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Vision Statement

In order to increase the self-sustaining economic prosperity of Camp Washington, incentives must be created for various light industrial developments and a link between the neighborhood business districts and auto oriented commercial areas of Hopple Street must be created; this should be amplified by preserving and expanding residential areas, and creating wayfinding signage and gateways.

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Goals, Strategies and Actions
Economic Development

- Identify redevelopment zones
- Locate adaptable sites/brownfields
- Locate sites with visibility and transit access
- Propose signage and infrastructure

Neighborhood Redevelopment

- Sustain existing population
- Attract new residents
- Revitalize the Neighborhood Business District
- Boost neighborhood pride
- Design signage and gateways
- Improve transit links and highway access

Environment Improvements

- Identify underused or vacant buildings
  - Determine feasibility associated with reuse
- Identify specific methods for reduction of stormwater runoff
- Encourage pedestrian transit
  - Locate housing and business within walking distance
- Examine the feasibility of incorporating Urban Farms

Transportation and other infrastructure

- Examine Hopple Street Interchange and the Western Hills Viaduct
- Examine current transportation infrastructure and recommend improvements
- Identify and propose streetscape improvements
- Analyze use of the rail yard
- Improve sidewalks and initiate bike lanes
**Rationale**

The rationale for the proposals for Camp Washington stem from an extensive analysis of the existing context. First and foremost, the neighborhood is characterized as an industrial place, in the center of the Mill Creek industrial corridor. In terms of regional significance, the industrial core of Cincinnati can be compared to the Central Business District or the uptown institutional employment area.

Within the industrial core of Camp Washington, distinct business and residential areas are juxtaposed against the light industry and warehousing spaces that define the neighborhood from a regional perspective.

Along Spring Grove Avenue and the Queensgate Rail Yard is a powerful and successful corridor of industry. Along Hopple Street, an auto oriented business district also exists and is fairly successful. Tucked amongst these two areas are a pedestrian
oriented business district along Colerain Avenue, and pockets of residential communities
just off of those districts on the north and south ends.
CAMP WASHINGTON
Framework Master Plan

Economic Development Area Types:
- Light Industry/Billiotage
- Government/Institutional
- Commercial - Neighborhood Business Districts
- Commercial - Auto-Oriented/Development

Neighborhoods & Connections:
- Residential Neighborhood Pockets
- Gateway/Entry/Layover Areas

Environmental Considerations:
- Storm Water

Transportation & Infrastructure:
- Intersecting Access Roads
- Railroads
- Primary Roads
- Secondary Roads
Specifically, all interventions of the Framework plan deal with the economic zones identified in the diagram on the previous page. The diagram below begins to explore "buffer zones" that exist at the boundaries between these economic areas. It is here that the Framework Plan focuses most intently; the proposals help to create a synergy between the areas of the community, and keep in line with the vision statement:

_In order to increase the self-sustaining economic prosperity of Camp Washington, a physical, social, and cultural synergy must be created amongst industries, businesses, and residents;_

To summarize, the analysis, strategies, actions, and goals of the Framework Plan can be described as such:

- **Analysis:** Camp Washington is in the Mill Creek Industrial corridor and has a vibrant industrial economy.

- **Strategies:** Sustain current industry and encourage new; synergize industry with local business and neighborhood residents.

- **Actions:** Create attractive physical connections between neighborhood and economic zones, amplify this with signage and greenspace, and provide for new industry and housing.

- **Goals:** Create a stronger community that feeds off its status as a regional industrial powerhouse.
Great Streets and Gateways

Camp Washington Framework Plan

Vision Statement:
A physical, economical, social, and cultural synergy must be created amongst the industries, businesses, and residents of Camp Washington in order to fully capitalize on the potential of the neighborhoods status as a regional industrial center.

Analysis of Existing Conditions:
Clustered but distinct economic and neighborhood zones exist within Camp Washington. The areas between those zones were located, and became the focus of the Framework Plan.

Framework Proposal:

Analysis: Camp Washington is in the Mill Creek Industrial corridor and has a vibrant industrial economy.

Strategies: Sustain current industry and encourage new; synergize industry with local businesses and neighborhood residents.

Actions: Create attractive physical connections between neighborhood and economic zones, amplify this with signage and greenspace, and provide for new industry and housing.

