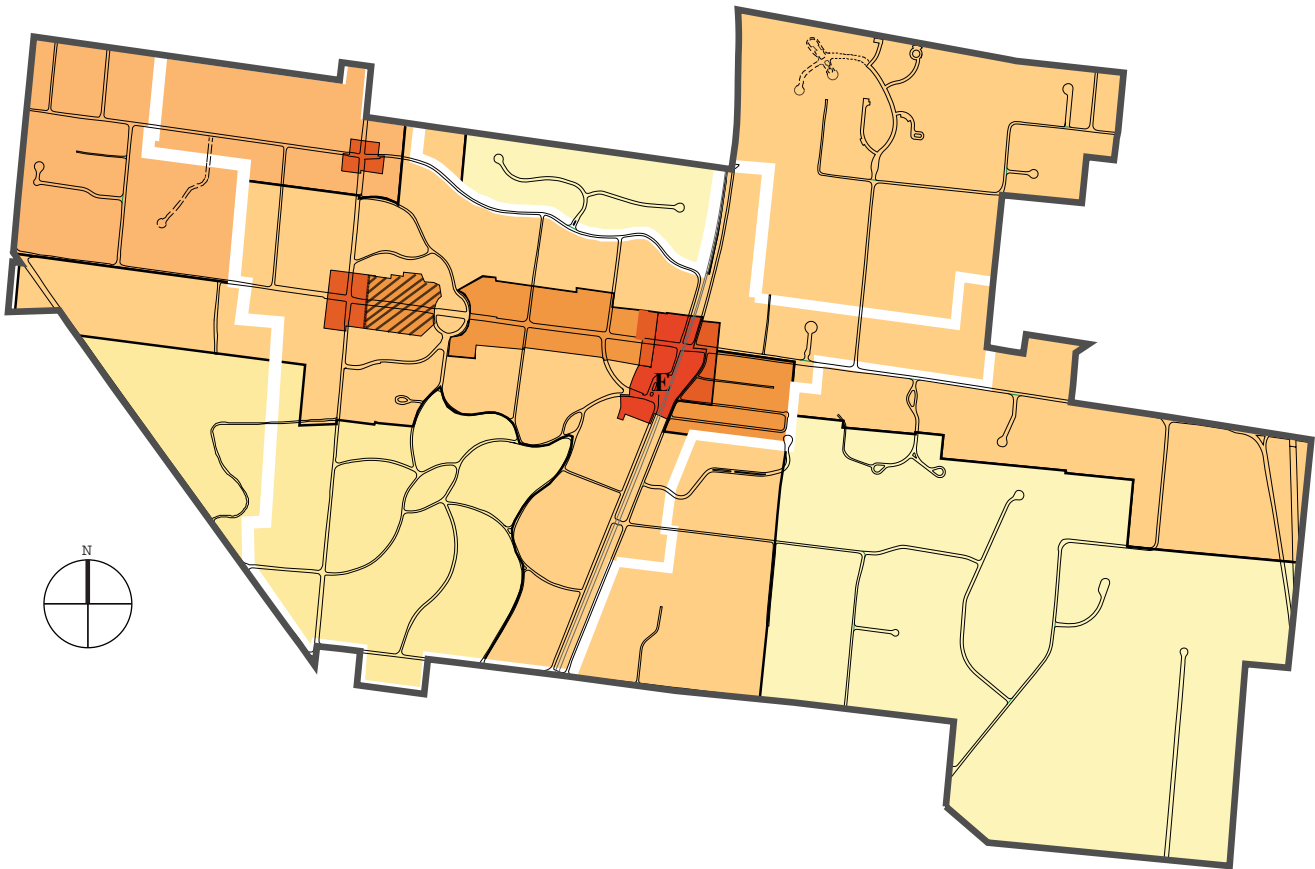
* Does not include greenbelt outside of Village (approx. 36 acres) nor Village owned water tower property which is classified as Public/Semi-Public



Zoning Code

District	USE	Height Stories	Height Feet	Front Yard	Side Yard	Rear Yard	Lot Area Per Family	District	USE	Height Stories	Height Feet	Front Yard	Side Yard	Rear Yard	Lot Area Per Family
AA-1	SINGLE FAMILY RESIDENCE- family homes, churches, schools, parks, also certain - institutions	2 1/2	35'	40'	10%-15'	20%-40'	One Acre	C	TWO FAMILY RESIDENCE- uses permitted in "B" district, two family dwellings	2 1/2	35'	40'	10%-7'	20%-30'	15,000 s.f. for single family buildings 10,500 s.f. for two family buildings
AA-2	SINGLE FAMILY RESIDENCE- uses permitted in "AA-1" district	2 1/2	35'	40'	10%-15'	20%-40'	22,500 s.f.	D	COMMERCIAL DISTRICT- uses permitted in "C" district, multiple dwellings, retail stores.	2 1/2	35'	40'	none unless lot adjoins residence district.	20'	7,500 sq. ft. for single family buildings 6,000 s.f. for two family and multiple dwelling
A	SINGLE FAMILY RESIDENCE- uses permitted in "AA-1" district	2 1/2	35'	40'	10%-10'	20%-40'	15,000 s.f.	E	BUSINESS DISTRICT- uses permitted in "D" district, garages, certain repair shops, bakeries.	2 1/2	35'	40'	none unless lot adjoins residence district.	20'	Same as "D" District
B	SINGLE FAMILY RESIDENCE- uses permitted in "AA-1" district, professional offices.	2 1/2	35'	40'	10%-7'	20%-30'	7,500 s.f.								

Zoning



Residential Land Use

A. General Character

Land use in the Village is primarily residential, with 942 (2000) units ranging in size and appearance.

B. Inventory and Housing Types

Of the oldest single family housing types, the largest group occupies the majority of the historic district of the Village, and generally consists of elaborate 2-3 story structures of 3-4000 s.f, originally laid out on lots of one-and-a-half acres. These are arranged in a widely scattered pattern, and at a distance from each other proportionate

to their height and area.

Of equivalent age is a much smaller housing type. Many of these simple homes do not exceed one story and are rarely more that 1000 s.f. The parcelization pattern of lots in the area of this housing type is the smallest of anywhere in the Village with an average size of one fifth acre. Most of this housing type is concentrated in the northwest corner of the Village with a small cluster just to the east of the railway along Sharon Road.

Approximately 32 apartments exist in free standing buildings or above com-

mercial space along Sharon Road and in the Village Square.

C. Zoning and Regulation

New residential development is subject to restrictions of the Village Zoning Code which varies according to district. (see table p. 18)

D. Residential Development Trends since 1944

Infill housing of modest size and modern style has occurred throughout the historic district of the Village and on smaller lots that have been legally

Housing Types



Historic Medium Lots



Historic Large Lots



Historic Small Lots



Cul de Sac Development

subdivided from the very large original single house lots. Another larger modern housing type has been developed in subdivisions, primarily east of the railway starting in the 1970's. These houses are typical of cul-de-sac developments throughout suburban areas of Cincinnati, with large two story structures with attached garages situated on large, irregularly shaped lots.

Two multi-family developments have been constructed since 1970. These are relatively isolated in clusters of 31 and 62 condominium units, east of the railway and north of Sharon Road, and

are remote from the center of the Village. It is presumed that an increase in aging and childless households fed a demand for condominiums.

Subdivision of small parcels has occurred at a high rate in the Glendale Historic District since 1944. Within this district, 69 parcels have been divided into 173 parcels in the period between 1944 and 2000. This does not include nonresidential parcels that have been subdivided. Approximately 284 new houses were built in that period throughout the Village, which represents a 50% increase. 59 of these were built in the historic district.

E. Projected Future Trends and Challenges

Today as many as 30-35 additional houses could be built in the historic district on vacant parcels that already exist, or on "jumbo lots" that could technically be subdivided under current zoning regulations to allow the creation of buildable lots. Surveys are necessary to determine the precise number.

Outside of the historic district as many as 38 houses could be developed on vacant parcels that already exist, or on "jumbo lots" that could be subdivided

Housing Types



Cul de Sac Development



Condominiums



Historic Small Lots



Historic Medium Lots



Historic Large Lots

Residential Land Use

under current zoning regulations. Consequently, under current zoning regulations an estimated 73 new houses could be developed throughout the Village in addition to the 112 units that are already planned or under construction. This does not include the Landmark Christian Schools property which could support an additional 60-80 units under current zoning regulations.

This data supports resident perception that over development is one of the chief threats to maintaining the character of the Village (2000 resident survey). Planning subcommittee work

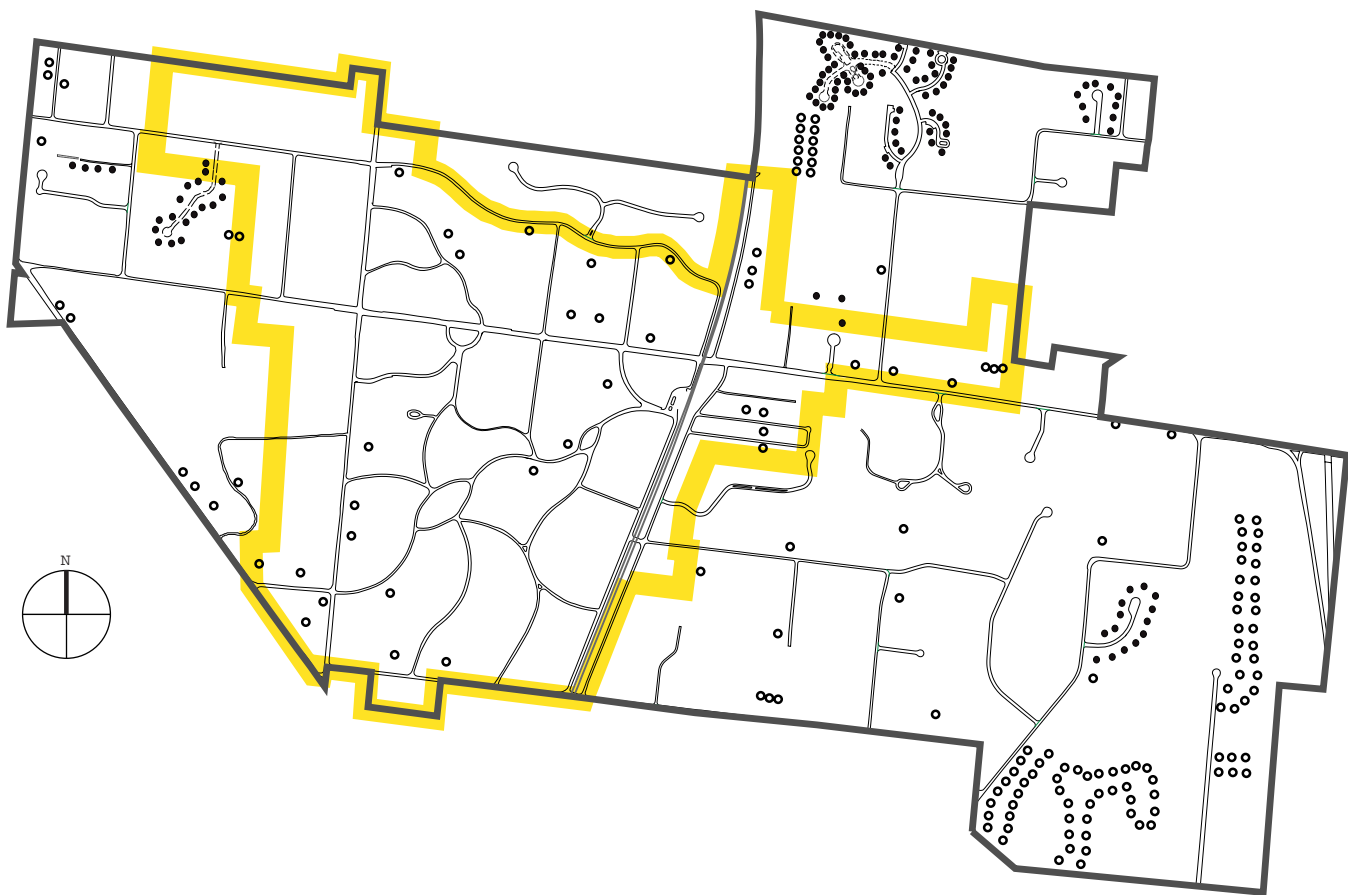
established the control of residential overdevelopment as a chief goal and identified several strategies to address this challenge, including zoning adjustments and overlays, historic preservation and greenspace easement incentives, and architectural guidelines.

Providing housing to accommodate future demographics trends deserves consideration. Reductions in household size call for smaller single family houses, or multi-family development, although respondents to the 2000 resident survey stated an aversion to more multi-family housing. No multi-family or denser townhouse develop-

ment is currently planned in the Village.

Other housing choices may become relevant to resident needs, such as, senior or assisted housing, live/work housing, and the adaptive reuse of commercial or office buildings for housing.

Currently Planned and Potential Residential Development



● Planned Residential Unit

○ Potential Residential Unit

Commercial Land Use

A. General Character

Commercial land-use comprises less than seven percent of the Village land area and is made up of three clusters of small businesses.

B. Districts, Inventory, and Commercial Use Types

The largest and most central district is the Village Square and the commercial frontage along Sharon Road near the rail line. The Southwest commercial area is clustered around the intersection of Sharon and Congress. The Northwest commercial area is located

along Congress Avenue near the intersection of Washington Avenue. The character, mix of uses, and history of the districts are distinct from each other.

All of the districts share boutique retail, food service, and office uses. The Village Square offers most of the service uses and is the seat of the Village offices and Post Office. Businesses in each district occupy historic buildings, though the majority of buildings in the west districts appears to be located in converted residential buildings.

