



CAMP

Washington

CNU 32 Legacy
Charrette

Final Report

Acknowledgements

Prepared For
Camp Washington Urban Revitalization (CWURC)

Sponsor
Congress for New Urbanism (CNU)

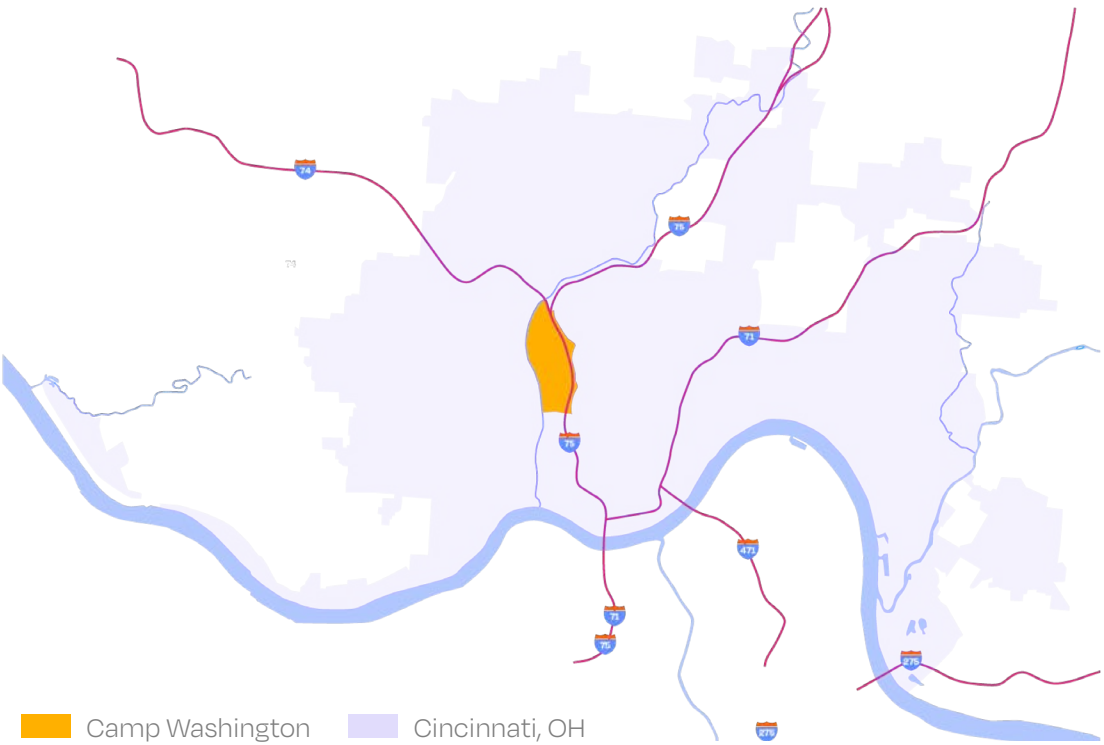
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Project Summary

Overview: CNU Legacy Projects



The Congress for the New Urbanism (CNU) envisions a world where cities, towns, and neighborhoods are intentionally designed and managed to foster community, preserve the natural environment, and improve the lives of all people. CNU is dedicated to making the design of cities, towns, and neighborhoods a part of how we respond to complex societal challenges, realizing their full potential to expand the social, economic, and environmental opportunities available to all members of each community. By highlighting effective design principles and lowering barriers to change, CNU amplifies the grassroots power of our thousands of members to build and rebuild their communities in ways that improve sustainability, increase accessibility, and promote equity.

Each year, in conjunction with its annual Congress, CNU invites municipalities and neighborhood organizations within the Congress’s host region to apply for pro-bono technical assistance from leading urban design firms. Each expert-led Congress Legacy Project is aimed at empowering local leaders, advocates, and residents in underserved communities to implement New Urbanist principles that help people and businesses in their communities thrive. Through public engagement and collaboration, CNU’s Legacy Projects strive to demonstrate the power of great urban design beyond the boundaries of each selected community, and targeted communities experience both short-term progress and long-lasting momentum.

Project Principles & Goals

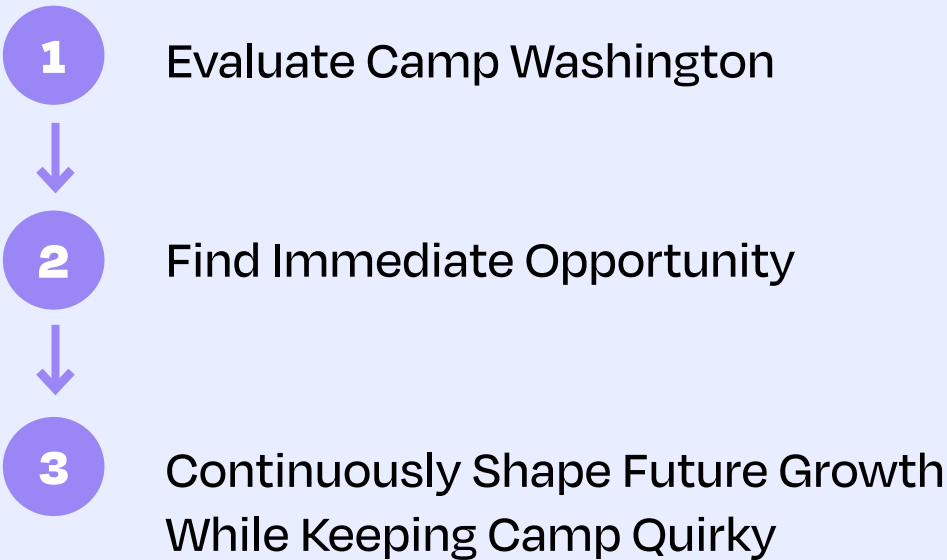
The Camp Washington Urban Revitalization Corporation was selected to receive support for advancing their **Business District Vision and Strategic Plan**. Years-long, organic grassroots efforts that precede this effort have fostered the “Made in Camp” mantra that serves not only as a rallying cry for the neighborhood but provides a through line from the neighborhood’s industrious past to its anticipated future as a regional hub of industry, artistry, and community.

The Legacy Charrette process made clear that recent and coming investments will result in future neighborhood and employment growth. This Plan aims to leverage and further direct Camp Washington towards an inclusive future that puts the following **Key Principles** into practice.

- 1. Encourage Mixed-Use Infill Development
- 2. Enhance Connectivity & Pedestrian Safety
- 3. Elevate Civic Spaces

Project Approach

This project was developed using a simple three-step process, with the last set to unfold in the months and years ahead.



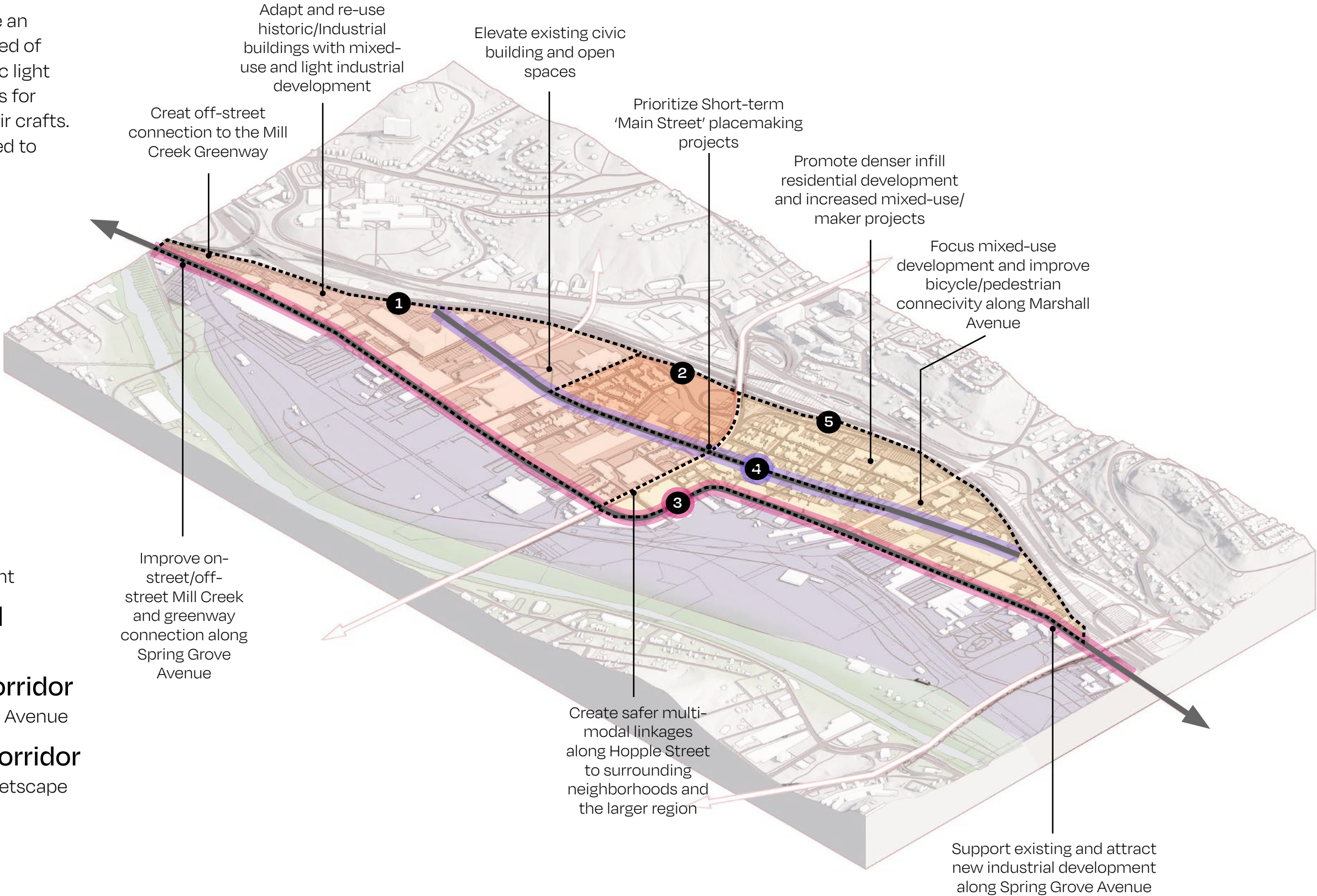
Project Vision

Camp Washington

The Camp Washington of the future will be an inclusive, mixed-use neighborhood comprised of an increased number of residents, a dynamic light manufacturing sector, and affordable spaces for makers and artists to practice and apply their crafts. The neighborhood will be better connected to the rest of the city with increased walking, cycling, and transit connections and provide a unique and authentic walkable main street experience along Colerain Avenue.

Areas of Focus

- ①--- **Camp North Industrial**
Expand mixed-use development
- ②--- **Camp North Residential**
Increase residential density
- ③ **Spring Grove Avenue Corridor**
Maintain industry; right-size the Avenue
- ④ **Colerain 'Main Street' Corridor**
Revitalize Colerain Avenue streetscape
- ⑤--- **Camp South**
Introduce more mixed-use and residential infill development



Celebrate *Camp* Washington Identity

Reinforce Neighborhood Identity

Camp Washington is a unique, quirky place. It has its own identity that has grown over time, primarily due to the presence of both single-family residential housing and manufacturing (and everything in between). Redevelopment is coming to Camp, and it's critical to maintain the quirky, easy-going nature of the place.

