CAMP WASHINGTON

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Vision Statement

Our team will work to rejuvenate Camp Washington’s central business district, transform Spring Grove Avenue into an inviting boulevard, while complimenting the neighborhood’s thriving industrial feel.

Goals, Strategies and Actions

Economic Development

Camp Washington is lacking in economic activity despite being a large industrial area, its prime location, and its proximity to highways and rail. The goal for Camp Washington is to rethink its existing infrastructure, work to improve existing shell and core construction, ignite green industry in the area, and to create new economic opportunities for the neighborhood.

Currently, Camp Washington’s infrastructure is deteriorating. The retail, commercial, and industrial space needs to be restored and brought up to date. This will provide the neighborhood with a competitive advantage and to accommodate modern day needs. Also, the rehabilitation will help elevate the need to sprawl for better spaces. It will help promote local shopping, and will provide an outlet for improved community interaction.

The neighborhoods proximity allows for easy access from all directions. Hopple Street, which carries 310,000 cars per day, is the main road through the community. Spring Grove Avenue is the western border of Camp Washington, interstate 75 the eastern border, Western Hills is the southern, and interstate 74 to the north. The location provides distinct boundaries and could increase market values once the building structures are brought up to speed.

Neighborhood Redevelopment
For the area of Camp Washington the proposed framework calls for a creation of new housing segments. This would be completed from currently abandoned buildings in the area. By creating new housing locations, which people will want to occupy, the safety of the area will increase. While the area may lose the industrial company taxes there will be more residents paying taxes into the area.

By redeveloping the local business district Camp Washington will benefit in several ways. It will create area jobs for people in Camp Washington and help with keeping money local. The community will not only have local jobs but money spent in the area will go directly back to Camp Washington to help improve the area. With the expansion of the central business district community interaction will improve. With more stores to service the needs of the local community there will be more of a desire to purchase locally. If the community can shop in the area relationships can be developed between the local business owners and shoppers. Also, if the district is centralized, it will deter from urban sprawl by keeping people close to one area.

By staying closer to the central business district there is a great possibility for an increase in foot traffic.

To promote spending from outside the community gateways will help promote local businesses while embracing the local culture. If the amenities are able to be displayed with signage, those who are passing through the community could stop at those locations to pick up needs on their way home, instead of stopping somewhere else out of the way. If green space is created, or even a recreation center, the area can become more attract to more residents.

Environmental Improvements

With the redevelopment of a community in today’s world, there is viable need for environmental improvements to be made in order to ensure the sustainability of the community. Within our framework plan for Camp Washington, environmental improvements pertaining to three key topics are assessed on their social, economic, and environmental aspects. The topics include programmed parks and recreation, brown-field mitigation, and green infrastructure. Appropriate goal related tasks have been assigned to each topic to be implemented into our overall framework plan and design of Camp Washington.

The first topic under environmental improvements is programmed parks and recreation. Some of these areas already exist in Camp Washington. The framework plan builds on these existing green spaces, while introducing new ones into the area. This will promote community wellness, growth, and interaction within a sustainable friendly environment. The next topic analyzed is brown-field mitigation. Remediation of current brown-field sites will certainly strengthen this
once vibrant industrial community. It will provide new residential and commercial opportunities while cleaning up possible environmental hazards. Finally, green infrastructure will play a key-underlying role in the future success of the framework plan. Plans for landscaping, gateways, storm-water management, and natural areas will combine to provide the green infrastructure needed to rejuvenate the community in a modern sustainable fashion. Landscape and gateways concentrate on slowing traffic in the area to showcase local businesses and Spring Grove as a new boulevard. Green storm-water management solutions such as pervious pavement, rain-gardens, or bio-infiltration will make it possible to relieve existing combined sewer utilities while promoting community wellness. Overall addition of green infrastructure into the Camp Washington area should increase general population and community interaction with a cleaner natural environment.

**Transportation and other infrastructure**

Camp Washington is a community, which borders I-75 and is an access point for commuters into uptown. A new highway design is already finalized and will improve the traffic flows off the highway. A community access point needs to be defined when you exit the highway to greet commuters into Camp Washington. This will encourage people to visit the community and will bring in tax revenues to support the area. This access point will be a gateway into the community and will consist of a green space. The green space will service two purposes. First, it will create an inviting feel to the community. Second, it will improve the heat island affect caused by the stopped vehicles on the off-ramp.