Only the Village square proper is not located along the two major arterials

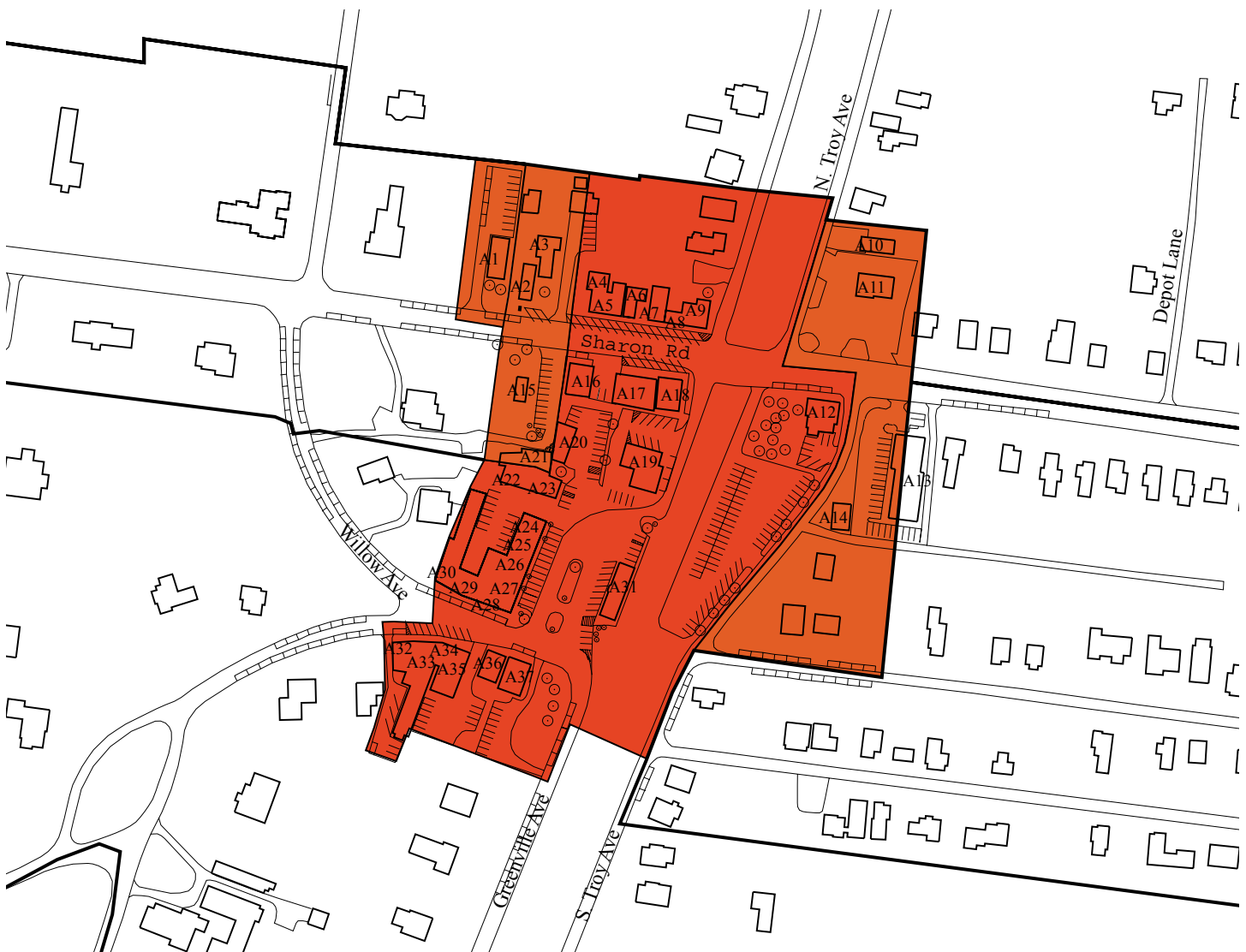
of the Village. It is organized around a public square which is separated from Sharon Road both visually and functionally.

A survey conducted by the Chamber of Commerce in early 2000 showed 7 restaurants/delis, 10 retail stores, a dry cleaner, two beauty salons, and a considerable amount of office space.

C. Economic Base

Of the nearly 100,000 s.f. of commercial space in the Village, almost 50% is used as office space. A number of other offices are scattered throughout

Village Square Commercial Area (6/2000)



- | | | | |
|-----------------------|---------------------------|--------------------------|---------------------------|
| A1 Office | A11 Marathon Gasoline | A21 HWB Community Center | A31 Historic Preservation |
| A2 Glendale Interiors | A12 Glendale Police Dept. | A22 Glendale Municipal | A32 Statements Salon |
| A3 Glendale Salon | A13 Offices | A23 Post Office | A33 Nippert & Nippert |
| A4 Vacant | A14 Toad's Deli | A24 Bluebird Bakery | A34 Dan Meahan |
| A5 Charlie's Salon | A15 St. Edmund's Chapel | A25 Village Market | A35 Kathleen's Cabinetry |
| A6 Office | A16 Energy Heat/Cool | A26 Twix Kids | A36 Open Cupboard |
| A7 The Nutter Group | A17 Choi's Cleaners | A27 Gehring Pharmacy | A37 Century House |
| A8 Q.F.A. Tailors | A18 Trackside Deli | A28 Interior Design | |
| A9 Office | A19 Iron Horse Inn | A29 Vacant | |
| A10 Servall Electric | A20 5/3 Bank | A30 Tea Room | |

Commercial Land Use

the Village as well, making this use the dominant commercial use of Glendale. Food service and retail almost evenly divide the remaining space, with a very small number of service uses. Each of the commercial areas has a different character and mix of businesses. The Village Square proper divides its commercial space almost evenly among retail, office, and food service. The Sharon Road commercial strip near the rail line, the area around the Grande Finale, and the area around the Gaslight Café all are dominated by office use, with the building utilized by the Board of Education in the southwest commercial area con-

stituting almost a third of all office space in the Village. These areas also support 32 apartments above first floor commercial space. In June 2000 the commercial areas had less than a 10% vacancy rate, and this was concentrated in the Village Square.

D. Existing Market

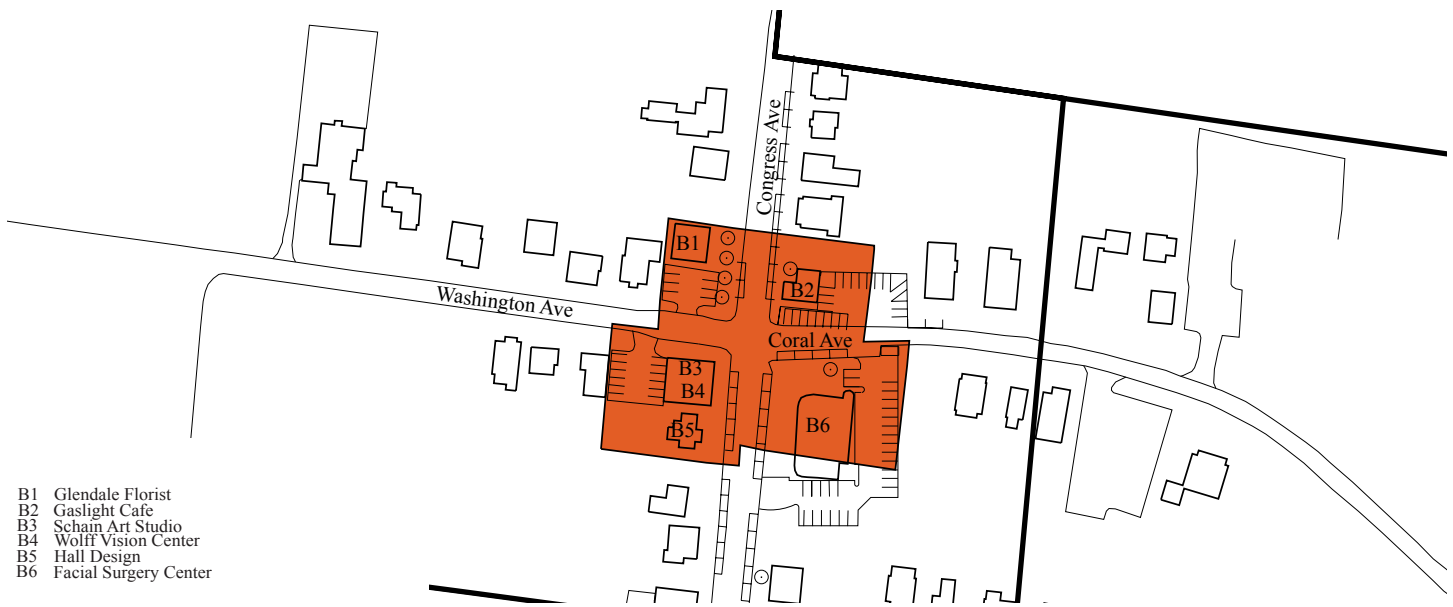
At the time of this writing neither a complete economic base analysis nor a market study of Village commercial uses has been conducted. Anecdotal information from merchants indicate that most businesses are owned and operated by nonresidents and depend

on a customer base from outside of the Village, especially for the boutique retail and the three "destination" restaurants. Office occupancies also appear to be dominated by nonresident owned businesses.

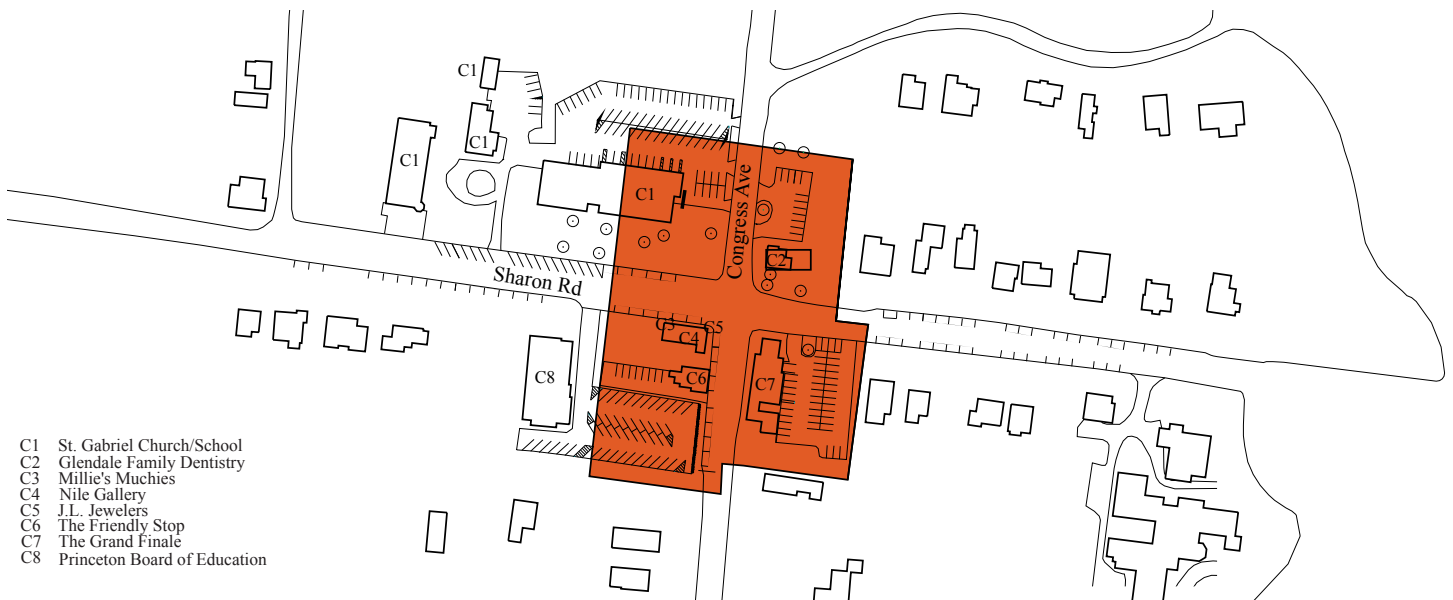
E. Zoning and Regulation

Commercial uses are restricted to a very small area within the Village. With the exception of professional offices, this is limited to the immediate area of the three commercial districts. Regulation of construction in the districts is governed by the existing zoning code as administered by the Planning

Northwest Commercial Area (6/2000)

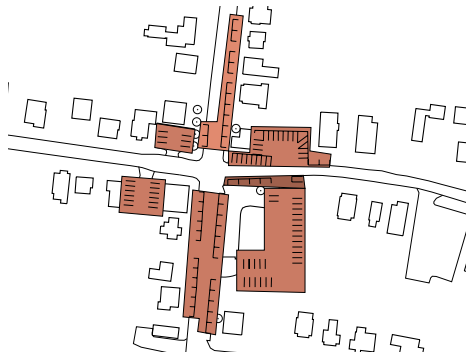


Southwest Commercial Area (6/2000)

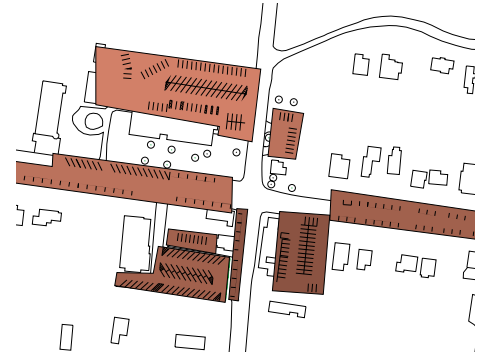




Village Square
Parking Utilization



Northwest Commercial Area



Southwest Commercial Area

0% to 20% 20% to 30% 30% to 40% 40% to 50%

Commission, which applies architectural design review to each project for permit.

F. Functional Aspects

1. Parking

A parking study was conducted over a Thursday and one Saturday period from 8:00am to 9:00 pm. The results were tabulated to show current parking capacity, parking needs for commercial uses, and parking utilization rates. Findings indicate that within the Village Square commercial area, including adjacent businesses along Sharon Road, approximately 300 parking places are required by existing commercial business as per current zoning code, not including any that those businesses might have on premises. 300 places are currently provided in public lots and on streets throughout this area. For the existing public lots utilization rates rarely exceed 77%, and that occurs during three-hour periods at weekday lunchtime and Saturday dinnertime. The overall utilization rate for these lots averages 40%. A parking shortage occurs for the “destination” restaurants from time to time, such as for The Grande Finale Restaurant in the southwest district, which has utilization rates near 100% for its on-site parking lot. However, in most cases, additional parking for these restaurants is available in nearby public/semi-public lots in the evening and weekends to accommodate overflow. Both survey responses and utilization rates indicate that current parking

capacity in the commercial areas is adequate.

However, the convenience of parking in the public parking lot locations is problematic for the heavily used “destination” restaurants and some of the retailers in the Village Square. At the Village Square the large public parking lot is across the railway from the Square itself and requires customers to cross it. Survey respondents and on-site observations showed that valet parkers and employees were parking cars in the nearest places, thus forcing self-parkers to utilize the most distant lot. Drivers are expectably frustrated when they cannot find a close-by place, and are unwilling to use the more distant public lot or do not see it or how to get to it. This demonstrates a problem with coordination of merchants, accessibility, and visibility in making parking available to customers, rather than a problem of capacity. Commercial committee members indicated that where new parking can conveniently be created it should be, and such an opportunity exists at 231 Sharon Rd. A study of this lot for both ingress/egress to the Village Square and parking was recommended and was carried out by CDS (2002) with the finding that an additional 3-7 spaces are possible. (see separate Appendix C)

2. Management

There is no formal management structure for the commercial districts of the Village, except for the Chamber of

Commerce and the Village administration, who together provide an annual street fair for the benefit of the vendors and the residents.

G. Commercial Development Trends Since 1944

While the area of the commercial use in the Village has changed little since 1944, the market and mix of uses has changed dramatically. At that time the mix of commercial uses catered to resident retail and service necessities. While some customers entered Glendale to shop, the residents themselves provided the customer base for much of the commercial use. Today the vendors are much more dependent on nonresident businesses. Conversely, Village residents are finding the majority of their commercial needs in the close-by sprawling commercial areas just outside of Glendale’s boundary.

At mid-century perhaps the grocery store in the Village Square was the most heavily used of all the businesses. Today the three “destination” restaurants appear to draw the bulk of all customers. Other Village businesses benefit from these outside visitations generated. Economic study can quantify this action, which can now only be substantiated through the anecdotal responses of vendors.