Camp is quirky.

While it's not possible to predict the future, it is possible to manage towards goals and expectations. If trends continue, Camp Washington will be a significant area of redevelopment in Cincinnati. But it can grow and redevelop without losing its character. In order to do this, it's critical to understand what makes the area unique, and how can these unique elements be both maintained and embraced during the coming years of change.

This is a process of managing the future. A significant part of this initial

plan is to measure and understand the key components of the neighborhood and ensure that more of these things (industrial, manufacturing, local businesses, unique building types, Tactical Urbanism projects, and local art installations and performances etc.), remain at the forefront of reinforcing the neighborhood's character.

One of the first efforts should be to garner consensus across the community regarding community identity and to develop and infuse a shared identity that establishes neighborhood values that guide future planning and development.

Indicators of Quirkiness

- ★ Various types of housing and flexible building types
- ★ Mix of locally-owned businesses and manufacturing
- ★ Diverse neighborhood demographics
- ★ Neighborhood amenities include local artist works
- ★ Lot sizes remain varied
- ★ Public realm installations with unique designs rotate in and out
- ★ Neighborhood events programming
- ★ Varied modes of transportation work for people of all ages/abilities



Sample Neighborhood Visual Identity

CAMP

CAMP
Washington

CAMP
Washington

CAMP
Washington

Accessible Colors for color blind or visually impaired





Camp Today: Existing Conditions

Land Use

How Camp's Land is Used Today

Camp Washington has a long legacy of industrial land use, including the CSX railyard that comprises approximately 50% of the neighborhood's land. That said, two distinct pockets of residential land are abutted by mixed-use, commercial, industrial, and institutional uses.

Summary

From its time as a meatpacking district where cows roamed free, to today's production of cosmetics, art, and aerospace components, Camp Washington is a historic neighborhood where things are made. And the land use map at right clearly reflects this industrious past and present. However, the eastern half of the neighborhood is made up of a much finer grain of various uses, including two distinct residential pockets home to more than 1,400 residents. While the approximate

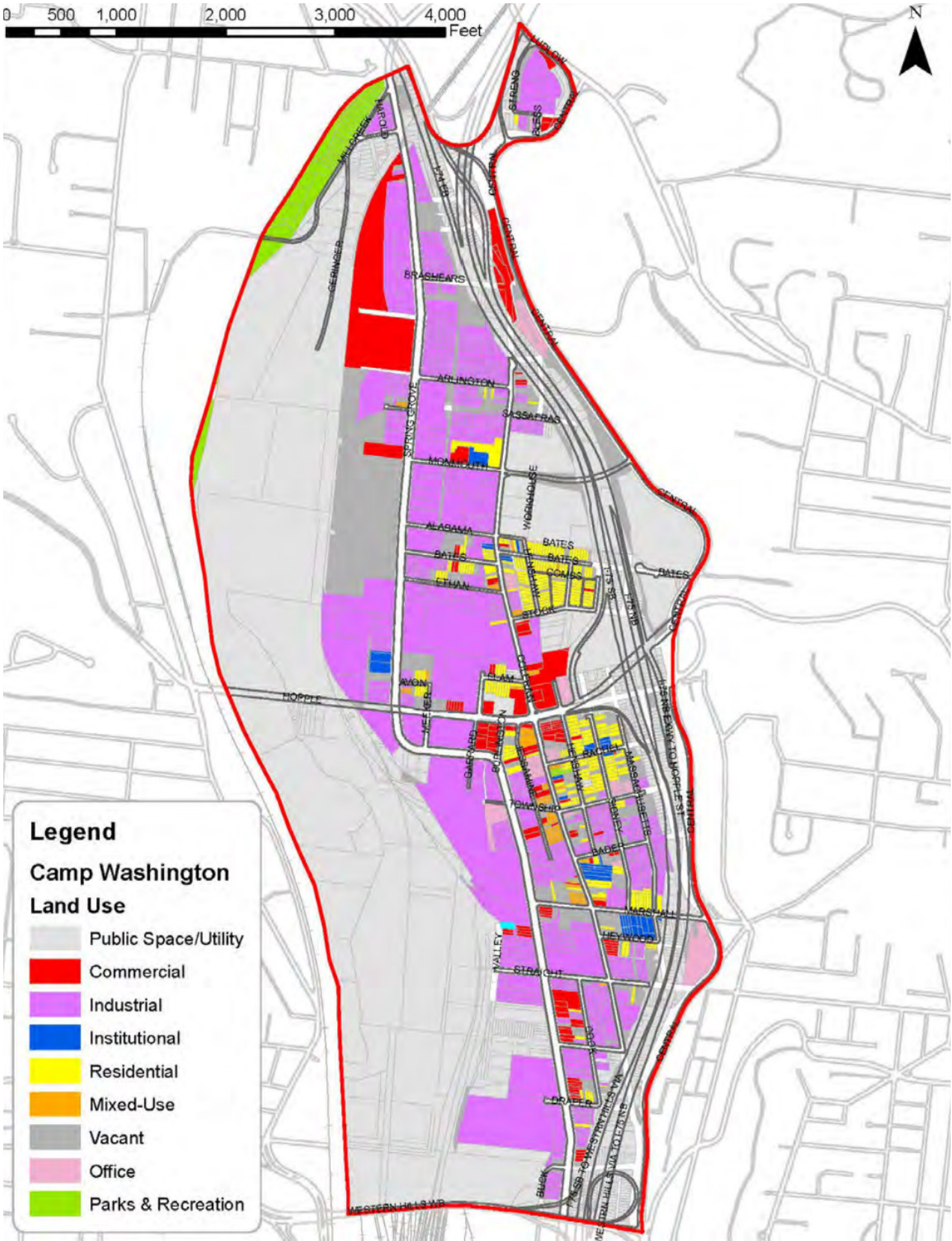
mix of uses is anticipated long into the future, there is a distinct opportunity to modernize both the industrial, residential, and commercial building stock to meet the future, where people live, work, sell, and make things within close proximity. P

Challenges

Transitioning vacant land or dilapidated buildings to more productive uses can be a long and arduous process as property owners may not be interested in developing or selling their property. Additionally, some existing land uses, like tow lots, have a negative impact, especially within residential areas where the lots would be suited as housing.

Opportunities

As the Port of Cincinnati takes control of more land, a more wholistic and coordinated land use may be established, ideally producing more job opportunities and investments that improve Camp Washington's infrastructure and quality of life. Finally, more infill mixed-use and residential development will help make desired amenities more feasible.



Zoning Code & Map

How Camp's Land is Regulated

The vast majority of Camp Washington is zoned for industrial development (see right). It is not anticipated that this will change significantly in the future, however to meet the larger community goals of increased housing and job opportunities there is an opportunity to increase the intensity of and modernize existing uses found within each allowable zoning designation.

Summary

The Connected Communities zoning legislation adopted in June 2024 provides some additional flexible in meeting neighborhood goals. Primarily, these means allowing slightly more intensive residential development to occur within residential districts. Increasing intensity there as well as within larger mixed-use redevelopment sites will drive economic opportunity and help Camp Washington increase its population size, resulting in increased political clout and the market

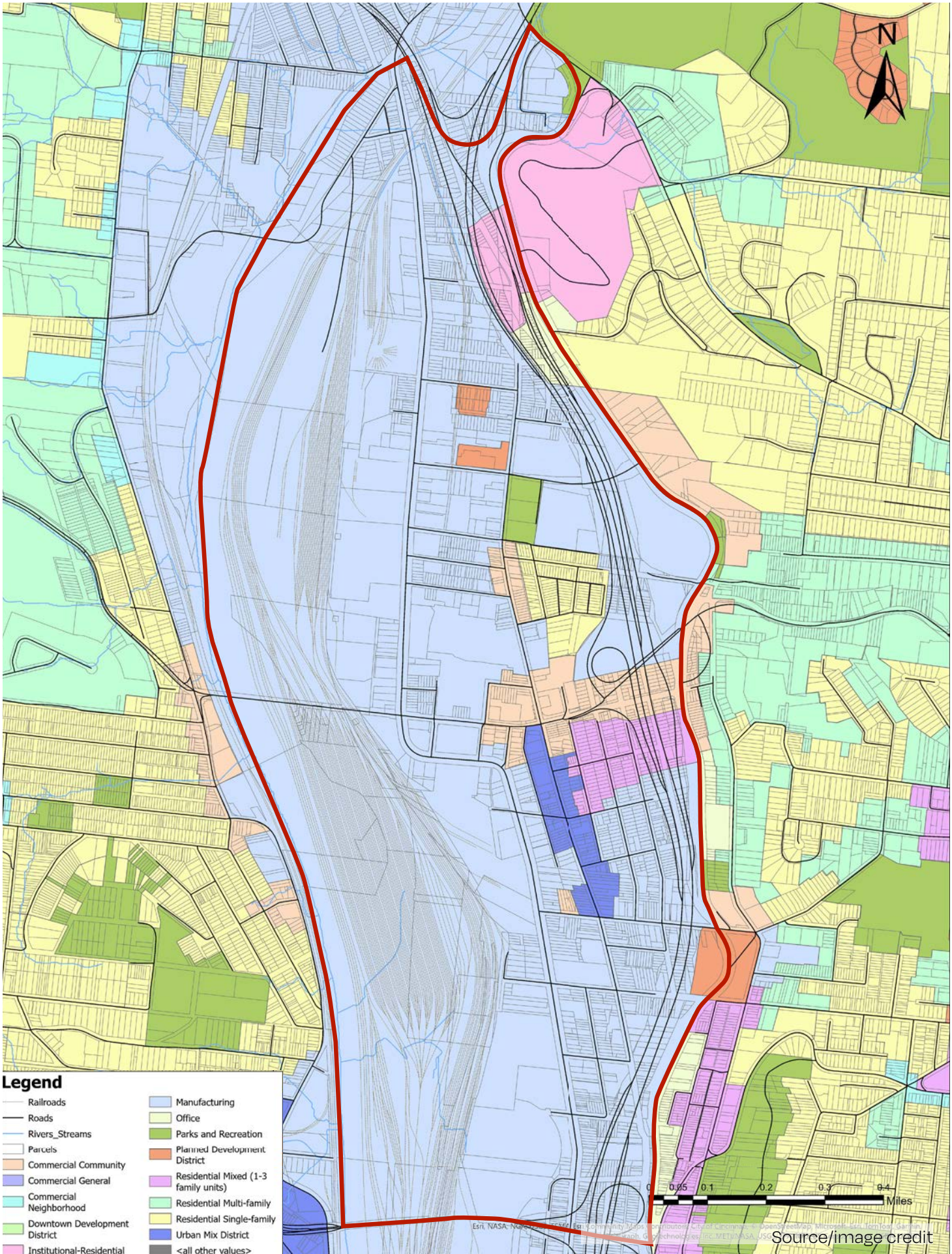
feasibility for desired amenities likes revamped parks, restaurants and cafes, and access to fresh, healthy groceries that would be appropriate along a corridor like Colerain Avenue.

Challenges

While the passage of new, permissive zoning regulations, and the Port of Cincinnati's property assemblage are net positives for the neighborhood, redevelopment that results in increased jobs and housing at scale will take many years. Thus, addressing affordable housing needs and the lack of amenities in the near term will be hard challenges to overcome.

