Hopple Street Interchange: Plan Report
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Why did you select this project (4th year) and why you chose your study area?

The selection to focus on the Hopple Street I-75 Interchange Plan was because of the opportunity for future growth and vision for the area. Because the interchange is one of the major interchange exits for access to the University of Cincinnati, Uptown, and Camp Washington, it is important for the interchange to reflect that. We felt that we could introduce a plan that would improve the immediate interchange as well as connect the plan to the surrounding neighborhoods.

What were you trying to accomplish with your plan?

The proposed Hopple Street Interchange plan hopes to provide a clearer and simpler design as well as create new opportunities for development and gateway opportunities for the Camp Washington neighborhood and Uptown. By the introduction of a more simple design, the plan will create opportunities for an ease of pedestrian transportation, calmer traffic, and opportunities to promote growth for the area. Our vision for the interchange is to introduce a network of pedestrian and bike paths to connect Camp Washington to Uptown, while also creating a “gateway” to the region through a network of green infrastructure (Detention Basins, Rain Gardens, and systems of swales) and identifiable landmarks/buildings. The plan for the interchange also includes visions for future growth of the region including a transportation hub for buses a proposed light rail system. With the execution of this interchange plan, Camp Washington and Uptown will continue to grow and prosper into a unique and successful area for years to come.

What existing plans or ideas from stakeholders (e.g. recent city plans or plans as described by our city visitors) were you responding to and in what way?

There was only one existing plan that we used for our project, and that was the Alternative E plan for the Hopple Interchange. This alternative established the areas of the interchange that we would decide whether to develop or keep green space. Alternative E was the main piece of information that we were constantly referring to and using in each and every one of our ideas and plans. In each of our graphics, our goal was show our proposed idea and how it would refer back to the alternative, being as the alternative made this project and our plans possible.

What precedents did you learn from or use in your plan? (be specific with references)

There were a few different precedents used in our plan that helped us display our ideas in a clearer way. The first set of examples we used to illustrate our ideas for our plan was the examples for the ‘Bringing “Green” to Hopple’ section. In the images “Detention Basin,” “Storm Water Garden,” “Permeable Concrete Material,” “Permeable Concrete Example,” and “Rain Garden,” we were able to illustrate examples of green infrastructure in ways that we would like to implement them into the plan. Our group visited SD-1 and learned how these examples would really help to improve both the aesthetics of the plan as well as the environment of the area.
The second precedent we used was the ideas for the section ‘A New Multi-Modal Transit Network.’ In this section we had a clear idea as to what we wanted to accomplish in connectivity, however it was important to display successful examples of this. Public staircases is something that we wanted to incorporate, so the “Examples of public access staircases,” shows examples from an SD-1 permeable material stair case, and the example to the right shows a public access staircase in Mt. Adams in Cincinnati. Also in this section are the “Examples of bike/pedestrian network paths.” These two images are precedents that we learned about how to manage wide bike and pedestrian paths that are separated from the roads. In the case, how to separate the network of paths from MLK and create a feeling that is also separate from a major road.

Another precedent we learned from was the different examples of transit hubs we examined when trying to develop a unique transit hub for the interchange illustrated in ‘Transit Hub (East of Exit).’ The examples we used were the “BART MacArthur Station,” “Transit Center in New York, New York,” “Formal green space surrounded by offices in Central Park, New York,” and “Example of parking garage in Singapore with a green roof.” Through each of these we learned different size and purposes to use for the proposed transit hub, as well as how to integrate a formal park and continue the green infrastructure theme of the plan.

The last section, ‘Redevelopment Site (West of Exit),’ used precedents of different building styles that could possibly be implemented in the redevelopment. “Example of bringing in an existing neighborhood feel through new buildings” and “Industrial office buildings…” are precedents we learned from in how to bring in different architectural elements and still preserve the environment of Camp Washington. “Example of pedestrian plaza…” illustrated to us how to create a pedestrian plaza between building without it feeling “artificial.”

There were many different elements we looked at in the creation of our plan. Each of the examples used helped us develop a realistic and practical plan for the interchange plan.

What aspects of your plan did the engineering students contribute to?

Through the help of the engineers, we were able to get a better understanding of some of the green infrastructure ideas we integrated into the plan. One of our engineer students referred us to Kentucky’s SD-1 (Sanitation District). From SD-1 we got a great understanding of how to integrate the use of green infrastructure in a unique and practical way. The “Greenspace Diagram” displays the available green space made available through Alternative E and breaks down where we would like to implement different green ideas. The engineers were very helpful in the explanations of how each green infrastructure example works and how practical it would be to implement these ideas in different areas of the plan.

How do you think that your design was successful in illustrating your intent? How not?