H. Projected Future Trends and Challenges

In June 2000 resident survey respondents expressed overall satisfaction



with the state of the commercial areas of the Village. Respondents stated a desire to retain most, if not all, of the businesses that exist. Responses from the community survey indicated that the residents did not want to expand or congest their commercial areas with more businesses. (One new retail service/office building has been added on Sharon near the Village Square at the time of this writing.) This was especially true among older respondents. Statements from the survey responses and from focus group meetings supported the addition of one or two specialty stores (e.g. a coffee shop), but generally indicated that the current business mix was good and might be adjusted when possible, but was not in need of major restructuring.

Vendors (who were not part of the resident survey, but who shared their views through the Commercial Committee) related a different point of view. Vendors cited difficulty in maintaining their existing customers and attracting new ones. Vendors not located on the arterial streets felt that they were at a significant disadvantage. Vacancies and changes of use that have occurred since early 2000 confirm this possible trend with 2 new vacancies and 2 conversions of retail storefront to office or back-office (catering) functions in the Village Square. Vendors throughout the districts reported access and visibility problems, burdensome regulation, lack of effective retail district directional signage, inconvenient parking, and lack of a coordinated retail/entertainment marketing

program. Further study will clarify these issues.

Site survey of the commercial areas revealed issues related to traffic, parking, visibility, and physical appearance as potential problems. Traffic issues plague all of the districts, especially during rush hours. During peak traffic periods, turning into the Village Square from Sharon Road is very difficult. Turning into and out of any of the businesses along Sharon and Congress is difficult during peak traffic hours. Traffic stopped at the intersection of Sharon and Congress blocks access to businesses there. Though the Village Square is separated from Sharon Road, access to the Square is very limited when the rail crossing closes.

While the separation between the Square and Sharon Road protects the Square from congestion and higher speed traffic, it also limits visual and physical access to the square that may be detrimental to businesses there. Businesses along Sharon Road near the rail crossing obviously suffer when it is closed, and this may be a contributing factor to the poor upkeep of that strip of buildings. This area was noted by survey respondents to be in need of attention, and should be improved to enhance the appearance of the "heart of the Village" for those who are passing through and to create a better "gateway" into the Village Square.

The Commercial Committee recommended providing a new "gateway"

entry to the Square on Village property in place of a demolished service building at 231 Sharon Road. Subsequently CDS Traffic Engineers conducted a feasibility study (2002) which suggested two options on this site, which included an egress only with parking option or a separate parking lot to be entered from Sharon (see separate Appendix C).

Other Land Uses

A. General Character and Description

Glendale benefits from a wide variety of civic, municipal, institutional, educational, and recreational land uses which address resident needs and preferences.

B. Inventory and Types

1. Recreation Facilities

Recreation facilities are located in parkland throughout the Village and constitute approximately 27 acres. The majority of these facilities are located

in the northwest area of the Village.

2. Clubs and Organizations

Glendale has two facilities for private social organizations, the Harry Whiting Brown Community Center and the Glendale Lyceum. The Community Center is located on an important 1.5 acre site adjacent to the Village Square. The Lyceum occupies 7 acres on Congress Avenue.

3. Schools

Glendale elementary school is administered by the Princeton School District and located at 930 Congress Avenue

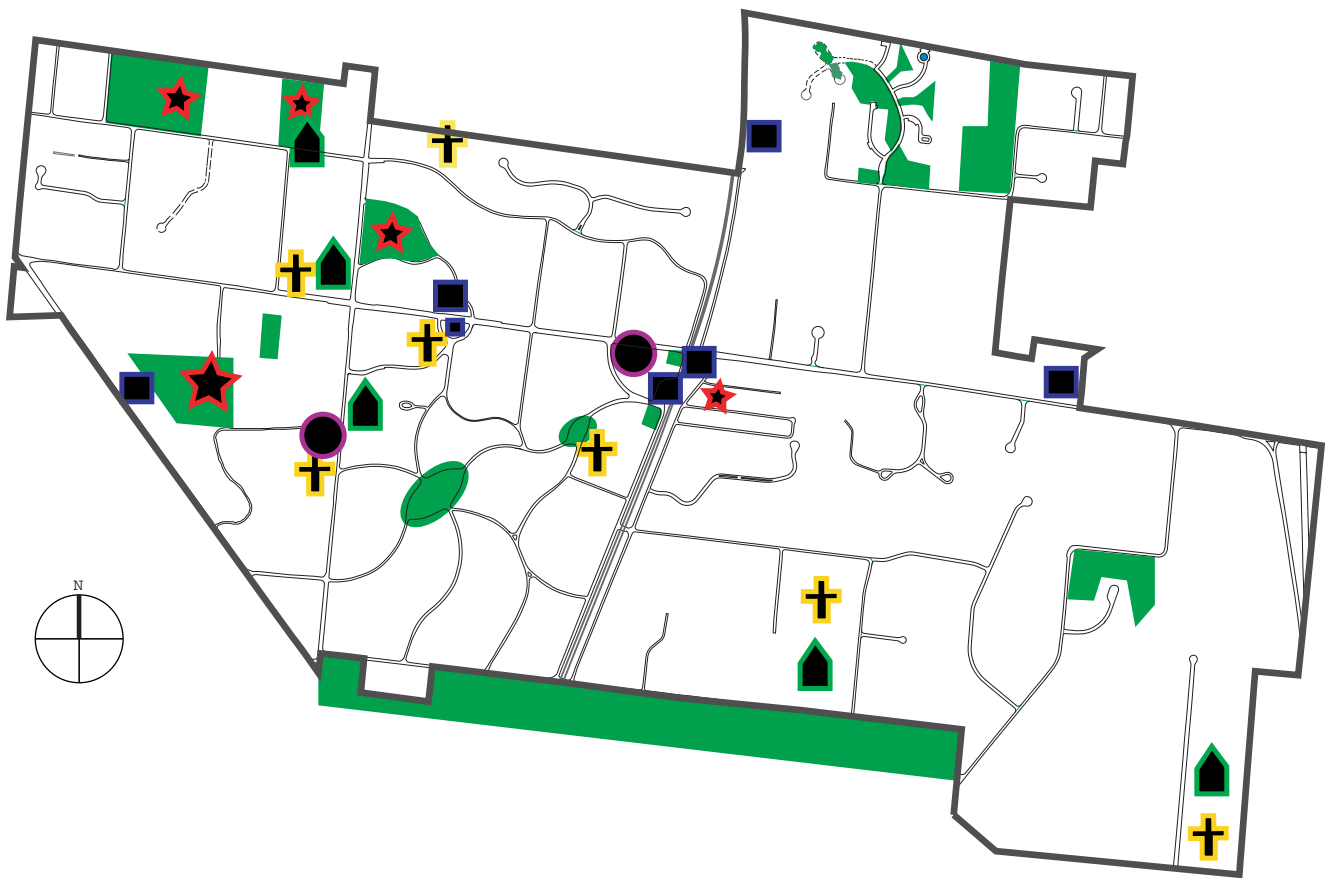
in a historic school building, with surrounding playgrounds and yards consisting of 3.5 acres.

The Princeton School district occupies a 14,500 s.f. office building at 25 West Sharon Road, which is the largest commercial building in the Village.

St Gabriel's Church and school occupy an important 6.5 acre site at the northwest intersection of Congress and Sharon Road and consist of church and school buildings, parking, and sports fields.

The Eckstein School property, no

Civic, Municipal, Institutional, and Recreational Uses



longer functioning as a school, is located on Washington Avenue and consists of school buildings, a gymnasium, and athletic fields. The facility is a book repository for the Princeton School District. Bethany School on Albion Avenue consists of a church, convent, and school buildings on a 20 acre site. Landmark Christian Schools occupies nearly 100 acres in the southeast corner of the Village and includes a large outdoor athletic facility and a cluster of school buildings

4. Parkland and Greenbelt

The Village benefits from 54 acres of parkland and greenbelt throughout the Village. Parks and active recreation facilities are listed below.

Saunders Park: soccer/baseball
Lake Park: soccer/baseball, playground
Washington Park: soccer/baseball, basketball, playground, shelter.
Summit Park: soccer/baseball, tennis, playground, shelter
Cleveland Park: Basketball and playground
Eckstein Playground: baseball
Fountain (Big Park): Open space, benches
Fountain (Little Park): Open space, benches
Oak Street Greenbelt: natural
Carruthers Park: natural
Johnny Park (greenbelt): exercise course
St Edmund's Park: natural
Rogan Park: gardens

5. Churches and Cemeteries

Six churches exist in the Village and occupy a total of 126 acres. The majority of these churches is located in the historic district of the Village. Landmark Baptist Temple maintains a cemetery near their facilities at the southeast corner of the Village.

6. Municipal Land uses

The fire department is located in the Town Hall building at 80 East Sharon Road.

The Village Police office is located in its own building at 301 East Sharon Road.

Meeting space for public meetings is located in the Town Hall building at 80 East Sharon Road.

The Village maintains a water tower, sewer treatment facilities, mainte-

nance yards, and the no-longer used dump, which together comprise 20 acres of the Village.

C. Trends since 1944

Little has changed in Civic, Municipal, Educational, and Institutional land uses since 1944, with the exception of the loss of the 14-acre St. Edmund's School for Boys on Chester Avenue and the addition of the Landmark Christian Schools, also on Chester. Municipal land use has more than doubled in that period with the addition of the municipal dump (no longer used) and the land occupied by the water tower.

Where the Village has lost a tremendous amount of open green space to residential development since 1944 it has more than quadrupled its public parks, active recreation areas, and greenbelt area. The 1944 Village Plan called for the acquisition of many acres of land for recreation, park, and greenbelt use. Much of the greenbelt purchase proposed was accomplished. (Some includes land outside of the Village boundary.) The extension and development of active recreation facilities at Washington, Summit, Eckstein, and Cleveland parks greatly expanded this land-use, especially in the more densely populated areas. More recently new subdivisions east of the rail line have incorporated public green space in their development plans.

D. Future Trends and Challenges

Because of the clear intent of its founders, and the structure provided by the 1944 Village Plan, few conflicting land-uses are found in the Village. The conflicts that exist are a result of infrastructure needs rather than use, as is the case with the traffic congestion near the intersection of Congress and Sharon, which is exacerbated by the loading and unloading of school buses at the Glendale Elementary School, or the parking conflicts created between the "destination" restaurant, The Grand Finale, and adjacent residences. The service needs of the west commercial districts appear now

to challenge the quiet enjoyment of abutting residential areas on Congress and Sharon.

With Glendale now almost completely occupied by established land uses, few major changes are likely to take place, with one notable exception. Most likely among major land-use changes in the next two decades will be the decommissioning, sale, or relocation of church, institutional, or educational property and facilities as organizations change or consolidate. This occurred with St Edmund's School for Boys on Chester Road and may happen with the Landmark Christian Schools property. Likewise the Princeton School District is evaluating the possible relocation of the 100-year old Glendale Elementary School to a current recreational or institutional site elsewhere in the Village. Public policy, existing zoning, and a well developed Village Plan will guide the designation of uses for these properties which most benefit the Village.

Changes in these same land-uses outside the Village have been occurring rapidly and will continue to do so with great effect on the character of Glendale; this was evidenced by the recent development of a farm at the northwest corner of Woodlawn (Glennwood Crossing). Large areas of single land-use to the north (unused portions of the Oak Hill Cemetery), west (Glennview Golf Course), and east (Princeton School District property) may be subject to future land-use change that will impact the Village. Attention to and intervention in extra-Glendale affairs will be required to shape that impact.

Infrastructure: Regulatory

A. Regulatory Infrastructure

Regulation of development has shaped Village character since it was established in 1852. The 1944 Village Plan structured Glendale's current Zoning Code, and subsequent amendments and revisions, including the Glendale Historic District overlay zone, have done much to maintain the community's unique character.

1. Zoning

a. Existing Zoning Code

The existing Village Zoning Code is based on the recommendations of the 1944 Village Plan, which divided the Village into five types of residential development zones and two types of commercial zones. The intent of this code was to control the location of population density and to minimize conflicts between incompatible types of residential development. District designations and development guidelines were derived from the existing character of the area of the Village under consideration.

b. Changes and Trends since 1944

Since 1944 a number of amendments and revisions have been made to the Zoning Code, the most notable of which was the overlay for the Glendale Historic District in 1993.

2. Historic District Regulation

The Glendale Historic District was listed in the National Register of Historic Places in 1976 as a result of a citizen-led effort to document the historic character of the Village. In 1977 the district was designated as a National Historic Landmark. In 1993, the Village designated a local historic district (with the same boundaries as the NHL district). The local district designation established the Glendale Planning and Historic Preservation Commission and design review.

The Glendale Historic District occupies 382 acres in the heart of Glendale and comprises 415 buildings that represent a significant historical architectural resource. These buildings reflect

period examples of 19th-century architectural styles and are classified as pivotal or contributing in relationship to the district as a whole.

A pivotal building is any building built prior to 1900 and which is representative of the original development of Glendale and therefore of higher architectural and historical significance.

A contributing building is any building at least 50 years old that has more than ordinary architectural or historical merit, generally contributes to the historic fabric of the village, and is located in a historic district.

In addition to regulating changes in structures, the Historic District overlay also takes into consideration the character of the environment within the district including streetscapes, the historic landscape and vistas.

3. Architectural Guidelines

A basic set of written architectural guidelines for both the historic district and the Village as a whole are contained within the Village Zoning Code. These guidelines address, in a limited fashion, materials, scale/proportion, architectural details, etc. for alterations to existing buildings, new construction, and site improvements. The guidelines did not include any criteria for allowing demolition until revisions to the zoning code were passed on April 1, 2002.

4. Administration

The Glendale Planning and Historic Preservation Commission serves as the administrator of the Zoning Code, including the Historic District and architectural design review. The GPHPC is made up of eight citizens including the Mayor; however, the Mayor does not vote on matters related to historic preservation.

5. Future Trends and Challenges

The 2000 resident survey results indicated that the preservation of Glendale's historic character was very important. Recent residential development both within and outside the

historic district was cited as having a negative impact on the historic character of the Village.

Subdivision of "jumbo" lots within the historic district has taken place on a regular basis through the last six decades. (See "historical parcelization" p. 17, and "potential residential development." p. 21) Subdivision of large tracts of land outside the district has proceeded rapidly, especially in the last decade. Field surveys and analysis show that 30-35 new houses could be built within the Historic District, and 110 could be developed outside the District, in addition to the 112 units that are already planned and approved.