With a direct access point onto I-75 in the middle of Camp Washington, the street access does not promote neighborhood flow, but rather passageways into neighboring communities. Because people are just passing through Camp Washington the industrial and business areas lack connectivity and do not have a direct access point to I-75. This is due to disconnect from Spring Grove to Hopple Street, as well as Colerain to Spring Grove. By solving the disconnection issues the community will have better interaction from within and will make businesses more accessible. With added connectivity, travel times will decrease cutting down on fuel consumption.

With the current system, bus connectivity to surrounding neighborhoods is nonexistent. The current arrangement has a commuter riding to a central hub first in order to connect with a bus traveling to Camp Washington’s neighboring communities. Bus routes will become more inviting with better connectivity. Better bus routes in the area can reduce auto waste and bring in consumers into the business districts of Camp Washington. A proposed light rail system whether traveling through or beside Camp Washington will also reduce auto waste for
4 commuters coming into the work. It will also provide better access for consumers to take advantage of the businesses in the area.

Even though freight lines are significant though Camp Washington, access points are no longer connected. The rail lines, which go through Camp Washington, have to be viewed at a regional level rather than on a community level. The lack of rail access is one of the main reasons why industrial businesses have been fading in the community.

Added residential areas in a small area community need to have adequate sidewalks and paths for fast and reliable pedestrian travel. These routes need to be socially attractive to promote a more environmentally friendly community. Tree lined streets and boulevards will bring a warm feel to the community, to break up the industrial feel it currently has. The improved image will encourage residences to travel within the community for local services rather than taking their business outside.

**Rationale**

**Existing Conditions**

When looking at Camp Washington it is obvious the community is a large industrial area with small patches of residential. The industry has been slowly moving out of the community for the past few decades, due to the inexistent rail line access. This was a major asset loss to the local industry has put a major burden on the economy in the area. What once were thriving businesses are now vacant buildings that have left the community in social dismay. Now vacant, the opportunity for development and resurrection of many buildings can take place. A change in community perception can create opportunity to bring back a denser tax base. Existing conditions of vacant buildings may pose environmental issue. Since they were once used for heavy industry purposes, environmental assessments will need to be made to look at the impact the vacancy is having on the environment. An assessment will have to be made to see what acts will have to be take when rehabilitate a structure.

**Stakeholder Input**

From attending a stakeholders meeting, specific ideas were brought up to improve the community. Surprisingly, the community would welcome a county jail. They currently have a correctional facility and fully embrace it into the community. This is due to the people seeing the good aspects of a correctional facility. When needed the community can call the facility for a clean-up service to the city streets and parks. Also, they see a jail as a great opportunity to bring unskilled labor jobs to the area.
As a visual aspect, one of the eyesores when entering the community is an old rusty railroad bridge. The community perspective is it creates a negative perception of Camp Washington and they want to transform it into a positive attribute. They also are starting to make Camp Washington more inviting by making parts of Colerain Avenue into a tree lined street. This is currently within their business district. When talking to community leaders, another visual aspect they may be interested in is turning Spring Grove into a boulevard. This would create a feel of more green space in a very industry feeling area.

I-75 Changes

The exit off the highway is a major gateway into the community, which brings potential business opportunities. With the new highway design, the new exit ramp design is already in its final design phase. There is not much difference when comparing the proposed design to the new. Therefore, no environmental aspects can be anticipated. However, the new design will make the entry into the community more inviting, creating a more positive social and economic area.

The framework plan for Camp Washington correlates with many existing ideas, reports, and studies for the area and entire city. Redevelopment and transportation are the focal points for many of these reports and studies. The Go Cincinnati report focuses heavily on the link between uptown and downtown. With the outlined framework plan, Camp Washington will fall right in this mix. The plan outlines routes for public light-rail and bus services to link the area to both uptown and downtown. This new public access into Camp Washington from these populated areas will certainly generate positive effects on the area.

Camp Washington may currently have vacant buildings and a dwindling economy, but it does have a few positive aspects that could turn things around. The drill down study for the Camp Washington area shows that the neighborhood has recently had one of the largest percentage decreases in crime within the entire city. With crime being a key factor analyzed by business owners, Camp Washington becomes an appealing area to locate. Mix that with the accessibility into the area via multiple interstates, Camp Washington shows promise of a thriving redeveloped industrial neighborhood.

With the creation of gateways into the community this will give more green space to the area. By creating more green space this will create a better social aspect to the area and will allow for young children to play in the area. With the creation of more green space it has obvious environmental impact with helping to offset more emissions from the cars and local business area. While no real direct economic impact will be helped by the green space it will help in a non-direct route. By showing a more inviting area it will allow for people to stay in Camp Washington to purchase goods and services.