Goals: Create a stronger community that feeds off its status as a regional industrial powerhouse.

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Fall Quarter 2009
The following outline details the framework plan with regards to the four areas prescribed in the request for proposals by the City of Cincinnati, economy, neighborhoods, transportation, and environment:

1) Economy  
   a) Proposal:  
      i) The identified economic zones are the driving factors of the Framework Proposal.  
      ii) The Framework Plan seeks to create a synergy between these areas; physically, economically, and socially.  
      iii) For this reason the focus points of the Framework Plan are on the buffer zones between areas.  
      iv) A consistent strategy consists of designing urban spaces that encourage travel between areas and provide an economic benefit to the neighborhood.

2) Neighborhoods  
   a) Proposal:  
      i) Identify residential clusters, as well as the NBD’s and the Auto-oriented district.  
      ii) Discuss the clusters as well as the mixed areas of residential and light industrial.  
      iii) Successful residential neighborhoods, we respected those as well as the mixed use city blocks.  
      iv) In some places, buildings should be removed and areas re-plotted to provide for better usage. Older buildings may not be reusable for modern industrial needs, and not suitable for mixed use residential.

3) Transportation  
   a) Proposal:  
      i) New I-75 Plan and improved access to uptown has the potential to encourage development in Camp Washington. The neighborhood is in prime position to take advantage of the new interstate proposals.  
      ii) Amplify transit with signage and gateways, encourage the easily accessibly Hopple St. Corridor to interact with the NBD’s and surrounding neighborhoods.  
      iii) Our plan includes a new Western Hills Viaduct as well as the Hopple St. Interchange.

4) Environment  
   a) Proposal:  
      i) Identified Brownfield areas and their potential for new eco-industrial usages, tied these in with the surrounding neighborhoods.  
      ii) Green buffer zones created also add the benefit of mitigating runoff.  
      iii) Removal of vacant impermeable surfaces and replacement with new industry, housing, or greenspace to prevent runoff and pollution of the Mill Creek.

(1) The existing conditions (show existing relationships diagram plus area/site photos)

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(2) stakeholder input (community members and city staff)
(3) to the proposed I-71 or I-75 changes
(4) to city wide plans GO Cincinnati report, Drill Down Study, Uptown Transportation Plan, City Light Rail and streetcar proposals
(5) to specific area and neighborhood plans and studies as relevant to study area such as, Uptown Parks Plan, Uptown Strategic Plan, Burnet Ave redevelopment plan, 45206, MICD report, and other plans specific to the communities under study.

Framework Plan Proposal

Economic Improvements

Introduction
One of the primary goals of the Camp Washington Framework plan is to increase the economic prosperity of the neighborhood. From a regional perspective, Camp

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Washington sits in the heart of the industrial corridor that runs along the Mill Creek.
Valley and Interstate 75. It has always been predominantly occupied by manufacturing and the current regional infrastructure continues to support this land use. Thus, the priority of the economic development section of this framework plan is to continue to attract industry to the neighborhood, including eco-industries and other modern light manufacturing industries.

Aside from the clear investment in industry, there is a focus on neighborhood servings businesses and their success. A vibrant Neighborhood Business District (NBD) is important to the economic success of any community and the current status of the Camp Washington NBD could be improved through a few simple interventions. For example, creating pedestrian links between auto-oriented businesses and local business districts will increase the accessibility of retail enterprises in the neighborhood.

Overall, a focus is put on industrial development throughout the framework plan.

Retain/Expand/Remove Existing Business - Analysis

There is a large amount of existing industrial business in Camp Washington. However, within the past few years, a few major plants have closed and more may close in the near future. While retaining existing business is a priority, aspects of the global economy may have a direct effect on the neighborhood, and the loss of some business could be impossible to avoid.

Aside from the large and successful industrial district, there are two distinct types of commercial areas, as well. These areas support the neighborhood to a lesser degree and have a smaller regional effect. The auto-oriented development along Hopple Street near the Interstate 75 interchange attracts a large amount of outside customers, while businesses along Colerain Avenue and within the designated Neighborhood Business District are less frequented.