Opportunities

There is opportunity to increase residential density, creae new mixed-use mid-rise projects at select parcels, and to modernize manufacturing resulting in high-quality jobs. Taking advantage of these opportunities should also deliver a higher quality public realm where parks, street infrastructure, and public art result in a more inclusive, dynamic neighborhood.



Street Types & Connectivity

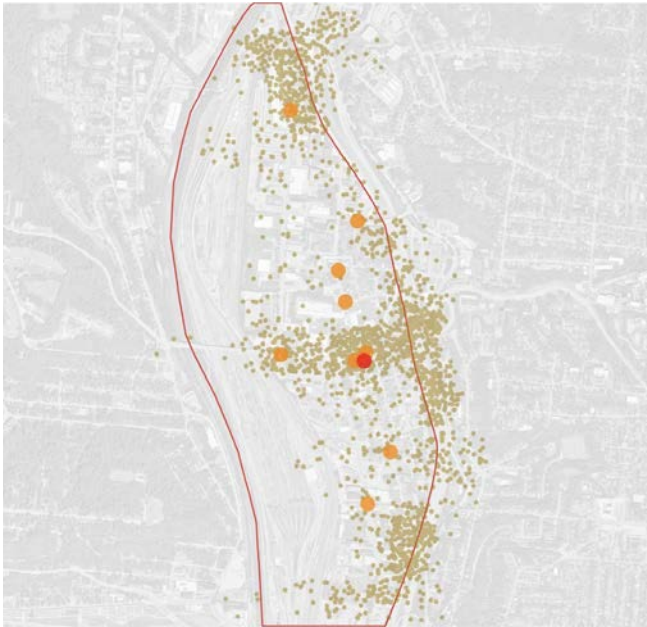
Getting Around Camp

In order to reach its potential, Camp Washington must maximize its limited connectivity by improving safety and mobility choices within the neighborhood but also externally to the broader city and region.

Summary/Overview

Mill Creek, an expanse of railyards, I-75, and a range of topographical challenges limits connectivity to just one east-west and one north-south link through Camp Washington. This lack of connectivity concentrates regional traffic on just two corridors: Spring Grove Avenue and Hopple Street.

While these two corridors must continue to serve a regional mobility function, their redesign is crucial to mid- and long-term neighborhood success if it is to ensure safe, local access within Camp, but also externally to the surrounding city and region.

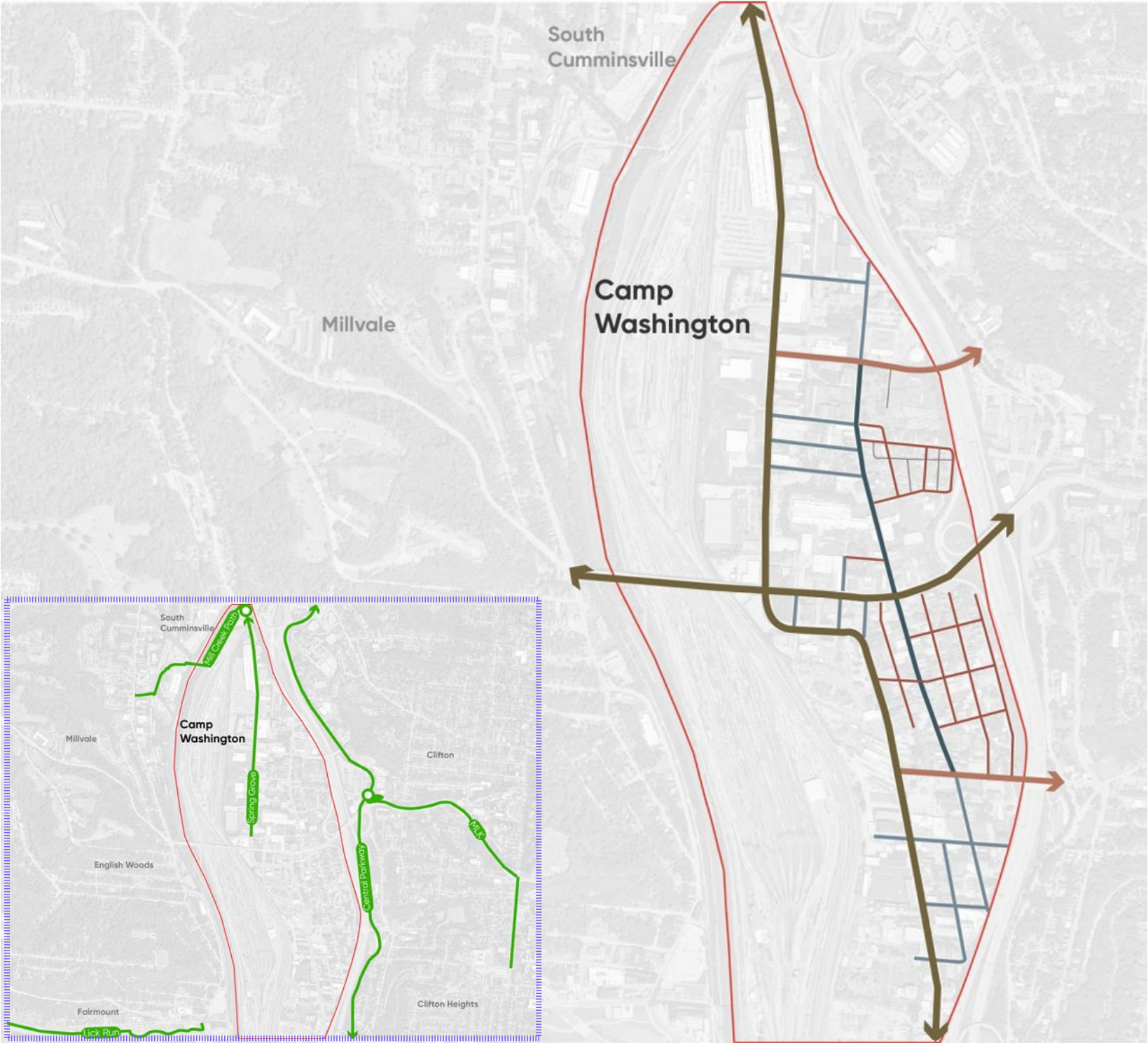


Severe & Fatal Crashes (2022-2024)

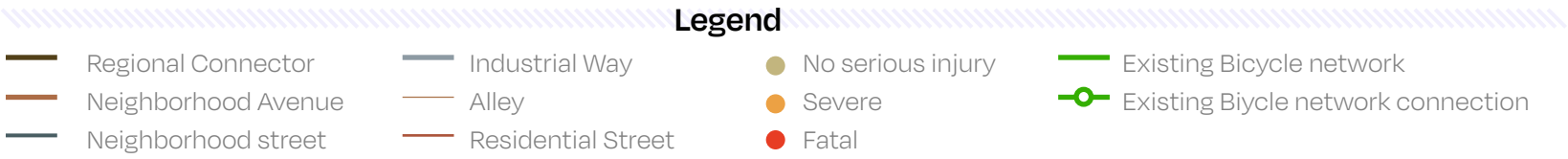
Existing infrastructure (rail, highway etc.) severs the neighborhood externally but also internally, as corridors like Hopple Street and Spring Grove Avenue are challenging to cross if one is not driving.

Colerain clearly serves as the primary walking street for the neighborhood but it has safety challenges, as 8 severe crashes and one fatality has occurred over the past three years.

Calming traffic and improving pedestrian and cycling infrastructure along and across Hopple Street, Spring Garden Avenue, Colerain Avenue, and Marshall Street will support economic development and improve safety /quality of life by linking people to the Mill Creek Bike Path, Central Parkway protected bike lane, and eventually the Lick Run trail.



Existing Street Types



Neighborhood Culture & Identity

Camp Culture

Camp Washington is defined by its industrial and residential history, a strong sense of neighborly inclusivity, and a tolerance for some rather strange juxtapositions of how people use buildings and land. In its recent history, Camp has incubated a growing arts, maker, and DIY resident culture that is translating to new and interesting uses of buildings and public spaces. The bottom-up arts scene offers an aesthetic that now permeates the neighborhood. Nurturing this identity is a priority, as is ensuring Camp's permissive culture isn't lost as the community continues to evolve.



American Sign Museum - Michael Wilson



Osterlein Machine Company - Wikipedia Commons



Residential neighborhood



Mom 'n 'em Coffee



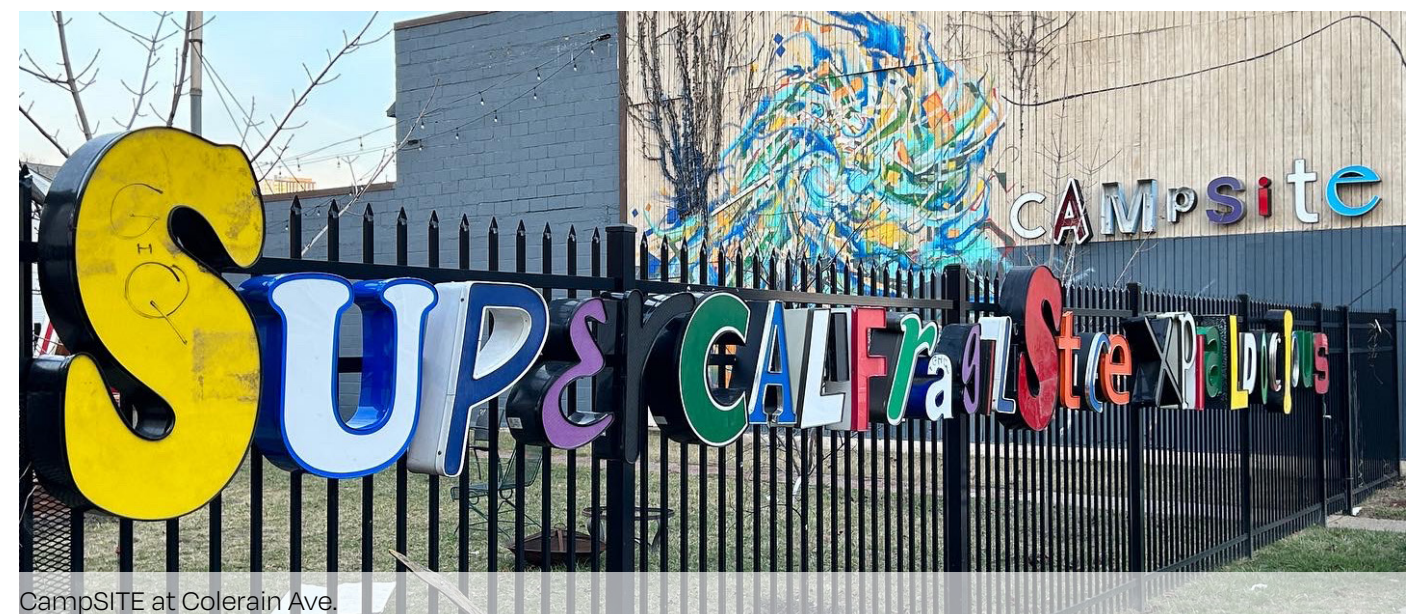
Camp Washington Signage - Hailey Bollinger



Camp Washington Mural



Crosley Building - wikipedia Commons



CampSITE at Colerain Ave.