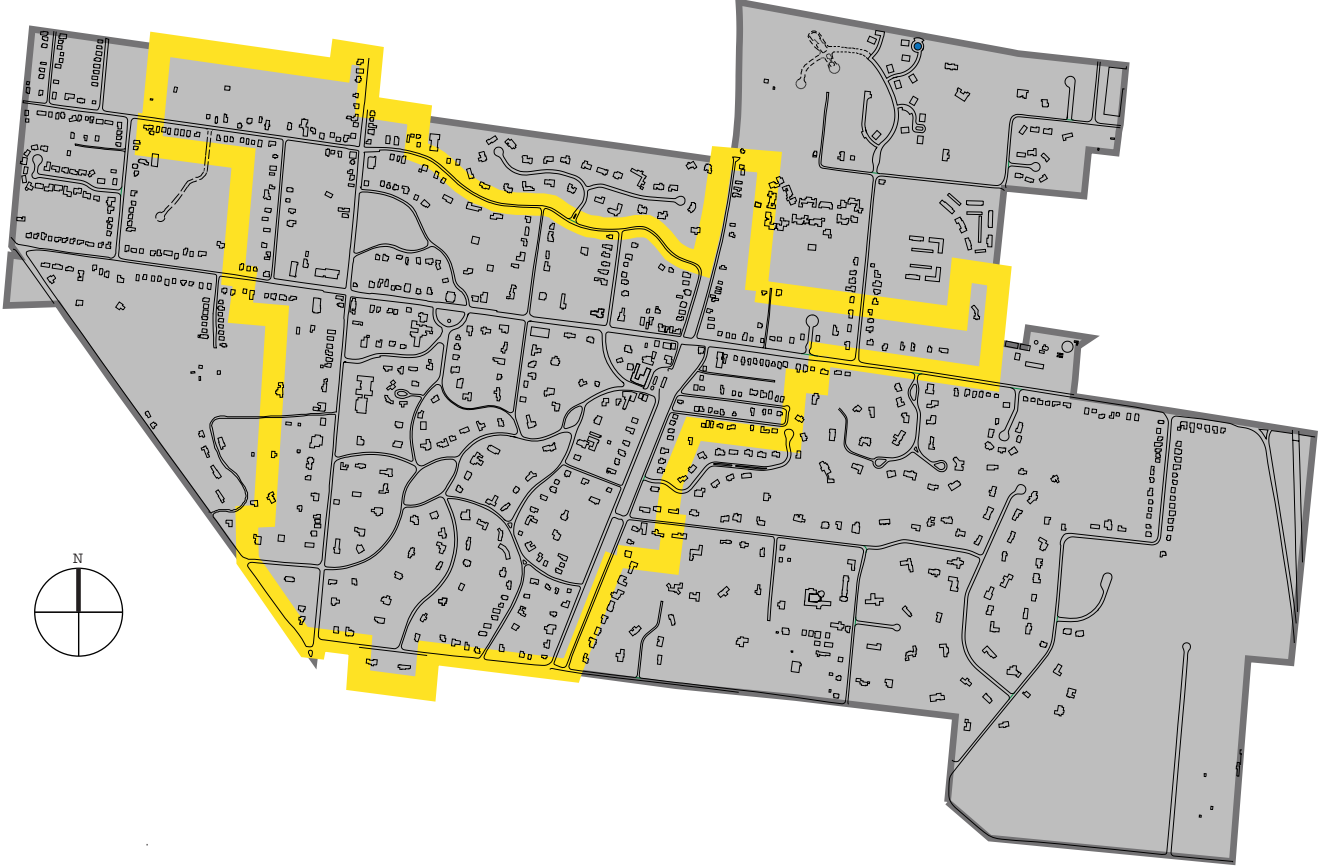
Both survey results and findings of professional Historic Preservation consultants support the protection of more areas of the Village. Several individual landmarks have been identified as being worthy of consideration for this protection, and an area on Albion Avenue has been recommended to be designated as a separate historic district.

The interpretation of ambiguous existing architectural design guidelines is a great concern for residents of the Village, who fear that substandard new construction in the historic district will diminish the area's overall strength of character.

Subdivision regulation within the Zoning Code may also permit development outside the Historic District that does not reflect the architectural, environmental, and natural qualities of the rest of the Village. Accordingly, members of citizen planning subcommittees, as well as professional consultants working on this plan, find the existing Zoning Code in need of clarification, reorganization, and possibly redrafting. (The Historic Preservation Chapter of the Zoning Code was amended in 2002.)



Glendale Historic District Boundaries





B. Municipal Services

1. Police Department

a. Facilities and Capacity

The Village of Glendale is currently served by a police department comprised of 7 full-time officers, 1 part-time officer, and 1 part-time clerk.

b. Organization and Activities

The department is led by a Chief of Police who reports directly to the Mayor. The Village maintains a Municipal Court to process violations of a minor nature.

c. Trends and Challenges

The Village Police Department has been challenged in recent decades with activities of nonresidents. The frequency of these violations has increased in parallel with the rate of development of areas surrounding the Village. While the population of Glendale is declining, the demand on law enforcement continues to increase, which will call for additional staffing. This is especially the case in violations involving the heavy traffic flow through the Village.

2. Fire Department

a. Facilities and Capacity

The Village of Glendale is currently served by a fire department comprised of 19 personnel, 6 of whom are

officers, and is mainly volunteer with a few part-time individuals serving. Fifty percent of volunteers are nonresidents. The fire-fighting equipment consists of 2 Class A trucks, referred to as “pumpers”, and 1 rescue/utility vehicle.

This equipment and staffing slightly exceed the findings of a 1999 report from the National Fire Protection Association, which showed a median number of volunteer fire fighters per 1000 persons to be 7.50 and the average number of “pumper” fire trucks serving the community to be 0.568 per 1000 population. Should Glendale eventually develop many of the existing parcels of land that can be subdivided, the resulting population increase may render the fire-fighting force under-staffed with regard to these surveyed rates.

b. Organization and Activities

The department is led by a Fire Chief who reports directly to the Mayor. The Glendale Fire Department serves Glendale, Woodlawn, and Lincoln Heights through a contractual agreement with those communities.

c. Trends and Challenges

Staffing and equipment for fire prevention barely exceed existing national averages. Daytime response staffing is under capacity because of difficulty accessing volunteers but is supplemented by firefighters from Woodlawn and Lincoln Heights. Consequently it is assumed that extra demand placed on

the Department because of service to other communities is offset by mutual service from these communities to Glendale as provided contractually.

Fire Department facilities appear to be marginally adequate. The Fire Department is housed in the lower levels of the Village Hall on Sharon Road. Facilities improvements in 1960 allowed the department to accommodate new equipment, though the equipment required modification itself to be able to be housed in the historic structure. This facility would be challenged to accommodate more equipment. Inadequate service as a volunteer department may require the consideration of a full-time department. This would require the provision of sleeping quarters, showers, food preparation, and other support features which the current facility lacks.

A long-term facilities and management plan may call for a new facility and full-time conversion of the department. Forming a joint fire district between the three communities and pooling resources as well as sharing costs may be an alternative worthy of investigation.

3. Village Maintenance

a. Facilities and Capacity

The Village of Glendale is served by a Service Department comprised of 5 staff. Recently updated service facilities and the Village dump are provided on Municipal property shared with



Water and Sewer services. A Village Park Board made up of residents advises the Village Administrator and the Mayor on relevant issues.

b. Organization and Activities

The Administrator oversees all activities, functions, budgets, and operations of the Village. This includes the operation of the Village Service Department, which provides services including Village street maintenance, refuse collection, snow removal, yard waste disposal, and the maintenance of recreation, parks, and greenbelt areas.

c. Trends and Challenges

The response to a 1998 resident survey concerning municipal services showed overall resident satisfaction with Village services.

C. Utilities

1. Sewer and Water

a. Facilities and Capacity

Municipal water and sewer service is provided to Village residents by a department led by a Superintendent and three staff. The department maintains a water treatment plant, a wastewater treatment plant, a water distribution system, and a wastewater collection system. Water for the Village is supplied by two artesian wells, as it has been since the 1890's, which provide approximately 700,000 gallons

per day. A 400,000 gallon water tower was built near Springfield Pike in 1994 and provides an adequate supply for domestic use and fire protection.

The existing wastewater plant has been expanded several times, most recently in 1984, to the capacity of 750,000 gallons per day. Data provided by the department shows that the plants are operating at the following average capacity: Water-58%, Wastewater Treatment: 42%.

b. Trends and Challenges

Capacity for the plants appears to be adequate to accommodate the existing and future population as a result of proposed or potential new residential development. More stringent and costly US Environmental Protection Agency treatment requirements are anticipated within the next decade that will require significant capital investment.

The wastewater delivery system provides adequate capacity but is aging. Recent upgrades of the sanitary lines are a result of persistent sewer surcharging into basements during heavy rains, which increased demand on the system by 6-8 times its usual load. A system study that was conducted in 2000 revealed an aging collection system that can become overcharged because of the infiltration of groundwater. New sections of mains were installed in a number of locations in 2000, though general groundwater infiltration appears to be so wide-

spread, and in many areas of private property, that a long-term Village program is required to remediate all of the problem areas. An existing 2.5 mil levy is currently funding remediation on public property, and that will continue, if renewed, over the next ten years. No plan is in place for remediating private lines at this time.

The Village Administrator reported that excess groundwater may be entering the Village system from abutting communities that suffer from more frequent flood conditions in the Mill Creek Valley. Much of this flooding may be the result of poor local retainage as a result of over-development and the loss of permeable surfaces that can absorb groundwater. The same observation may be made of Glendale, and attention to limiting the percentage of impervious surface development or local water retention may be warranted in the future. The Natural Areas Study noted that the Village has 45% coverage in impervious surfaces.



2. Energy and Communication

a. Description and Inventory

Natural gas, electric, telephone, and television service reaches every household of the Village. Local publicly owned and regulated companies provide this service through right-of-way easements and agreements with the Village.

b. Facilities and Capacity

The Village is adequately served by utilities at the present time. Limited additional residential development is unlikely to tax utility capacity in this area.

The telephone company maintains a switching facility on Sharon Road at the corner of Laurel Avenue.

3. Trends since 1944

The technology of utility delivery and energy and communication usage has changed considerably since mid-century. While delivery systems have become more compact, they have also become more plentiful. No fewer utility lines are overhead in Glendale than there were in 1944. Demand for electric and communications services has continued to grow in Glendale despite declines in population.

4. Future Trends and Challenges

Live-work patterns in the Village may continue to reflect increased “telecom-

muting” or home office situations. Additional communication infrastructure capacity or new technologies, such as wireless networks, may accommodate this demand. The Village may need to make available easements and additional right-of-way to accommodate more conventional infrastructure, or wireless relay stations. A long-term plan for Village and area emergency communications may need to be regularly updated to maintain adequate capacity and facilities. Conversely property and facilities may be decommissioned by utility companies, e.g. the telephone switching station, and their re-use will need to be planned.

The presence of wireless facilities does have an impact on the aesthetic environment of the Village and should be planned accordingly. Likewise the Village administration may find it necessary to regulate location of wireless infrastructure on private property for the same reason.

The proliferation of conventional overhead utility wires is a concern of residents in the Village, especially where the maintenance of the wires causes improper tree pruning. Planning committee members discussed possibilities of placing utilities underground (as is currently encouraged in new subdivision development), planting trees with shorter canopies, and more closely working with utility companies to minimize the negative impact on Glendale’s mature tree canopy.

Infrastructure: Transportation Systems

D. Transportation Systems

1. Streets and Sidewalks

a. Description and Inventory

Traffic in Glendale is accommodated by a system of State and County-owned arterial streets (Rt. 747, Rt. 4, and Sharon Road) and Village-owned local streets, lanes, and alleys. Sidewalks are provided and maintained by abutting property owners on the majority of public streets in Glendale

b. Regulation and Maintenance

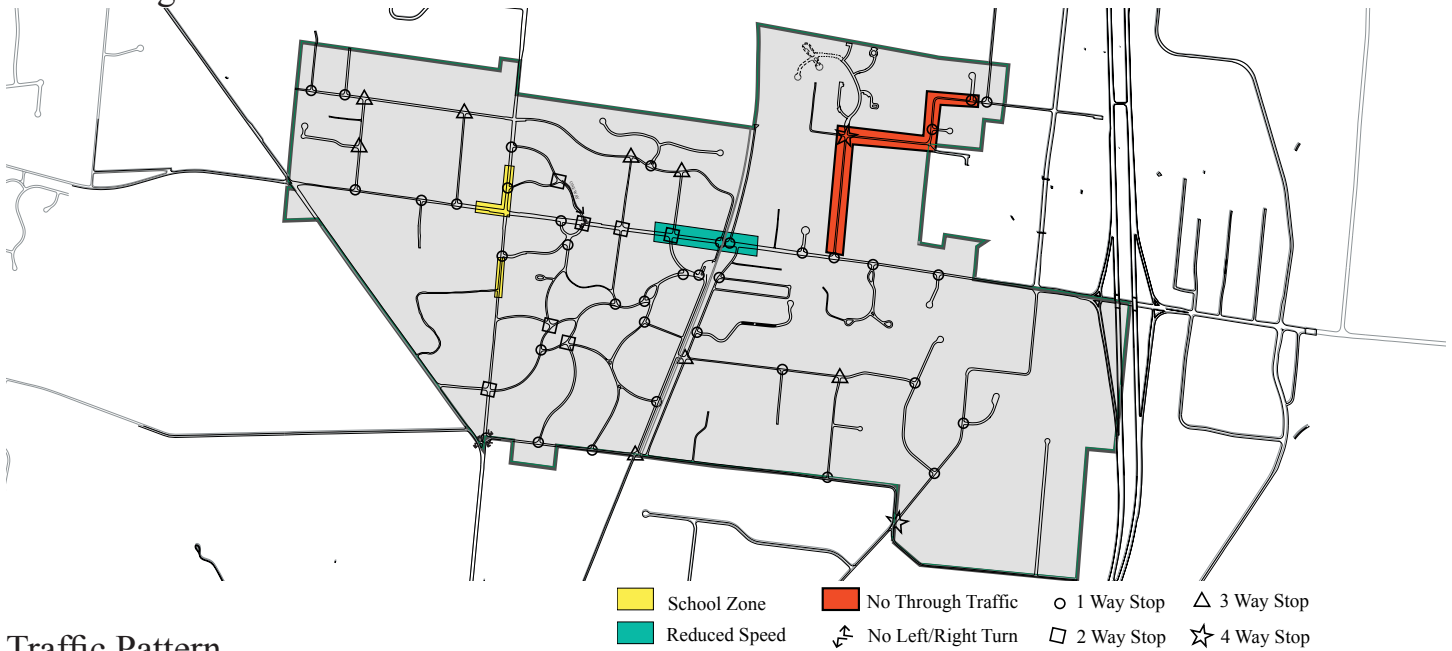
The Village Council establishes all laws governing traffic movement and parking. The Village Police Department, in cooperation with county and state agencies, enforces these laws and regulations. At the present time streets controlled by the Village are encumbered by a variety of regulations which are intended to minimize the negative impact of outside traffic through local Glendale streets. Maintenance of all public streets is performed by the Village Service Department with some financial assistance from the State of Ohio for Rt.4 and SR747.