Retain/Expand/Remove Existing Business - Recommendation

Finding new tenants for large, vacant factory buildings and land plots is important to the economic success of the neighborhood. Infrastructure and new infrastructure proposals will make the neighborhood attractive to industry and the city must make an effort to actively find new tenants. As further discussed in this document, incentives and influences toward green industry and warehousing will be important to achieve the goal of prompt turnaround on vacated properties.

As for commercial business, it is important to encourage links between the auto-oriented development along Hopple Street and the Neighborhood Business District along Colerain Avenue. This link, combined with a proposed system of gateways and wayfinding will increase the customer base of neighborhood businesses. Greenscaped pedestrian zones, as well as public parking, if necessary, would help create this link.

Clean and Green Industry - Analysis

Though many industries exist within Camp Washington, the extent to which they are “green” is negligible. Several metal recycling plants are located on Spring Grove Avenue. These are a neighborhood image concern because they are believed to attract thieves who turn in stolen metal for money.
The abandoned Khans manufacturing facility is located at 3241 Spring Grove.
Avenue, directly east of the rail line. The property was donated to the city and remains unused. It is the larger of the area’s two designated brownfields. Plans are underway concerning the demolition of the existing facility. In its place, a more modern facility of coexisting green and clean industries could develop.

Nearly all existing buildings could be better insulated for better heating and cooling efficiency. The large factories and manufacturing facilities should be high priority because they are a main source of inefficiency. There are many structures within the area that cannot feasibly be readapted for use; the cost for some adaptation is higher than cost for complete demolition and new construction.

Transportation is necessary for successful industry. Transportation and shipping to and from Camp Washington is provided by the existing railway hub and Interstate 75. The railway is in excellent operable condition, however it is currently underutilized. Trucking is prominent for current industrial business owners.

Clean and Green Industry - Recommendation

Many types of successful green industries exist and opportunities for those industries within Camp Washington exist. Incentives should be offered. They could be used to bring green and clean industry into the area. Incentives can also be used to challenge existing industry practice.

These incentives can be in many forms. They could be tax savings for current business owners who start implementing cleaner and greener technology. Incentives could also be in the form of reduced pricing for new industries on publicly owned property; the reuse of unsightly land or brownfields would benefit the community immensely. The area’s image would increase as activity within the community is restored. The tax revenue would also increase as industry becomes more profitable. Hence, business owners gain the opportunity for budget friendly expansion while improving the overall vision of the community. Mutual benefit is the key for potential industry to move in to Camp Washington.

Location of Adaptable Sites - Analysis

As an industrial neighborhood trying to sustain itself in a post-industrial economy, Camp Washington has the potential to attract new development by reclaiming its underutilized brownfield sites and using them to support new industries, ranging from clean industry to office space. The neighborhood is conveniently located near the University of Cincinnati and, with a new I-75 Hopple Street interchange in the works, the neighborhood will soon be easily accessible.

Two prominent examples of large-scale

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brownfield remediation exist in the Greater Cincinnati area. The first, Linden Pointe, is a
redevelopment of the former General Motors plant. It includes approximately 600,000 square feet of office space in six buildings, 24,000 square feet of retail space, and two stand-alone restaurant sites. The project, with a total cost of $65 million, was made possible in part by a state program known as the Clean Ohio Assistance Fund, which contributed $750,000 to help clean up the site.

Another example is Red Bank Village in Fairfax. The former site of a Ford Transmission Plant, the project cost $60 million and included nearly 240,000 square feet of office/retail space as well as 50,000 square feet of office/retail space planned in the future. The development is anchored by a new Wal-Mart.

**Location of Adaptable Sites - Recommendation**

Camp Washington should aim to accommodate this type of development for a number of reasons. Its accessibility (being bordered by I-75 and freight rail yards), could accommodate new development in the way that the Norwood Lateral has helped Linden Pointe become possible. In addition, it will need developments such as Red Bank Village to make up for lost jobs and tax revenue. Like Fairfax, industry once dominated the neighborhood, and redevelopment is necessary to help boost the economic vitality of the community. Developers should take advantage of the state and federal programs that assist in the cleanup of brownfields.

