

February, 1985

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Camp Washington Urban Design Plan

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☆ Prepared for:
The Department of Neighborhood Housing and Conservation
City of Cincinnati

☆ Prepared by:
Office of Architecture and Urban Design
Division of Architecture and Facility Management
Department of Public Works
City of Cincinnati

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TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Introduction	1 - 5
Goals	6 - 9
Market Analysis	10 - 19
Development	20 - 25
Implementation	26 - 31
<u>Appendix</u>	
Facades	33 - 35
Housing	36 - 38
Circulation	39 - 48
Parking	49 - 55
Zoning	56 - 60
Blight Study	61 - 62
Acquisition	63 - 65
Legal Description	66 - 68

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INTRODUCTION



INTRODUCTION

Camp Washington occupies a central location, both physically and financially, in the City of Cincinnati. The area has been the industrial center of the City for decades and today remains as the City's largest resource of industrial income. The Camp Washington Industrial Area is defined on the north by the Mill Creek and Interstate 74, on the east by Interstate 75, on the south by the Western Hills Viaduct, and on the west by the Chessie System Railroad Yard and the Mill Creek. The location has always been an advantage to the economic health of the area. Interstates I-75 and I-74 provide the Camp Washington Industries with excellent accessibility to both local and regional markets for the various goods and services produced in the area.

While the construction of the interstates has had a positive impact on the Industrial Sector of Camp Washington it has caused a substantial change in the Camp Washington Neighborhood Business District. Historically there have been four groups which have supported the Camp Washington N.B.D. They include residents living in the area, South Cumminsville and North Fairmount, the communities passing through Camp Washington and the area's commercial and industrial employees. Before the construction of Interstate I-75 the majority of businesses in the N.B.D. were supported primarily by the residential population of the area, the pass-through traffic on Colerain Avenue (Old Rout 27), and to a lesser extent by the industrial and commercial employees of the area. Colerain Avenue, at that time, was the "Main Street of Commerce" in the N.B.D.

The construction of I-75, which cut Colerain Avenue both to the north and south of the NBD isolated approximately one and one-half miles of Colerain Avenue. The severing of Colerain Avenue shifted the center of the NBD from the businesses lining ~~the~~ Colerain Avenue to those businesses located at the intersection of Colerain Avenue and Hopple Street ~~inter-~~
~~section.~~ This refocusing of the NBD around the Hopple Street/Colerain Avenue intersection can be attributed to not only severing of Colerain Avenue by the interstate but also by the rapidly growing population of the western suburbs. This population growth, because of increased east-west traffic on Hopple Street has shifted the commercial importance of Colerain Avenue as the "Main Street" of the NBD to Hopple Street.

The NBD, today, smaller than in previous years, is supported by residents, industrial workers and pass through traffic. Public Demographics, Inc. was hired by the City of Cincinnati's Department of Neighborhood Housing and Conservation to complete a marketing study of the area. In their study PDI identified opportunities for the future growth of the NBD. Their study indicates that strong development opportunities exist in the Camp Washington trade area. (See Market Study) The data and analysis presented in the Market's Report demonstrates a sizeable potential for 20 different establishment types in the Camp Washington trade area. The trade area consumer demand and purchasing power are capable of supporting a greater supply of these 20 establishment types than are currently available in the area. The study found that redevelopment efforts should be focused on the section of the NBD along

Colerain from Hopple to Township targeting on the attraction of establishments which deal in soft shopper goods and personal services. The market analysis also indicated strong potential for a new development focused north of Hopple located as close as possible to the I-75 interchange. The new development would attempt to attract establishments which would operate on a 24-hour basis providing groceries, drugs, fast food service and other goods and services primarily to customers drawn off I-75 and Hopple Street. The concept of this development is to create "the Camp that never closes". As the market study also suggests a concentrated effort must be made to retain the existing residential properties and commercial establishments while attempting to attract new businesses to the area.

Camp Washington NBD was once seen as once a strong business community, the center of commerce for the industrial community, residents and communities. More recently, the Camp Washington NBD has been perceived as deteriorating. There was little hope for the revitalization of the area. Now as a result of renewed interest by both the community and City the perception of the NBD is quickly changing. Some seemingly disadvantages of the NBD, such as its central location near a major interstate, emerged as advantages to the marketability of the NBD. The convenient interstate provides the opportunity to meet the needs of City residents and interstate travelers for access to products and services of the NBD on a 24 hour basis. With the opportunities that exist and the steps that are being taken in both the community and the City, the future of the Camp Washington NBD looks bright.

URBAN RENEWAL PLAN

The Urban Renewal Plan for Camp Washington was completed to serve as a planning guide for the people of Camp Washington. The plan area is the main business district, described geographically as the two blocks bordering the north side of the Hopple Street and Colerain Avenue intersection and the businesses bordering Colerain Avenue between Hopple Street and Township Street. A more specific legal description of the area contained in the Urban Renewal Plan can be found in Appendix of this document. The surrounding areas, which included residential, commercial and industrial uses, were also studied to ascertain the influence that these areas would have on the Neighborhood Business District. The motive of the Urban Renewal Plan was to synthesize the various components effecting Camp Washington's future growth and to channel this growth to a prosperous future.

The Camp Washington Urban Renewal Plan consists of proposals and guidelines for the retention, improvement, and interrelationships of commercial, industrial and residential districts.

The physical solutions portrayed address issues dealing with development opportunities, zoning, circulation, parking, image, upkeep of public right-of-ways, design conformance of private buildings and economic incentives to both private businesses and residential owners.

Hopefully, through a partnership of both public and private investment Camp Washington will not only be upgraded as a major inner city community but achieve its ultimate potential.

GOALS

GOALS

The Camp Washington NBD Community assisted by the Urban Renewal Plan design team developed goals regarding community, business, zoning, residential, parking and vehicular/pedestrian circulation.

The community, in general, established goals which would make Camp Washington NBD attractive to the market that their businesses serve and to new businesses who, after seeing the potential in the Camps NBD, would locate in the Camp Washington NBD.

The following is the list of goals and objectives that were developed.

COMMUNITY GOALS

Encourage the economical development of the Camp Washington Neighborhood Business District.

Objectives

1. Capitalize on Camp Washington's proximity to I-75.
2. Capitalize on the interface of commercial, industrial and vehicular population to create a healthy local economy.
3. Improve the image of Camp Washington by the removal of blighted conditions and buildings.
4. Create a recognizable image of Camp Washington. For example "The Camp That Never Closes".

BUSINESS GOAL

Retain the existing businesses in Camp Washington.

Objectives

1. Encourage property owners to maintain commercial properties in good functional and aesthetic conditions.
2. Increase convenient off-street parking.
3. Monitor businesses to remain aware of vacancy levels and businesses planning to move or go out of business.
4. Encourage conformance to the overall design plan creating a physically cohesive area.

BUSINESS GOAL

Increase Camp Washington's attractiveness to businesses and consumers.

Objectives

1. Mount an effective promotional marketing and sales campaign to attract new and relocating business/industrial interest to Camp Washington's NBD.
2. Attract business that desires a 24-hour operation to the northern quadrant of the plan area.
3. Alleviate conditions which have a negative impact on the potential of Camp Washington's merchants, i.e. parking, litter, etc.
4. Encourage the expansion of retail functions to enhance the economic health of Camp Washington.
5. Attract a limited number of businesses which provide basic

neighborhood requirements such as listed in the market report.

6. Encourage owner/occupants of existing businesses to mount an effective facade improvement program.
7. Lobby for increased public transportation.
8. Assist the City of Cincinnati in the private and public construction of an attractive low maintenance streetscape inclusive of street lighting, trees, benches, etc.

PARKING GOAL

Provide sufficient, efficient and safe parking facilities for the Neighborhood Business District.

Objectives

1. Existing lots should be shared and made more efficient through improved access and more efficient layout.
2. Businesses should work collectively to provide community parking lots in central locations to alleviate the present shortage.
3. Parking identification signs designed for placement within the business district to make access and entry points clear and visible.
4. Improve existing lots including signage, pavement, lighting and screening.
5. Parking areas should be lighted to encourage usage during the evening hours.

6. Parking areas should be sensitive to existing conditions.

ZONING GOAL

Assure the Neighborhood Business District, residential areas, and industrial areas act as a cohesive and compatible entity.

Objectives

1. Businesses should be grouped together to form a unit of commerce.
2. Industrial areas should be located where loading facilities will not impede pedestrian traffic.

VEHICULAR CIRCULATION GOAL

Improve vehicular circulation at the intersection of Colerain Avenue and Hopple Street.

Objectives

1. Plan for phased improvements as proposed by the City of Cincinnati, Department of Engineering.

AESTHETIC GOAL

(Storefronts and Facades)

Improve the physical appearance of Camp Washington's existing built environment.

Objectives

1. The owner/occupant should take advantage of any historical quality by capitalizing on the architecture of the building as a design motif.
2. Exterior building materials

should be in harmony with the surrounding buildings in color and texture. Projections should be in scale with the total composition of the building itself.

3. The original architectural elements of a building should be saved when practical.
4. Signage should be designed to be compatible to the existing structure.
5. Covering of a building with materials other than with the original facing should be avoided.

RESIDENTIAL GOALS

Retain existing housing level at their present level in the two R-5 zones. *not clear*

Objectives

1. Encourage owners of existing housing to repair and maintain their properties.
2. Improve the existing vacant and blighted residences.
3. Encourage infill housing to be developed on vacant lots.
4. Improve public environment by the inclusion of landscaping, clutter removal, sitting areas and pedestrian sealed lighting.

PEDESTRIAN CIRCULATION GOAL

The sidewalk environment should be improved to make pedestrian use safe, comfortable and inviting.

Objectives

1. Develop strong pedestrian crossing points at major intersections.
2. Encourage entrances to businesses directly off sidewalks.
3. Develop pedestrian connections to and from off-street parking areas.
4. Simplify or remove all unnecessary utility poles, wires and associated clutter.
5. Pedestrian areas should be lighted to encourage pedestrian use during the evening hours.
6. Develop street amenities to enhance the pedestrian environment.
7. Provide access for the handicapped.

MARKET ANALYSIS

MARKET ANALYSIS

Camp Washington has played an important role in the industrial history of Cincinnati. The area represents a diversified industrial center for the City of Cincinnati having a balance of machine tool production, metal works, heat treating metals, food production, soap production and other products. The Camp Washington growth and stability over the years has been attributed to its excellent access to area transportation routes, with Colerain, Hopple, Spring Grove and both I-74 and I-75 providing merchants and manufactures with convenient supply and delivery routes. Realizing the importance of C. W. Industry to the City of Cincinnati's Department of City Planning prepared the Camp Washington Industrial Plan for the Department of Economic Development in February of 1984. This industrial plan outlined a "frame work for public and private investment in the Camp Washington Industrial Sector". The plan realizes the potential and importance of the Camps Industrial area to the health of the City of Cincinnati and to the NBD.

The Neighborhood Business District, ~~in~~ which this Urban Renewal Plan was developed, can be described geographically as the two blocks bordering the north side of Hopple Street and Colerain Avenue intersection and the business bordering Colerain Avenue between Hopple Street and Township Street. This area includes approximately thirty five businesses containing a mix of restaurants, variety stores, banking and other service related establishments and is the focus of the Urban Renewal Plan. Their market includes residents that live in the area, residents from surround-

ing areas, the commuters passing through the area and the commercial and industrial employers.

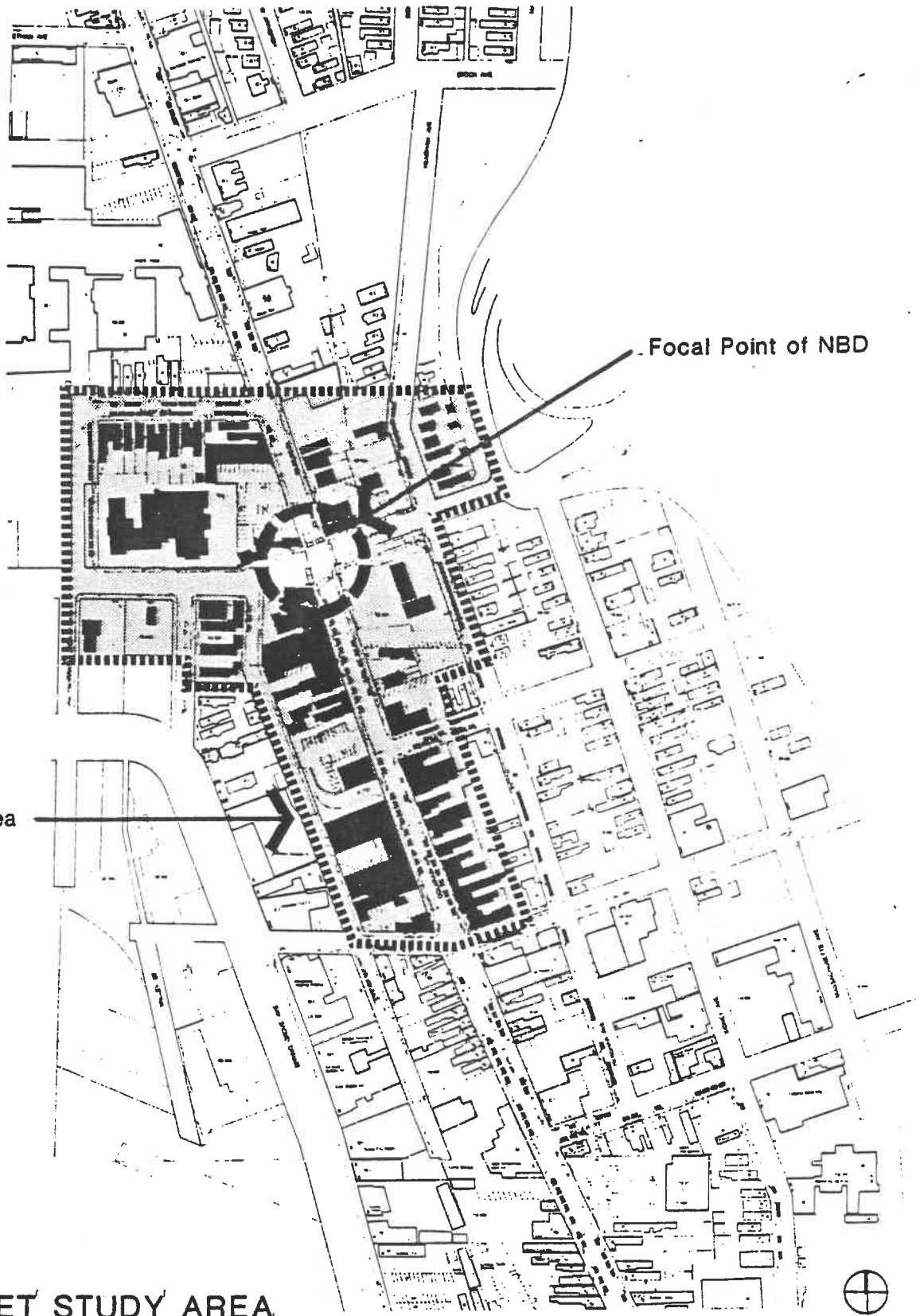
The success of any business district is dependent on the size of the market area it serves and how the businesses in that district respond to the demands of that particular market. Therefore the economic health of a business district can be maintained or improved by either expanding the market area or by fulfilling consumer demands which is presently unmet. Public Demographics, Inc. in its market study planned to capitalize on both of these variables, developing a strategy that would allow the Camp Washington Business District to achieve the economic potential which is presently unmet. A summation of their "Executive Summary" follows:

INTRODUCTION

This MARKITS Report was prepared by Public Demographics, Inc. (PDI) to assist the Department of Neighborhood Housing and Conservation of the City of Cincinnati in assessing the development potential and in developing a marketing strategy for the Camp Washington Neighborhood Business District (NBD).