The design for the Hopple Street Interchange that was developed through this project was successful in illustrating our intent. Through overall site plan, each of our ideas was illustrated, and every element of our project was able to be referenced in that overall plan. Each of our sections of the project (‘Bringing “Green to Hopple,” ’ ‘A New
Multi-Modal Transit Network,’ ‘Transit Hub (East of Exit),’ and ‘Redevelopment Site (West of Exit)’ went more in depth about each of our ideas and plans, and illustrated where the proposed buildings, infrastructure, or paths were going to be located.

The themes outlined in our vision (green, gateways, connectivity, and future growth) were followed in every design aspect. In each of our plans, we integrated some aspect of green infrastructure, whether it was permeable concrete or rain gardens. Gateways were illustrated through the architectural style and building layout of the redevelopment site seen to the west of the exit, as well as through the formal waterfall element seen at MLK and Central Parkway. Connectivity was illustrated through the path networks and the proposed bus route up MLK to connect Camp Washington to Uptown in more than one mode of transportation. Future growth is illustrated through the proposed transit hub. Our idea was to bring in offices and big businesses to this area to bring in more employees and help bring in more revenue and business to the area while also making it more accessible to residents outside the area.

Because we carried these themes out through each of our designs and proposals, we believe our design was successful in illustrating our intent. The only way that we felt our design was not successful in illustrating our intent was by the scale we examined. We feel that it could have been possible to illustrate how our plan will connect to different areas of Cincinnati at a larger scale. Ways to illustrate this would have been showing how the bike and pedestrian paths would connect to areas like Northside, the Mill Creek, downtown, etc… Other than this, we feel that our intents of the proposed plan were successfully illustrated throughout. It was our goal to make sure that each of our themes were included and addressed in each of our ideas and we worked to ensure that this was indeed carried through.

Can you describe your design ideas in more detail, with quantities, e.g. building height, square feet, number of businesses, etc.? (Titles follow sections on the board)

**Our Vision/Site Plan**

Our assignment was to focus on the I 75 interchange at Hopple Street and improve on the current proposal. In approaching this issue we established definitive goals to work from including providing green infrastructure, increasing connectivity with Uptown, creating a gateway and redeveloping underutilized land. Through this vision we began to press for solutions to the issues at hand and came up with a variety of different proposals. Our Site plan definitively shows what proposals we have made which include an office style development on Hopple Street, a new multi-modal transit hub, a system of pedestrian/ bike paths, additional staircases to establish connectivity and implementing green infrastructure into the natural and built environment.

**Bringing “Green” to Hopple**

Our “greenspace diagram” gives a conceptual view of the green areas which will be created and preserved by our proposal for Hopple Street. Areas include green buffers,
natural habitats, public space, recreational greenspace, green infrastructure and ornamental greenspace to beautify the area.

Example of a “Detention Basin” comes from Northern Kentucky’s Sanitation District 1. Detention basins are used to store water for periods of time when there may be a threat of flooding and sewer overflow. Including a detention basin in our proposal is a precautionary step in order to protect against flooding and sewer overflow in the area.

Our “Storm Water Garden” comes from Sanitation District 1 as well and represents an aesthetically pleasing natural method to slow running water down and allow it to filter into the earth. Our goal here was to increase permeable surfaces and arrange them in a manner which allows for maximum filtration, rain gardens proved to be a viable option for this.

The “Formal Waterfall” from Knoxville, Tennessee gives a great example of what we wished to include inside the jug handle along Central Parkway. This element can work both as a gateway as well a great way to encourage water to filter into the ground.

Our two “Permeable Concrete” examples depict a great tactic that can be used to transform traditionally impermeable surface parking lots into areas which promote water drainage rather than disrupt it. Sanitation District 1 in Northern Kentucky offered great examples in their parking lot where permeable concrete was used for significant areas of the parking lot.

**A New Multi-Modal Transit Network**

Our first image is intended to show the connections between Camp Washington and Uptown. Martin Luther King, Marshall via Probasco and Riddle Road, and Straight Street are the primary automobile connectors between the two neighborhoods. The goal is to make connections easier and better used by alternative modes of transportation and not only automobiles. The hillside is highlighted because it is a major obstruction to connection especially pedestrian and bike travel. The challenge thus becomes how to effectively connect these two neighborhoods in a way which works with the topography and makes the experience easier. This image goes on to show existing staircases and where proposed staircases can be used to further connect the two neighborhoods.

“Staircases” are great way to establish pedestrian connectivity because they give easy and more direct alternatives for pedestrians. The park on Marshall already has two staircases but the goal is to put in two more which could be used to connect the park to the University of Cincinnati more readily. Currently there is no connection from Stratford Heights or Joslin and thus you cannot go through the park to get to the campus area. Placing staircases here provides pedestrians with a practical route for traveling from Camp Washington through the park and to the University of Cincinnati. Likewise students can use the staircase to access the park which is virtually in their backyard as it is.