**Link Pedestrian and Vehicular Oriented Businesses - Analysis**

From Raleigh, North Carolina:

Pedestrian Business Overlay District: The Pedestrian Business Overlay District is intended to preserve and enhance the character of pedestrian-oriented retail districts. Through the application of design standards which encourage pedestrian activity, the Overlay District improves and protects the economic viability of the area. By respecting and improving the pedestrian environment, the Pedestrian Business Overlay District reduces the conflicts between pedestrian and vehicular traffic and it encourages compatible development.

**Link Pedestrian and Vehicular Oriented Businesses - Recommendation**

Improvements such as streetscape elements, on-street parking, sidewalks, signage and canopies, street trees, benches, receptacles, bike racks, and lighting will all make Camp Washington more appealing as well as attract people to the area.

Camp Washington has many specialty businesses that cater to a specific customer base. An example is T-shirts by Jay, a custom t-shirt print shop. Because of the high level of specialty and the small population of Camp Washington, many of the businesses find themselves catering to outsiders, and because most of the consumers live outside of Camp Washington, they drive into the area. Camp Washington could benefit from recruiting businesses that serve local residents as well as outsiders.
Introduction
In order to improve the overall aesthetics of the neighborhood as well as give Camp Washington a sense of identity, a signage and gateway program is being proposed throughout the commercial corridors of Hopple Street and Colerain Avenue. The signs, banners, and archways were designed to match the character of the neighborhood. Other enhancements include burying power lines, upgrading the sidewalks, and adding a tree median along Hopple Street. The proposal also aims to improve the pedestrian experience by calming traffic and including clearly marked crosswalks.

**Housing - Analysis**

There is an interesting allotment of housing in Camp Washington. While there are two defined clusters of residential zoning, a residential land use is intertwined with the characteristic light industry of the overall neighborhood. This unlikely and seemingly obfuscating juxtaposition is successful, however, and contributes to the unique character of the neighborhood.

**Housing - Recommendations**

Focusing on the neighborhood residential clusters and improving accessibility between those clusters and business districts is a top priority. However, providing support for the mixed-use housing that exists among light industrial zones is also an important aspect of the Camp Washington Framework Plan. This will include reuse of existing structures as mixed-income, mixed-use lofts, as well as new construction on smaller, vacant land plots. Streetscape and connectivity resolutions are also contributing factors to the success of housing in Camp Washington. The goal of new housing units is to locate workers closer to their places of employment. To quote local business manager Joe Quatkemeyer's recollection of historic character, "If you live in Camp Washington, you work in Camp Washington."

**Neighborhood Business Districts - Analysis**

The Camp Washington Neighborhood Business District has two components. The first, spanning Hopple Street from I-75 to Garrard Avenue, consists of mostly auto-oriented businesses, such as gas stations and drive-through restaurants, the most notable being the nationally recognized Camp Washington Chili. The second, spanning Colerain Avenue from Elam Street to Township Avenue, is a turn-of-the-century, pedestrian-oriented business district. The latter, despite appearing to be neglected, can boast its largely intact building stock. This poses a huge opportunity for the neighborhood. With the movement toward walkable neighborhoods, the Colerain Avenue business district could serve as a model for this type of development.

**Neighborhood Business Districts - Recommendation**

The goal of the redevelopment of the neighborhood business district should be to encourage the adaptive reuse of the
existing buildings into a mix of uses, including retail, offices, and housing. Storefronts
should be easily accessible and inviting to pedestrians. These incoming businesses should aim to employ people both within and outside of the community.

An excellent model of walkability and accessibility is the “complete streets” method. The aim of this method is to create a street that accommodates all methods of transportation, including cars, buses/light rail, bikes, and pedestrians. One of the problems that Camp Washington faces is that, despite its pedestrian-oriented nature, it is not pedestrian friendly. An example of such is at the intersection of Colerain Avenue and Hopple Street, where cars drive so quickly that they become a threat to pedestrians. By having more clearly defined crosswalks and slowing down traffic, the Colerain Avenue business district will be able to thrive.

Cultural and Civic Amenities - Analysis
Camp Washington does not leave an impression of being a green area. Much of Camp Washington is gray-toned, old industrial buildings. Camp Washington is surrounded by industrial and railroad uses to the West and I-75 to the East. In the center of Camp Washington are two pockets of residential use. The residentially zoned areas are not buffered in any way from the surrounding uses.