DISTRICT DEFINITION

The Camp Washington NBD is a small commercial district that is adjacent to the I-75 - Hopple Street interchange and that runs primarily along Colerain Avenue from Township Avenue on the south to Elam on the north. The major street intersection and focal point of the NBD is the intersection of Colerain Avenue and Hopple Street. The NBD



Market Study Area

Focal Point of NBD

MARKET STUDY AREA



contains a small mixture of establishments including four eating establishments, an auto supply store, variety store, cleaners, laundromat, bank, hardware store, and a couple of smaller businesses. With the exception of a few of the buildings, the physical condition of the NBD's buildings would be generally described as poor.

GENERAL OBSERVATIONS

1. The MARKITS analysis indicates that strong development opportunities exist in the Camp Washington trade area.

The data and analysis presented in the MARKITS Report demonstrates a sizeable potential for 20 different establishment types in the Camp Washington trade area. The trade area consumer demand and purchasing power are capable of supporting a greater supply of these 20 establishment types than are currently available in the area.

The recommendations specified in the Camp Washington Industrial Plan should be reviewed and implemented as soon as practical. Focus and priority should be given to retention of existing companies and identification of expansion opportunities first, and solicitation of new companies second.

3. The two vacant and/or soon-to-be vacant institutional facilities in the community, the school on Hopple and the Workhouse, on Colerain Avenue are extremely important to the community as a whole and especially to the NBD.

In order that their reuse provide the most positive benefit for the Camp Washington community and the NBD, it is recommended that: the reuse of the school building and/or the land be dedicated to the best use that will enhance the vitality and viability of the NBD; and that the reuse of the workhouse site be controlled by the recommendations as outlined in the Workhouse Feasibility Study dated September 20, 1983.

4. Population losses in Camp Washington have had a destabilizing impact on the NBD's market base and relative health.

In order to stop the decline in population and stabilize the resident base in the trade area it is recommended that a housing policy be developed and implemented for the Camp Washington area that will focus on: rehabilitation programs vs. new construction; direct assistance programs to owners of rental property; establishment of a mechanism for multi-family rehabilitation; and an emphasis on the HUD Section 8 existing program.

5. NBD redevelopment efforts should be focused on the section of the NBD along Colerain from Hopple to Township targeting on the attraction of establishments which deal in soft shopper goods and personal services. The price lines in the establishments should center on Budget to Low Moderate with special attention given to second-hand clothing and thrift shops.

The types of establishments targeted to this section of the NBD should be geared to serve the captive market place located in the Camp Washington neighborhood as well as the housing projects on the west side of the trade area. These establishments will attempt to attract those downscale households that are transit dependent or who will walk to shop. The types of establishments are well suited to the size, the type of vacant storefronts and buildings currently standing in the core of the NBD.

6. New development in the NBD should be focused north of Hopple as close as possible to the I-75 interchange targeting on the attraction of establishments which would operate on a 24-hour basis providing groceries, drugs, fast food service and other goods and services primarily to customers drawn off I-75 and Hopple Street. Price lines would be in the moderate range. The concept of this development is to create "the Camp that never closes".

This development should include a large magnet, preferably a multi-department grocery store, supported by or incorporating a drug store, one or two fast food restaurants, and a selection of other personal service type establishments. Customers utilizing these establishments would arrive on site in automobiles requiring easy access to parking facilities.

7. Implementation of a successful revitalization effort in Camp Washington will require an organized and energized group with strong and dedicated leadership to develop a detailed urban design plan for the NBD. It will be the responsibility of this group to develop a realistic work program to implement the redevelopment/development effort.

SUMMARY OF REPORT COMPONENTS

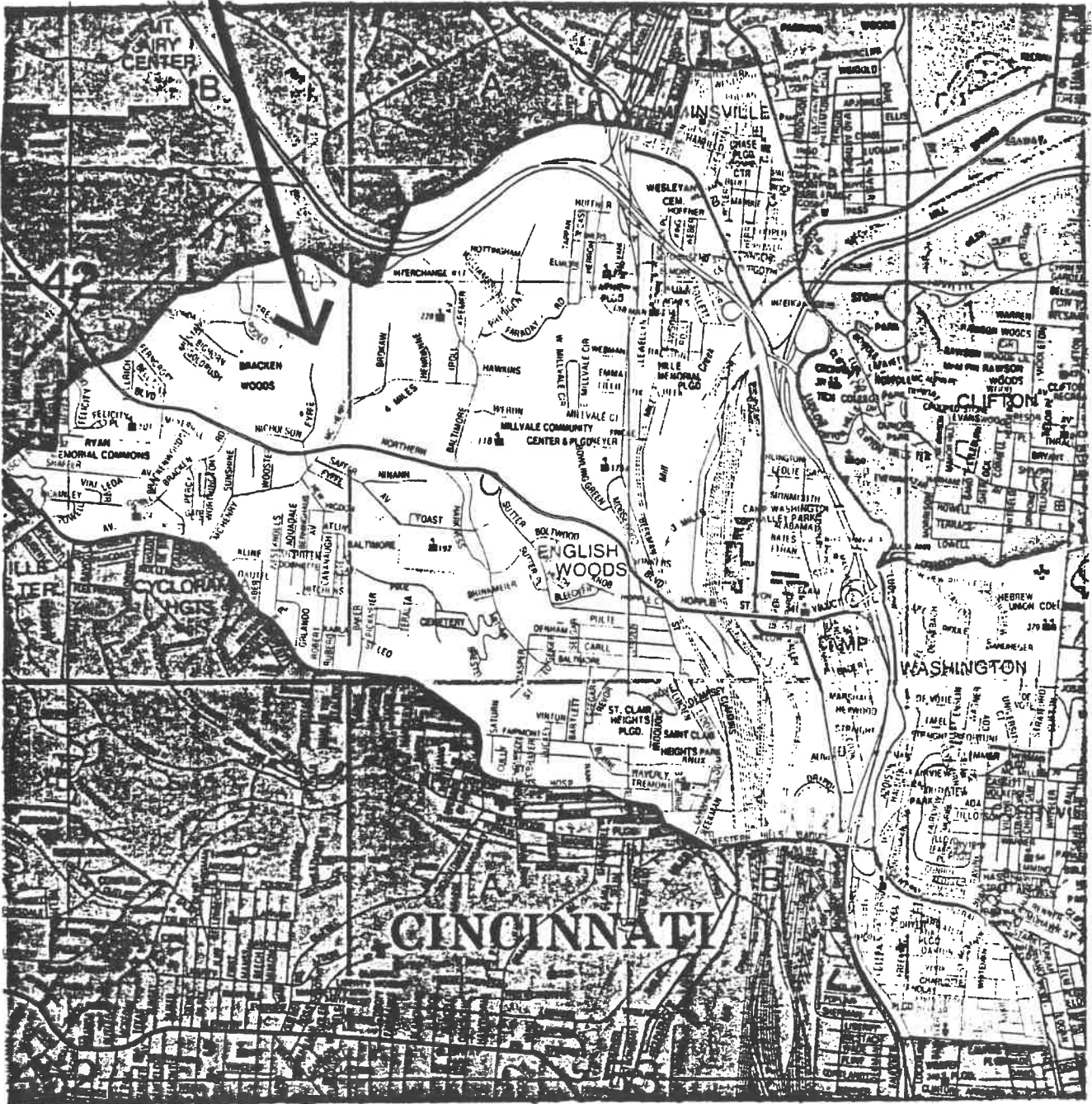
Trade Area Description

The trade area for this analysis was defined as a result of a shopper intercept survey conducted by PDI in late August, 1983. The trade area definition is based on 427 completed interviews.

The trade areas borders are defined as follows:

Beginning at the northern end, from the corner of HAMILTON AVENUE and BRUCE AVENUE; south on HAMILTON to CENTRAL PARKWAY; south to DIXMYTH AVENUE; east to CLIFTON AVENUE; south to STRAIGHT STREET; west to RAVINE STREET; south to CENTRAL PARKWAY; south to LIBERTY STREET; west to I-75; north to the WESTERN HILLS VIADUCT; west to MILL CREEK; south to the C&O RR RIGHT-OF-WAY; west to WYOMING AVENUE; north on WYOMING, TILLIE, and HOMESTEAD to HARRISON AVENUE; west to FISHER PLACE; north to MIGNON AVENUE; east to MEYER PLACE; north to MONTANA AVENUE; east to WEST FORK ROAD; east to COLERAIN AVENUE; south to JEROME AVENUE; north to BRUCE AVENUE; and east to HAMILTON AVENUE.

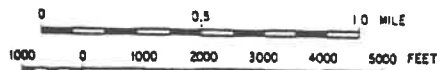
Camp Washington NBD Trade Area Boundary And Geography



CAMP WASHINGTON NBD TRADE AREA BOUNDARY



APPROXIMATE SCALES



The estimated 1982 population of the trade area is 45,908, a decrease of 7,632 from the 1970 Census count of 53,540. The estimated 1982 aggregate income of the trade area is \$279,100,000.

Consumer Profile

The types of consumers found in the Camp Washington trade area are typical of the downscale consumer households found in the City of Cincinnati. The downscale consumer households represent 66% of the trade area's households.

Consumer Product-Service Preferences

Given the fact that downscale households dominate the trade area, establishments and firms located in and attracted to the NBD should be attentive to this fact and its ramifications. Establishments in and around the NBD should provide goods and services in the budget and low-moderate price ranges.

Consumer Demand

The MARKITS analysis of the potential demand for 109 retail, financial, and service establishment types identified 62 establishment types appropriate to the NBD which have above average consumer demand.

The consumer demand analysis of MARKITS does not examine the actual supply of businesses in the trade area, nor does it indicate which establishment types are appropriate for attraction. Rather, it is the first qualifiable step in determining the level of demand versus supply of each type.

Establishment Supply

The MARKITS inventory of businesses in the 109 establishment types studied indicates 312 retail, financial, and service establishments, having a total of 3,009 employees, within the trade area. Of the 109 types, 47 are not represented within the trade area; 38 are in apparent undersupply; 3 are in average supply; and 21 are in apparent oversupply.

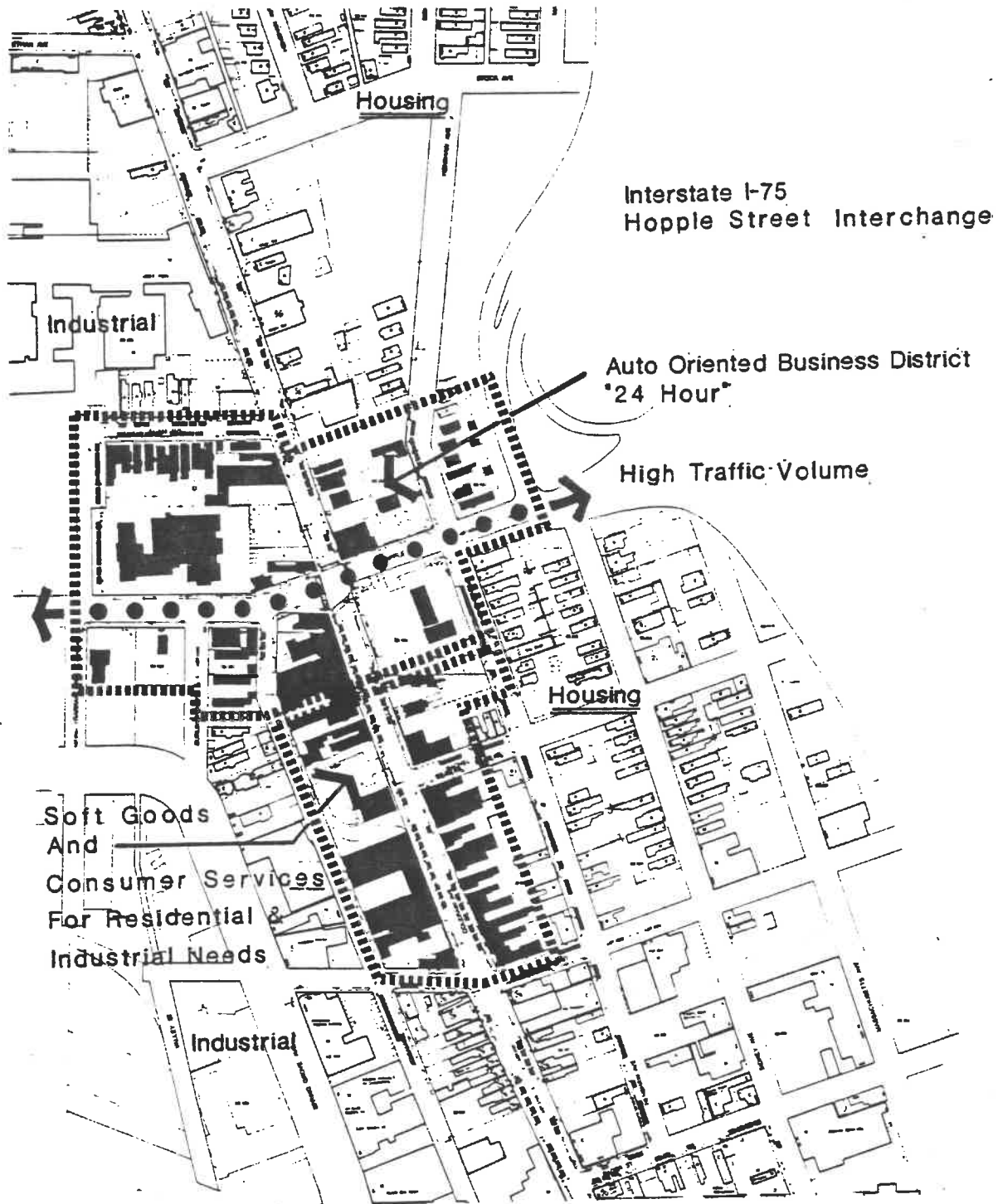
Development Potential

89 establishment types were identified by the MARKITS analysis of demand and supply for the Camp Washington trade area as having a high development potential. Of these 89, 20 are appropriate for the NBD.