With the development of a direct bus route from Camp Washington to the uptown area it will assist with bringing in people to live in Camp Washington and going to school in the uptown area or working there. It will also help the social impact of both areas by creating the possibility of the two areas to be connected.
6 Framework Plan Proposal

In Camp Washington we focused on three phases. Our first phase focuses on Hopple Street. Currently, Hopple Street carries an average of 310,000 cars per day and does not have a distinct presence or character. This phase will focus on streetscape improvements; adding trees, updating commercial uses, pulling building structures to the street, and placing parking in the rear. Also, this phase improves Hopple to Spring Grove Avenue connectivity. Two ramps will be added on the east side of Spring Grove, which will provide direct access from Hopple Street.

The second focuses on the streetscape along Spring Grove Avenue. Spring Grove Avenue will become a significant alternate route during the I-75 improvements, providing the perfect opportunity to expose new people to the area. This phase will create a boulevard along Spring Grove: softening the landscape, slowing traffic, and creating a pleasing environment. With the purposed improvements there is no need to widen the road.

Lastly, we will focus on Colerain Ave and the creation of a gateway on Workhouse Road. With I-75 improvements, the private bridge on Workhouse Road will become a public pedestrian and vehicular bridge. This new bridge will create a new connection into the neighborhood with direct access to Cincinnati State. This new gateway will create an attractive new residential area welcoming new residents into Camp Washington. Colerain Avenue, home to most of Camp Washington’s business district, will undergo streetscape improvements adding new trees and improved sidewalks. Connection between Spring Grove and the business district will also be improved through access on Marshall Street.

Illustrative Examples

Industrial Example

Close to downtown Minneapolis and St Paul there was a high school from 1924. The building became vacant and nothing was slated for it. The building is located next to the University of Minnesota student shopping section. This made it a prime location to be renovated into new technology companies in a cost effective way. Also, the location of the building isn’t in a traditional area of town so renovation costs would be rather low. The location of Camp Washington would have a relatively inexpensive renovation cost due to its location.

Redevelopment was done in three phases. The first phase was to renovate the exterior of the school to blend with the surrounding area. A second phase was focused on bringing the building up to code. This involved renovating the utilities within the building and installing a fire safety system, which met requirements. Also included within this phase was installation of energy efficient windows,
working cosmestically inside, installing a parking lot and repairing outside damages. In the final phase the central air-conditioning system was reconfigured to the old classrooms, which created spaces to be leased out.

The complex was designed to hold tenants, which were just starting out in their growth period so not much space is needed for each unit. To keep up with the culture of the area the company integrated into the community by in the purchasing agreement to lease 20% of the building to cultural, education or non-profit activities. This is a great way to keep ties with the community and not come across as an overpowering business, which is only worried about its profit.

This is a great example of renovating a building into a mixed-use location for light industrial and office complexes. Turning vacant buildings in Camp Washington would have the possibility of following this example in Minneapolis. (2)

*Mixed Use Residential Example*

On The Boulevard in Anaheim, CA a company renovated an old vacant industrial property into affordable housing. This project was to be completed in two phases. The first phase had to do with creating twenty market-rate dethatched houses. The second phase consisted of creating thirty-six affordable townhouses. This project also involved some environmental remediation and public improvements. There was very careful consideration with preserving the surrounding area. Because of this the houses were designed in different ways to blend in with the styles within the area. The site was a brown-field location so much consideration needed to taken while renovating the location to be livable. (3)

*Mixed Use Commercial/Residential*

The Belmont Dairy located in Portland, Oregon is another great example, which portrays the same aspects related to the Camp Washington framework plan. This mixed-use project that is now home to a large apartment complex atop street-level commercial retail stores was once the location of a dairy built in 1929. It also incorporates green building and historical preservation into its design with an ultimate goal of renovation and regeneration of the area. Green building ideas include recycled construction debris, site environmental cleanup, skylights, extra insulation, and even water-saving showing heads.

This type of development is included in the Camp Washington framework plan and is already beginning to appear in the area. Abandon or vacant warehouse structures serve as perfect opportunities to increase this development into the neighborhood, especially toward the northern side of Spring Grove and Colerain Avenues. The machine flats (although it does not include retail), recently
completed has started this process. It has also helped to begin the process of mixed-use development near large green spaces and outlined future gateways. The full potential of this design will come with the future completion of the public Monmouth Avenue Bridge and new gateway into that section of the neighborhood. (3)

Bibliography


Go Cincinnati: Growth and Opportunities Study for the City of Cincinnati, Cincinnati, Ohio, January 2008.