Cultural and Civic Amenities - Recommendation
Green infill is a good way to create buffers where old buildings have been razed as well as between the residentially zoned and juxtaposed areas. Green infill can serve multifunctional uses rather than being used exclusively as a buffer. The buffer can serve an ecological purpose as well as an aesthetic purpose. Green infill can lessen noise from the surrounding areas, provide shade, create privacy, reduce stormwater runoff, and lessen the amount of contaminants that filter into the groundwater.

Camp Washington does not necessarily need the government to fund the green infill project. Rather, the community or a gardening or community association can own the garden. According to the American Community Gardening Association, the following are benefits from community gardens:

- Improves the quality of life for people in the garden
- Provides a catalyst for neighborhood and community development
- Stimulates social interaction
- Encourages self-reliance
- Beautifies neighborhoods
- Produces nutritious food
- Reduces family food budgets
- Conserves resources
• Creates opportunity for recreation, exercise, therapy, and education
• Reduces crime
• Preserves green space
• Creates income opportunities and economic development
• Reduces city heat from streets and parking lots
• Provides opportunities for intergenerational and cross-cultural connections.

**Signage, Wayfinding, and Gateways - Analysis**

Signage and gateways, like streetscape improvements, are something that is best determined locally. Neighborhood gateways provide passersby and residents alike an impression of the character of the neighborhood. They should be icons that residents are proud of and that intrigue newcomers. They must be distinctive and eye-catching.

An excellent example in Camp Washington is the Crosley Building. It is distinctive and can be seen from far away, as well as from the highway. Even in its vacant state, it is a source of pride and controversy for residents. If adapted for reuse, the building could act as a beacon to drivers on the highway, giving them a visible destination in Camp Washington.

**Signage, Wayfinding, and Gateways - Recommendation**

More could be done to highlight the neighborhood's other distinctive placemaking features. The Campy Washington mural could be lit up at night much as Clifton Heights has done with their new ArtWorks mural.

Further, Camp Washington could benefit from art installations by local artists, perhaps highlighting the industrial nature of the neighborhood. The declining industrial city of Canton, Ohio, installed several large animal sculptures around its downtown area made of old steel parts welded together. They are very well-received by visitors, quickly becoming lovable landmarks, and they help to distinguish Canton as tourist destination. Camp Washington could take a similar approach. The neighborhood must develop a reason to draw people in before it can reap any economic benefits of a new visiting demographic.

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**Environmental Improvements**

**Introduction**

Camp Washington presents an immense opportunity to improve the environmental sustainability of the Cincinnati region. With vast swathes of vacant and underused land, Camp Washington can become a green leader for the region as it develops back into the vital central neighborhood that once it was. Prevailing
environmental issues faced by Camp Washington and other industrial areas call for a
concerted effort to remediate current contamination and design flaws to prevent future problems.

Camp Washington has the potential to reduce its storm-water runoff, reduce its use of fossil fuels, reduce the emission of greenhouse gases, and reduce the use of other resources by housing people in a dense urban environment.

Adaptive Reuse of Infrastructure and Buildings - Analysis

Camp Washington possesses a large amount of built infrastructure and buildings. The buildings vary in terms of age and size, thus the potential for reuse must be judged on a case-by-case basis. The majority of the neighborhood is zoned for industrial usage, demonstrated by its historical architecture: a collection of buildings that have been used for manufacturing and warehousing exist throughout Camp Washington.

Adaptive Reuse of Infrastructure and Buildings - Recommendation

In order to properly and efficiently reuse existing structures in Camp Washington, buildings must be evaluated in terms of their structural conditions, size, historical significance, and energy efficiency. Local infrastructure, zoning, and demand call for a reuse that is primarily industrial in nature and the rapidly changing methods used by potential industries make some buildings unsuitable for a variety of reasons. Each building must be engaged on a unique level, and judged in terms of the aforementioned qualities. For example, the Crosley Building is a profound example of potential adaptive reuse because of its size, condition, and historical significance. Whereas various smaller buildings that have deteriorated over time are incapable of fulfilling the needs of modern industry, these buildings may support adaptations to housing or light business uses. However, some buildings may best contribute to the ongoing economic success of the neighborhood and region by being removed, with existing land plots combined to make future private real-estate acquisition easier for large industries.