c. Physical Character and Use

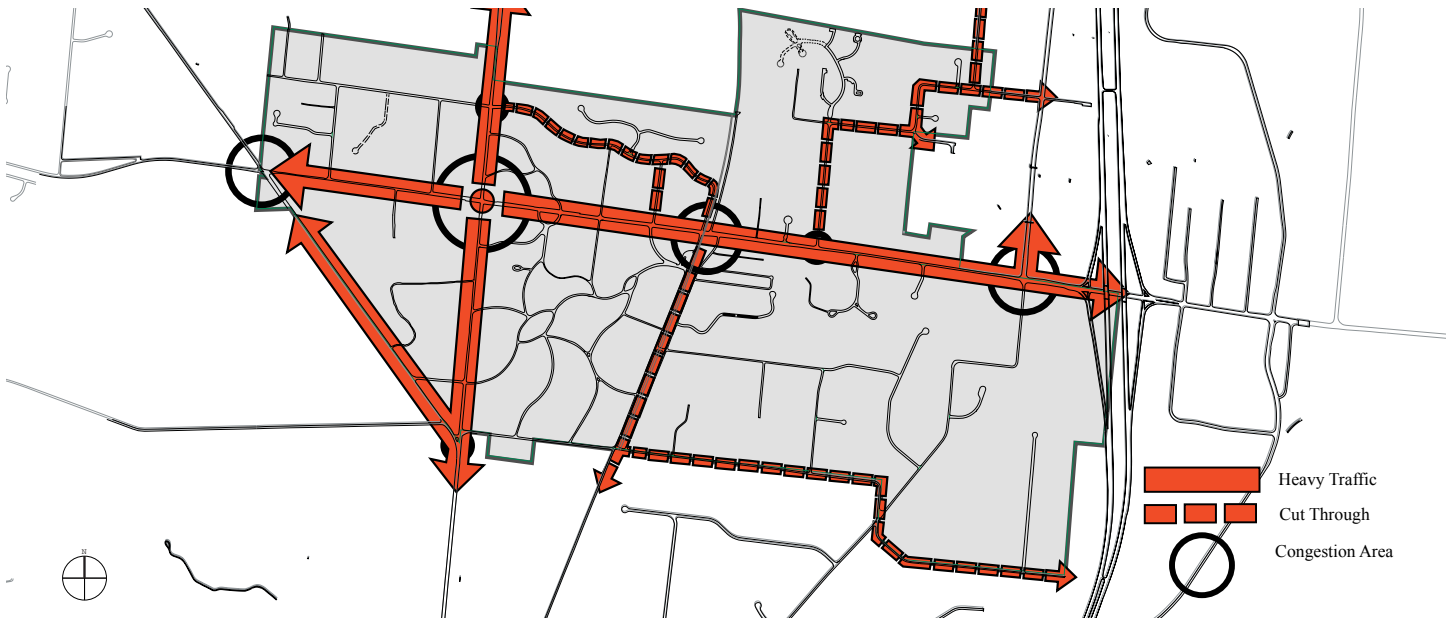
Streets

The pleasant geometry of Glendale's street layout is a contributing factor to the beauty of the Village. Original Village streets were designed to follow and complement the topography of the area in a non-grid like fashion. Older Village streets are easily distinguishable from 20th century additions because of their curvilinear connecting pattern, their minimal width, and some remaining stone curbs. While many modern streets utilize curving geometries, many of these streets are laid

Traffic Regulation



Traffic Pattern



Infrastructure: Transportation Systems

out in wide, discontinuous cul-de-sac patterns throughout newer subdivisions.

Arterial streets in Glendale are heavily used, yet because of their age and minimal paved width, they have retained a high aesthetic quality despite the clutter of regulatory signage and the required accommodation of overhead utilities.

Landscaping, Lighting, and Signage

The quantity of street trees throughout the Village is an important asset to the street system. A 2000 Urban

Forestry report by the Glendale Park Board documented 2,403 street trees made up of 110 species along Village streets.

Glendale has a higher number of trees per street mile than many cities in the United States. However, over 65% of these trees are in fair, poor, or dead condition, and only 12% are large, mature trees over 24-inches in diameter.

The Village enjoys gas street lamps in the Glendale Historic District, which lend a unique character to Glendale's oldest streets.

Regulatory signage dominates intersection areas of Village arterials, but Village streets generally remain free from signage clutter.

d. Traffic Volume and Capacity

Glendale experiences a tremendous demand on its arterial streets.

A 2001 Traffic Count calculated 8-11,000 vehicles in a 24 hour period east and west bound on Sharon Road. Congress (Rt. 747) accommodated 12-15,000 trips during the same period.

Street Character Types



e. Trends since 1944

The intensive development of areas surrounding Glendale has placed a tremendous demand on Village arterials to accommodate through traffic. While surrounding development has generated more trips, the pattern of street design surrounding Glendale has forced these travelers onto fewer streets, and ones that are widely separated by “super-block” developments like the Springdale office park. Heavy travel routes are limited to a handful of arterials in the area. Three of these pass through the Village.

Likewise street design within the Village since 1944 has been dominated by the cul-de-sac patterns which force a large number of travelers through only one or two access points onto arterial streets.

Traffic volumes have increased substantially just since 1980. Volume on Congress increased from 10,800 to 12,454 per day.

f. Future Trends and Challenges

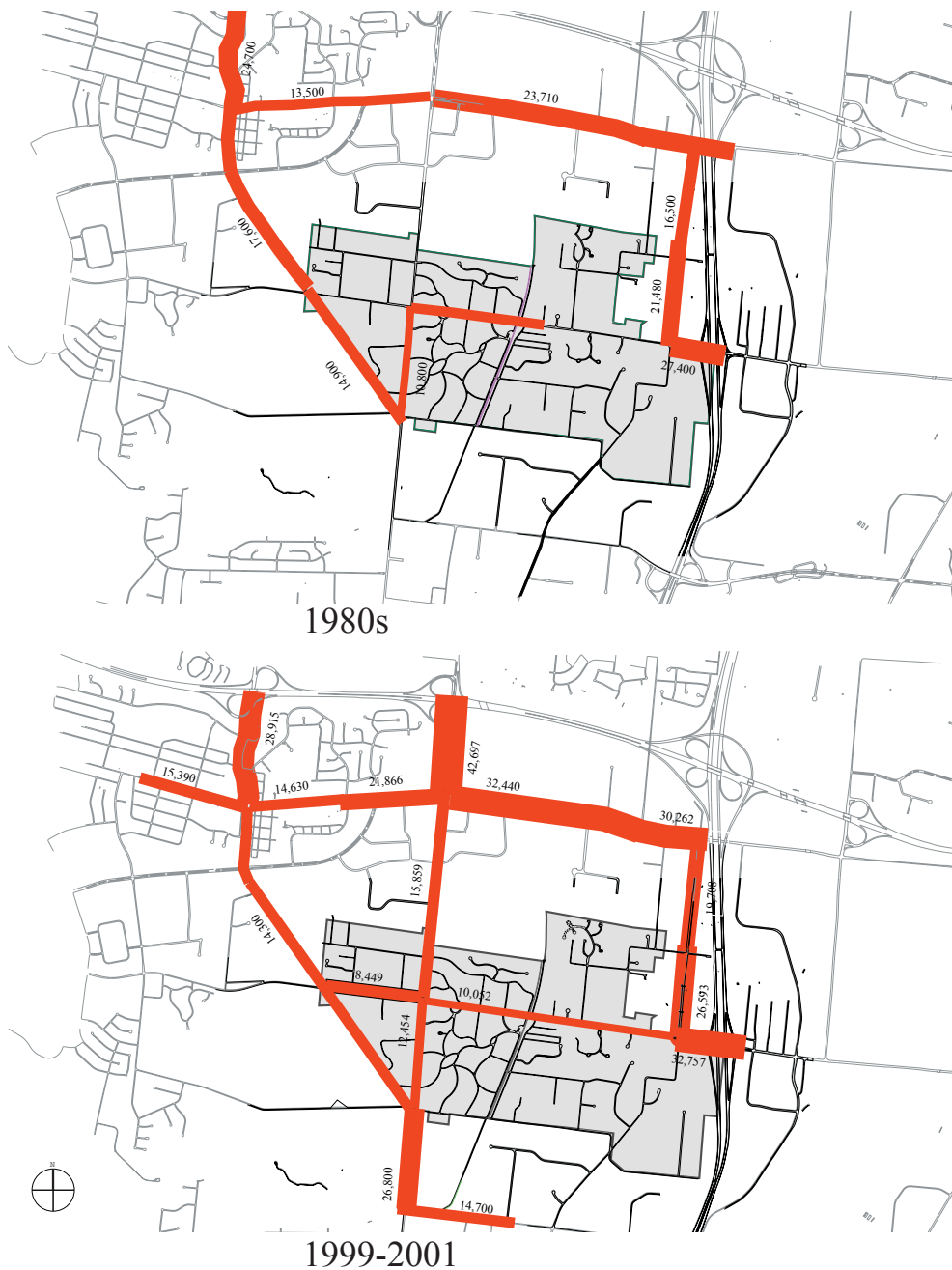
Traffic problems along Sharon, Congress, and Springfield Pike have been identified by residents as the single

greatest difficulty within the Village and clearly represent a threat to the character of Glendale’s two main thoroughfares.

Anecdotal information describes significant congestion and back-ups at the intersection of Congress and Sharon, the intersection of Sharon and Springfield Pike, the intersection of Sharon and Chester, and the intersection of Congress and Springfield Pike.

Traffic counts from 1980-99 support this impression. A comparison of traffic counts for different years indicates major increases in volumes at some

Traffic Volumes





key gateways to Glendale. At the intersection of Route 747 and Kemper volumes increased 21% from 1992-99. At Springfield Pike and Northland Boulevard volumes increased 33%, and at Chester and Sharon, volumes may have increased as much as 55% between 1992-99 according to data provided by the Ohio-Kentucky-Indiana Regional Council of Governments and CDS Engineers. 2001 volumes along Congress north of Sharon exceed 15,000 cars per day traveling in both directions as compared to almost 30,000 for Chester Road just North of Sharon, which serves the commercial region. Traffic along Sharon in 2001 is 8000-11000 per day as per count by CDS Engineers. Capacities of Sharon, Congress, and Springfield Pike have not been increased during this period to accommodate this additional traffic flow.

The number of households increased only marginally in Glendale from 1980 (888) to 2000 (942) according to US census data. Fewer new households were created from 1990 to 2000, although more than 125 are planned to be added in 2000-2002. While the addition of these new households will certainly add to the volume on the most congested streets, it represents only a marginal increase. For example, a Wolpert estimate of 665 new trips generated daily by the proposed new 61 unit residential development at Carruthers Pond might contribute only a 1-2% increase in traffic volume for Sharon Road. It may be surmised that household growth within Glendale

during 1980-2000 did not add to the volume of the Village arterial streets by more than 3%.

The primary cause of increased traffic volume is rapid growth in residential and commercial areas around Glendale, especially to the north of the Village, without a corresponding increase in capacity. Where capacities have been increased, e.g. Northland Boulevard, Kemper Road, they have been quickly filled. Current development in northwest Woodlawn (Glennwood Crossing), promises to add more volume to Springfield Pike and Congress Avenue. The recent widening of Glendale-Milford Road in Woodlawn may offer some relief to Sharon Road, although this increased capacity is intended for new development along Glendale-Milford and Springfield Pike which is currently under construction or already built.

Significant conflicts result because of Village arterial undercapacity. (See diagram p. 35) Cut through traffic, which seeks to bridge arterial streets, has a very negative impact on Village local streets. 2001 traffic counts showed more than 2,000 trips per 24 hours on the cut-through associated with Morse Avenue, which is a two lane street. 2001 CDS traffic observations record significant problems with turning/use prohibitions along the southern portion of Congress Ave (Rt. 747), cut-through usage on North Lake Street, and cut-through usage of Morse/Glendale/Walnut Streets. Further study is recommended for these areas.

Overuse of Village arterials by pass-thru traffic brings many other serious negative impacts to Glendale, including noise and environmental pollution, littering, and pedestrian-vehicular conflict.

Solutions to Glendale's traffic problems are limited because a clear preference of Village residents is to minimize widening of its arterials, in favor of more minor adjustments that protect the historic character of the Village. Part of the solution may lie in seeking cooperation with surrounding municipalities to structure mutually beneficial traffic policy.

2. Railway

a. Description and Use

Two rail lines pass through the Village along a north-south alignment.

b. Regulation and Maintenance

The rail lines are owned and maintained by the rail companies and enjoy a right of way protected by Federal regulation.

There are three gated at-grade crossings located at Sharon Road, Albion Ave., and Oak Road. During train passage, vehicular wait time can be anywhere between 2 and 3 minutes.

c. Volume

Trains pass through Glendale an average of 50 to 75 times a day.



These trains are primarily Norfolk Southern/CSX freight rail, but Amtrak also operates passenger rail service which passes through Glendale twice between midnight and 5:00 a.m. The majority of the trains travel north-bound along an ascending grade north towards Springdale. The trains average in length anywhere from 90 to 150 cars.

pursued these modifications to the crossings, however, the village would incur partial liability and significant costs. The formation of an alliance between municipalities regarding this issue could result in securing more federal funding for this project.

d. Trends since 1944

Anecdotal information indicates that volume along these tracks has increased since 1944.

e. Future Trends and Challenges

Noise is a significant negative impact of the rail presence. Prior to approaching a crossing a train is required to sound its horn three times. The three crossings are all located within one half mile of each other so there are at least 9 horn blows in a short period of time.

One alternative to reducing the noise is the establishment of a Safe and Quiet Zone as outlined by the Federal Railroad Administration. One option under this alternative would involve replacing the current gates with quad gates, which would prevent vehicles from driving around the gates when they are down. Vehicle detection devices would also have to be installed. With this technology in place, the trains passing through would not have to blow their horn but simply sound their bell. If Glendale

Infrastructure: Natural Environment

E. Natural Environment

1. Green Space

a. Description and Inventory

Glendale benefits from a variety of open spaces and natural areas on both public and private property which represents 42% of its total land area. This ranges from mature tree canopy and riparian corridors/stream beds existing on individual private properties to designated public greenbelt, passive parks, and recreation areas. The Village has 31% tree canopy coverage on all private and public land.

The quality and quantity of greenspace within the Village is an important asset.

Significant green space resources exist around the Village including school recreation property, cemeteries, golf courses, and a county park with links to a regional trail system.