Visioning: Public Engagement

Engagement Process

Project Timeline

★ JAN 14-16	★ FEB 25	★ FEB 26	★ FEB 27	★ FEB 28	★ MAR 1	★ MAY 17	★ JULY 2024
Initial site visit by project team	City officials & makers / artists	Local businesses, Camp visitors	Resident workshop & open house	Property owners, local Professionals	Wrap-up presentation & open house	First draft report & presentation	Final report



The Charrette team set forth an efficient but robust stakeholder engagement process that sought to include all who have a stake in Camp Washington's future. The bulk of this engagement occurred during a site visit in January and the weeklong February charrette. The following page highlights the range of perspectives that were heard and integrated into the Plan's recommendations.



All photographs by: Source Unknown

Residents We know everyone on the street, we look out for each other, and we have a very tight knit community. We would like to keep our neighborhood quirky, and provide opportunities for affordable places to live and work that can be renovated to make one's own.

Industry Camp Washington is a great place for industrial uses (light). There is a great opportunity with the Port project coming in and catalyzing innovative industrial uses that will support both the residential parts of the neighborhoods, and the industry that is here and has been here for decades.

Planners & Designers There are challenges with the Camp's connectivity to the rest of the city. These can be worked out, but it will take resources and effort. There are a number of issues across the neighborhood, including affordability, context, public realm design, street safety (especially at Hopple), business redevelopment. We need to find ways to bring more people here.

Property Owners Let's try to keep the old buildings we have, use them in adaptive, creative ways, and work to infill with buildings that represent the quirky, varied nature of the neighborhood. We would like to see more mixed-use across the neighborhood, as well as try to implement a financial support plan for renovating the old buildings we have.

Public Feedback

City Officials We are addressing the housing problems in the city and see Camp Washington as a place for more folks to live in town. There are zoning initiatives to provide more housing development opportunities, giving more choice to residents. There are lots of examples of great companies in the Camp, and we want to support further growth.

Business Owners There are lots of areas and businesses that could use some clean up and upgrades. Speeding cars cause problems, and are unsafe in the neighborhood. It would be great to get more amenities for our workforce, like restaurants, shops, and other places that will bring people into the area. The Camp has good building stock, and we would like to see more businesses move here.

Artists The arts work to build the community. This is critical to the future of the Camp, especially keeping it quirky, but the costs for artists are rising quickly and will eventually push us out of the neighborhood, which will significantly change its character. Can we set up a program that helps artists buy and rent space in the neighborhood?

The Community How can we keep Camp Washington quirky? There is a real desire to see benefits come to the neighborhood, such as more restaurants, shops, cafes, and other things that will draw folks here, but we don't want to lose the affordability, unique mix of uses and culture that has become the hallmark of the community and the neighborhood.

An aerial photograph of a city, likely Pittsburgh, showing a dense urban area with various buildings, streets, and trees. In the background, a large hill is visible under a clear sky. The image has a warm, orange-toned overlay.

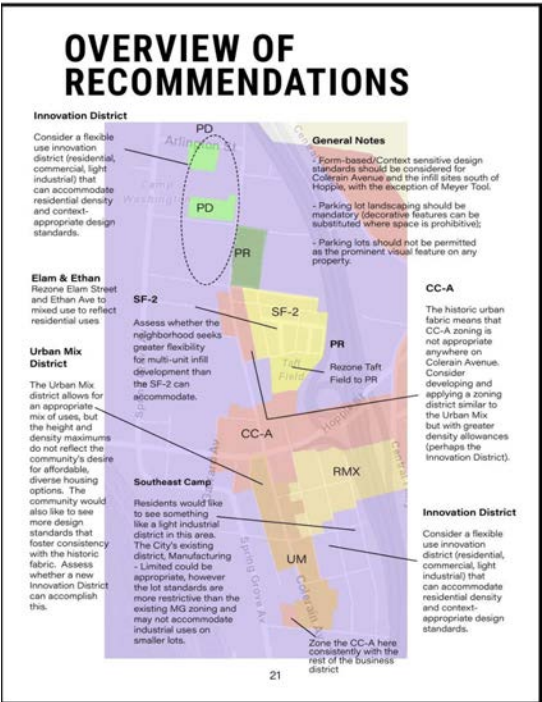
Camp Tomorrow: Big Ideas

Encourage Mixed-Use Infill Development

Create An Even Richer Variety of Land Uses

Keeping Camp Washington diverse and quirky is essential. This was heard across all stakeholders, with most participants celebrating the unique mix of uses and buildings throughout the neighborhood. It is critical that this be supported and expanded as Camp changes over the coming years.

Camp Washington is a unique place with a significant mix of single-family residential and industrial land; two uses that are generally not found in such close proximity. This co-existence is considered positive by stakeholders and should be supported, and strengthened in the coming years. Increasing the granular mix of uses at the parcel level while increasing residential density will help ensure large, single-use projects don't negatively impact the neighborhood's ecosystem of jobs and residents. Indeed, this plan is about helping both grow in tandem to mutually reinforce the community's goals of increasing amenities and economic opportunity.

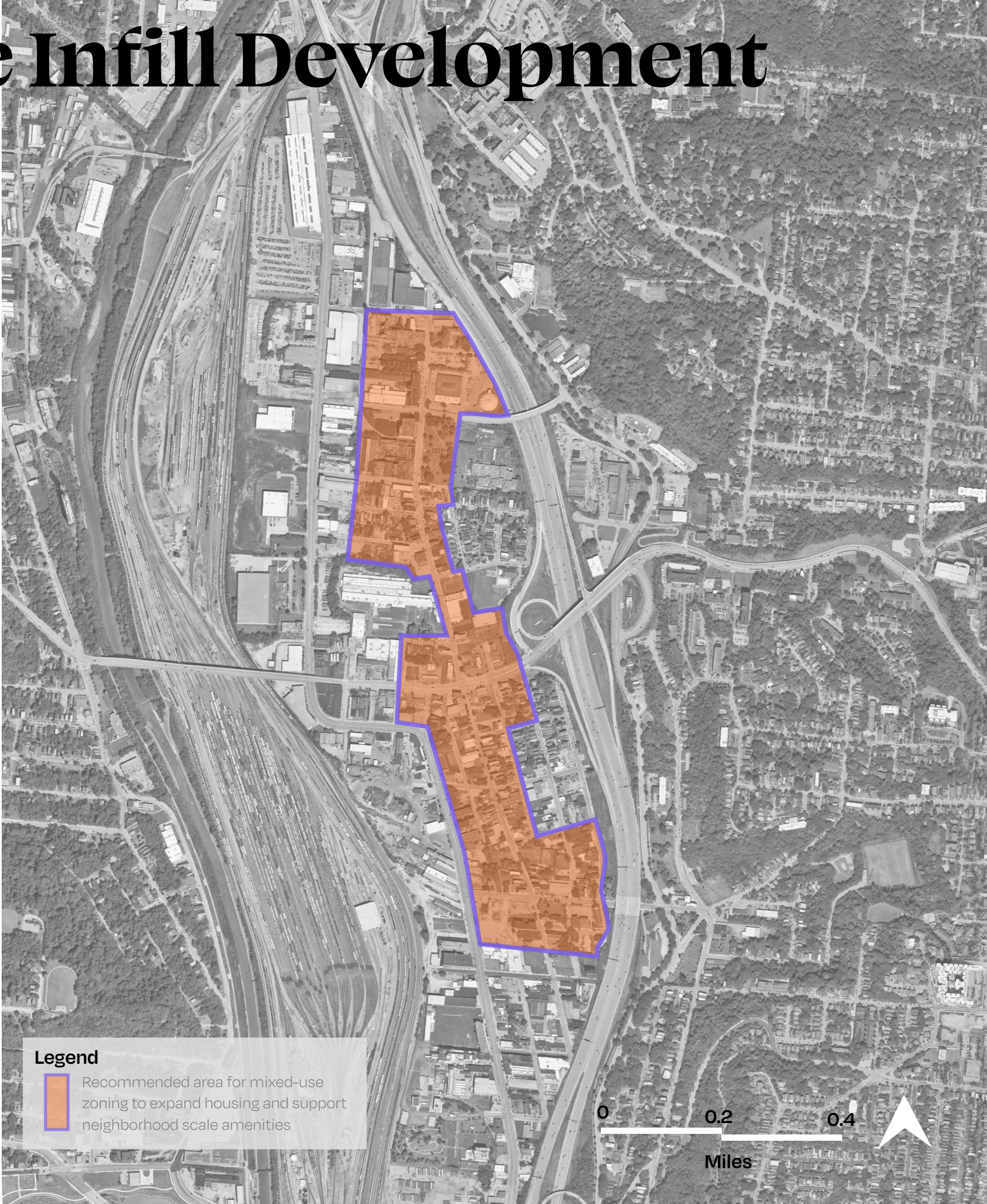


Observations

- ★ There is a unique mix of residential and industrial uses
- ★ Existing building stock can accommodate more mixed-use development via infill and adaptive re-use.
- ★ Commercial amenities will require more density.

Recommendations

- ★ Identify underused parcels/buildings and market them for redevelopment
- ★ Promote recent Connecting Communities zoning reforms
- ★ Work with The Port/property owners to modernize industrial uses



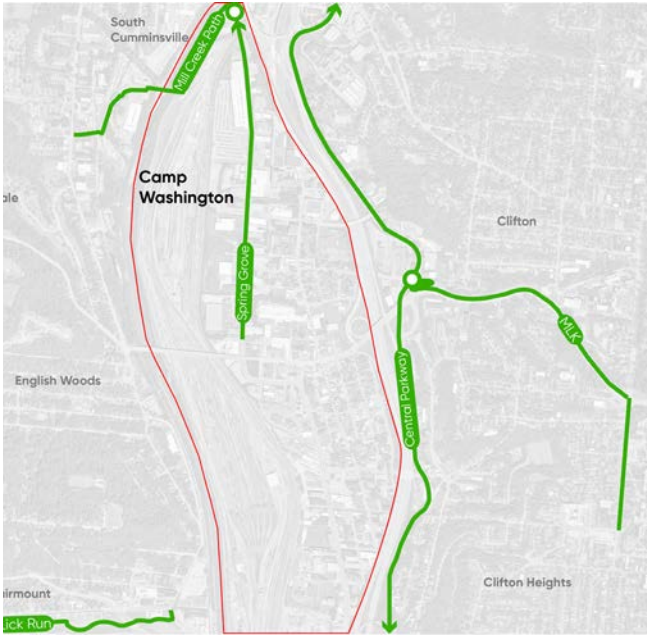
Enhance Connectivity & Pedestrian Safety

Increase Non-Motorized Connectivity

Camp Washington is in need of increased internal and external connectivity to the neighborhood, city, and region beyond its tight boundaries. Recent CROWN network links, like Mill Creek, Lick Run, and the Central Parkway protected bike lane, are close but challenging to get to without additional neighborhood routes.

Maximizing internal and external neighborhood connectivity will enhance safety, increase footfall for local Camp businesses, and help knit the neighborhood back into Cincinnati's larger community fabric.