Storm Runoff Management - Analysis

Storm runoff is an issue all over Cincinnati as combined sewer overflows (CSO’s) are still in place in much of the area. It would be ideal to replace all of these with separated systems, but the feasibility of such an undertaking is unknown. Another issue with stormwater management is the amount of impervious pavement. Surface lots, large warehouses, and wide roadways do not allow for water to be absorbed and need to be drained. Much of the architecture of the area is aged and may still contain aged roof draining. If surface lots are well used, the drainage of the

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lot could be affected as a whole. There is also a lack of green space that would allow for
Surface water absorption. Overall, stormwater management is problematic for this area due to the large amounts of pavement and the presence of CSO’s.

**Storm Runoff Management - Recommendation**

As alternatives to CSO’s, areas are available for runoff ponds that could be put on an empty lot or used to develop a park. A concern with the runoff occurs because the area is largely industrial. A pond could also potentially collect chemically contaminated water. All stormwater should be monitored to assure that an excessive amount of chemicals are not being introduced from the surrounding industries and becoming storm runoff or penetrating into the ground water. An attractive way to help with the runoff would be to incorporate the use of bioswales. Bioswales treat and remove silt from runoff through the use of vegetation. These are not only functional, but also attractive, as they don’t appear to be runoffs. These are great for areas with a large amount of pavement, as the water tends to gather pollutants from vehicles before being shed. This allows for the treatment of that water before its release into a watershed or storm sewer. Another option would be to incorporate rain gardens. These, much like bioswales, are both functional as well as aesthetically pleasing. A rain garden is placed at the edge of an impervious area and the runoff is directed to it. The water is absorbed into the ground and used to water plants in the garden. This allows not only for the treatment of the water, but also for the absorption of the runoff rather than discharge into a sewer. Rain gardens can reduce runoff by up to 30%. Other practices that could also be incorporated would be green roofs and infiltration basins. Warehouses have large, flat roofs that could be converted to green roofs with relatively low effort. This would minimize the amount of runoff coming from the buildings. Infiltration basins may be another alternative to runoff ponds. Unlike a pond, the basin is simply a storage site that allows for slow absorption of collected water. The basins are often dry until a large amount of water is presented. Camp Washington presents a great opportunity to explore green stormwater management.

**Encourage Close Proximity to Housing and Employment - Analysis**

As a neighborhood known for having a significant portion of its population working in the area, proximity is critical for Camp Washington. One of the ways in which the community could keep workers in the area is through the establishment of high quality workforce housing. The concept of workforce housing began in the 1970s in the ski resorts of Aspen and Telluride, Colorado, where locals were unable to afford housing in the community since many of the people purchasing property were affluent East and West Coast residents. This has recently gained popularity in urban areas where home values have greatly appreciated. Though this has not been the case in Cincinnati, workforce housing has its benefits as it provides equity for workers, promotes home ownership, and reduces employee turnover.
Housing and Employment - Recommendation

To make this possible for the neighborhood, several factors must be considered. The space must be available for such housing. In Camp Washington, there are several opportunities for new infill housing or restoration of existing housing. Additionally, developers could receive tax credits on housing to make it more affordable while insuring that they profit from it.

Urban Farming and Community Gardens - Analysis

Urban farms have historically been proven beneficial. There was widespread urban agriculture during World Wars I and II, in which people who did not live on farms or in rural settings were asked to plant food in their yards to help relieve the burden on traditional farmers. In 1942 and 1943, these “victory gardens” grew about 40% of all the vegetables consumed in the nation. Today, there are many urban farming programs across the country. These range from cooperatives, such as City Garden Farms in Portland, Oregon, to for-profit business, such as MyFarm in San Francisco, California, to Brick City in Newark, New Jersey, which is comprised of farming in containers to avoid the expensive remediation of soil contamination that was found on the site.