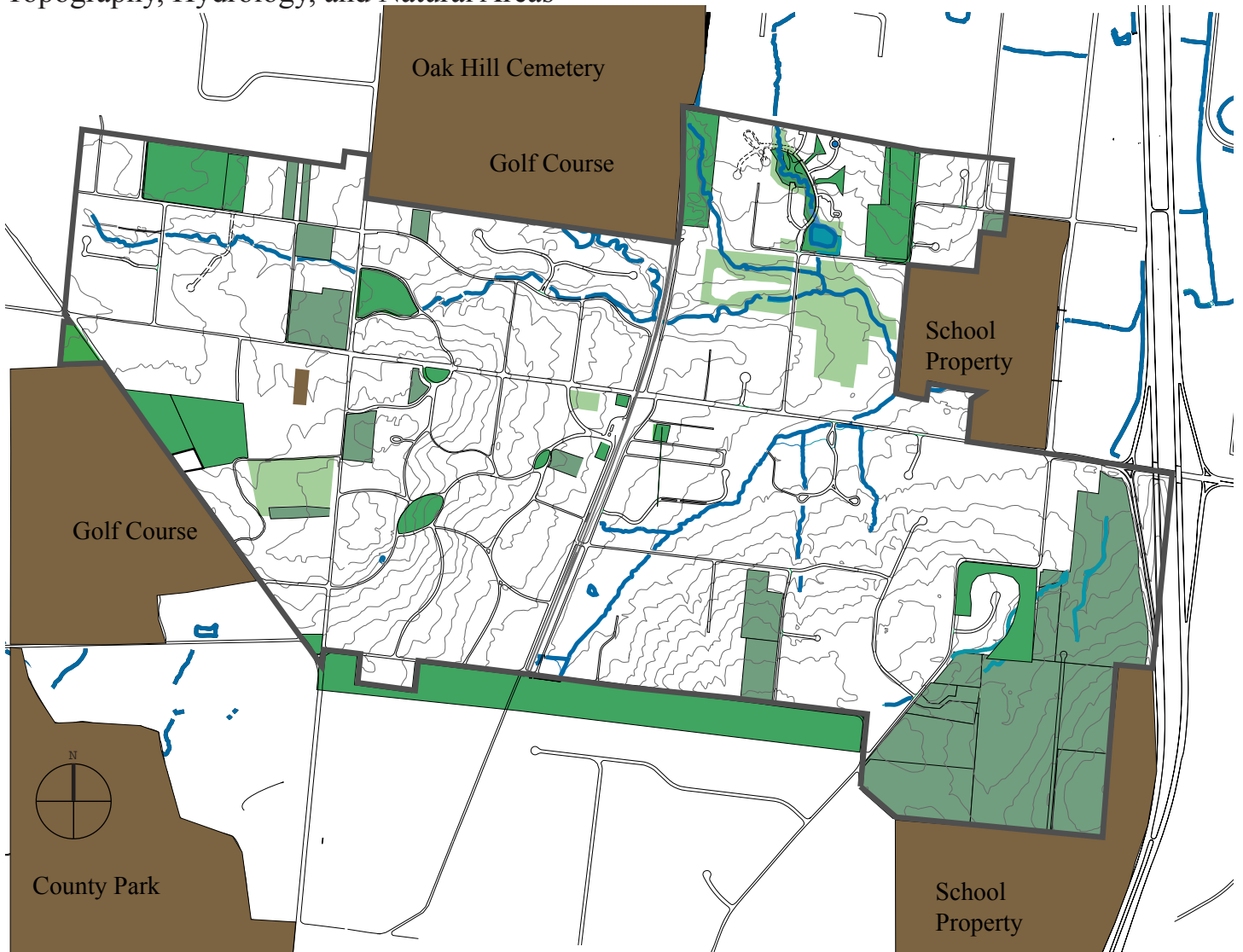
b. Physical Character and Use

The Village of Glendale maintains 90 acres of passive parkland, recreation area, and greenbelt for the enjoyment of its residents. (See land-use for individual listings., p. 16)

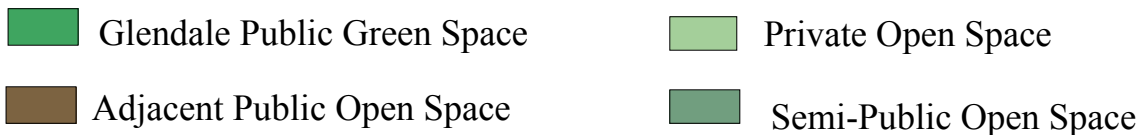
Of greater acreage (355 acres or 32% of the Village), and perhaps impact, is nonpublic greenspace that exists in the form of landscaped yards or natural stream beds, hillsides, or meadows.

In passive green space per capita, when greenbelt is included, Glendale exceeds acres per capita provided by Mariemont, Ohio, with one acre available for every 16 people. This is another planned community and is comparable in demographic makeup and quality of environment.

Topography, Hydrology, and Natural Areas



Davey Resource Group



c. Trends since 1944

Loss of undeveloped greenspace to residential development since 1944 is a trend that is well documented in the land-use section of this plan. Just 1.28% of the Village remains in an undeveloped state today. However, much of the 37% of the Village that was developed since 1944 does remain as privately owned greenspace that benefits all of the residents as a “park like” environment. Loss of tree canopy is another important negative trend that is illustrated in the diagrams below.

According to satellite data 31% of the Village has tree canopy cover which is only half of the American Forestry Association recommendation of 60% canopy cover.

compromised), but some concern was registered as to how to insure that the natural features of the Village would be properly stewarded for future generations.

d. Future Trends and Challenges

It is clear through the survey responses that the protection of Glendale’s park-like setting is important to the quality of the Glendale Historic District and the residential areas of the Village in general. Maintenance of street trees is considered by respondents to be good (even though a 1998 street tree survey found 65% to be

Site surveys and reconnaissance reveal a network of streams, greenways, and riparian corridors, that wind throughout the village. These corridors are a natural habitat that support wildlife and serve to minimize erosion and filter runoff water as well as provide recreational and health benefits for residents. In some places these natural areas are contiguous across several parcels of private property and

Historical Natural Areas



Infrastructure: Natural Environment

provide connections to areas outside of Glendale. Natural areas surveys show that many of these streambanks have been degraded. Surveys show that only 18% of the riparian corridors are vegetated and that flooding and erosion problems are common along Village streams. Overabundance of impervious surfaces in the Village, which constitutes 45% of land area, also contributes to degrading stream quality.

In addition to promoting the maintenance of private greenspace, many Village residents seek the acquisition of more Greenbelt as a major com-

ponent of the Glendale's future green infrastructure. Survey respondents indicated their interest in acquiring more greenbelt that would contribute to this system and buffer the Village further from surrounding development. Recreation subcommittee members anticipate a trail connection to Hamilton County Parks and other green spaces around Glendale. A desire to redevelop the no-longer used 13.2 acre Village dump into passive green space was also considered by this committee.

2. Air Quality

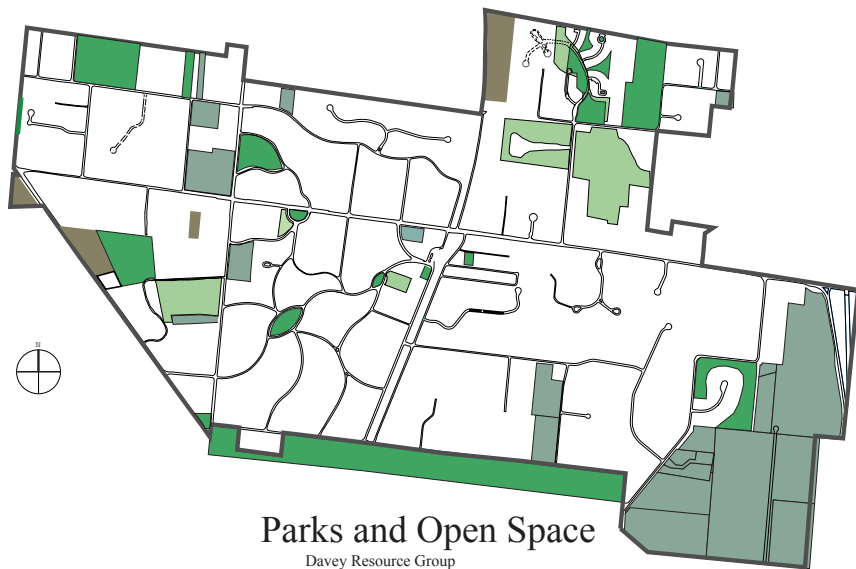
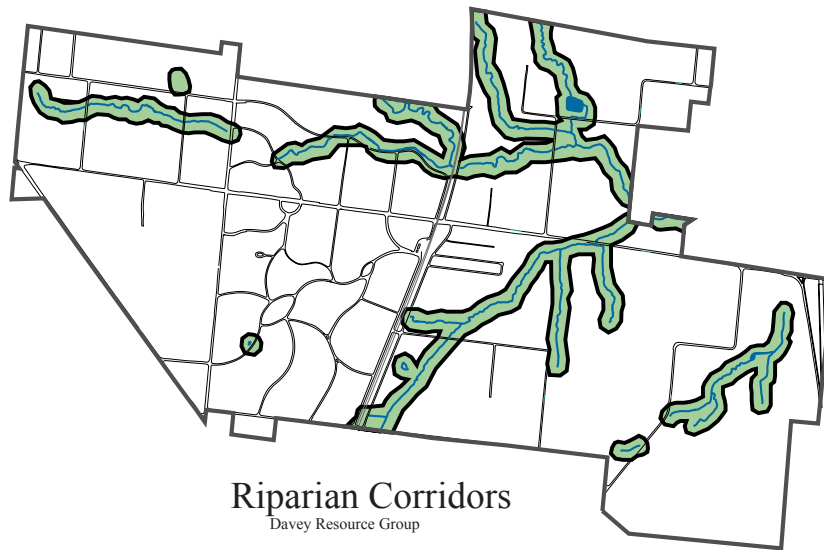
a. Description

Residents of Glendale have long enjoyed the benefits of living in a clean natural environment. The Village founders sought refuge from the polluted 19th-century industrial center just 12 miles to the south. To some degree the Village remained protected from environmental pollution until the mid-20th-century.

b. Trends since 1944

Atmospheric pollution began to

Natural Areas



- Public Parks
- Private Open Space
- Public Open Space
- Schools/Church Open Space

negatively impact Glendale in the mid-century as major industrial operations began to occupy areas of the Mill Creek Valley immediately to the southeast of the Village. Levels of atmospheric pollution in this area were documented in Lockland, to the southeast of the Village. The impact on resident health is difficult to assess, though it may be surmised that it has been and will continue to be a concern for residents.

c. Future Trends and Challenges

Today harmful atmospheric pollution is monitored throughout the Mill Creek

Valley by the Environmental Protection Agency at sites in Lockland to the southeast of the Village. 1998 air quality data for this site found 0.008 ppm of Sulfur Dioxide and 29 ug/m³ of inhalable particulates in the atmosphere. This is compared to EPA maximum standards of 0.03 ppm and 50 ug/m³ respectively, to place Village air quality well within acceptable limits. This evaluation does not take into consideration noxious smells generated by industry in the Mill Creek Valley. Ongoing work with regulatory agencies will be required to address this issue.



1976



1994



F. Civic, Cultural, Educational, and Recreational Programs

1. Description and Inventory

a. Recreation

Existing active recreation facilities are largely able to meet the demands of Village residents. Comparative data for standards of the National Parks and Recreation Association support this in almost every area. Glendale exceeds the NRPA standards per capita in soccer fields, baseball diamonds, playgrounds, tennis courts, and basketball courts. Glendale does not meet NRPA standards for public pools and recreation centers.

Recreational programming is provided by the Village and run by a part time administrator. The administrator is responsible for organizing, creating and finding sponsors for Glendale Youth Sports (GYS). These include basketball, soccer, baseball and swimming. However, swimming is contracted with Forest Park. Approximately 400 youth participate, and the fees for registration vary for registration and uniforms based on the sport.

b. Clubs and Organizations

The Village of Glendale has two private community or social centers for residents. The Glendale Community Center has a membership of thirty families and offers classes that are geared towards elementary school

children. The facility is located near the intersection of Willow and Sharon Roads and is available to rent for social gatherings. The Lyceum has a membership of 230 families. The facility has tennis courts, an outdoor swimming pool and basketball courts.

c. Schools

The Village of Glendale is located in the Princeton City School District, which serves the communities of Evendale, Glendale, Lincoln Heights, Sharonville, Springdale, Woodlawn and some townships north of Cincinnati. The district serves approximately 7,000 students with the core population being kindergarten through grade twelve. Additional academic, cultural and athletic opportunities are available to serve preschool through adulthood.

There are three elementary schools located within the community's borders. Two schools are parochial, St. Gabriel and Bethany School. Enrollment at the public Glendale Elementary is approximately 260 students. Busing to and from this school is provided by Princeton City Schools. There are no grass play areas at the elementary school; however, there is an indoor gym with basketball and volleyball courts.

Residents of Glendale typically attend Princeton Junior High and Princeton High School. The campus is more than 100 acres and includes baseball and soccer fields, tennis courts, foot-

ball stadium, an Olympic-sized swimming pool and gymnasiums. The high school is a leader in the State of Ohio and is recognized nationally for outstanding educational programs.

d. Religious Organizations

Religious organizations have a strong presence in Glendale and provide religious and nonreligious programming in recreation, arts, education, and other areas. Seven Village Churches are supported by congregations with both residents and nonresidents attending.

e. Other civic and cultural activities.

Glendale benefits from a number of civic clubs involving many residents. Some of these organizations, often in partnership with the Village administration, provide public events for residents, such as the street fair, music, or other social and cultural events.

2. Trends since 1944

a. Recreation

Intense interest in active recreation since mid-century has brought the Village plentiful recreational programming and outdoor facilities that have had a noticeable impact on land-use throughout Glendale.

b. Schools

The end of segregation in mid-century closed the Eckstein School and integrated all the residents of Glendale



into one public school. St Gabriel continued to offer a parochial education to K-9.

Shortly after the establishment of the Princeton School District, the Glendale School was shifted from K-12 to elementary education only. Since then the enrollment at the Glendale elementary school has shifted from resident to nonresident dominated. Village resident preference for private education and busing throughout the Princeton school district has accelerated this trend.

3. Future Trends and Challenges

a. Recreation

Glendale is well served with outdoor recreation facilities, but lacks indoor recreation opportunities. Most survey respondents felt that there were adequate outdoor recreation facilities in the Village. Respondents with and without children split noticeably in their responses concerning the need for an indoor recreation center. Two thirds of those with children cited the need for a recreation center, while only one third of those without children indicated this need.

b. Schools

The Princeton School District is in the process of developing a facilities plan for new or expanded schools. Reassessment of the Glendale elementary school is proposed by the district and may result in the surplusing of the

existing Village facility and the construction of a new elementary school within the Village. This initiative has great importance to Village residents not only with regard to the delivery of education to Glendale youth, but also concerning municipal policy on historic preservation, land-use, and green space management.

c. Civic and Cultural Activities

Resident subcommittee work in this area identified concern that artistic and cultural activities were very limited for Village residents. Additionally, activities that were offered were often not open to the public. Current public events do not benefit from stable management and funding.



G. Historic Environment and Aesthetic Character

1. Description

The historic environment and aesthetic character of the Village are important assets. This environment is composed of both the man-made and natural elements that, in their best form, complement each other in a way that is unique and memorable. This occurs in many areas of the Village, but perhaps nowhere as strongly as in the heart of the Historic District, where a lofty mature tree canopy shelters stately historic houses arranged in a picturesque fashion along winding lanes. This, and the historic Village square, represent the highest aesthetic models for the community and are the standards against which all else is judged.

a. Description of historic resources in the Glendale Historic District.