These 20 types represent a potential for 64 new firms/establishments employing 832 new employees. The 20 include establishment types such as: Eating Places; Women's Ready-To-Wear Stores; Men's and Boys Clothing and Furnishings; Miscellaneous Retail - Artists' Supply, Art Dealers, Cosmetic Stores, and Shoe Stores, etc. A detailed list of all 70 types can be found in Section E of the Report (Table E.2).

The recommended development strategy for the Camp Washington NBD is two-pronged and seeks to focus on and maximize the assets of the district.

- District Redevelopment -
focusing on the care of the District (area south of Hopple) introduce new establishments providing soft goods and



AREA DEVELOPMENT



personal services. There is significant unmet demand for these types of firms in the trade area and these types of establishments are well suited to the vacant storefronts and buildings currently available in this part of the District.

- New Development - in order to exploit the excellent location of the District directly adjacent to the I-75 interchange, introduce a development of new stores and buildings providing groceries, drugs, eating establishment, and other services on a 24-hour basis. The geographic focus for this development would be the area north of Hopple between the vacant school on the west and I-75 on the south.

Prospect List

In order to assist in the attraction of firms to the NBD, MARKITS includes a list of suitable specific companies and franchisors for some of the establishment types identified both as having a high potential for development and as being compatible with the NBD. Some of the types represented in the listing are:

WOMEN'S READY-TO-WEAR
 MEN'S & BOYS' CLOTHING
 EATING PLACING
 GROCERY STORES
 DRUG STORES

Related Camp Washington Area Studies

Since 1974 there have been ten studies or plans that have included the neighborhood of Camp Washington. Following is a brief summary.

(1) Special Impact Area Designation - (1975)

This document describes the Mill Creek Valley Area (including Camp Washington) including such factors as; unemployment, income and industrial development potential to designate the area as a major industrial employer of under and unemployed.

(2) Existing Conditions and Resources of Camp Washington - (1978)

This report examines the history, Planning Task Force, the objectives, boundaries, land use and zoning that was reviewed by the Planning Task Force.

(3) Camp Washington Urban Design Plan - Phase I - (1973)

The document presents characteristics necessary for Camp Washington to be identified as a blighted area so tax exemption status for a development project can be secured.

(4) Findings Report: Camp Washington Industrial Study - (1980)

This document presents industrial surveys, existing conditions data and discussions with key individuals of the industrial community.

(5) Citizens Services Survey - (1981)

Report is one of 36 with answers to questions posed by and of special interest to specific City departments.

(6) Camp Washington Neighborhood Community Plan - (1981)

Three land use plans are proposed in the areas of housing, commercial, and industrial uses. Also included are plans for transportation, zoning, parks, recreation and other services.

Cincinnati growing, the two residential areas stabilized and the increased market area exploiting the Camps NBD excellent location adjacent to the I-75 interchange the opportunities for a viable NBD are unlimited.

(7) Future Use of the Community Correctional Institute-(1983)

The report organizes, classifies and documents the views of the Community Council concerning CCI. Controls on development are presented along with implementation recommendations.

(8) Camp Washington Industrial Plan - (1984)

The report presents a comprehensive background for issues and problems and proposes an action plan to maintain existing industry and provide opportunities for new industry.

(9) MARKETS REPORT, Camp Washington N.B.D. - (1984)

An economic market analysis by Public Demographics, Inc. The report measures residential and market area attitudes on shopping habits and residential location.

(10) Coordinated City Plan, Volume 1 and 2, Overall Land Use Development, Strategies, Goals and Policies.

With Camp Washington's role as the industrial center for the City of

DEVELOPMENT

DEVELOPMENT STRATEGY

The market studies for the Camp Washington Neighborhood Business District demonstrates both strong potential for new commercial development and strengthening of the existing businesses. The area north of Hopple Street, because of exposure to large volumes of commuter traffic and its proximity to I-75 offers an ideal location for auto oriented/24 hour establishments, while the area south of Hopple along Colerain Avenue offers good opportunity for establishments oriented to neighborhood needs. A development strategy evolved which created the primary focus for NBD on the north side of the Hopple Street and Colerain Avenue corridor between Hopple Street and Township Street.

The Urban Renewal Plan for the area attempted to take advantage of existing conditions which would reinforce rather than detract from development potential. The tactics that were developed concentrated first on the assemblage of large land parcels with owners supportive of the plan to facilitate quick acquisition, assemblage and development of the property and then to focus on smaller parcels of land to complete the plan. Tactics were also developed to aid in the removal of blighted conditions in area, particularly in the selection of improvement sites. Upon examination of the ownership in the area on the north side of Hopple Street it was found to be rather homogeneous, consisting of approximately four owners, with the majority of these owners being Camp Washington Businessmen interested and supportive of the plan. Smaller pieces of land, such as those

located between Hopple Street and Township Street would be acquired at a later date providing owners the opportunity to respond to the and invest in the rejuvenated Neighborhood Business District.



The Central focus for the Urban Renewal Plan is the business center on the northeast and northwest corners of the Colerain Avenue and Hopple Street intersection. Actions proposed within these two blocks include:

Northern Development

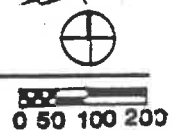
- A. Retain the original Washington School Building, if feasible, renovating it for commercial, retail and/or business uses. Development of the School as a landmark in the Camp Washington NBD.
- B. New buildings built should reinforce the school's geometry, thereby creating an urban open space. The new buildings should attempt a close relationship in architectural treatments thereby creating a cohesive unit/image.
- C. Camp Washington Chili to remain located on the northwest corner of the intersection in a new building and treated as the architectural focus of "Landmark Status".
- D. White Castle or another fast food restaurant to be relocated at the corner of Henshaw and Hopple Street.
- E. Parking to accommodate the new uses as indicated on the drawings. Parking should reinforce the idea of the urban open space rather than detracting from it.



LEGEND

-  New Construction Or Renovation
-  Existing Buildings
- A Washington School Renovation
- B Commercial Space
- C Camp Washington Chili
- D Fast Food Restaurant
- E Parking

NORTHERN DEVELOPMENT



F. A pedestrian plaza providing a buffer zone between the traffic on Hopple Street and the storefronts of the new development.

Southern Development

The area to the south of Hopple Street along Colerain Avenue should be developed to take advantage of the neighborhood/pedestrian markets. Actions proposed within this area include:

- A. A new commercial/retail building located south of the Shell Service Station on the west side of Colerain. The use of this building should be one which attracts new consumers into the N.B.D.
- B. Parking lot located on the west side of Colerain to accommodate new and existing requirements. A combined lot located behind the proposed infill building and Nova Inc. would help to solve the parking shortage.
- C. Vacant land and vacant buildings to be occupied with the proper uses.
- D. Facade improvements to the existing building fabric strengthening and unifying the overall image.
- E. Public improvements to reinforce the pedestrian scale and use of this area.
- F. A new commercial retail building located on the south side of Hopple Street with parking to the rear. This new development will provide the Camp Washington NBD an extended

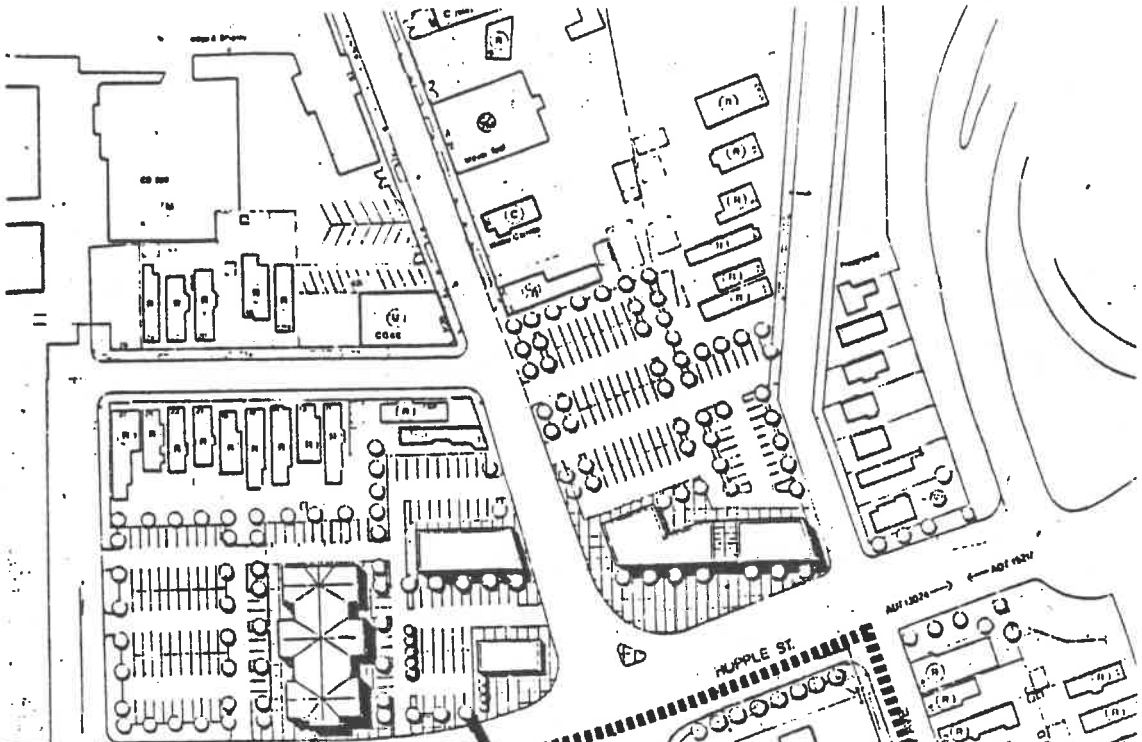
exposure along the east/west corridor and provide an opportunity to design an entry to the NBD for eastbound traffic.

The goal for these improvements is for the commercial district to improve and maintain its importance as the N.B.D. serving the commercial, residential and surrounding market area. The addition of new buildings, public improvements of the new uses and removal of blighted conditions appeal will increase the market area and convenience of consumers in the Camp Washington NBD.

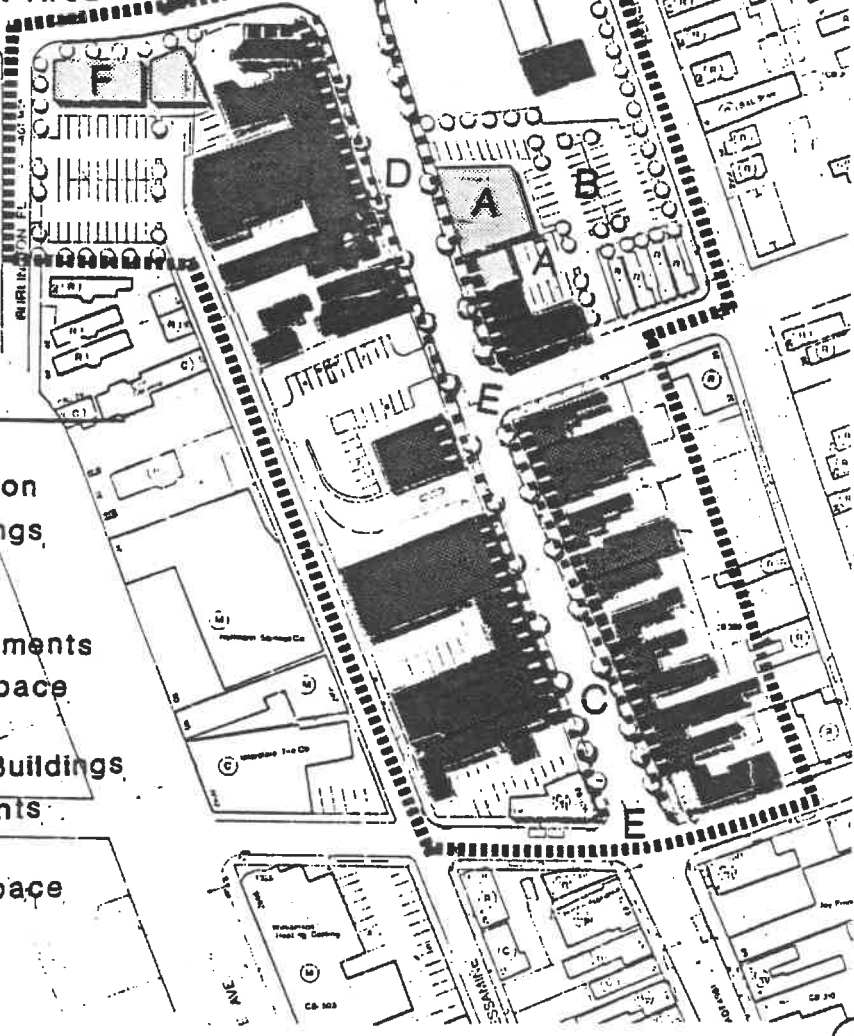
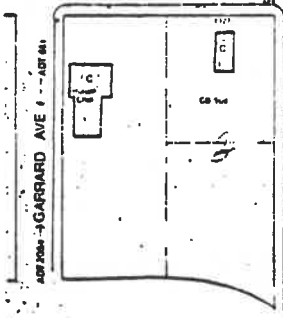
EQ-UD

As the redevelopment of the NBD commences design and planning tools can be applied to improve the overall environmental quality of the district. A design review process can be applied to the area within the boundary of the Urban Design Plan. Considered as a technique is the Environmental Quality Zoning which provides a review of architectural and signage design on new and rehabilitated construction to conform to the guidelines established in the plan.