Benefits of urban farming include:

Economic Benefits
- Allows parties involved to sell spare produce
- Opens up informal economic opportunities for stay-at-home parents or spouses
- Provides more affordable food for a community
- Provides a use for vacant land

Environmental Benefits
- Less transportation of food results in less air pollution and fuel usage
- Less packaging of food yields less waste.
- Wastewater and organic solid waste can be used for irrigation and fertilizer, respectively
- Reduces stormwater runoff

Social Benefits
- Promotes nutrition
- Increases food security
- Could open a new labor market
- Acts as a social setting, as well as a learning area.
Urban Farming and Community Gardens - Recommendation
Presented here is a hypothetical and very general model of how an urban farm in Cincinnati could work. Cincinnati leases empty plots of land to the city of Camp Washington. Camp Washington subleases smaller portions of these plots to individuals, families, or groups. These smaller portions can be a variety of sizes, from about 25 square feet (marketed toward an individual with little time available to spend on their farms) to a plot much larger (for a family of four to provide all of their fruits and vegetables for a year, they would need a plot between 600 and 2,400 square feet and considerable knowledge in preserving, canning, and freezing their produce). A citizen can also turn a plot of land they own into an urban farm; however, the startup costs may prove prohibitive. The startup cost for a half-acre plot of land, shared or not, including equipment such as a rototiller, marketing, and coolers would be about $10,000. There are many grants, nonprofit support, and loans available out there if the cost were not taken care of by the City of Cincinnati. If the urban farm is comprised of large containers of soil on, say, a concrete roof, then the startup cost will be about $15,000. In addition to startup costs, are operating expenses include seeds and other items, transportation, farmers market fees, and other routine farming costs. These expenses will be between $5,000 and $10,000 per year. This is not cost prohibitive because a half-acre urban farm should produce at least $60,000 in gross revenue, thus all of these costs are offset within a relatively short time frame (allowing for less gross revenue during the first few years as the farmer gains experience and knowhow).

Transportation and Other Infrastructure

Introduction

Camp Washington offers many transportation alternatives to residents, business owners, and passersby alike. The roads are in good condition for personal travel. The bus routes serve as a public transportation alternative. The sidewalks and crosswalks allow for pedestrian access around the neighborhood. Bike lanes serve as an option for short distance travel without the use of an automobile. Lastly, a fully developed railway plays a central role for the transportation of many of the local industries manufactured goods.

Roadways - Analysis

The existing roads in Camp Washington are generally in good condition. The roads are well maintained because of the large industrial complexes that make up the entire western side of Camp Washington. The industries that consist of the western boundary need wide roads in order to allow access for heavy machinery that needs to be transported into the area.

The roads also see a large population of commuters from local universities such as the University of Cincinnati and Cincinnati State as well as those employed by local hospitals.

Though the roads are good for industry, they are not friendly to pedestrians. The road lanes are wide, creating obstacles that pedestrians must encounter to cross from one side of the street to the other. The wide roads give drivers the perception that a higher
speed is acceptable.
The infrastructure in Camp Washington is in decent shape, thus the majority of roadways can be kept without much maintenance or replacement. Based on the mostly industrial demographic of the area, the pavement is likely to be a heavy-duty pavement. This pavement also requires less maintenance for regularly loaded vehicles, such as cars. The signals are in good use and appropriate for the traffic volume. There are not excessive volumes of traffic that would require road widening, lane additions, or additional signaling. This could change with the results from implementing this proposal, but would be easily addressed post design. The plans for the new Hopple Street interchange will affect the area. The volumes for this interchange are not available to the group, however the new configuration is assumed to be more efficient and easier to maneuver. The new interchange should allow for more traffic to be directed into Camp Washington to develop the local economy. Unless an unforeseen amount of traffic is directed into the area, the current infrastructure is more than enough to accommodate a reasonable increase in traffic volume.

Roadways - Recommendations

The transportation infrastructure is in decent enough shape to not need repairs or alterations. Because the pavement is heavy duty, it is more resilient. The roads are designed for trucks with semi-trailers and are therefore wide and more than sufficient to handle car traffic.

The signaling is also in decent shape and no signals appear to need repair or replacement. However, this recommendation is made without traffic volume analysis. From the time spent in the area (some during peak hours), the signals appeared to be more than sufficient to handle the volumes present. With improvement of the area and an increase in traffic, different signaling may need to be explored. Actuated signals may be an option for the area in order to accommodate the peak hour volumes, while not impeding traffic during the less busy times of the day. Because the framework plan focuses on creating a more “self-sustaining” neighborhood, pedestrian traffic will become more prevalent. This means that pedestrian signaling will also become more important and may need to be explored in the future. The pedestrian signals that are present on the larger roads are currently enough to handle current pedestrian traffic and should be enough for the immediate future.