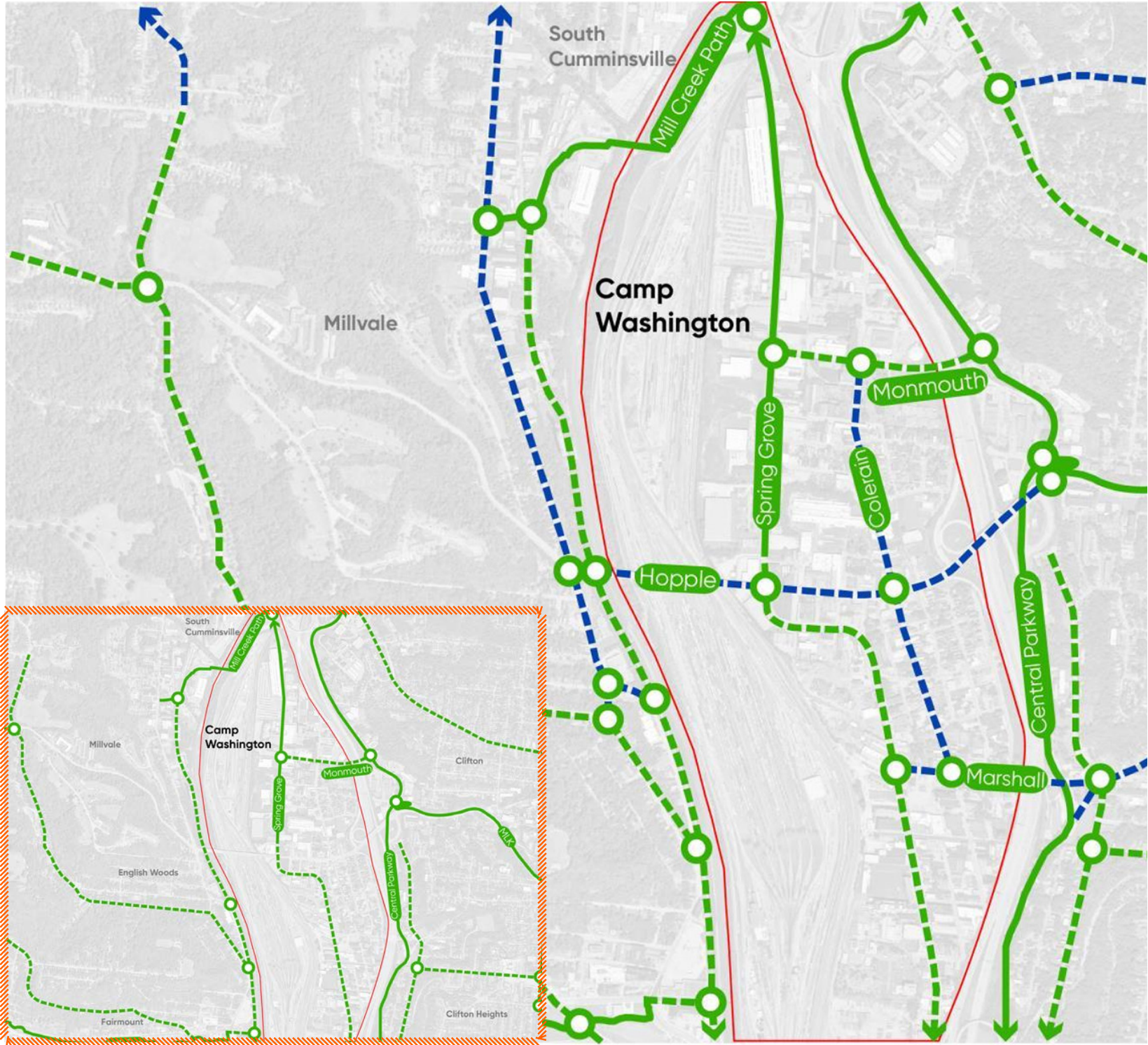
The planning team reviewed the 34-mile Crown trails plan and the 2010 Bicycle Transportation Plan (currently being revised). Both plans are actively being implemented and enhancing connectivity. To entice even more people to travel on foot and bike, a denser network of cycling and walking connections will be required in Camp Washington, as proposed at right in blue.



Existing Cycling Network

Recommendations

- ★ Rail/highway infrastructure and topography isolate Camp
 - ★ Camp is very close to numerous and recent trail investments
 - ★ The density of cycling and walking connections need to be increased within Camp
- ★ Prioritize routes that connect beyond Camp
 - ★ Make Hopple / Colerain much easier to cross on foot
 - ★ Build pedestrian priority streets around key Port investments



Existing Bicycle Transportation Plan (2010)

Proposed Bicycle Network

Legend

- Existing bicycle network
 - Existing or proposed bicycle network connection
- - - Planned bicycle network expansion
 - - - Proposed network expansion

Elevate Civic Spaces

Invest in Public Space, Public Life

Encourage an active neighborhood by inviting people to comfortably use Camp Washington’s streets, parks, public facilities, and ‘third places’ like restaurants, art galleries, bars, and museums.

From Camp Washington Urban Farm to Valley Park, the Mill Creek bike path and the Camp Washington Recreation Area, to local service providers like Washington United, the neighborhood features an impressive range of civic and third places. That said, many of these assets are isolated, underfunded, and/or underprogrammed.

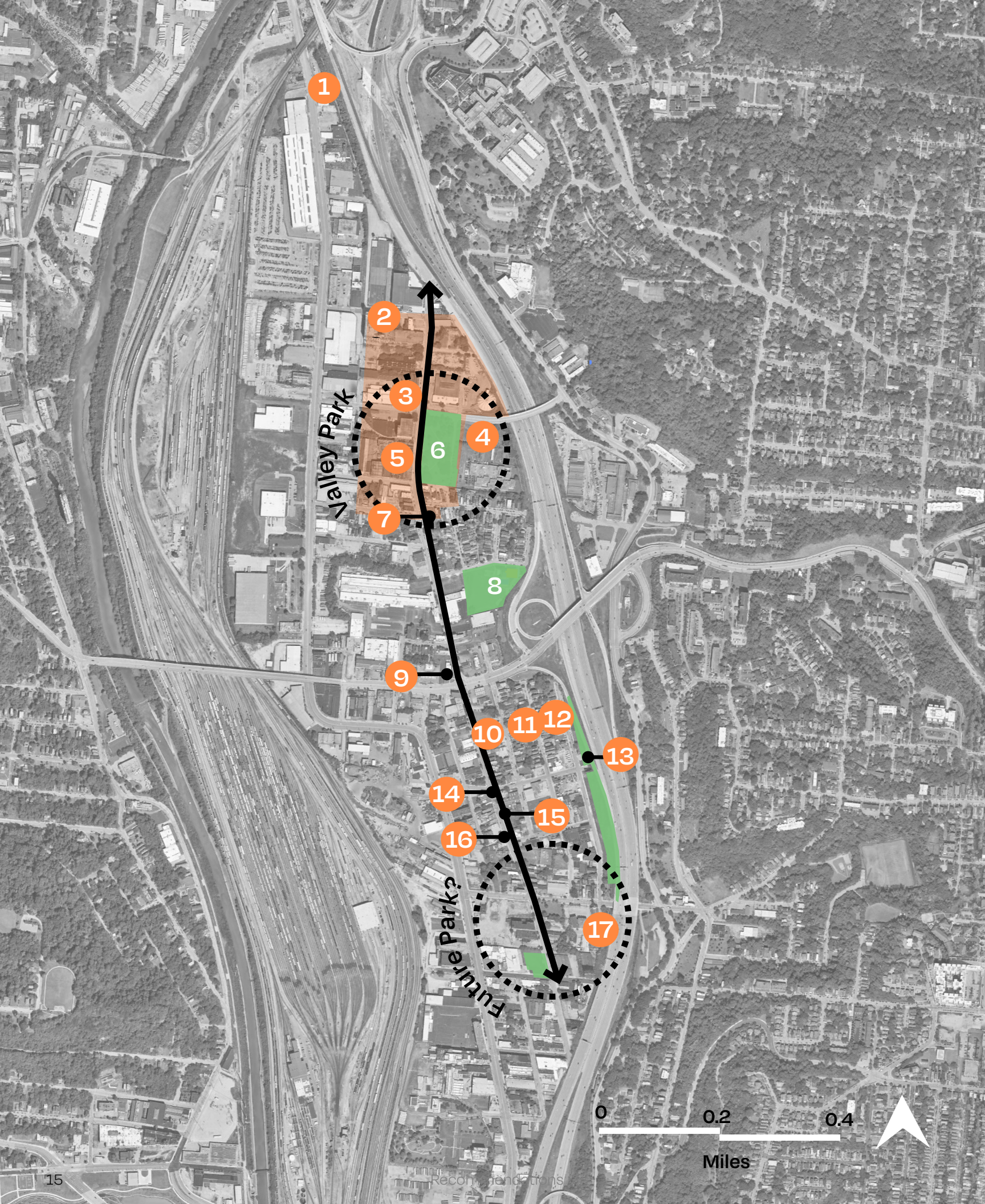
As the neighborhood grows, concurrent investment in the physical design, maintenance, and programming of civic spaces will be key to the long-term health of the neighborhood. A particular focus should be given to improving Valley Park and the Marshall Street corridor, which currently lacks a usable civic space that appeals to a diversity of neighborhood residents.

- 1. Mill Creek Greenway Trailhead
- 2. Crosley Building
- 3. American Sign Museum
- 4. Camp Washington Urban Farm
- 5. 3219 Colerain Building
- 6. Valley Park
- 7. Mom ‘n ‘em Coffee & Wine
- 8. Camp Washington Recreation Center
- 9. Camp Washington Chili
- 10. Wave Pool: Contemporary Art Fulfillment Center
- 11. Neighborhood Center
- 12. Washington United Church of Christ
- 13. Pocket Park
- 14. Binski’s Bar
- 15. The Well
- 16. CampSITE Sculpture Park
- 17. Sacred Heart Church

Recommendations

- Valley Park has huge potential as an anchor park
- Existing pocket parks/ playgrounds need investment
- The rec center needs investment
- CWUF is a strong community anchor that should expand

- Ensure Port investments help animate Valley Park
- Create playground for neighborhood gathering
- Leverage the proposed skate park as a catalyst for revitalizing the rec center
- Consider stewardship role for CWUF beyond farm boundary





Camp Tomorrow: Project Action Plan

Camp North Redevelopment

Embrace Modern Industrial Development

The northern area of the Camp is highly industrial, and there is no reason this should change. However, the nature of industrial uses is changing, with changing markets and technologies. With the recent passage of “Connected Communities” zoning legislation, Camp is well-positioned to embrace future Port investments that bring additional jobs and housing to this part of the neighborhood.

There is a global trend to bring small, light manufacturing back into neighborhoods in center cities. Historically, these industrial uses could be problematic for residents, but with the major shifts in technology, manufacturing techniques, and safety regulations, these uses have the potential to drive redevelopment in the areas in which they are located. The efforts of the Port perfectly align with these opportunities, bringing (and keeping) industrial uses in Camp Washington. It is the quirky relationship between these two uses that

have given the Camp its unique character, and proposed innovation and industrial development uses can significantly benefit residents and business owners, as well as establish the neighborhood's competitive advantage.