The on-going partnership between the public and private interests in Camp Washington must continue to assure the economic success of the business district. The City should use its powers to assist in acquisition, demolition, site preparation, installation of public support improvements, and design review while the Community has to continue on an on-going basis to band together to invest, manage and maintain the parking lots and the public improvements necessary to support the private rehabilitation of business and residential properties.



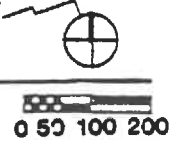
Southern Development Area

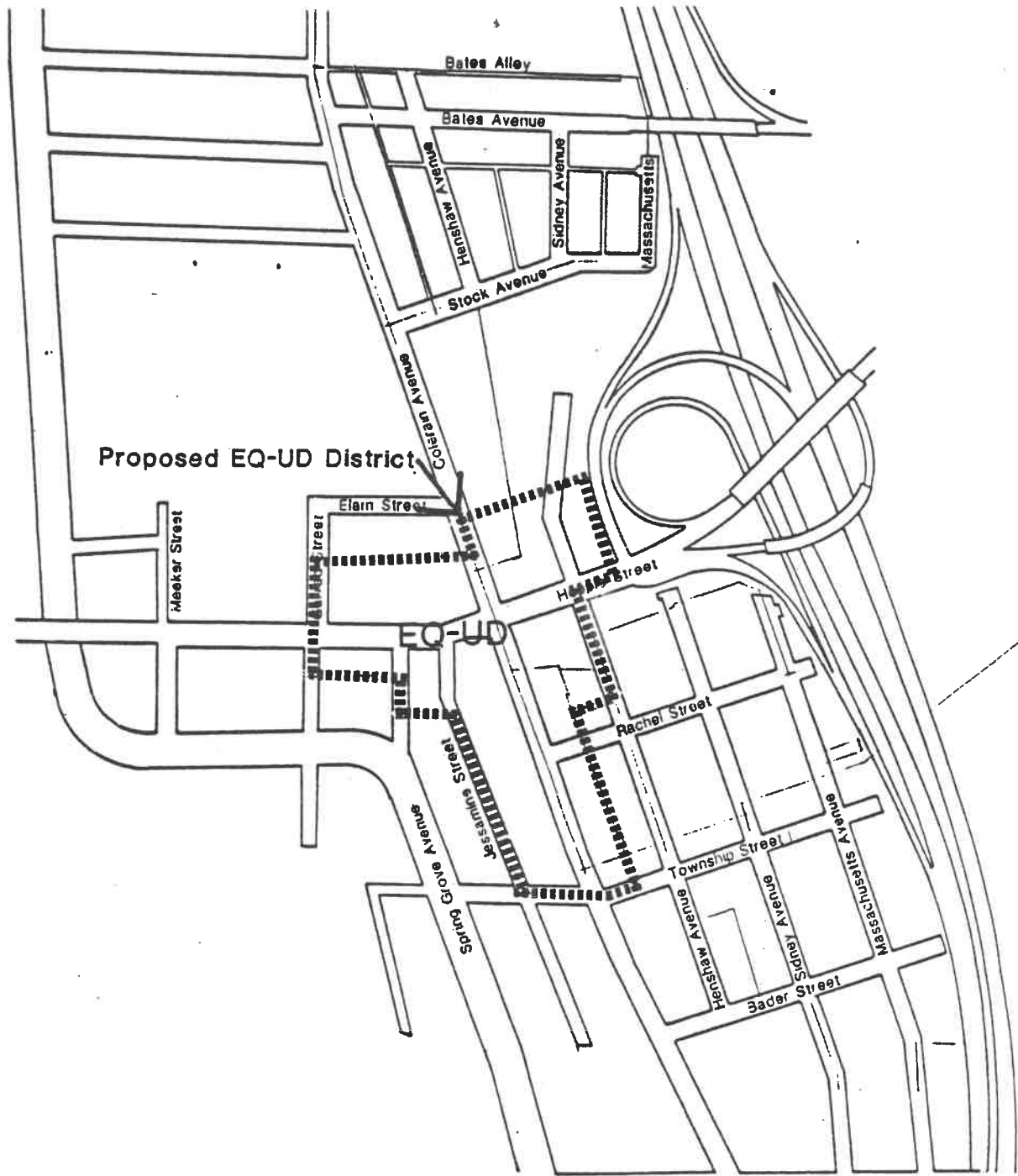


LEGEND

-  New Construction
-  Existing Buildings
-  Streetscape
-  Street Trees
-  Facade Improvements
- A New Commercial Space
- B Community Parking
- C Renovate Existing Buildings
- D Facade Improvements
- E Streetscape
- F New Commercial Space

SOUTHERN DEVELOPMENT





PROPOSED EQ-UD DISTRICT



0 50 100 200

IMPLEMENTATION

IMPLEMENTATION STRATEGY

In order to stabilize Camp Washington as both a neighborhood business district and residential neighborhood several components are necessary.

Paramount to the stabilization of the area is the creation of a new public image that portrays Camp Washington as a safe and convenient neighborhood to shop and live. In order to create this new image the public and private sectors must work together to encourage both new and existing businesses to improve their physical and market attractiveness to consumers living in the market area, to create an attractive public right-of-way with adequate on and off street parking, to provide zoning and economic incentives to property owners, to develop guidelines for physical improvements in the area, and to implement a comprehensive advertising and marketing campaign. To achieve this end, the Urban Renewal Plan was developed to act as a guide for the revitalization of the Camp Washington area.

To aide in the revitalization process of the Camp Washington area an implementation strategy was developed which, using the Urban Renewal Plan as a guide, prioritized the various projects key to the revitalization of the area.

Revitalization of the area will depend upon a large investment of both public and private monies. Camp Washington, due to the slum and blighted condition of its built environment and the low to moderate income of its residential population, is eligible for public funds from both Community Development

Block Grant Funds and City Capital Improvement Funds. Private monies must come from interested developers who are aware of the potential of the area and are willing to invest. The mix of private and public monies has been defined in the implementation schedule. It must be noted however that any City expenditures are conditioned on availability of funds and subsequent allocation of these funds to the project by City Council. The following list represents the step by step project strategies. The projects are listed in the order in which, if completed, would offer a rational development schedule.

1. WIDENING OF THE NORTHEAST CORNER OF THE HOPPLE STREET AND COLERAIN AVENUE INTERSECTION

The City of Cincinnati will purchase the necessary property from private owners and pay for the improvements with Capital Improvement Funds. The road widening will require the demolition of two structures on the northeast corner and the construction of two new traffic lanes; one lane to be used as a thru-lane and the other as a right-turn-only lane.

2. WASHINGTON SCHOOL DEVELOPMENT

In order to develop the Washington School site, public and private monies will be required. Public money in the form of a Community Development Block Grant for blight removal will be used to purchase the property. Private money will be used to demolish the 1908 addition, fill the foundation, grade the site, and improve the site for parking, including: drainage, lighting, sidewalks,

paving, curbing and landscaping. Private money will also be used for the building renovation, including repair of the opening exposed during demolition.

3. REDEVELOPMENT OF NORTHEAST CORNER OF HOPPLE STREET AND COLERAIN AVENUE

The redevelopment of the northeast corner of Hopple Street and Colerain Avenue will require both private and public money. The use of public Community Development Block Grant money for blight removal will be required to purchase the property not already owned by the City of Cincinnati. The use of private money will be needed for the demolition, preparation and new site improvements for parking, building and plaza areas.

4. FACADE IMPROVEMENT LOAN PROGRAM

Use the resources of the City of Cincinnati's Facade Improvement Loan Program to improve the existing facades of buildings, to conform to the plan guidelines, within the boundary of the Urban Design Plan. The money would originate from either the Community Development Block Grant Funds or other loan programs.

5. STREETSCAPE IMPROVEMENTS

The streetscape improvements in the Camp Washington NBD will include paving, lighting, street trees, sidewalk repair, trash receptacles and clutter removed. The area to receive the streetscape improvements extends along Colerain from

Elam to Township and along Hopple Street from Henshaw to Garrard. Money for these improvements will be provided with Community Development Block Grant Funds with abutting property owners assessed a lineal front footage charge per year to pay matching capital and maintenance cost.

6. COLERAIN AVENUE/HENSHAW STREET PARKING LOT

The parking lot on Colerain Avenue will require the use of private money to purchase the property, tear down the existing garage and fill the foundation. Private money will also be used to grade the site and to make the necessary site improvements including: drawings, lighting, paving, sidewalks, curbs, and landscaping.

7. ROAD WIDENING & CORNER ROUNDING OF THE NORTHWEST CORNER OF COLERAIN AVENUE AND HOPPLE STREET INTERSECTION

The road widening and corner rounding of the northwest corner of Colerain Avenue and Hopple Street will be done with State Highway Funds. These funds will be used to purchase the necessary properties for the road and corner widening, the demolition and fill of the required building and the road improvements.

8. REDEVELOPMENT OF THE NORTHWEST CORNER OF COLERAIN AVENUE AND HOPPLE STREET INTERSECTION

The redevelopment of the northwest corner of Colerain Avenue and Hopple Street will

be done with both public and private resources. The private sector will be responsible for acquisition and demolition of the remaining properties not acquired in the road widening. Private monies will also be required to construct the new building and parking lots.

9. COMMERCIAL INFILL ON COLERAIN AVENUE

The commercial infill on Colerain Avenue will be done using private money to purchase the necessary properties along Colerain Avenue, demolish existing buildings and construct new buildings. Private money will also be required to construct additional parking, including landscaping and lighting.

10. COMMERCIAL INFILL ON HOPPLE STREET

The commercial infill on Hopple Street will be done using private money to purchase necessary properties along Hopple Street, demolish the existing buildings and construct a new commercial/retail building. Private money will also be used to construct a new parking lot which includes drainage, paving, lighting, sidewalks and landscaping.

IMPLEMENTATION SCHEDULE

PROJECT	POTENTIAL FUNDING SOURCE: ESTIMATED NEED	COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS	CITY CAPITAL IMPROVEMENT PROGRAM	URBAN DEVELOPMENT ACTION GRANT	PRIVATE: CONVENTIONAL; IRBS; SYNDICATION; LOAN PROGRAMS	STATE HIGHWAY FUND	POSSIBLE C.U.R.C. PARTICIPATION	PROJECT YEAR
1 Widening of Northeast Corner of Hoppie Street and Colerain Avenue Intersection	\$ 300,000		\$ 300,000					85-86
2 Washington School Development	\$ 3,300,000	\$ 225,000		\$ 626,400	\$ 2,405,000		■	85-86
3 Redevelopment of Northeast Corner of Hoppie Street and Colerain Avenue Intersection	\$ 1,300,000	\$ 250,000			\$ 1,050,000			86-88
4 Facade Improvement Loan Program	\$ 200,000	\$ 150,000 (LOANS)			\$ 50,000			86-87
5 Streetscape Improvements	\$ 100,000	\$ 100,000						87-88
6 Colerain Avenue/Hoppie Street Parking Lot	\$ 207,000				\$ 207,000		■	87-88
7 Road Widening of Northeast Corner of Hoppie Street and Colerain Intersection	\$ 320,000					\$ 320,000		89-90
8 Redevelopment of Northeast Corner of Hoppie Street and Colerain Avenue Intersection	\$ 766,000				\$ 766,000		■	89-90
9 Commercial Infill on Colerain Avenue	\$ 700,000				\$ 700,000		■	86-87
10 Commercial Infill on Hoppie Street	\$ 855,000				\$ 855,000		■	87-89
Total	\$ 8,046,000	\$ 725,000	\$ 300,000	\$ 626,400	\$ 6,133,400	\$ 320,000		

* Other funding sources are available to private developers and/or non-profit agencies (C.U.R.C.). Examples are HUD 108; SBA 501; Neighborhood Economic Development Revolving Loan; etc.. Each program has its own set of criteria and, therefore, should be addressed on a project-by-project basis.

Note: Any city expenditures are conditioned on availability of funds and subsequent allocation of those funds to the project by City Council.

LOCAL SUPPORT PROGRAM

Increased business activity is one condition that is necessary for the implementation of the proposed plan. Much of the impetus to generate business must come from local business and building owners. Effective actions can take several forms; e.g. support of City improvement efforts, private physical improvement of premises and joint marketing. Coordination of these local efforts can be accomplished through the existing business organization or in some other way, but it is a critical element of plan implementation.

The following is a list that outlines the efforts and responsibilities of the local groups.

1. PARKING FACILITIES

The Urban Renewal Plan recommends development of several public parking lots and the reorganization of existing public and private lots to improve internal circulation. To achieve the objectives for parking, local businesses and building owners must be willing to work cooperatively with the City in the development of these facilities. This program, which is designed to mix public and private parking spaces in an effective way, will require that affected owners be willing to grant easements and make timely private improvements that are compatible with the proposed public improvements. Also local organizations must take title to the publicly financed lots and be responsible for maintenance after construction by the City has been completed.

2. NEW BUSINESSES AND RESIDENTS

Through the Camp Washington Community groups act collectively as a marketing agent to attract new businesses and residences supportive of, and complimentary to the Urban Renewal Plan.

3. MAINTENANCE

Enroll the assistance of local groups to pick up litter and mow vacant lots and aide in maintaining the appearance of both private buildings and the public right-of-way.

4. MARKETING STRATEGY

Joint marketing through the cooperative efforts of several businesses is another method for increasing businesses. Historically, small businesses in neighborhood business districts have acted independently to market their products and services. Generally, these efforts have been very ineffective. A better approach would be for Neighborhood Business District Businesses to pool a portion of their marketing budget to sell the Camp Washington Neighborhood Business District generally to a larger market area. More creative presentation of business services available in the Neighborhood Business District would also increase business. Development of a joint delivery service and advertising of the service would help local businesses penetrate deeper into the markets that surround Camp Washington.

APPENDIX

FACADES

FACADES

As Camp Washington's NBD revitalization progresses improvements to the physical environment will occur through the rehabilitation of existing structures and/or construction of new buildings. The rehabilitation and construction of these structures should comply with existing building codes. Improving the functional aspect of these buildings and upgrading the image of the existing businesses will enhance the neighborhood image as a whole. Building, remodeling and/or new construction should compliment the existing architectural character of the NBD in order to reinforce a cohesive image for Camp Washington.

The following rehabilitation guidelines were developed by the City of Cincinnati Historic Conservation Office.