The built environment of the village exhibits considerable variety. The center of the historic district, along Fountain, Ivy, and Forest Avenues, presents a park-like setting with large lots, mature trees, and small, verdant parks. Most houses are large in scale, set well back from the street amid ample grounds; many lots flow into one another visually, with few fences or other obstructions. Houses represent a variety of period and romantic revival styles, as well as modern movements. Most date from c. 1865 to 1925, with the greater number built before 1900.

Sharon Road exhibits a wide variety of housing types and styles, ranging from modest bungalows to Italianate style villas. On the south side of the street, east of South Troy Avenue, stands a group of gabled ell and cross-plan houses nicknamed the “Seven Sisters.” Much of Glendale is characterized by modest wood-frame vernacular houses and commercial structures built on small, narrow lots during the mid-19th through the mid-20th centuries.

The predominant 19th-century architectural styles are Greek Revival, Italianate, and Gothic Revival, although Queen Anne, Stick Style, and Shingle Style are also represented. Following the turn of the 20th century, many Craftsman, American Foursquare, bungalow, Colonial, and Tudor Revival dwellings were constructed. Colonial Revival houses continued to be built through the 1930s and early 1940s. Numerous modest massed-plan houses were built in the same period, with simplified detailing and minimal references to academic styles.

Garages tend to be small, detached structures, located unobtrusively at the back of the lot. Most are of frame construction and follow standard plans. A few of the larger houses exhibit one-and-a-half-story carriage houses or garages, designed in harmony with the main house.

b. Description of 2001-2002 Inventory Update

In 2001-2002 Inventory Update was conducted to enhance and enlarge records on historic properties, primarily in the existing National Register historic district. In addition to the 62 Ohio Historic Inventory (OHI) forms previously surveyed, 163 new forms were completed for contributing buildings not previously surveyed, for a total of 225 forms. (See separate Appendix A for Historic Preservation recommendations, maps, and list of contributing buildings.)

2. Trends since 1944

The residents of Glendale have been very conscious of the need to emulate this historic model in most of the new development that has occurred since 1944. The Village Plan of that date set guidelines for complementary development. When less compatible housing was developed in the heart of the Historic District in the 1960's and 70's, efforts were quickly mobilized to prevent this through the Historic District designation in 1993. This regulation provided for design review to insure compatibility. (See Regulatory Infrastructure p. 28.) Because of this, the aesthetic integrity of the center of the Village has remained largely intact in architectural character, landscape assets, and even in the detail of the streetscape, for which gas streetlamps and stone curbs were preserved. The Village Square, also in the Historic District, has been managed similarly, with few interventions that compromised the aesthetic environment. In



other commercial districts, retail uses were commonly adapted to existing historic houses, rather than constructing commercial building types. Design review has guided the architectural character of the new commercial buildings that have been built recently.

Outside of the center of the Village, and principally to the east of the rail line new construction patterns and architectural character have deviated significantly from that of the historic district. (See residential building types, p. 19.) Fortunately these areas are relatively sequestered from the historic district and have minimal negative aesthetic effect on it.

Traffic volume has grown tremendously since mid-century, but again, the Village seems to have escaped any major damage to its historic environment and aesthetic character that might have resulted from street widenings and the modernization of streetscape elements, such as lighting.

3. Future Trends and Challenges

Because Glendale is relatively “built-out” there appears to be little likelihood that a major development will upset the historic and aesthetic balance of the community, even the Landmark Christian Schools property, if developed. However there are some major new public facilities that may be built in the Village in the coming years that deserve attention, including a possible new school, recreation center, and fire

house. It is assumed that these will be subject to design review.

Of greater concern are the maintenance of historic buildings, preservation of details of streetscapes, and the proper stewardship of green space, both public and private.

a. Historic resources

Private buildings listed in the 2001-2002 Inventory Update are important historic resources that deserve preservation.

In a number of areas, primarily along Congress and Sharon, the facades of privately owned historic buildings are in need of maintenance and repair. This is especially true in the commercial strip on Sharon west of the rail line.

The preservation of key institutional and public buildings comes into question as divestiture and maintenance policies for Glendale organizations and government evolve. These historic resources include churches throughout Glendale, the Glendale Elementary School, the Eckstein School, the Mortimer Matthews House on the grounds of Landmark Christian School, the Harry Whiting Brown Community Center, the Railroad Depot, the Police station, and the Town Hall.

b. Streetscape

The aesthetic integrity of streets in the Village is very important to its overall perception. Landscaped gateways into the Village at each end of Congress and Sharon do not exist or are in need of improvement. The detailing of the streets on both arterial and local streets should be preserved. This includes not only the lighting, but the nature of the sidewalk, the shape of the curb, and the tree lawn. The maintenance and replacement of street trees is important to the aesthetic quality of Glendale.

c. Privately owned green space

Privately owned green space is perhaps, the least appreciated of the Villages attributes. The preservation of open green space is very important to the historic environment and aesthetic character of the Village. Further subdivision of historic properties may obstruct vistas and diminish the park-like setting of the historic district. (See p. 28.) The maintenance and growth of Glendale’s tree canopy is also critical to sustaining the quality of the Village character. (See Natural Environment, p. 38.)



H. Municipal Finances

1. Description

Current revenue to the Village is derived primarily from property and other local taxes that account for 60% of total revenues. Another significant source of revenue is derived from Intergovernmental receipts which comprise almost 24% of Village income. Other sources include fines, licenses and permits, charges for services, miscellaneous sources, and special assessments. Water and sewer services are maintained separately by direct charges to households for service. Intergovernmental receipts consist of homestead tax rollbacks from the state and inheritance tax revenues. Three principal accounts are maintained with Village revenues. The General fund for Village operating expenses, the Village Plan and General Improvement Fund (VPGI) for capital improvements, and the Enterprise Fund for water and sewer services.

2. Changes since 1944

1944 receipts of \$105,540 are dwarfed by 2000 revenue of \$2,601,905, and were collected from different sources. At that time the largest portion of Village revenue was collected from a classified property tax on dividends and interest received by individuals owning stocks and bonds. Other sources were inheritance taxes, auto

and gas taxes, and water revenue.

2000 Village revenue collection relies primarily on real estate property taxes including five property tax levies of varying duration. Three of these are for operating funds, and two are for capital improvements for sewer and water facilities. Less than four percent of Village revenue was collected from inheritance taxes in 2000, and this funds the VPGI account.

Data collected between 1990-2000 show a 48.5% increase in Village revenue during that period with a slight decrease in property/local taxes and a significant increase in intergovernmental receipts. Water and sewer receipts for that period have increased by eighty percent.

Major categories of Village expenditures in 2000 consisted of General Government and all related services (28.1%), Security of Persons and Property (25.7%), Sewer/water service (19.7%), Capital outlay (19.1%), and Debt Service (9.1%). The Village is currently servicing \$1,239,430 in debt primarily for water and sewer infrastructure. There were minimal changes in expenditure patterns between 1990 and 2000 with the exception of capital outlay and debt service required as a result of water and sewer infrastructure upgrades.

3. Future Trends and Challenges

The future revenue stream for the Village is heavily dependent on real

estate property taxes and property tax levies. Real estate property taxes are a stable source of revenue as the value of the properties increases modestly from year to year. Planned and approved new residential development of 70-100 new homes will enhance this revenue source. Tax levies in force constitute 61% of Village revenue and exist with varying expirations dates ranging from one to seven years in duration. Operating levies are expected to be replaced with new levies that will accommodate modest expense increases.

In 2000 the Village did not depend heavily on Inheritance taxes for revenue, taking in less than \$100,000. Over the past ten years inheritance tax receipts have varied considerably from year to year, although if averaged would amount to approximately \$230,000 annually. Changes in inheritance laws will eliminate this revenue source in 2005.

Identifying sources for future capital expenditure appears to be the greatest challenge for the Village. Required capital improvements in essential Village service facilities and infrastructure may require \$2 million in capital outlay for anticipated EPA mandated sewage plant improvements. Requests for new capital and operating funding as a product of the recommendations of this plan could exceed \$4 million. The Village has committed \$100,000 per year to sewer improvement through 2005. Only \$50-75,000 would normally be available from the General

fund for capital improvements.

Operating funds are best raised by real estate and property tax levies. This is advantageous because these provide a long term flow of income and permit voters to show support for each project. The most advantageous way of raising capital funds is through grants from various state and federal agencies, and private sources. Major donations from residents may also be a fruitful source of funding.

Capital fund requests between \$50-150,000 can be funded through the VPGI fund by borrowing money and servicing that debt over 3-5 years, though 2005 elimination of inheritance taxes will compromise this account. Larger projects may be accommodated by selling bonds to be repaid over 15-20 years.

Another method of generating revenue is by assessing earning taxes on persons working within the Village and/or income taxes on residents. State law allows the Village to assess an income tax of up to one percent without voter approval. The Village has not employed this method of generating revenue in the past, except for taxes on unearned income, which were discontinued many years ago. One of the incentives that makes living in the Village attractive to current and potential new residents is the absence of such a tax. New income taxes on persons working within the Village may further challenge vendors who are already struggling. For these reasons, it is not

recommended that this method of generating revenue be used unless there is a fiscal emergency of some nature.

CULTURE

STRATEGY ONE

Provide a Village facility (in or near the Square) as a center for art, education, and social activities and as a center of community life.

ACTION

1. Study the need for and availability of space for a community center contiguous to the Square.

STRATEGY TWO

Provide a Village Director for art, education, and social activities.

ACTION

1. Appoint a director.

STRATEGY THREE

Provide Village support and funding for adequate arts, education, and social activities.

ACTIONS

1. Study funding possibilities for cultural activities, which could include private donations, fund raisers, or taxes.
2. Designate a fund raising person.
3. Encourage current activities such as: Garden, gourmet, literary and youth clubs, Street Fair, Church and school festivals, Harry Whiting Brown art and language classes, jazz concerts, programs of Glendale Historic Preservation, and the like.
4. Encourage the creation of new activities such as: Newcomers' Club, classical music programs, lectures (social, political, and cultural topics), Community Theater, and arts and crafts.

COMMERCE

STRATEGY ONE

Create Business district signage plan.

ACTIONS

1. Upgrade and light shared Village square sign on Sharon Road.
2. Enhance directional signage to Village Square and to municipal parking lots.
5. Upgrade and beautify Glendale entry signs and landscaping at all Village boundaries.
6. Consider adjusting zoning to allow increase in maximum signage for all business districts.
7. Consider adjusting zoning to allow detached signage for all business districts.
8. Consider adjusting zoning to allow perpendicular business signs with lighting above awnings for businesses in all business districts.
9. Promote the utilization of street banners for special events and allow longer display.

STRATEGY TWO

Where possible, acquire property to open alleyways, allowing rear access to commercial buildings.

ACTION

1. Investigate rear service needs on a building-by-business basis and determine benefit and feasibility.

STRATEGY THREE

Consider limited expansion of the business district along Congress Avenue South of Coral.

ACTION

1. Encourage the Village business community to study the benefit of any potential zoning change for this purpose.

STRATEGY FOUR

Plan vehicular/pedestrian access between the Village Square and Sharon Road at 231 Sharon Road.

ACTION

1. Design an inviting vehicular/pedestrian connection with pedestrian scaled lighting, landscaping, and walkways.

STRATEGY FIVE

Enhance or create buffers between commercial and residential areas.

ACTIONS

1. Construct new landscape and fencing buffers and screens.
2. Provide additional landscaping and tree planting in public parking lots.
3. Review zoning to enhance landscape requirements for private parking lots.

STRATEGY SIX

Improve streetscaping in commercial areas.

ACTION

1. Improve Streetscape along Congress and Sharon.

STRATEGY SEVEN

Promote improvement of storefronts and building facades.

ACTION

1. Promote property maintenance in accordance with existing standards.

STRATEGY EIGHT

Create programs and strategies that support Village commerce

ACTIONS

1. Conduct an Economic Base Analysis and Marketing Study.
2. Design marketing strategy that promotes existing businesses, minimizes vacancies, and attracts new businesses. Fund effort with grants or matching funds from the Village and Chamber of Commerce.
3. Implement management and promotions strategy by consulting with a marketing/public relations professional.

STRATEGY NINE

Promote complementary use of the commercial areas for events or functions which support community interaction.

ACTIONS

1. Have the Village administration organize and promote events such as the Street Fair.
2. Publicize business offerings to Village residents to promote local support of commerce.

COMMUNICATION**STRATEGY ONE**

Distribute a monthly newsletter to all residents and businesses. Include information on Council reports, GPHPC activities, committee reports, and community events.

ACTION

1. Pursue negotiations with local paper for a newsletter insert dedicated to Glendale.

STRATEGY TWO

Utilize volunteer communications coordinator.

ACTION

1. Find a volunteer communications coordinator.

STRATEGY THREE

Increase usage of Village website www.glendaleohio.org and email communication.

ACTION

1. Post agendas for Council and Planning Commission (GPHPC) meetings on the website three days prior to the meeting.

STRATEGY FOUR

Promote communication between Village government and its residents.

ACTION

1. Evaluate the benefit of holding periodic 'listening sessions' with local residents.

ENVIRONMENT**STRATEGY ONE**

Increase awareness of environmental and natural resource issues.

ACTIONS

1. Have periodic public presentations about environmental and natural resource issues, e.g. seminars presented by guest county, state, federal, or other experts in the particular field.
2. Work through a federation of Garden Clubs, the Glendale Park Board, local newspapers, the Village website, and other appropriate organizations and media.
3. Work with surrounding communities to provide public education on these issues.
4. Distribute circulars/mailers, describing concerns about these issues.
5. Develop usable guidelines for residents and property owners to have as reference for good nature conservation and environmental practices.

STRATEGY TWO

Educate the administration (Park Board, Council, and Village employees) on the importance of caring for the natural environment of Glendale.

ACTION

1. Send Park Board Members, Council members, and Village employees to appropriate environmental seminars and/or training sessions.

STRATEGY THREE

Develop a chain of command for administering the environmental and

natural resources agenda.

ACTIONS

1. Create a liaison position from the Village Council to Park Board or other responsible group for environmental issues.
2. Monitor and review existing policies, procedures, practices, and ordinances within one year of acceptance of the revised Master Plan, and then on a biennial basis. A task force of knowledgeable environmental professionals and community representatives should perform this review.
3. Encourage the Park Board to be the responsible group and the focal point for receiving the issues that may arise as well as for monitoring the environmental quality and recreational uses of public green space.

STRATEGY FOUR

Obtain a complete natural resources analysis, including a tree inventory of all trees in the village, that will be used as a baseline.

ACTION

1. A street tree survey with recommendations has been completed. Perform an off-street tree survey, natural resources inventory, and an analysis with recommendations.

STRATEGY FIVE

Inform the residents of the proper care and use of the trees in the complete public tree inventory.

ACTIONS

1. Have public meetings to discuss tree issues.

2. Inform residents of the personal tax benefits to be gained through street tree maintenance.

STRATEGY SIX

Eliminate overhead utilities.

ACTIONS

1. Study the feasibility and the economics of eliminating overhead wires
2. Develop zoning ordinances and building requirements to support underground utilities and phone/computer lines (if that proves to be the best way to go).
3. Develop a rapport with the utility companies to evaluate state-of-the-art power distribution.
4. Maintain a close relationship with the utility companies to develop a plan to phase out existing overhead lines in Glendale.