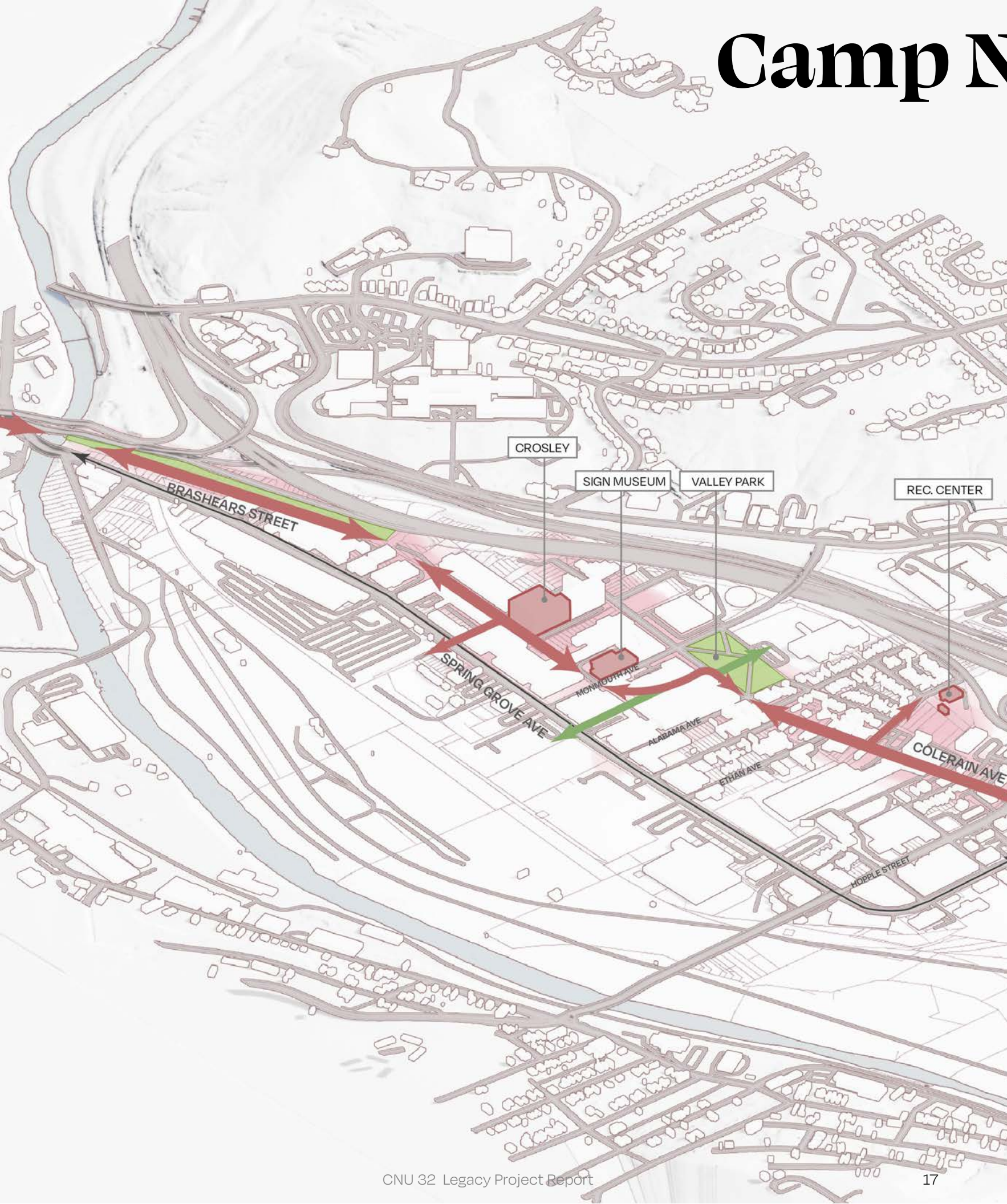
The redevelopment will also provide additional amenities for people who live and work in Camp, as well as attract others from the University of Cincinnati and other creative research and development sectors to consider locating within Camp Washington.

Observations

- ★ A significant stock of buildings exists for modern industry
- ★ Old, traditional industry will not support future expansion
- ★ The current urban fabric supports light manufacturing
- ★ Camp is a logistics hub, supporting manufacturing

Recommendations

- ★ Identify and support existing manufacturing businesses
- ★ Expand manufacturing with innovative redevelopment
- ★ Focus on spinning new jobs off light manufacturing
- ★ Design buildings and streets to facilitate new logistics



Proposed Project

Long-term Vision

Support Industrial Uses
*Adaptive Re-Use, Pedestrian
 Oriented Public Realm*

1. Adaptive re-use of heavy industrial sites to light manufacturing
2. Make public realm upgrades to provide pedestrian accessibility
3. Tie ground level active uses to manufacturing processes
4. Capture/maintain character of historic manufacturing buildings

There is significant opportunity to support the continued presence and transformation of industrial and manufacturing uses in Camp. This includes addressing public realm challenges around the existing manufacturing and logistics sites, while also facilitating new types of manufacturing to build a stronger economic base across the neighborhood. This will need to be carefully managed to ensure beneficial and efficient industrial operations as well as safe pedestrian and micro-mobility movement.



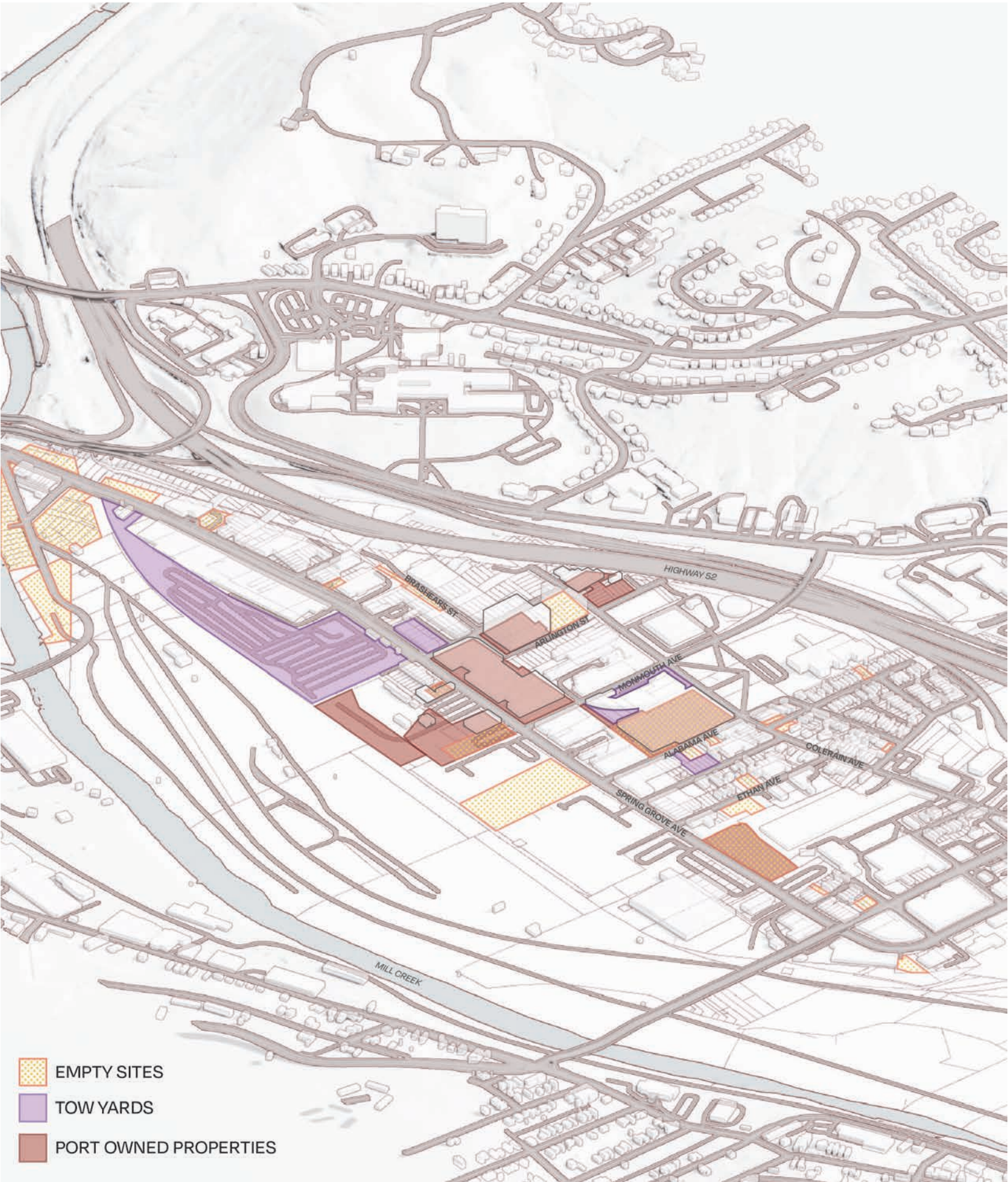
Existing tow yard on Arlington St.



Existing tow yard on Spring Grove Ave.