1. Avoid removing or altering historic material or distinctive architectural features if it's original and in good condition try to keep it.
2. Repair rather than replace wherever possible. If replacing, replicate the original based on existing materials. Do not invent something new that "might have been".
3. When extensive replacement of missing or severely deteriorated materials is necessary and replication to exactly match the original is not feasible, the new work should match the general character of the original in terms of scale, texture, design and composition.
4. Don't try to make the building older than it really is. Rehabilitation work should fit the character of the original building. If your building has been substantially altered, nearby buildings of similar age and style may indicate what its original character was.
5. Existing buildings contain clues to guide the rehabilitation. Original detailing may be covered up with other materials, or there may be physical evidence of what original work was like and where it was located.
6. A later addition to an old building or a non-original facade or storefront may have gained significance on its own. It may be significant as a good example of its style, or as evidence of changing needs and tastes. Don't assume it's historically worthless just because it's not part of the original building.
7. Surface cleaning should be done by the gentlest means possible. Never sandblast or use other abrasive methods. Cleaning or paint removal may not be necessary at all.
8. If no evidence of the original materials or detailing exists, alterations should be simply detailed and contemporary in design, yet fit the character of the building.

The following are guidelines developed for new construction in the Urban Renewal Plan.

1. New buildings and additions to

existing buildings should be of similar heights, proportions and materials to those in the district. Similar materials, colors, opening sizes and shapes, common window sill and head lines, cornice lines should be used.

2. Side walls, wherever visible from the street, shall be finished or painted so as to harmonize with the front of the building.

The following signage guidelines were developed to aid in forming cohesive image of Camp Washington NBD.

1. Signage should reinforce the overall character of the business, the architecture of the building and the image of the NBD.
2. Keep sign copy simple and legible. The use of logos or symbols is encouraged and may assist in communication.
3. Keep new signs adequately spaced from other signs for good visibility. Sign should also be consistent in size with other new signs of similar businesses.
4. Avoid overhanging signs except small identification signs designed to be in harmony with the business identified.
5. Signs should be harmonious with the architecture of the building on which the signs are located.
6. Avoid flashing signs except for theaters and places of

entertainment.

7. Keep large flat signs against buildings.

HOUSING

HOUSING

Camp Washington housing stock is composed of two large residential areas and other smaller clusters of housing outside the plan area. The two main residential areas are located close to the NBD in R-5 zones with one to the north of Taft Field and Hopple Street and the other to the south of Hopple. Smaller residential clusters are scattered throughout the Camp Washington area and typically are in business or industrial zones areas.

In 1981 the Camp Washington Neighborhood Plan was developed by the Camp Washington Planning Task Force. The Camp Washington Housing Plan provides the following recommendation for the area.

Goal 1. Maintain the entire existing Camp Washington House stock, both occupied and vacant.

Objective 1: Develop programs to assist existing homeowners in upgrading and improving their buildings located in residentially zoned areas.

Objective 2: Develop programs to assist homeowners in the proposed B-4 Variable Use Area (B-4 and B-2 areas in Urban Renewal Plan).

Objective 3: Develop programs to assist homeowners in the non-residential areas of Camp, to relocate to R-5 zone or other neighboring and proposed residen-

tial areas.

Objective 4: Provide assistance to owners of rental property.

Objective 5: Preserve sound vacant structures for future rehabilitation.

Goal 2. Build new housing in Camp Washington.

Objective 1: Encourage new housing construction in Camp Washington's "Protected" (R-5 zones) residential areas, to strengthen present housing areas and the proposed NBD development.

The Urban Renewal Plan recommends the support of the goals made in this report. It is also the recommendation that an organization be formed immediately to implement and monitor the progress on these suggestions. It was also recommended in the Urban Renewal Plan that certain areas adjacent to the R-5 zone be down zoned (See Zoning Section) to protect the existing R-5 zones from conflicting land uses adjacent to residential areas. If these guidelines are followed both the industrial sectors and residential sectors will be strengthened.

CIRCULATION

CIRCULATION

Circulation is nothing more than getting from point A to point B safely and conveniently. This simple concept becomes increasingly difficult to achieve as the volumes and types of transportation systems are increased and combined. The Camp Washington area contains two types of transportation namely; vehicles and pedestrians. The vehicular sector is comprised of automobiles, buses and trucks. These vehicles originate from either I-75, Spring Grove Avenue, Hopple Street Viaduct and use Hopple Street and Colerain Avenue to circulate to various locations in the area. The pedestrians originate from either the residential areas or parking lots and use the sidewalk system and crosswalks to circulate throughout the Camp Washington area.

Presently many problems exist in both the circulation systems regarding the safety and convenience for both the use groups. These problems include congestion at the Hopple Avenue/Colerain Street intersection during rush hours, excessive truck traffic on Colerain Avenue, limited use of the Hopple Street Viaduct to passenger cars only and loss of definition between the pedestrian and vehicular zones. It is the goal of the Urban Renewal Plan to recommend changes in the existing system that will increase both the safety and convenience of both the vehicular and pedestrian use groups in the Camp Washington area.

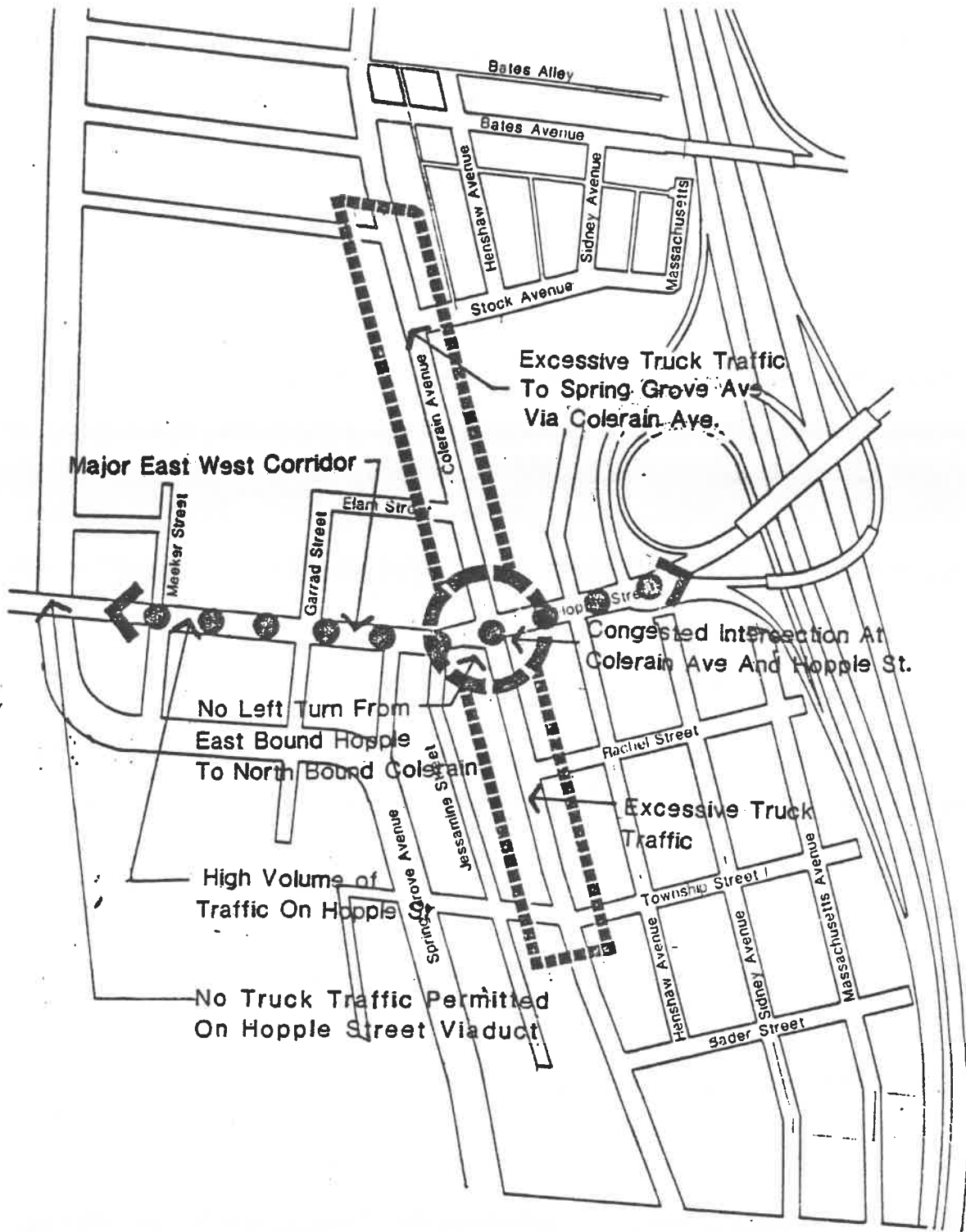
Vehicular

The vehicular circulation system is comprised of intra neighborhood

system and the inter neighborhood system. The intra neighborhood system is composed of Hopple Street and Colerain Avenue. Hopple Street carries vehicles through the neighborhood, connection I-75, Clifton, Central Parkway and Western Hills. It also distributes vehicles to destinations within the neighborhood including residences, businesses, industries and offices. Colerain Avenue carries the majority of north/south traffic through the neighborhood connecting Spring Grove Avenue with the businesses located in northern Camp Washington.

Problems exist with Hopple Street and Colerain Avenue vehicular circulation system. Currently Colerain Avenue is hampered in its function as an intra neighborhood connector by large volumes of traffic, with the majority of trucks using it as a main corridor to Spring Grove Avenue. Hopple Street, congested during peak hours due to its high traffic volume detracts from the marketability of Camp Washington. This problem is amplified at the intersection of Colerain Avenue and Hopple Street with vehicles experiencing difficulty in turning both left and right and the general lack of clarity, causing traffic to become extremely congested.

The problems of the Hopple Street and Colerain Avenue Vehicular circulation system were defined by the City Engineering Department and their highway consultants. Their analysis included traffic operations in the Hopple Street corridor and was broken down into two divisions: a) the viaduct proper, and b) the signalized intersections at Beekman Street, Colerain Avenue, I-75 ramp and Central Parkway. The following is a brief outline of



VEHICULAR CIRCULATION ANALYSIS



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their findings and recommendations.

I. Hopple Street Viaduct Proper

A. Findings indicated that the capacity for the viaduct is at a level which is minimal acceptable - hence no modification of the basic existing bridge section is necessary.

II. Signalized Intersections

A. Beekman Street - Study of Beekman Street Intersection indicated a need for a fifth lane from Hopple Street Viaduct approach.

B. Colerain Avenue

1. Base on 20-year traffic volume projection. The following geometric improvements were recommended.

a. increase from five to six lanes on Hopple Street.

b. left turn lanes added to both approaches to the Colerain Avenue intersection.

c. Colerain Avenue approaches would be widened to allow individual lanes for each movement.

d. Restore left turn from west approach of Hopple Street.

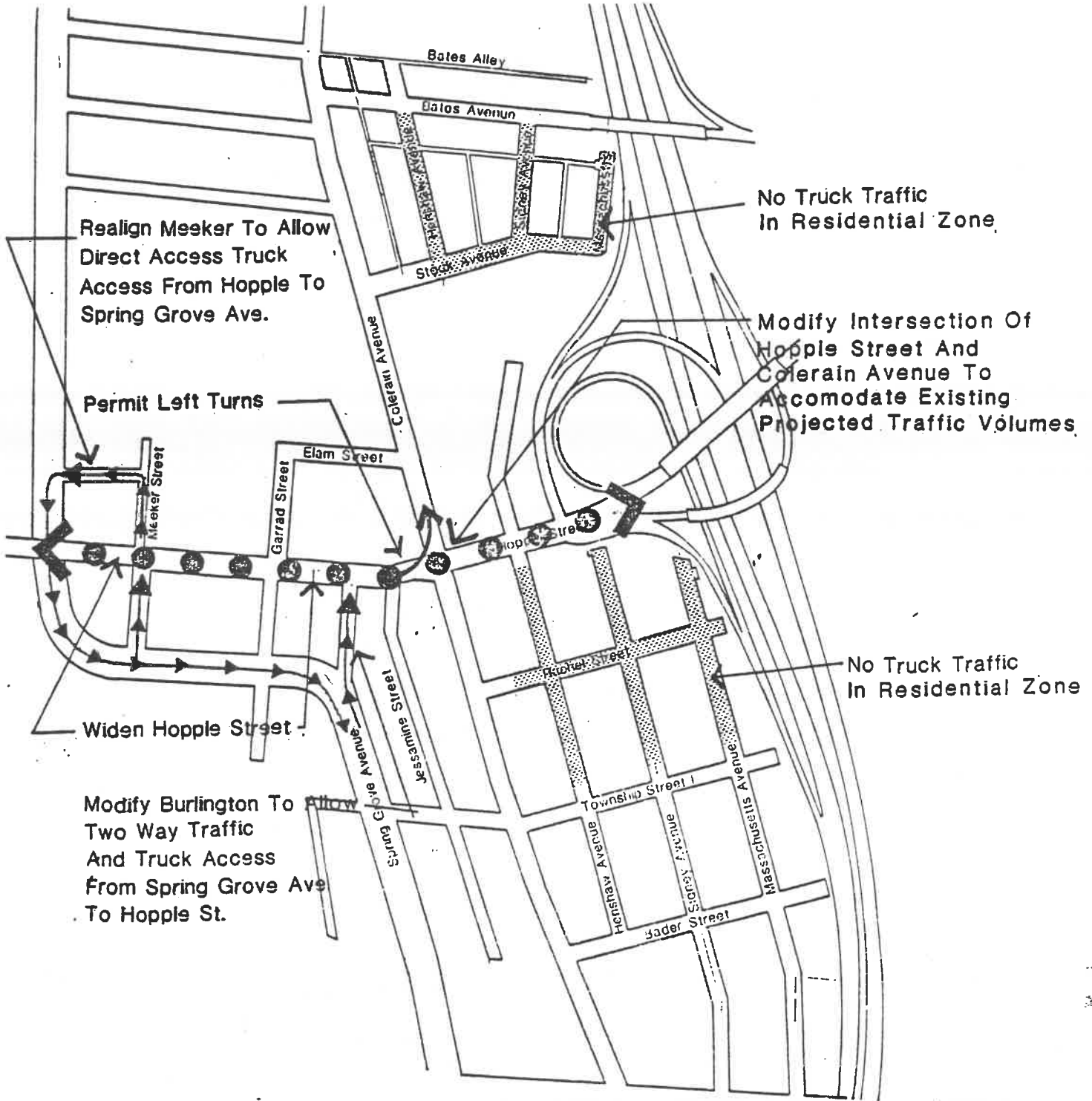
C. I-75 Ramp

1. Was found to operate at acceptable level.

III. Avon Place - Meeker Connection

No serious capacity problem was discovered here, however an improvement in the right turn radius of each approach traffic turning north on Meeker would allow trucks making this turn to stay in the curb lane. The resulting reduction of truck encroachment would improve the flow of Hopple Street westbound traffic as it approaches the Viaduct.