STRATEGY SEVEN

Enforce and enhance the existing Tree Ordinance by including usable guidelines for managing the pruning of street trees and for guiding excavation and grading work of public trees by citizens, utility companies, and contractors

ACTION

1. Work in concert with the tree trimming company and the utility company to improve the aesthetic outcome of their work.
2. Monitor Village staff and contractors working within the right-of-way or on public property on or near public trees during construction projects to minimize tree damage and root system damage.

STRATEGY EIGHT

Provide a "tree replacement practices" document for trees removed from right-of-ways and parks that could be used as an advisory document for private property owners.

ACTIONS

1. Replant trees more suitable for growing under the power lines (current practice).
2. Have the Park Board develop and publish guidelines for tree replacement practices.
3. Distribute this "tree replacement practices" plan to each residence and to new property owners as they move in.

STRATEGY NINE

Protect remaining vegetated riparian corridors and revegetate impacted riparian corridors.

ACTIONS

1. Encourage stream bank tree planting and acquire riparian easements.
2. Secure funding to restore riparian corridors.
3. Consider riparian setbacks, conservation/cluster zoning, especially along streams.

STRATEGY TEN

Develop a tree preservation ordinance.

ACTION

1. Develop a Tree Preservation Ordinance or an appropriate Administrative Regulation for the Village that requires evaluation, monitoring, and enforcement of reasonable protection of existing trees on private property during development or construction projects.
2. Require developers to prepare tree

preservation and tree replacement plans and have them reviewed by a Certified Arborist.

STRATEGY ELEVEN

Develop a planting program for private and public properties.

ACTION

1. Provide incentives for tree planting and acquisition, enhancement, and protection of green space.

STRATEGY TWELVE

Restore stream systems and protect remaining stream systems.

ACTION

1. Assess storm drain systems for potential enhancements to protect streams.
2. Periodically monitor stream water quality to assess success or failure with goals.

STRATEGY THIRTEEN

Require environmental site design review process.

ACTION

1. Formulate site design guidelines and approval process.

STRATEGY FOURTEEN

Encourage protection of natural resources and open space in construction and development using “Best Management Practices”.

ACTION

1. Map and prioritize undeveloped lands based on ecological evaluation.
2. Require all developers to submit with their plans the “Best Management Practices” they will be using on the site.

STRATEGY FIFTEEN

Develop greenway linkages and open space plans that provide multi-use functions, enhance the sense of community, and protect sensitive natural resources.

ACTIONS

1. Map contiguous open spaces and other potential corridor linkages.
2. Develop a strategy for greenway and open space acquisitions or easements.

STRATEGY SIXTEEN

Regulate land use within the high pollution-potential water resources.

ACTIONS

1. Create an environment-sensitive overlay district.
2. Include verification of wetlands permits in the site design review process.

STRATEGY SEVENTEEN

Include verification of stormwater pollution prevention plans (SWP3) in the site design review process and maximize vegetative cover and pervious areas.

ACTIONS

1. Insure that the site design review includes a SWP3 to specify “best management practices” and structural controls to minimize erosion and transportation of sediment
2. Educate and/or require residents to stop mowing and using harmful chemicals within riparian corridors.

STRATEGY EIGHTEEN

Participate in watershed management plan efforts.

ACTION

1. Provide public education about “Best Management Practices”.
2. Join and support the local watershed groups and task forces, such as the Millcreek Conservancy District, the Millcreek Restoration Project, and the West Fork Greenway Committee.

HISTORIC RESOURCES

STRATEGY ONE

Add clarity to architectural guidelines.

ACTIONS

1. Establish historic design guidelines for use by GPHPC in review of applications.
2. Develop historic design guidelines for commercial structures.
3. Establish criteria for demolition.
4. Prohibit garage doors on the front elevations of new buildings.

STRATEGY TWO

Update existing historic district ordinances.

ACTION

1. Draft ordinance for update of historic district ordinances. (See Historic Preservation recommendations in separate Appendix A.)

STRATEGY THREE

Designate or list additional properties in the National Register of Historic Places.

ACTIONS

1. Prepare list of Contributing Buildings in historic district.
2. Designate Contributing Buildings in the zoning code.
3. Consider designation and/or National Register listing of individual landmarks, including 67 and 123 Sharon Road, the Mortimer Matthews House at 500 Oak Road, the Chapel of the Transfiguration at 495 Albion Avenue, and the Lippelman House at 500 Greenwood Ave. (See Historic District Map in separate Appendix A.)

4. Consider designation and/or National Register listing of a new historic district in the vicinity of Albion Avenue. (See Historic District Map in separate Appendix A.)

5. Consider an inventory and designation of historic Accessory Structures, such as gazebos, springhouses, and carriage houses.

STRATEGY FOUR

Promote preservation of vistas and historic landscapes.

ACTIONS

1. Distribute information about conservation/preservation easements to building owners.
2. Revise zoning code to prohibit new buildings in front of landmarks, historic sites, pivotal and contributing buildings.

STRATEGY FIVE

Work with GHP on preservation activities.

ACTION

1. Continue GHP bronze plaque program for pivotal and contributing buildings.

STRATEGY SIX

Enhance administration of historic preservation policies.

ACTION

1. Increase the number of members on the GPHPC with expertise in Historic Preservation.
2. Provide training in Historic Preservation for GPHPC members.
3. Engage a Historic Preservation consultant on an as-needed basis.

4. Enable the Village Council to remand decisions that are appealed back to the GPHPC.

STRATEGY SEVEN

Promote preservation of key institutional and municipal landmarks.

ACTION

1. Monitor and support preservation of churches, schools, community centers, and municipal buildings.

STRATEGY EIGHT

Use public education to promote historic preservation.

ACTIONS

1. Publish historic-design guidelines handbook.
2. Create a reference library of design sources.
3. Distribute information about conservation/preservation easements to building owners.

STRATEGY NINE

Use and support incentives for Historic Preservation.

ACTIONS

1. Promote Hamilton Co. low-interest loan program for home improvement (HIP).
2. Establish low-interest loan program for the rehab of commercial buildings.
3. Promote donation of conservation/preservation easements.
4. Promote passage of Ohio Income Tax Credit for Rehabilitation of Historic Structures.
5. Promote passage of Historic Homeowners Assistance Act for federal income tax credits.

STRATEGY TEN

Maintain “certified local government” status.

ACTION

1. Work with National Park Service and Ohio Preservation to insure that the Village has controls in place to meet CLG requirements.

RECREATION**STRATEGY ONE**

Provide an indoor recreation facility in a new or renovated building, capitalizing on any potential synergies with the Princeton School District building program.

ACTIONS

1. Survey resident needs to determine desired program facility requirements and funding sources.
2. Survey surrounding communities to see what they offer, what facilities they have, and how they pay for it.
3. Explore gaining access to the community centers of surrounding communities.
4. Work with the Princeton School District on the disposition of existing Glendale assets should any of these buildings become obsolete for school use.

STRATEGY TWO

Work with the Greenways Committee and the Hamilton County Park District to connect Glendale to the West Fork Mill Creek Greenways Trails System.

ACTIONS

1. Maintain Village representation on the Hamilton County Greenways Committee.
2. Work with the Hamilton County Park District and surrounding communities to study the feasibility and environmental impact of a bike-hike path through greenbelt of the village.

STRATEGY THREE

Study Glendale Youth Sports expansion into adult sporting activities.

ACTION

1. Form organized sporting leagues for adults.

STRATEGY FOUR

If needs exist, hire a professional Recreation Specialist to implement sporting activities responsive to resident needs.

ACTIONS

1. Determine scope of work that a professional Recreational Specialist would handle.
2. Appoint a Recreation Specialist.

EDUCATION

STRATEGY ONE

Establish an on-going working relationship between the Village and the Princeton Board of Education and its administration.

ACTION

1. Appoint a person to act as a liaison between the Village and the School Board. This person would attend all School Board meetings and report back to the Mayor and Council.

STRATEGY TWO

Get broad-based local input into key decisions affecting Glendale schools.

ACTION

1. Consider establishing an Adhoc Education Subcommittee on Council.

STRATEGY THREE

Encourage the Village and Princeton School Board to make decisions jointly regarding retaining Glendale Elementary school and its buildings within Glendale.

ACTION

1. Through the Education Subcommittee provide a more in-depth analysis of proposed building program, including a more detailed cost-analysis of remodeling the existing Glendale School.

TRANSPORTATION

STRATEGY ONE

Use National Landmark status to ensure that main thoroughfares remain two lane.

ACTION

1. Maintain National Landmark status.

STRATEGY TWO

Reduce 'cut-through' traffic during peak hours.

ACTION

1. Conduct a professional traffic study to formulate recommendations for Morse Avenue, Chester Road, and all other Village streets.

STRATEGY THREE

Minimize stopped/backed up traffic at major intersections.

ACTIONS

1. Conduct professional traffic study to formulate particular recommendations on traffic flow and potential re-engineering of key intersections 747 & Sharon, SR4 & 747.
2. Investigate new access for school buses between the school bus parking lot and Sharon Road.
3. Explore effectiveness and feasibility of creating cul-de-sacs or one-way streets.

STRATEGY FOUR

Improve signage, walk lights, sidewalks, and tree plantings on Village streets as a means of traffic control.

ACTIONS

1. Assess the need for sidewalks and crosswalks throughout the Village.

2. Assess the need for additional traffic and crosswalk signs.

STRATEGY FIVE

Include "slow-down" features in new street design requirements as a means of traffic control.

ACTIONS

1. Evaluate impact of painting center-lines on streets.
2. Evaluate the use of minimum width guidelines for streets.
3. In collaboration with the Park Board, study the planting of additional trees/landscaping in right-of-ways as a means of "traffic calming"

STRATEGY SIX

Provide ample and safe parking for the Village's commercial districts.

ACTIONS

1. Determine safest and most efficient design for on-street parking - parallel, perpendicular, or angled.
2. Explore expanding parking lots, both private and municipal, in business areas if/when land becomes available.
3. Coordinate private/public parking needs with any work to re-engineer key intersections.
4. Monitor use of 'limited time' parking in the Square.

STRATEGY SEVEN

Provide better access to and utilization of the existing municipal lot.

ACTIONS

1. Explore re-routing traffic in/out of Village Sq. to available parking
2. Provide signs in the business districts directing traffic to municipal lots.
3. Increase visibility of signs for lots (better lighting, size of sign and/or lettering)

STRATEGY EIGHT

Reduce noise pollution from the railroad

ACTION

1. Develop local and regional options and then work with railroad to implement a quiet zone.

STRATEGY NINE

Reduce peak hour vehicular traffic backups because of train traffic.

ACTION

1. Working with surrounding communities, explore smart light alternatives for Congress/Sharon and Sharon/Chester Roads that are tied into train traffic.

STRATEGY TEN

Study the demand for other resident travel options.

ACTION

1. Study demand and potential of resident access to regional light-rail.

MUNICIPAL SERVICES**STRATEGY ONE**

Maintain Village road infrastructure

ACTION

1. Continue annual program of road surfacing and repair. (17 lane miles of roads in the Village, 3-4 repaired each year.)

STRATEGY TWO

Maintain existing artesian well water supply while also planning for future demands on both water quantity and quality.

ACTION

1. Assess future water demand and supply factoring in projected growth in the Village as well as development along the Mill Creek Valley, which could impact Village artesian wells.

STRATEGY THREE

Maintain and improve storm and sanitary sewer system, with priority given to those areas of the Village in greatest need.

ACTIONS

1. Complete sewer system improvements identified in 2000 CDS Study.
2. Evaluate storm sewer needs along W. Sharon.
3. Assess future demand and regulatory requirements for sewer service.

STRATEGY FOUR

Continue to run the water and sewer operations as stand-alone enterprises from a cost/revenue perspective.

ACTIONS

1. Provide annual reports on water/sewer operations detailing costs and revenues as well as performance and water quality issues.
2. Periodically assess efficiencies of collaborating with other municipalities for water and sewer needs.

STRATEGY FIVE

Promote and require procedures and improvements on private property which impact Village water/sewer systems.

ACTIONS

1. Identify outdated sewer connections on private properties and establish a program to upgrade them.
2. Study programs and potential zoning regulation in regard to storm water runoff/retention.
3. Promote water conservation practices.

STRATEGY SIX

Provide adequate fire, police, utility, infrastructure, and general services without increasing Village staffing significantly or sacrificing service quality.

ACTIONS

1. Annually review police, fire protection, and other municipal service needs. Look for internal and external safety-related staffing synergies.
2. Maintain local control over both fire and police departments while working cooperatively with other community and regional fire and police groups.
3. Conduct facilities plan for fire and police services.

LANDUSE

STRATEGY ONE

Develop a program for greenspace/greenbelt expansion by identifying parcels that would promote green space, and develop a plan with property owners for either purchase, donation, easement, or annexation of land as it becomes available.

ACTIONS

1. Inventory suitable parcels.
2. Contact present owners to convey interest for the Village to acquire property for greenspace/greenbelt.
3. Determine if there is public support that would allow a modest tax levy to accumulate funds to acquire parcels for greenspace/greenbelt.
4. Pursue other avenues of fund raising (e.g., grants, donations or bequests to promote both greenspace and acquisition of greenspace for future generations).

STRATEGY TWO

Make minor zoning modifications so that the siting and spacing of new construction better fits with the established character of the Village, which includes ample open space between structures.

ACTIONS

1. Evaluate changing side yard set backs and/or minimum lot widths for new dwellings.
2. Consider requiring building permits for all accessory structures, regardless of size, including prefabricated structures. Require screening for pre-fab structures.

3. Consider requiring park/green space set aside for any development of 10 acres or more.

STRATEGY THREE

Maintain the architectural integrity and historic appearance of commercial and residential areas.

ACTION

1. Consider extending GPHPC design review to all areas of the Village not currently regulated.

STRATEGY FOUR

Limit the environmental impact of new construction.

ACTIONS

1. Consider limiting the percentage area of a property that can be covered with impervious surface.
2. Conduct environmental studies to provide appropriate data to establish creek setbacks and the like.
3. Investigate the need for regulating exterior or landscape lighting.

STRATEGY FIVE

Through GPHPC undertake a reorganization and update of the zoning code.

ACTIONS

1. Review designated usage in each zoning district; revise and update as appropriate.
2. Study assembling the Zoning Code language by topic and eliminate the confusion of having to reference any given topic in multiple locations throughout code.
3. Study possible regulations on the location and aesthetics of any commu-

- nications antennae in the Village.
4. Study the designation of preferred land-use, conservation, and/or physical development scenarios for all major undeveloped areas of the village.

Sources

SEPARATELY BOUND APPENDICES

Appendix A: Historic Preservation Studies
Cincinnati Preservation Association, Historic Building Inventory and other information

Appendix B: Natural Areas Study
Davey Resource Group, Village of Glendale Natural Resources Inventory/Mapping, 12/2001

Appendix C: Traffic and Parking Studies
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Appendix D: Resident Survey
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