Credit: UK - DRMM STUDIO

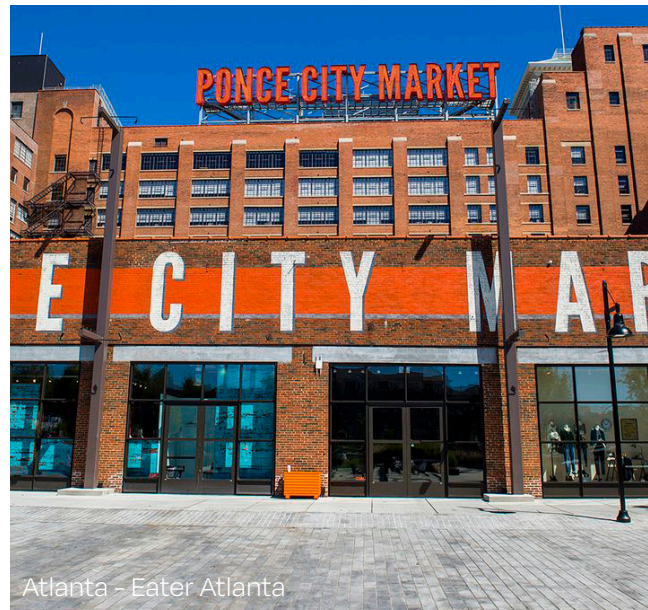


Industrial Development

Proposed Project

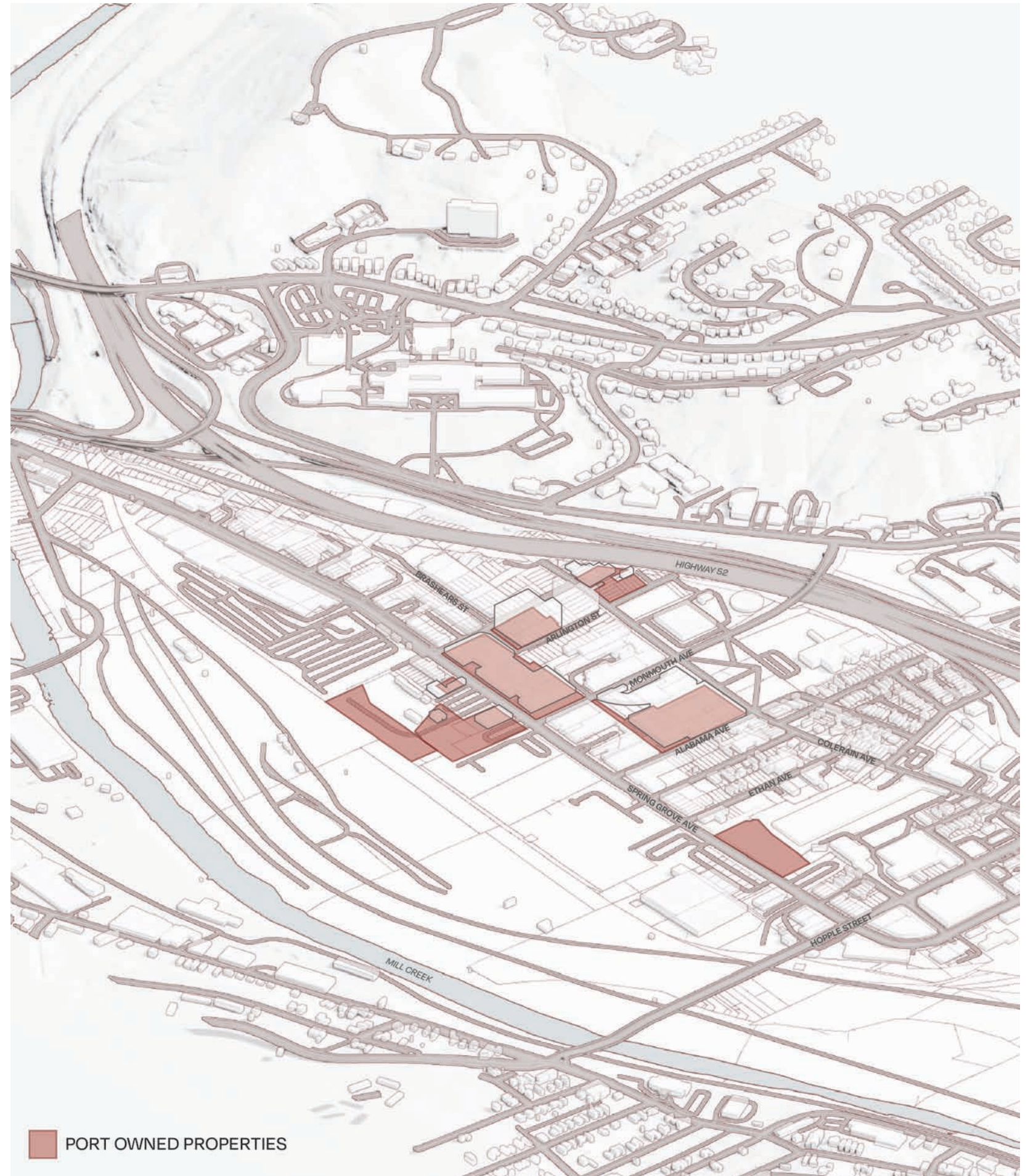
Long-term Vision

Port Property Assemblage *Innovation District, Pedestrian Oriented Public Realm*



1. Incorporate places for social interaction and collaboration across disciplines, such as parks, restaurants, and cafes.
2. Provide carefully planned, high impact service to mitigate impact
3. Build off manufacturing infrastructure for innovation

The current parcel assemblage process, being undertaken by the Port Authority, presents a key opportunity for the neighborhood. A resulting innovation/ light manufacturing district has the potential to bring a strong job market, as well as catalyze additional residential development. The program is well-aligned with the overall mix of uses that have existed historically, but with a foundation of new technology and processes. There is also a possibility to increase inter-neighborhood connectivity resulting from this redevelopment.



Industrial Development

Proposed Project

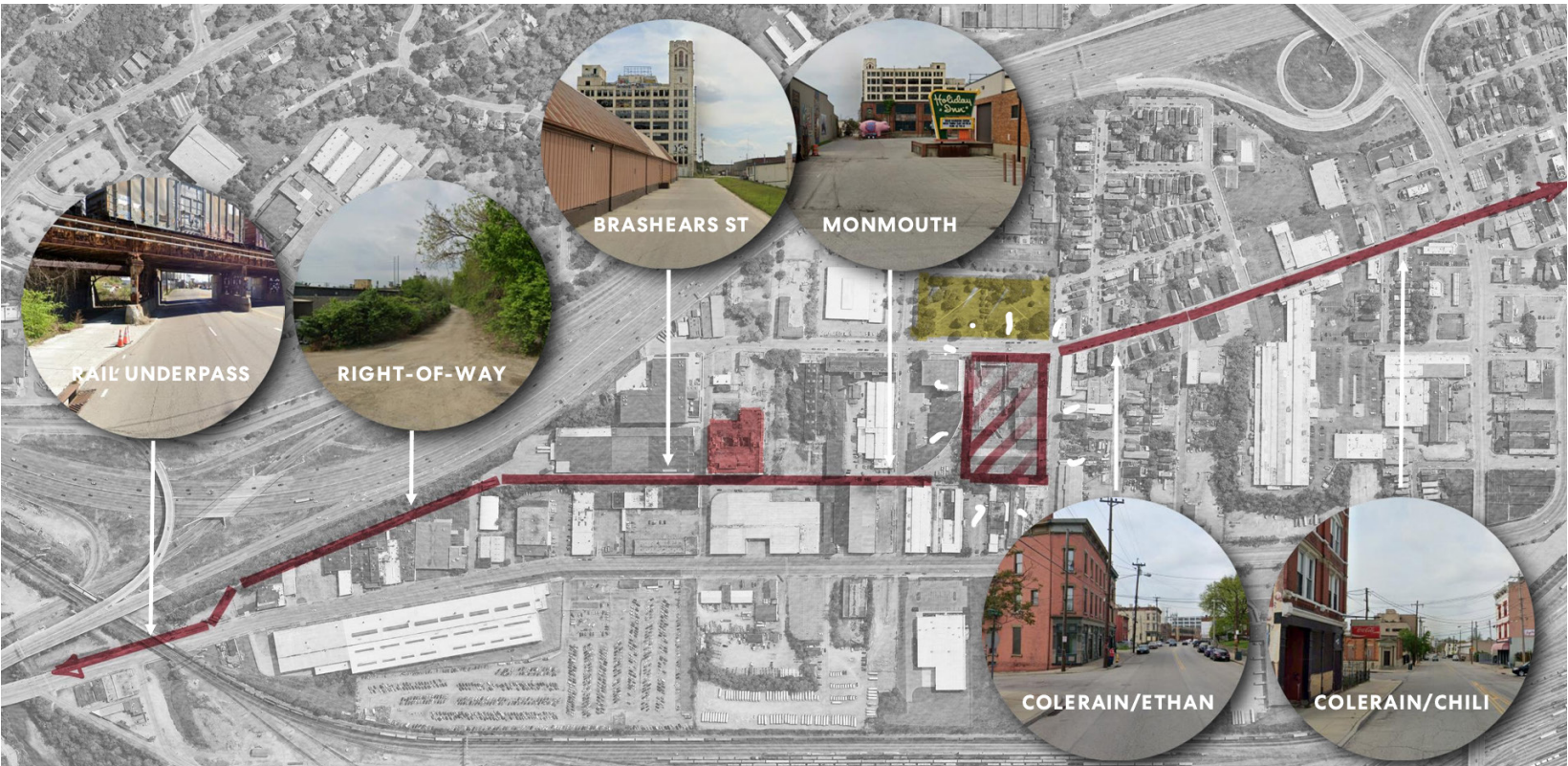
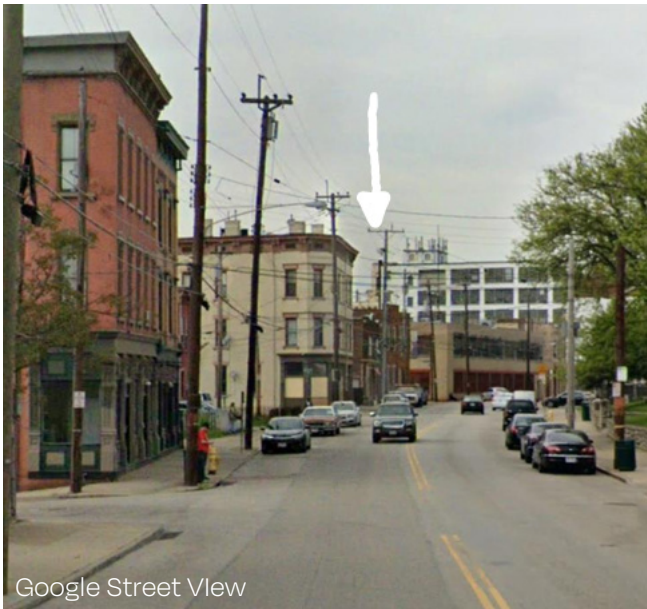
Medium-term

Crosley Building Adaptive Re-Use

Redevelopment Beacon,
Pedestrian-Oriented Public Realm

- 1. Preserve existing building to support the neighborhood's iconic industrial character
- 2. New building uses put on display to reinforce an "inside-out" neighborhood impact strategy
- 3. Consider office and research use that draws entrepreneurs
- 4. Building redevelopment integrates upgraded public realm

The Crosley Building redevelopment is a foundational potentially iconic project that supports the goal of bringing more jobs to the neighborhood. Given the building's rich history and prominent place in the City, it may also provide a road map for renovating other underused industrial buildings and help create an identity for Camp north. Paired with public realm and connectivity improvements, this project should serve as a demonstration of what's possible across Camp.