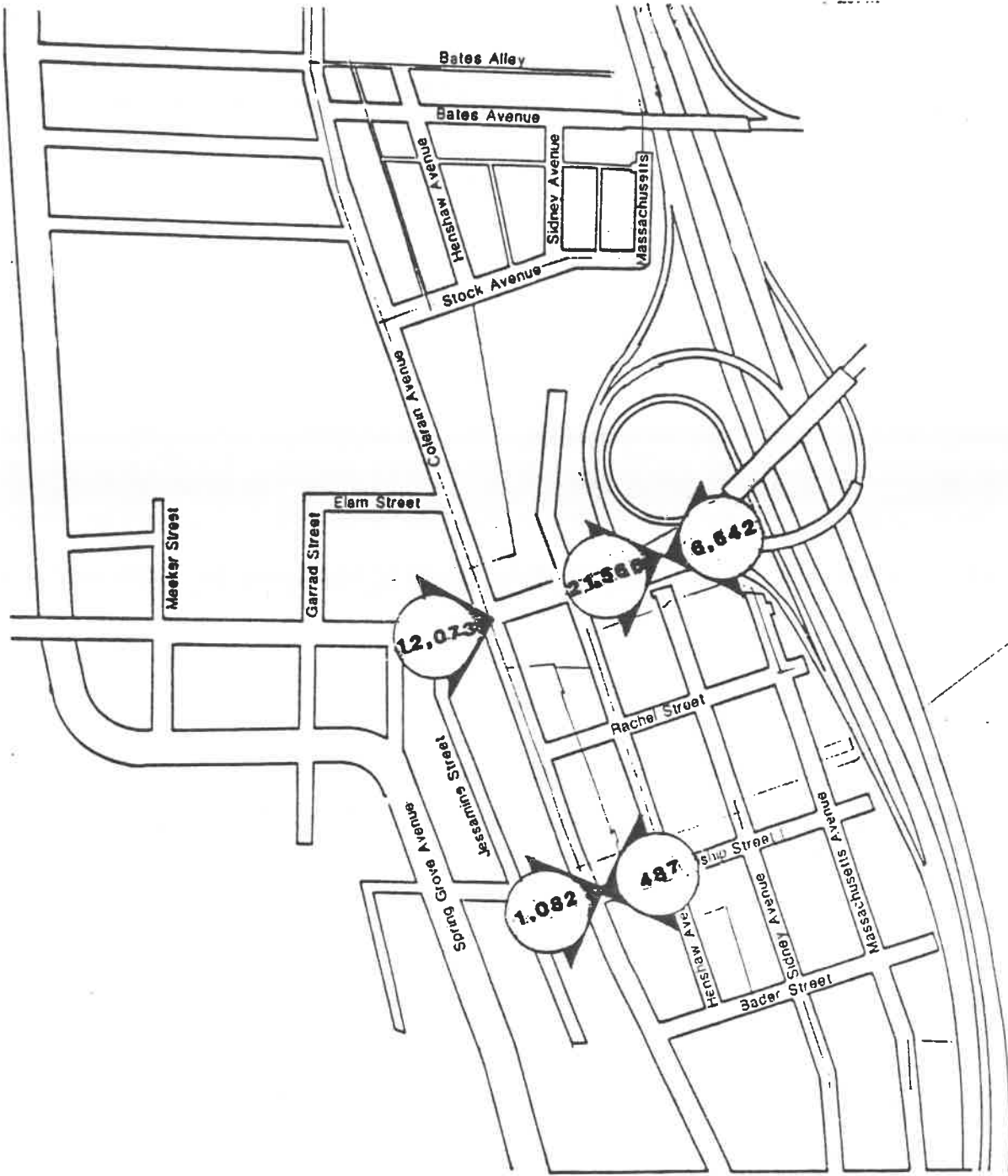
The solution, as proposed by the City Engineering Department includes widening the north side of Hopple Street from Meeker Street to I-75 and increasing the turning radii of both the northeast and northwest corners of the Colerain Avenue and Hopple Street intersection. These physical improvements would be complemented by the allowance of left turns from eastbound Hopple to northbound Colerain, eliminating the present complicated series of turns necessary to get from the western side of Cincinnati to the northern part of Camp Washington. Also proposed is the realignment of both the north and south sides of Meeker Street to carry the east/west truck traffic directly to Spring Grove Avenue, along with modifying Burlington Place to allow truck traffic to travel from Spring Grove Avenue directly to Hopple Street. These improvements if implemented would not only improve the accessibility to the Camp Washington Area but would also serve to control the amount of truck traffic in both the Neighborhood Business District and



PROPOSED VEHICULAR CIRCULATION SOLUTION



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AVERAGE DAILY TOTAL

TRAFFIC COUNTS



the residential sectors of Camp Washington.

Vehicular Policies

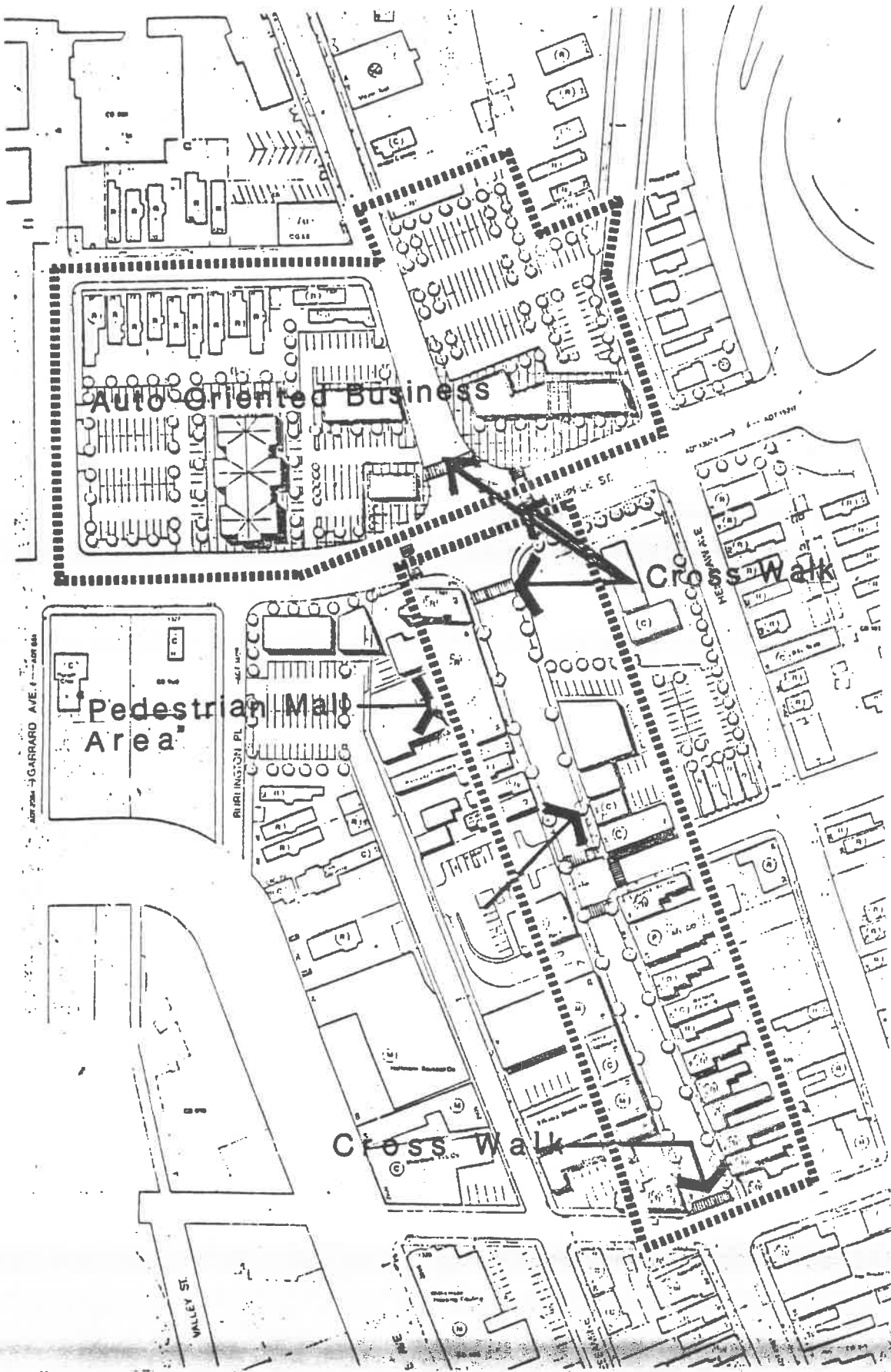
1. Colerain Avenue shall remain as the primary street serving the NBD with Hopple Street acting as the major east/west corridor.
2. The existing network of secondary streets and alleys should be used to accommodate traffic exiting from parking areas and direct it to major streets for dispersion.
3. Only auto entrances to parking areas should be allowed on Colerain Avenue.
4. Barriers to small existing parking lots should be removed so as to provide continuous movement and efficient utilization of already available space.
5. Entrances and exits to parking lots shall be strongly identified with common marking techniques such as signs or logos, lighting and landscaping and other treatments.
6. Public transit routes along Colerain Avenue should be strongly identified by the use of shelters, paving, lighting, and landscaping. No changes in existing bus stops should be made without consultation with the community organizations.
7. The majority of truck delivery shall remain on Colerain Avenue and be limited to specific times and locations to best serve businesses with the greatest demand. Where practical, off-street delivery points shall be created to reduce vehicular congestion.

8. The circulation system should be designed to make access to the businesses along Hopple and Colerain as easy as possible, and to clearly orient drivers as to how to get to and from easy, convenient parking.

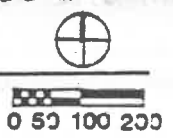
Pedestrian

The pedestrian circulation system in Camp Washington NBD can be separated into two areas along Colerain Avenue. The two areas are the commercial zone north of Hopple and the commercial zone south of Hopple and north of Township. It is the recommendation of the Urban Renewal Plan that Colerain Avenue should be thought of as a pedestrian oriented "mall" similar to a shopping center. Pedestrian use of sidewalks should encourage impulse shopping as people pass businesses from parking lots to their destinations. This shopping alternative will assist in increasing the economic vitality and viability of the neighborhood business district by encouraging people to come into contact with and shop many businesses. A dense concentration of pedestrians and automobiles should be encouraged along Colerain Avenue to reinforce the existing sense of vitality and excitement. This can be accomplished by:

1. Creating special areas for pedestrians to gather within or contiguous to the sidewalk space to:
 - A. encourage social interaction to increase users sense of belonging.
 - B. satisfy the need to disseminate community information, such as posters indicating sales, events, and opportunities that exist in the neighborhood.



PEDESTRIAN CIRCULATION



2. Maintaining the street orientation of shops by encouraging entrances directly off the sidewalk or an identified public way and de-emphasizing secondary rear entrances to commercial space.
3. Developing street amenities and adequate sidewalk width to enhance the pedestrian environment with benches, lighting, landscaping, graphics, signs, canopies and other amenities contributing to a pedestrian character and safety.
4. Developing pedestrian "connections or links" to and from off-street parking areas.
5. Developing strong pedestrian crossing points at the Colerain Avenue and Hopple Street intersections to attract people and businesses to both sides of the Hopple Street corridor.
6. Developing crosswalks near transit stops and be identified with appropriate treatments to create a pedestrian rather than vehicular orientation.
7. Raising the level of driveways to the same elevation as the adjacent sidewalks to create a pedestrian rather than vehicular orientation.

The pedestrian areas, sidewalks, street space, etc., should offer a clarifying pattern with a controlling image that not only gives people the change to know where they are, but also helps to tie together the business community.

LIGHTING

Lighting Policies

The lighting strategy includes policies for both vehicular and pedestrian lighting for Camp Washington.

1. Vehicular lighting on Colerain (Utility/City and C.G.&E. Owned)

- A. Shall define the limits of the business district and respond to the special character of areas within it to differentiate it from the surrounding residential environment.
- B. Shall be in scale with the buildings in terms of intensity, and size of the luminaries.
- C. Shall focus attention on the intersections at either end of the business.
- D. Lighting in the parking areas shall be designed to enhance security, as well as the residential character of the neighborhood.
- E. Shall encourage more nighttime use of the business district and capitalize upon the ability to "highlight" focus areas and points.

2. Pedestrian Lighting

- A. Shall define the limits and extent of the pedestrian orientated business district.
- B. Shall define the pedestrian connections from parking lots to the business dis-

trict to link the parking lots to the main street.

C. Shall define as "pedestrian places" all crosswalks and intersections.

D. Shall define location of transit stops as well as increase the sense of security for those using them at night.

3. Commercial Lighting (Private Ownership and Operation)

A. The use of illuminated display windows are recommended to enliven the street image to advertise goods and to add color.

B. The facades of buildings could be lighted in the early evening hours to aid the nighttime image, particularly since the buildings have such rich, historic facades.

PARKING

PARKING ANALYSIS

Parking within the Urban Renewal Plan was analyzed as it exists today and solutions were recommended. The study area was divided into three areas, Area A located north of Hopple Street, Area B located between Hopple Street and Rachel and Area C located between Rachel and Township. The parking facilities in these areas were evaluated regarding location, shortages, patron convenience, safety, circulation, land availability, and cost for expansion and improvements.

Zone A consists of three restaurants, two commercial structures and three residential structures. The existing parking facilities, centrally located between the three restaurants, suffer from a multitude of problems. Access to both the White Castle parking lot and the Camp Washington lot from Colerain Avenue are problematic for similar reasons. Both lots require users to enter or exit within fifty (50) feet to seventy (70) feet of the Hopple Street and Colerain Avenue intersection. Congestion at this point is often caused by vehicles waiting for an opportunity to enter the parking lots.

The proximity of the individual parking lots to their respective establishments is a problem evident when looking at the use patterns. Typically, the patrons of Camp Washington Chili park in the White Castle parking lot and patrons of Isadores park in the Camp Washington Chili lot. This flipping of lots can be attributed to a lack of convenient parking for the individual establishments.

