CAMP WASHINGTON CONNECTOR
Camp Washington
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Goal(s)
The purpose of the Camp Washington Connector is to provide a synergy amongst the industrial core, business district, and residential areas of Camp Washington and the campus of Cincinnati State University. While the primary goal is to increase connectivity, secondary goals include improving transit options, revitalizing the economic prowess of the neighborhood, creating jobs, and providing a catalyst for future residential and business development.

In terms of economic development, the goals are to create jobs and successful business districts while taking advantage of both existing and proposed infrastructure. New jobs will spur further economic success by increasing the tax base as well as providing potential residents and customers for the immediate neighborhood.

The goals of the proposal with regards to neighborhood redevelopment are lofty. The intent is to propose a development and transit station that will serve as a catalyst for future development within the immediate vicinity, as well as the neighborhood as a whole. The primary project goal of improving connectivity is similarly sought; the project will improve connections within the community itself, as well as to and from surrounding communities and the City of Cincinnati in its entirety.

The project goals also approach the environment, primarily rainwater retention, in line with the current Metropolitan Sewer District goals. The project will decrease paved surfaces substantially. Aside from runoff issues, the project will propose energy efficient buildings as part of the initial phases.

The main goal for the Camp Washington Connector is inherently transit oriented: to create physical connections between communities and the city as a whole. The goals aren’t limited to automobile transit solely, but also pedestrian, bike, and mass transit.

Project Description
In order to achieve the aforementioned goal of connectivity, the proposal consists of the thoughtful placement of a mass transit station and creation of a freeway cap to serve Camp Washington as well as Cincinnati State University and Clifton beyond. Phased individual developments adjacent to this connector will further materialize this sought after synergy.
The specific proposal for the project is the freeway cap. The cap is a product of the benefits associated with creating an automobile and pedestrian connection between Camp Washington and Cincinnati State University, by connecting the intersection of Colerain Avenue and Arlington Street to Central Parkway. The concept behind the cap is further influenced by relocating the proposed Cincinnati State light rail station directly onto the cap over Interstate 75, between the neighborhood and institution.

Through landscape architecture, connections over the bridge and between the institution and community can be encouraged and enhanced. The proposed paths are oriented to provide both quick pedestrian access to and from the station in both directions, as well as in a manner to create occupiable leisure spaces.

The first phase of development associated with the Camp Washington Connector freeway cap is the construction of a cultural center and redevelopment of the abandoned Crosley Building into a manufacturing center. These two projects will serve as a catalyst for development within the surrounding neighborhood by providing jobs and critical mass for the near vacant corner of Camp Washington.

Future housing and retail developments are outlined as secondary and tertiary phases of the project.

**Rationale**

The existing conditions of the Northeastern sector of Camp Washington are in a very disdain state. The lots are either vacant building, mounds of dirt, or slowly fading industrial companies. The topography of the area varies by about 30 feet sloping from east to west and from north to south. The walk ability and streetscape are virtually non existent; providing a backdrop of industry and run down houses.
After talking to the community members of Camp Washington over the past 6 months, we have determined many different important ideas that are laid out and explained in the goals and project description section. The idea to reconnect Colerain over Interstate-75 is a simi-radical suggestion in the eyes of some of the more prominent stakeholder representatives. We feel that connecting Colerain Ave over the highway would be more beneficial than connecting Monmouth. This is exactly opposite of the ideas instilled in the minds of the community stakeholders.

In our minds, the Ohio Department of Transit’s plan for the redesign of Interstate 75 is lacking the ideas that should be set forth in an urban design project. The use of the redesign to does not implement the best strategies for neighborhood connections or a proper light rail proposal. We worked with the existing Interstate 75 proposal and added a freeway cap to help the flow of traffic through the Central Business District of Camp Washington while also allowing development around the cap for easy access for students and employees of Camp Washington and the proposed nearby tech village. We address the light rail plan for the Interstate 75 plan by re-routing the line under Colerain Ave and adding a station on the freeway.
cap to enhance the need and use for the development in the area while also providing easy access for students and residents to the surrounding neighborhoods of Cincinnati.

The greater framework of Cincinnati is beginning implemented with the ideas of the Go Cincinnati plan. Our plan correlates with the development ideas set forth by this plan. We also meet the recommendations of the Camp Washington Industrial plan by proposing new industry on the corner of Arlington Street and Colerain Avenue.

**Implementation/Funding Strategies**

The funding for the area can be broken up into smaller subsections. The funding or the renovation for the Crosley building can be achieved by using some of the local and state levels. It uses the Clean Ohio Revitalization Fund associated with a brownfield redevelopment to fund a large portion of the project. The funding for the Subway light rail system will be subsidized through funding from the Federal government as well as the state and local levels for a smaller portion. It will also be funded in part by the Metropolitan Sewer District due to their need to split the combined sewers in Cincinnati into separate systems. The freeway cap will be funded mainly by the Ohio Department of transportation in conjunction with the existing proposed plans to redevelop the Interstate 75 right of way. Private investors will fund the final stages of the design. The development around the light rail stop will be a great opportunity for private investors to develop a relationship with the camp Washington community while turning a respectable profit.
**Precedent Study: Seattle Olympic Sculpture Park**

The Seattle Olympic Sculpture Park, located in downtown Seattle and designed by Weis Manfedi Architects, is a great example of the reuse of existing infrastructure to create a large urban park-like project that provides a needed environment for community members. The park represents the principals that could be carried out in the development of a connection between Camp Washington and Clifton.

![Diagram from Destination 360](image)

**Precedent Study: The Vancouver Connector**

The Vancouver Connector is a recently proposed project in Vancouver, Washington within the Portland, Oregon metro area. The Connector serves as a vital precedent in terms of design, funding, and application of a landscaped freeway cap that encourages connections between communities. The landscape design is also a viable precedent, as the character of the urban space is similar to what is being sought in Camp Washington.

![Vancouver Connector Site Plan. Source: e-architect.co.uk](image)
**Precedent Study: Milwaukee Art Museum**

A museum located downtown Milwaukee on Lake Michigan. This museum is part of the community’s civic identity and welcomes travelers as you arrive in the city. It directly correlates to the idea of an iconic building in Camp Washington; a building that will create visual stimulation and encourage people to check out the area.

![Milwaukee Art Museum. Photo by Kelly Hogg](image)

**Precedent Study : American Apparel Factory**

The American Apparel Factory in Los Angeles serves as a precedent for the Crosley Building renovation and addition. The factory does more than just produce clothes, it is an all inclusive vertically integrated manufacturing facility. Within one building, the business is owned and operated entirely; clothes are designed, fabric is rolled, clothes are produced, and items are sold all in the same location. Such a use could be imitated in Camp Washington in a way that directly benefits the community.

![American Apparel Factory in Los Angeles. Source: wikipedia.org](image)

**Bibliography**