Bike lanes may be an option on some of the roads in the commercial and residential zones. Bike lanes should be treated very carefully in this area because of the prevalence of industry. This means that large truck traffic will be a constant presence, posing a safety issue for bike lanes in some areas. The new Hopple Street interchange will allow for more traffic to be directed into Camp Washington, but the current system should require little to no alteration to accommodate the increase in volume.

Additionally, the Western Hills Viaduct along the southern border of Camp Washington is explored in this framework plan to be turned into a park and no longer used for car traffic. This would mean that traffic would have to be diverted to another bridge. This option is not currently being looked at within the study area, but any changes made to the viaduct and diverted traffic would affect the area and should be noted.

Paved surfaces and concrete can be overwhelming in Camp Washington. Hence, it is important to consider any environmental impact when proposing to expand

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roadways. Camp Washington has the opportunity to create innovative solutions when
designing roadways. For example, changes to the zoning code could be made to decrease parking space per building square footage.

**Bicycle and Pedestrian Access – Analysis**

The sidewalks in Camp Washington are in fair condition, however many sections are nearing the end of their useful life. Large cracks can be found that interfere with comfortable walking. Safety concerns are noticed for the blind. Elderly and physically disabled people may also have good reason for concern. A wheelchair or a walker could not freely move along many parts of the sidewalk.

Spring Grove Avenue, the main artery for local industry, features a bike lane. The bike lane is a shared lane that forces riders to confront cars, trucks, and other service vehicles. This is a safety concern due to the high speeds that are often traveled by cars on wide roads.

Several bus stops are scattered throughout Camp Washington. Busses mainly travel along secondary streets such as the Western Hills Viaduct and Spring Grove Avenue. Primarily, Camp Washington appears to be a passing point rather than a destination for a majority of the riders. With better sidewalks, new destinations, and better use of signage, that could change.

**Bicycle and Pedestrian Access - Recommendations**

Camp Washington has the opportunity to do something innovative for sidewalks and bike lanes. The current streets have the capacity to serve as an excellent starting point for this. Several of the vehicle oriented roads could be converted into dual use roads; a road for bicycles and cars.

A planted buffer to separate vehicle and bicycle traffic is a viable option. The buffer would create a pleasant view for drivers and riders alike. Trees and plants within the buffer would give the industrial Camp Washington a spruce of life. The buffer would also eliminate nearly all safety concerns for bicycle riders. Green textured paint can also be used for bike lanes to increase road traction for the bicyclists.

In addition to the roadside bike lane, a bike path can be developed that intertwines parts of the historic industrial complexes. Many of the buildings in Camp Washington are spectacular; they give a glimpse of the areas past innovative business leaders. This could be a wonderful opportunity to show appreciation for past achievement and create a source of inspiration for future generations. The bike trail could become a show of artistic expression that could attract bikers and runners from all parts of the city.
**Freight - Analysis**

Camp Washington is home to Queensgate Yard. The yard is owned and operated by CSX and is one of the largest and most important classification yards in the freight rail system. The work done there is not only important from an economic standpoint, but also in terms of the historical tradition of the neighborhood. Aside from rail, the businesses of Camp Washington rely upon proximity to Interstates 75 and 74. Spring Grove Avenue, which parallels I-75 and Queensgate Yard is a major truck thoroughfare for businesses throughout the Mill Creek Valley.

**Freight - Recommendations**

Because of the economic impact on the neighborhood, city, and region, the Queensgate Yard is a valuable asset to the community. The proximity of freight rail is a primary component of the attractiveness to business and industry. Access from Camp Washington directly to the yards could be improved, however. In terms of road freight, any streetscape improvements should respect the nature of Spring Grove Avenue and the heavy load of freight and trucks it receives. A primary concern of this framework plan concerns the link between road and rail freight, as well as improved access to the interstates from Spring Grove and the industrial corridor along the Mill Creek Valley.
Bibliography


New Institutional Employment Center Opportunities


**Neighborhood Business Districts**


**Encourage Close Proximity: Housing and Employment**


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Figure 3. Rendering of finished Linden Pointe

Figure 9. Urban farm in Chicago, IL.