An analysis of the parking, when calculated on a land use basis as described in Chapter 14 of the Downtown Improvement Manual, indicates that the area is lacking approximately twenty-three (23) spaces.

Existing Parking Analysis Zone A

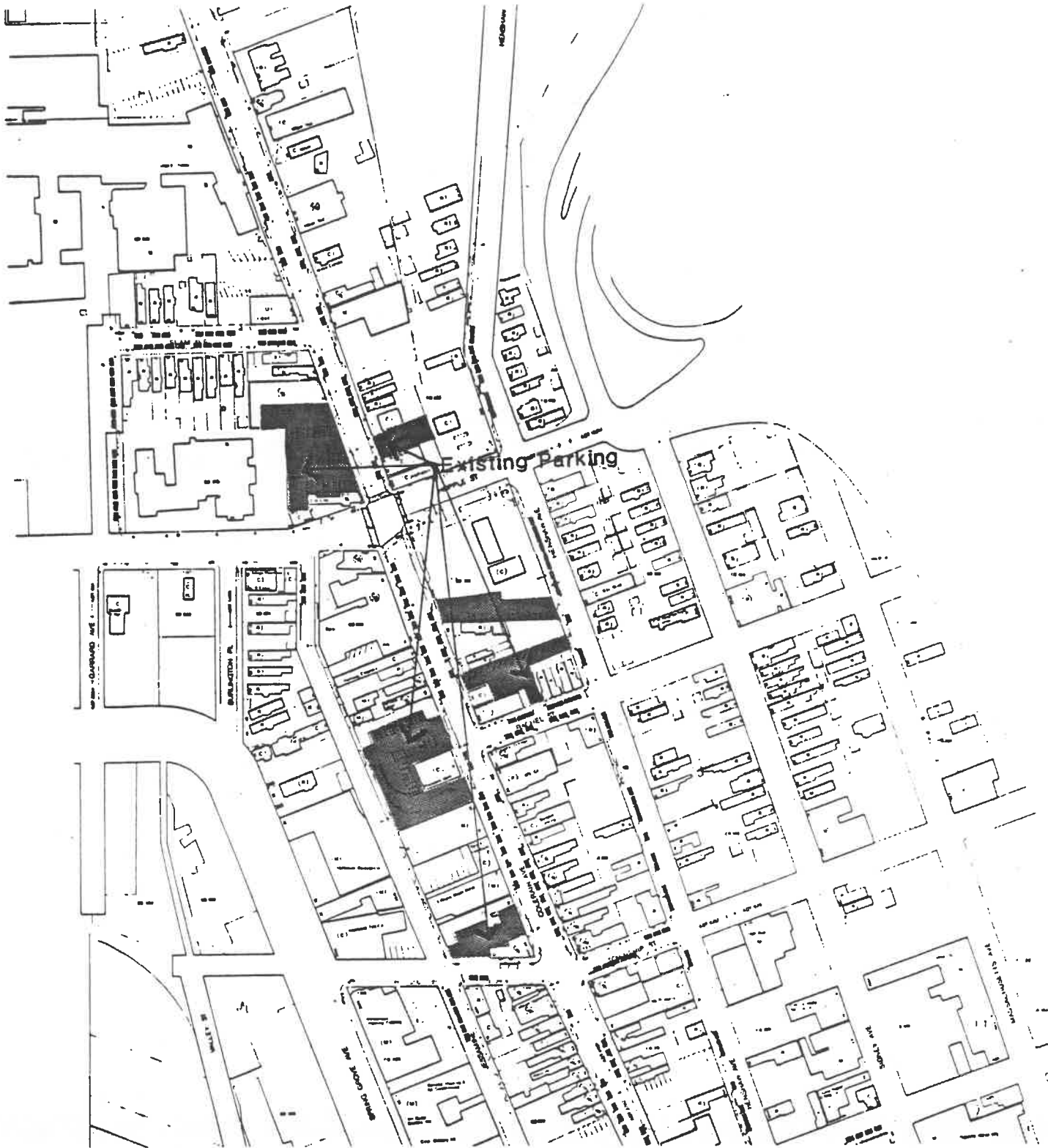
Establishment	No. of Existing Spaces
White Castle	32
Camp Washington Chili	22
Street Parking	
Metered	9
Nonmetered	7
Total Existing Spaces	70

Parking Requirements - Zone A

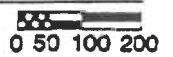
Land Use	SF of Building	Avg. No. Spaces/ 1000 SF	No. of Spaces Required
Restaurant	4,900	16.5	80
Commercial	3,200	4	13
Total Space			93

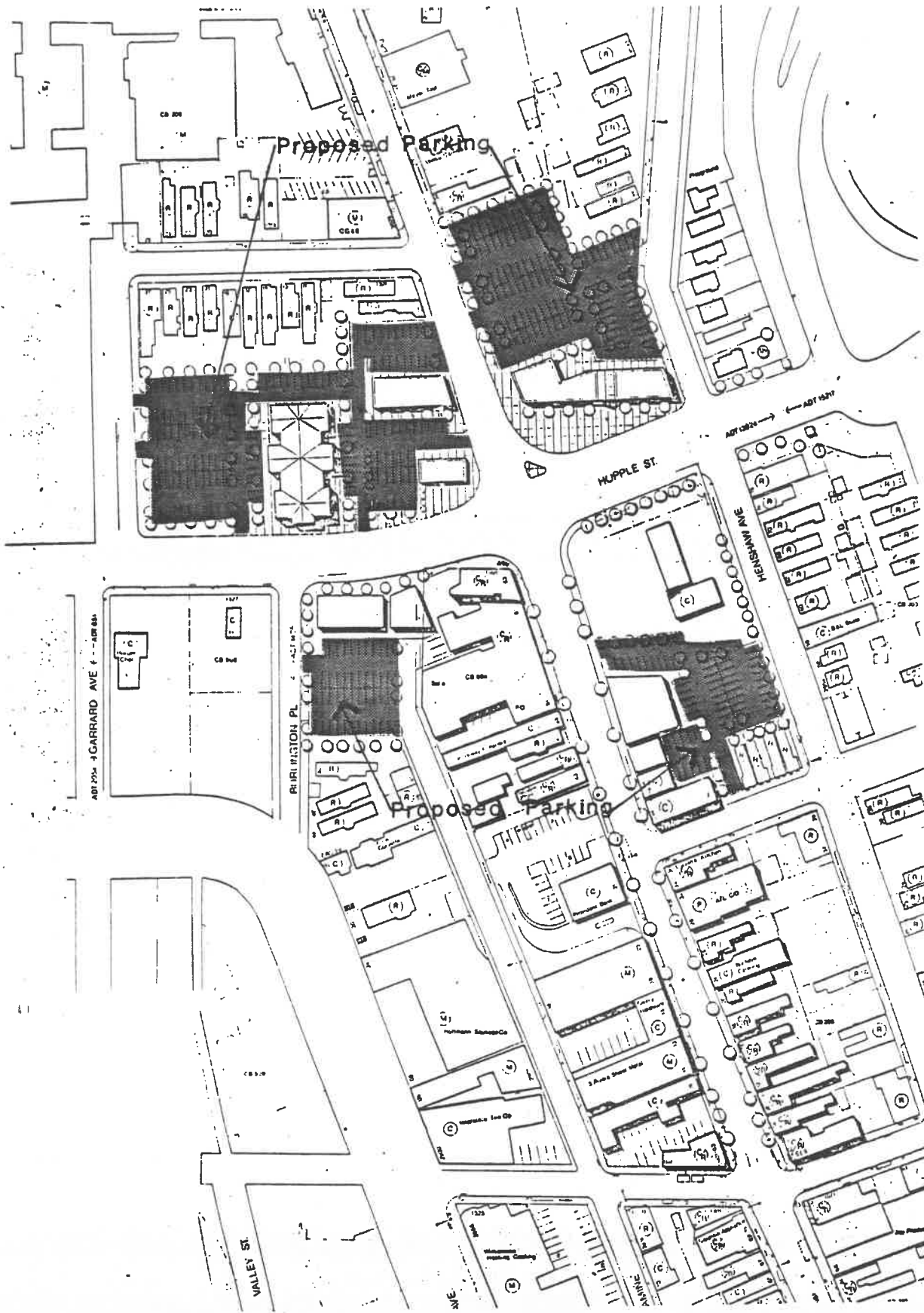
Because Zone A contains the proposed site of a new development in the Urban Renewal Plan it is recommended that the short term parking shortage be solved by the sharing of existing parking lots, until the area is redeveloped. At that time care should be taken to assure that the final design not only provides an adequate number of spaces but that the final design also incorporates safe and convenient access to those establishments located within its boundaries.

Zone B, located along Colerain Avenue between Hopple Street and Township consists of two restaurants, one bank, a small post



EXISTING PARKING LOCATIONS





PROPOSED PARKING LOCATIONS



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office, six commercial structures and four residential structures.

The existing parking facilities are located in appropriate locations and are served by an adequate circulation system. However the number of area parking spaces are insufficient to serve their parking requirements. The following analysis shows that Zone B is approximately 36 spaces short when calculated on a land use basis.

Existing Parking Analysis Zone B

Establishment	No. of Existing Spaces
Sols	28
Provident Bank	24
Nova Inc.	21
Street Parking	
Metered	11
Nonmetered	25
Total Existing Spaces	109

Parking Requirements - Zone B

Land Use	SF of Building	Commercial Building 1000 SF Spaces	
		Avg. No. of Spaces/ 1000 SF	No. of Spaces Req.
Restaurants	4,730	10	47
Bank	3,500	5	18
Commercial	20,250	4	80
Total Spaces Required			145

Zone C is the area located on Colerain Avenue between Rachael Street and Township Street. This area contains approximately ten commercial structures, two manufacturing structures and two residential structures. The existing parking in facilities are located either on the street or behind the respective establishments. The following analysis shows that Zone C is 14 spaces

short of the required number of spaces when calculated on a land use basis.

Existing Parking Analysis Zone C

Establishment	No. of Existing Spaces
Camp Washington Hardware	3
Commercial Street	17
Metered	18
Unmetered	2
Total Existing Spaces	45

Parking Requirements - Zone C

Land Use	SF of Building	Avg. No. of Spaces/ 1000 SF Req.	
		#/Emp.	No. of Spaces
Manufact.	17,500		16
Commercial	14,550	3	43
			59

Recommendation

The parking analysis of Zone A, B and C indicate the Camp Washington Business District presently suffers from a lack of off-street parking and insufficient utilization of existing lots. The Urban Renewal Plan recommends that:

1. New parking be provided for the Zone A, at the time the development takes place. In the interim the parking shortage could be solved by sharing existing lots.
2. Because of the severe parking shortage, and the fact that the majority of buildings will remain in Zone B a new parking area be provided as indicated on the proposed parking drawings.

3. While presently no parking problem exists in Zone C, due to the fact that many of the buildings are vacant or under utilized, the study shows that if this area is turned around 14 additional parking stalls would be necessary.

In general, the following guidelines should be followed to increase convenient off-street parking:

1. Existing lots should be shared and made more efficient through improved access and more efficient layout.
2. Existing small, underutilized lots should be combined to create larger, more efficient parking areas.
3. New parking lots should be created where possible. These lots should occur where shown in the plan.
4. Individuals should not continue the process of tearing down buildings to provide parking for themselves but should work collectively to provide community parking lots in central locations to serve both residents and businesses.
5. Where parking lots are adjacent to residential or commercial areas, various screening devices such as low walls, trees, sitting areas, mounds, etc., should be used to retain the continuity of the cohesive building line.
6. All parking areas should be landscaped or screened to provide an effective buffer for adjacent residential properties. Lighting for parking areas should be sensitive to nearby residences in color, intensity and scale.
7. Establish common employee lots for businesses within the district in order to maintain primary spaces for customers and more remote spaces for employees.
8. Design parking identification signs for placement within the business district to make access and entry points clear and visible.
9. Continue efforts to maintain and improve existing lots, including signage, lighting, landscaping, and screening from residential neighbors.

ZONING

ZONING

In the City of Cincinnati, as in most cities, zoning laws exist to guide land use and protect land owners from conflicting uses. There are three land uses found in the Camp Washington area, they are: industrial, residential and commercial. The majority of land however is zoned M-3, a manufacturing zone. The M-3 zone, while offering the maximum flexibility of land use, allowing everything but residential and institutional, offers little protection to the existing residential and business community. Because of Camp Washington's unique mixture of land use, zoning becomes even more important in assuring control and compatibility of these various uses. Present trends verify that the manufacturing sector is buying properties along Colerain Avenue and Township Street and using the newly acquired property for warehouses or manufacturing uses. Because of the M-3 zoning, residences and businesses in these areas could potentially have a manufacturing plant as an adjacent property owner. This not only has an adverse effect upon the adjacent property owner but does little to form a cohesive neighborhood image.