“Lowell Avenue” was selected as a sight for another staircase because it is in close proximity to Clifton’s business district on Ludlow Avenue. This staircase would connect the site of the proposed transit center to Clifton’s Gaslight district through a simple and direct route. This staircase makes opens direct connection for pedestrians between Camp Washington and the Clifton neighborhood in a meaningful and direct way.
Examples of staircases in Mount Adams depict exactly what we are seeking to achieve in Camp Washington. Well maintained and frequently traveled staircases in Mount Adams have been proven useful because of the neighborhoods distinct topography and narrow roadways. The Staircases have given alternative options for traveling up and down the hillside in a more direct way.

The” Go Metro” image displays a proposal for a new bus route which would run between Uptown and Camp Washington. Currently Metro has no route which connects these two neighborhoods despite their close proximity. A direct bus line could take a variety of routes, our proposal saw Martin Luther King as the best. This also leaves the option for turning left on Dixmyth Avenue in order to provide better access to Good Samaritan Hospital as well as Clifton’s Business District along Ludlow Avenue.

Our “section” view shows an actual cut in the land along Martin Luther King Avenue. This graphic shows our proposed changes for the road and the addition of a pedestrian/ bike path along the north side of the street. Our proposal calls for two lanes traveling each way and a ten foot median in the center which can also double as a turn lane when necessary. Each lane would be eleven feet wide making the road a total of fifty four feet wide with all four lanes and the median. North of the street would be a fifteen foot green buffer and then the ten foot pedestrian/ bike path.

Transit Hub

We recommend that the land just east of Interstate 75 be reserved for future use as a transit station. There are currently plans that have a light rail running along the east side of Interstate-75 and this would be a good spot for a major stop along the rail line. With the connecting bike paths and improved bus routes, this would be an ideal stop for getting to Uptown, Cincinnati’s second largest employment area. Other reasons include it is in close proximity to many industrial jobs in Camp Washington, surrounding residential units, and a gateway to Cincinnati’s west side.

The redevelopment area would also contain abundant office space and an area reserved for a large corporation. This would be an ideal location for such uses because its exposure to Interstate-75 and its proximity to the transit station. In addition, there is a central public green space. Commercial use was not included to reduce the amount of congestion in the area and to not take away from the nearby neighborhoods of Camp Washington and Uptown.

Design ideas came from examples which have been included on the board such as the “Bart MacArthur Station” in Oakland California and a “transit center” in New York City. Inspiration for other aspect to the design came from green space in Central Park, green roofs in Singapore. Our bird’s eye of the site and conceptual diagram specifically depict what we are trying to accomplish on this site. These graphics include our proposed arrangement as well as a detailed break down of the square footage which will be dedicated to parking, office, and business.

Site specifics include a 91,000 square foot parking garage and a 42,000 square foot parking garage; both two stories tall with a green roof on top. Other specifics include a 57,000 square feet of surface parking and two four story office buildings, one 63,000 square feet and the other 78,000 square feet. The transit station will be 21,000 square feet serving bus and rail transportation. Finally there will be a four story, 217,000 square foot building for a large business to move into. This proposal provides a mixture
between office and transit users to promote use of the site at different hours of the day. Our bike/pedestrian path will run through the site and a formal plaza will also be included.

**Redevelopment Site**

The land west of the exit can be seen as an opportunity for redevelopment and a gateway into Camp Washington. Currently, the form of the site does not go hand in hand with the area, so it is important for a new development to compliment the form and character of Camp Washington. With an arrangement in a more grid pattern and an architectural style that is congruent with the existing buildings of CW, the redevelopment of this site can act as a conceptual gateway into the neighborhood.

The first bird’s eye view gives a context to where this redevelopment site is in relation to the transit hub. Next is a bird’s eye view of the existing location which shows that there is opportunity to build on this site, especially once the new interchange proposal opens up more space.

A detailed bird’s eye view begins to focus more on the site area showing that two-story commercial buildings will be placed along Hopple Street and Colerain. The seven commercial buildings will be 5092 square feet, 1400 square feet, 1520 square feet, 1400 square feet, 2000 square feet, 6000 square feet, and 13000 square feet respectively. A five story office building which will provide 79,220 square feet of office space will be placed on Hopple Street adjacent to the interchange, serving as a focal point for drivers coming off of Interstate 75 South. Another office building will provide an additional 16,440 square feet of office space. This building will be tucked behind the commercial structures and will be three stories tall.

Because Camp Washington is such an unique neighborhood, it is important to bring out the characteristics that make it distinguished. By continuing the pattern of street network, the environment is continued and new elements, such as a plaza and office buildings, can be introduced. Photographs in this section express examples of Camp Washington’s architectural character as well as the character of the form. A diagram of the area illustrates the existing form of the site. Maintaining the form is a major objective for redevelopment on this site in order to maintain the character of the neighborhood.

The “Site Parking Breakdown” graphic details surface parking and what should be allotted to each office or business. A total of 252 parking spaces will be provided for the site, additional parking can be found in the surrounding neighborhood.