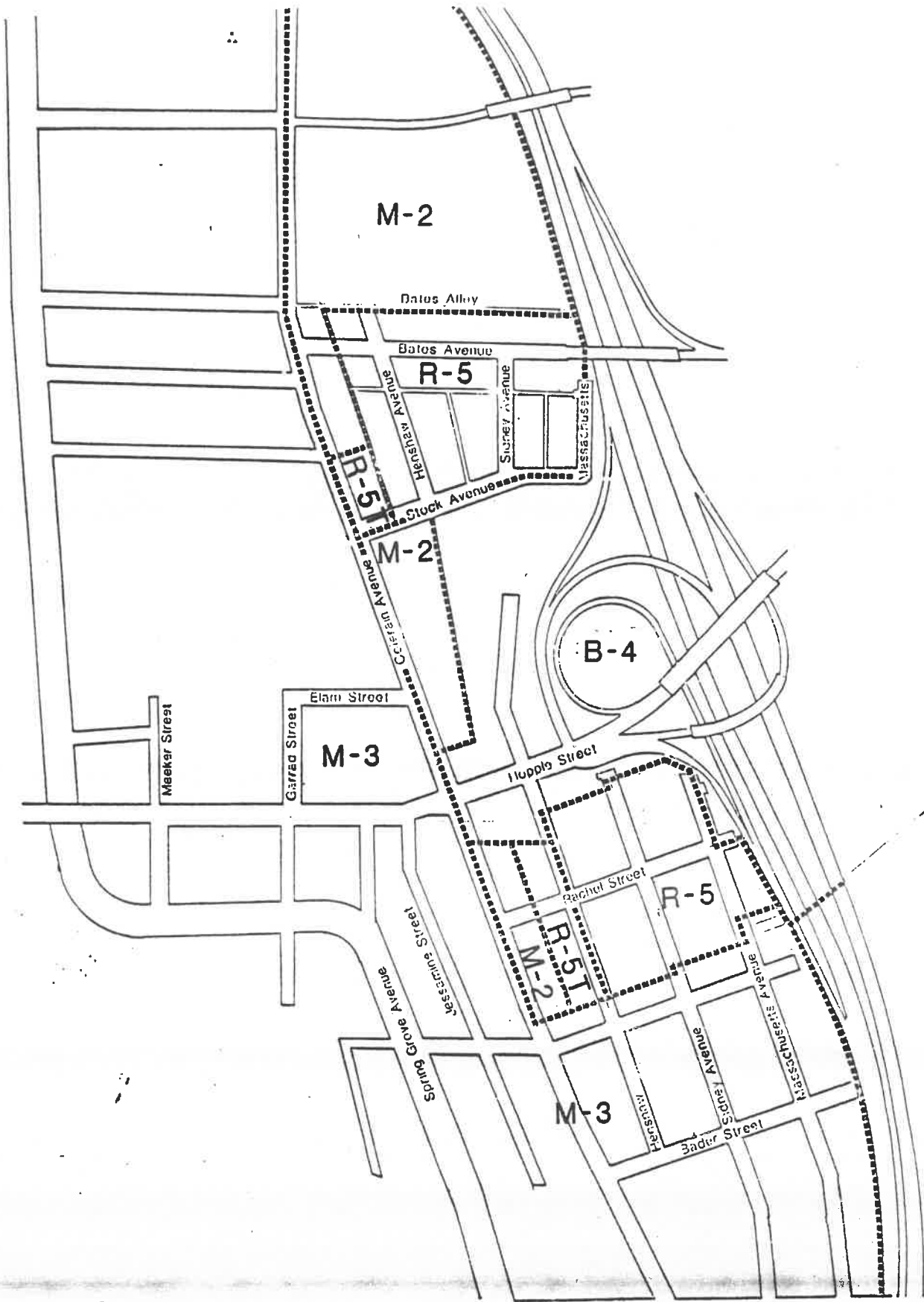
Policies/Recommendations

The present zoning encourages rather than protects Camp Washington properties from conflicting land uses. It is therefore the recommendation of the Urban Renewal Plan that certain areas of the business and residential districts be down zoned. The proposed zone changes recommended in the Urban Renewal Plan conform to the majority of the existing land uses found in the

plan area. The down zoning of selected areas will assist in the revitalization of the Camp Washington Neighborhood Business District on a comprehensive and rational basis.

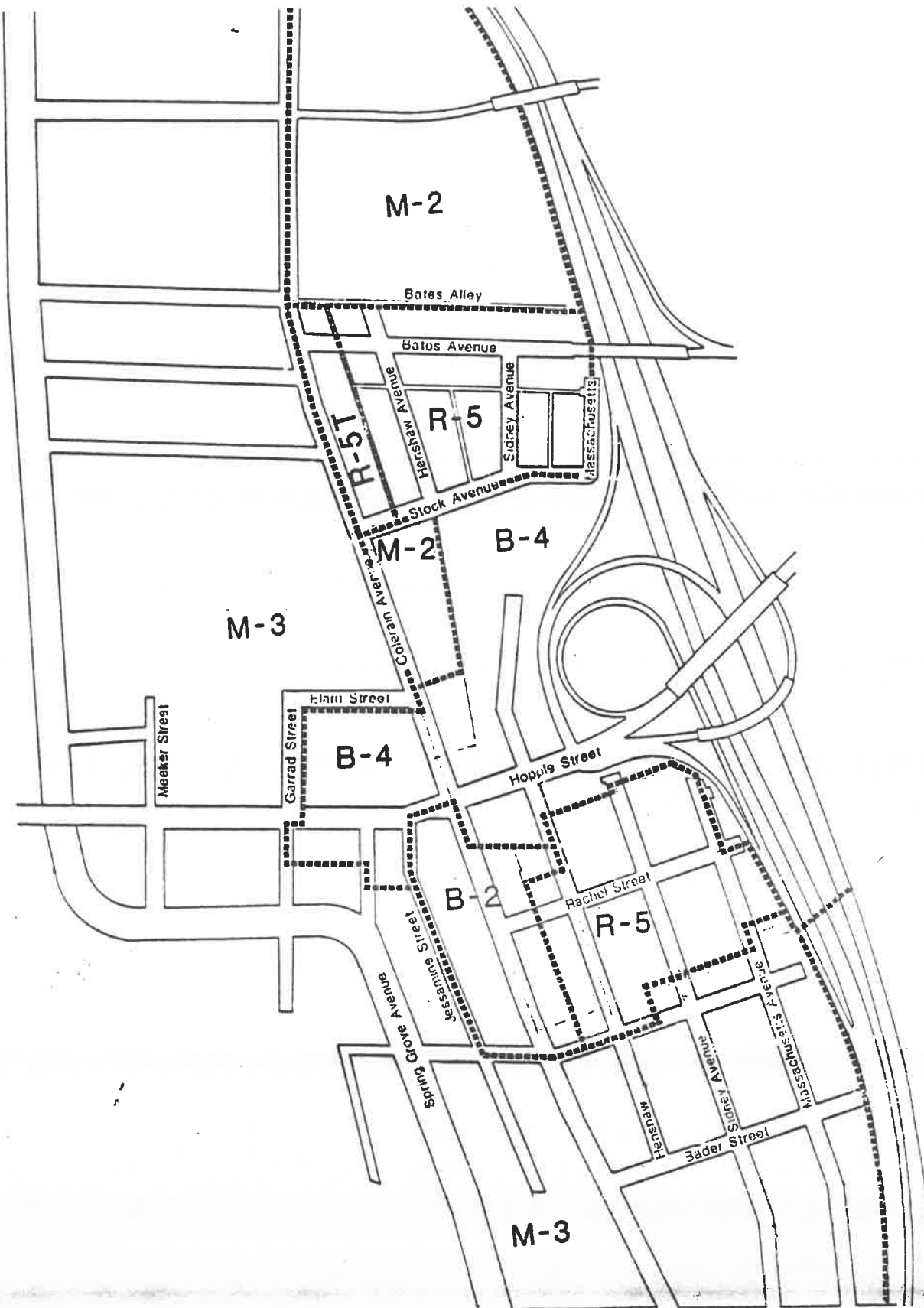
As indicated in the Market Analysis businesses which deal in goods for the industrial and residential sectors should be located on Colerain Avenue between Hopple Street and Township Street and that more diversified, auto oriented businesses be located on the north side of Hopple Street. To assure compatible uses and to promote and protect this type of investment it is recommended that these areas be changed from their present M-3 zoning to a more restrictive zone classification. The following changes in the existing zoning are recommended.

1. The area north of Hopple Street which is presently zoned M-3 should be down zoned to B-4 encouraging restaurants and auto oriented business to locate near the I-75 interchange.
2. The area between Hopple Street south to Township along Colerain Avenue should be changed from present M-3 and M-2 zones to a B-2 zone. This change will create approximately 4 buildings of nonconforming use. While these non-conforming uses can remain until a change of ownership occurs the future use would be restricted to the B-2 zone requirements. The purpose of this zone change would be to encourage smaller businesses dealing in goods required by both the residential and industrial population of the area.

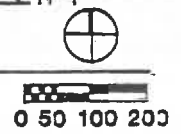


EXISTING ZONING





PROPOSED ZONING



The B-2 zone was chosen as it encourages stores and housing generating pedestrian activity while discouraging warehousing and auto related businesses which would disrupt the continuity of Colerain Avenue and add little to the vitality of the NBD. The zone change was also recommended as it serves as a buffer for the residential area to the east of Colerain Avenue from any abutting industrial uses.

3. To further protect the residential area it is recommended that the R-5T zone located on the west side of Henshaw Avenue between Rachel Street on the north and Township Street on the south be changed to simply and R-5 zone. This change would protect the area from being used as an M-3 zone. (T-represents a transition zone which allows for the least restrictive use that is adjacent to the T zone).
4. The area along the east side of Colerain Avenue between Stock Avenue and Bates Alley which is presently zoned R-5T and M-2 should be changed to R-5T zone only. This change would encourage residential uses while still permitting compatible industrial uses in the area.

The new zoning if implemented, would focus development monies to the proper areas and would allow owners to identify the potential uses of the properties adjacent to theirs. The recommended changes in the zoning will provide a rational plan for the area encouraging stability and growth for the respective land uses in Camp Washington.

BLIGHT STUDY

BLIGHT STUDY

A comprehensive survey of all structures located within the boundary of the Camp Washington NBD Urban Renewal Plan was performed by and filed in the City's Office of Architecture and Urban Design. The purpose of the survey was to determine the extent of deterioration and blight existing within the Camp Washington NBD. The evaluation was predicated upon the definitions of "blighted and deteriorating areas" as contained in Chapter 725 of the Cincinnati Municipal Code.

The conclusions were based primarily on the evaluation of the exterior of the buildings and the surrounding property. Of the 75 properties included within the boundary, 39 were found to be blighted. This equated to 52% of the properties exhibiting deterioration and blight. The percentage figure would have been higher if an evaluation of the buildings' interiors had been performed and if the underutilized parking lots exhibiting blight had been included.

ACQUISITION

LEGAL BASIS FOR PROPERTY ACQUISITION

Under Chapter 725 of the Cincinnati Municipal Code it was found that "blighted, deteriorating, and deteriorated areas: exist within the City which "contribute to the spread of disease and crime,...; constitute an economic and social liability; and impair...the sound growth of the community." It was also found that this blight and deterioration could not be controlled by private enterprise alone. In order to remedy this solution, Chapter 725 authorized the City to expend funds to eliminate blight and deterioration and - towards this end - to acquire private property.

In order to expend funds for urban renewal the City must first prepare an urban renewal plan which defines the area which is blighted or deteriorating, states the reasons for defining the areas as blighted or deteriorating, and recommends a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, thereby declaring the subject area to be an "Urban Renewal Area", the City Administration is formally authorized to carry out the activities recommended in the plan.

Under Chapter 725 of the Cincinnati Municipal Code an Urban Renewal Area "shall mean a blighted or deteriorating area which is appropriate for redevelopment or rehabilitation as defined in paragraph (a) of Section 725-1-U." The City of Cincinnati, for the purposes of this particular plan, therefore declares that the Camp Washington Business District, more particularly defined in Boundary Description

of the Urban Renewal. Within the Camp Washington Neighborhood Business District there exist blighted areas in which a majority of the structures are detrimental to the public health, safety, morals, and general welfare, by reason of age, obsolescence dilapidation, overcrowding, faulty arrangement, mixture of incompatible land uses, a lack of ventilation or sanitary facilities or any combination of these factors, or there exist deteriorating areas which because of incompatible land uses, nonconforming uses, lack of adequate parking facilities, increased density of population without commensurate increase in new residential buildings and community facilities, high turnover in residential or commercial occupancy, lack of maintenance and repair of buildings, or any combination these of all detrimental to the public health, safety, morals, and general welfare, and which will deteriorate, or are in danger of deteriorating, into blighted areas. Through the adoption of this Urban Renewal Plan by City Council, the City Manager is authorized to acquire any property in the area defined in the Urban Design Area, the acquisition of which is necessary in carrying out the Urban Renewal Plan.

Further, the Camp Washington Neighborhood Business District Urban Renewal Plan conforms to the Master Plan for the development of the City. The City has established a feasible method for the relocation of any families, individuals or businesses that shall be displaced from the area by any Federally funded public development action, in compliance with CMC Section 725-13. The Urban

Renewal Plan for the project area will afford maximum opportunity consistent with the sound needs of the locality as a whole for the rehabilitation of the project area by private enterprise.

The analysis conclusively documents that a majority of the properties in the Camp Washington NBD are blighted as defined in Chapter 725 of the Cincinnati Municipal Code.

LEGAL DESCRIPTION

**LEGAL DESCRIPTION OF THE CAMP
WASHINGTON URBAN DESIGN PLAN**

Starting at a point, said point being the intersection of the east line of Henshaw Avenue and the south line of Hopple Street thence east along the south line of Hopple Street a distance of 100' more or less. Thence north across Hopple Street and continuing north along the rear of the properties facing on the east side of Henshaw Avenue to the point of intersection with the north line of Hamilton County Auditor's Parcel (HCAP) 189-22-48. Thence west along the north line of said parcel and continuing westwardly across Henshaw Avenue to the point of intersection with the west line of Henshaw. Thence north on said line of Henshaw Avenue to the northern line of (HCAP) 189-23-152. Thence west along the north line of said parcel to the northwest corner of the said parcel. Thence south along the west line of said parcel continuing south along the rear of the properties facing on the west side of Henshaw Avenue to the point of intersection with the northeast corner of (HCAP) 189-23-140. Thence west along the north line of said parcel to the intersection with the west line of Colerain Avenue. Thence south along the west line of Colerain Avenue to the point of intersection with the north line of (HCAP) 188-16-77. Thence west on said line to the northwest corner of said parcel. Thence south on west line of said parcel to the intersection of said line with the northern line of (HCAP) 188-16-67. Thence west along said line to the intersection with the west line of Garrard Avenue. Thence south along the west line of Garrard Avenue to the point of intersection with the

south line of Hopple Street. Thence east along the south line of Hopple Street to the west line of Burlington Place. Thence south along the west line of Burlington Place to the point of intersection with the westwardly extension of the south line of (HCAP) 188-13-52. Thence east along said extension and the south line of said parcel to the point of intersection with the west line of Jessamine Street. Thence south along the west line of Jessamine Street to the point of intersection with the south line of Township Street. Thence east along the south line of Township Street to the point of intersection with the southwardly extension of the east line of HCAP 189-20-155. Thence north along said extension and continuing north along the rear of parcels facing on Colerain Avenue to the point of intersection with the south line of Rachel Street. Thence north across Rachel Street to the point of intersection of the north line of Rachel Street and the east line of (HCAP) 189-22-41. Thence north along the east line of said parcel to the point of intersection with the south line of (HCAP) 189-22-46. Thence east along the south line of said parcel and the eastwardly extension of said line to the point of intersection with the east line of Henshaw Avenue. Thence north along the east line of Henshaw Avenue to the point of intersection with the south line of Hopple Street, said point being the point and place of beginning.