Crosley Building as Local Anchor

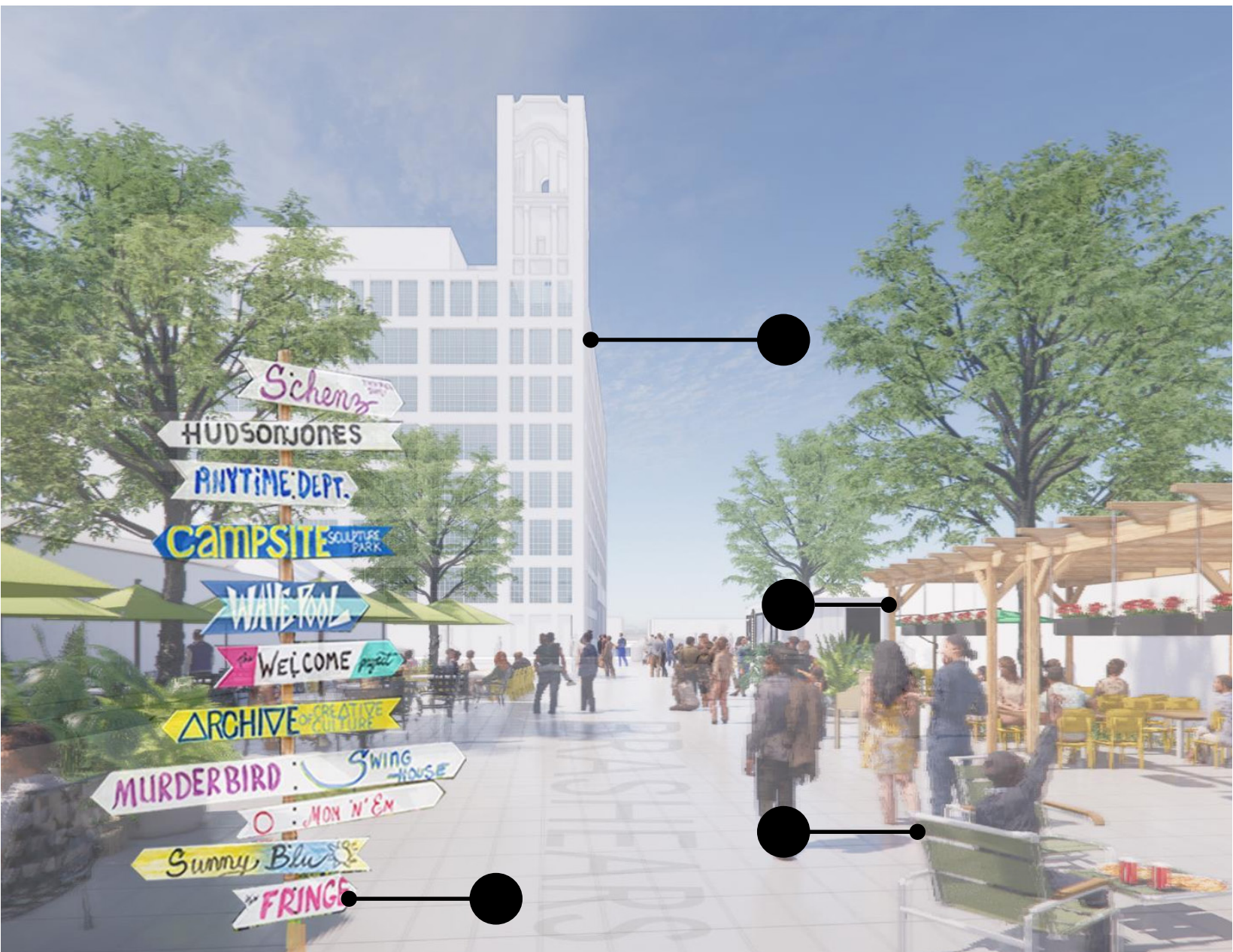
Proposed Project

Short-term

A new street in the neighborhood - *Innovation District, Pedestrian-Oriented Public Realm*

- 1. Leverage local artists to develop streetscape installations
- 2. Celebrate views of the Crosley Building as a neighborhood marker
- 3. Use programmatic interventions to test uses and support/inform mid- to long-term redevelopment

Applying shorter-term, lower cost programmatic and art-driven streetscape interventions presents and opportunity preview and inform public realm improvements that attract new investment that reflects Camp Washington quirky character. This work should push the conventional boundaries of urban design to best align investments that apply the neighborhood and region's talent. Resulting program and art Installations should be surprising, compelling and provoke discussion. This will support efforts to build a future identity for Camp that is built off, and aligned with, its historic place in the imagination of the City.



Brashear Street Public Space

Proposed Project

Long-term Vision

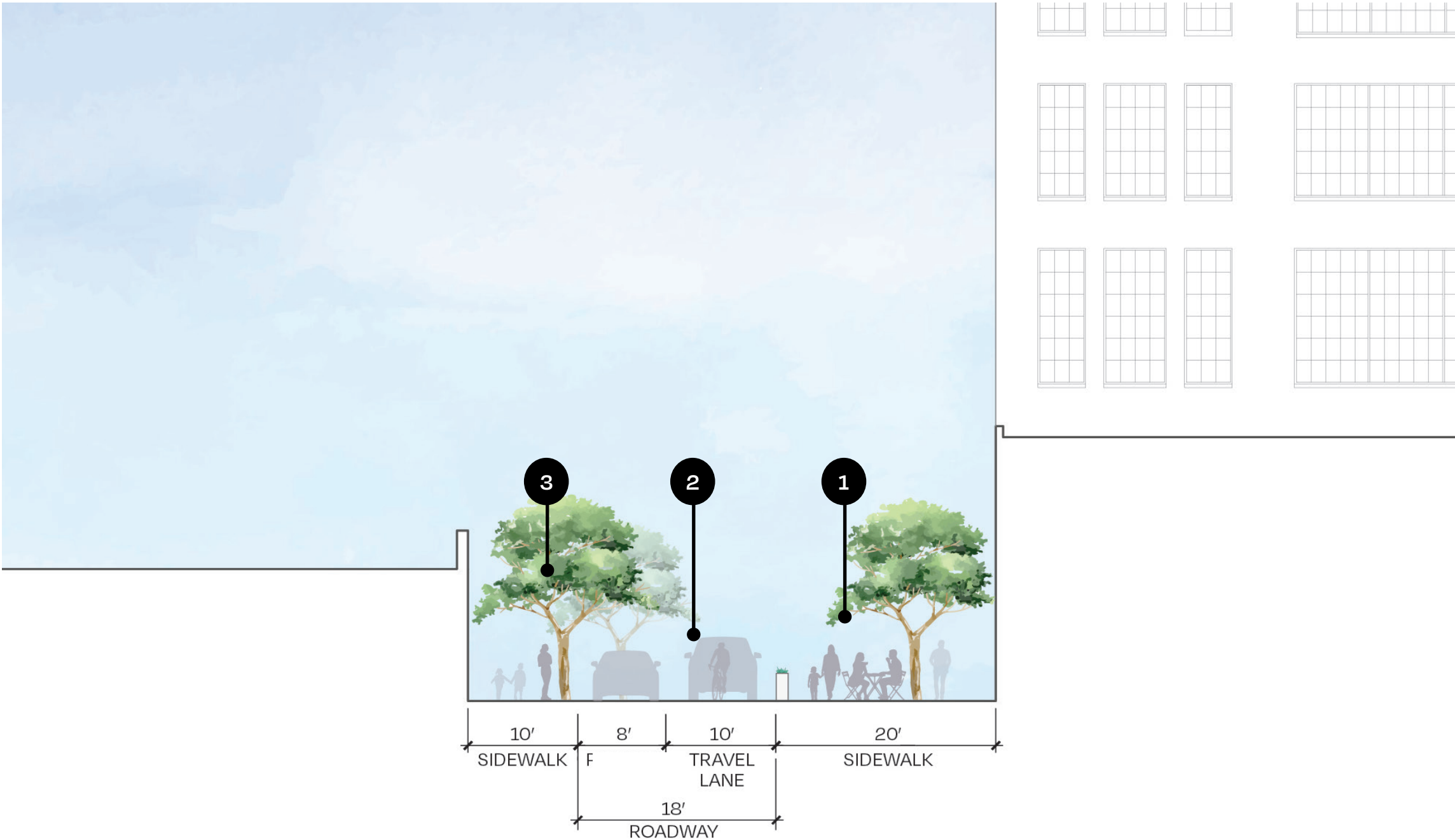
Arlington Street & Sassafras Street - Shared Street



Developing a pedestrian-priority public realm around the Crosley redevelopment site should be a priority. In the long-term, rebuilding the street to be one-way and curbsless will provide increased accessibility, expand the supply of public space, and provide needed flexibility for day-to-day use and programming/events that periodically close the street to thru-traffic.

Key Design Moves

1. Permanent public amenity zone (seating & circulation)
2. Arlington St. as a curbsless shared street connecting Spring Grove/Brashear St.
3. Enhanced landscaping (street trees, planters, rain gardens etc.)



New Road Brighton, UK - Gehl Architects

Proposed Project

Short-term

Arlington Street & Sassafras Street - Quick-Build Interim Design

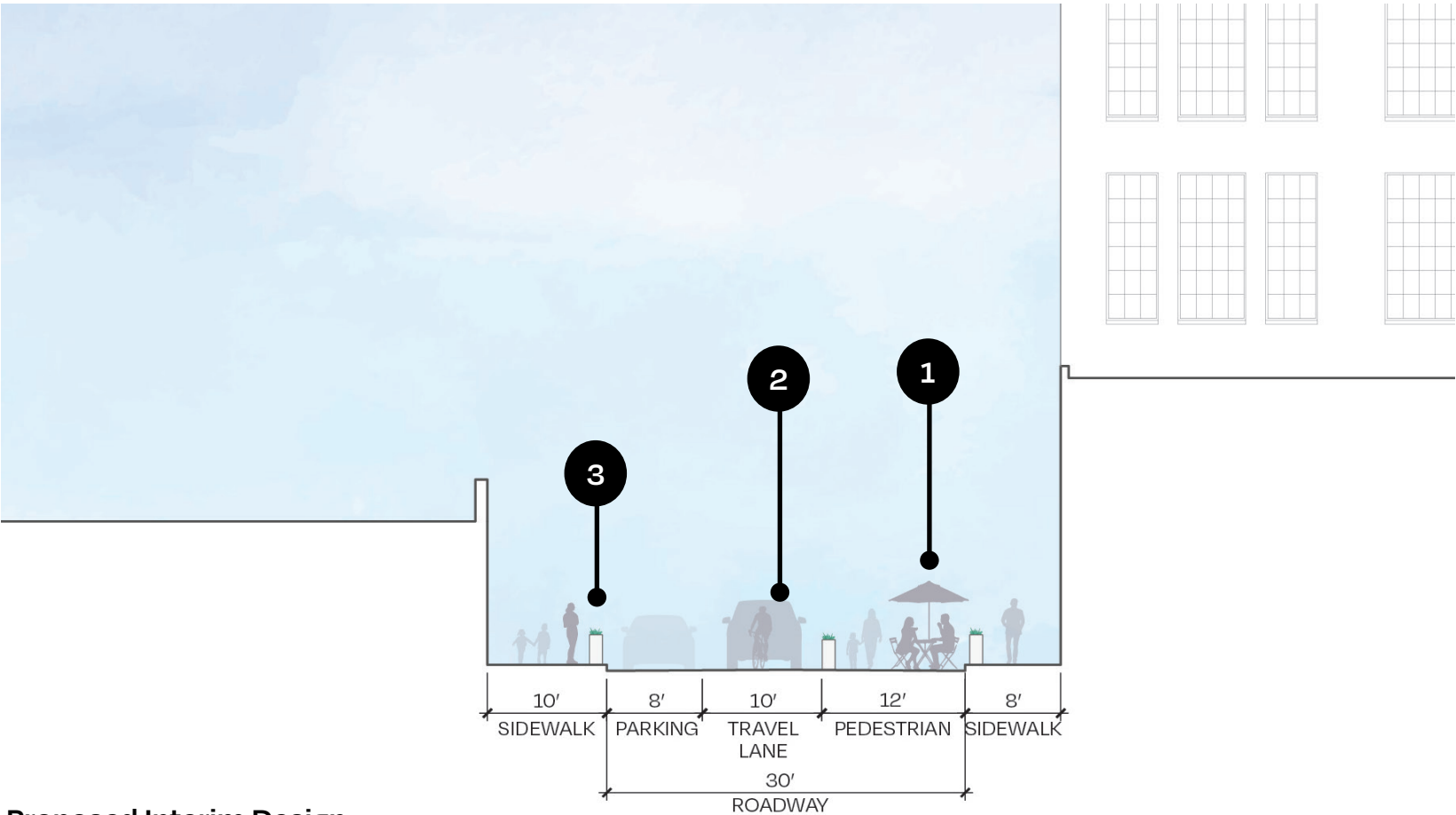
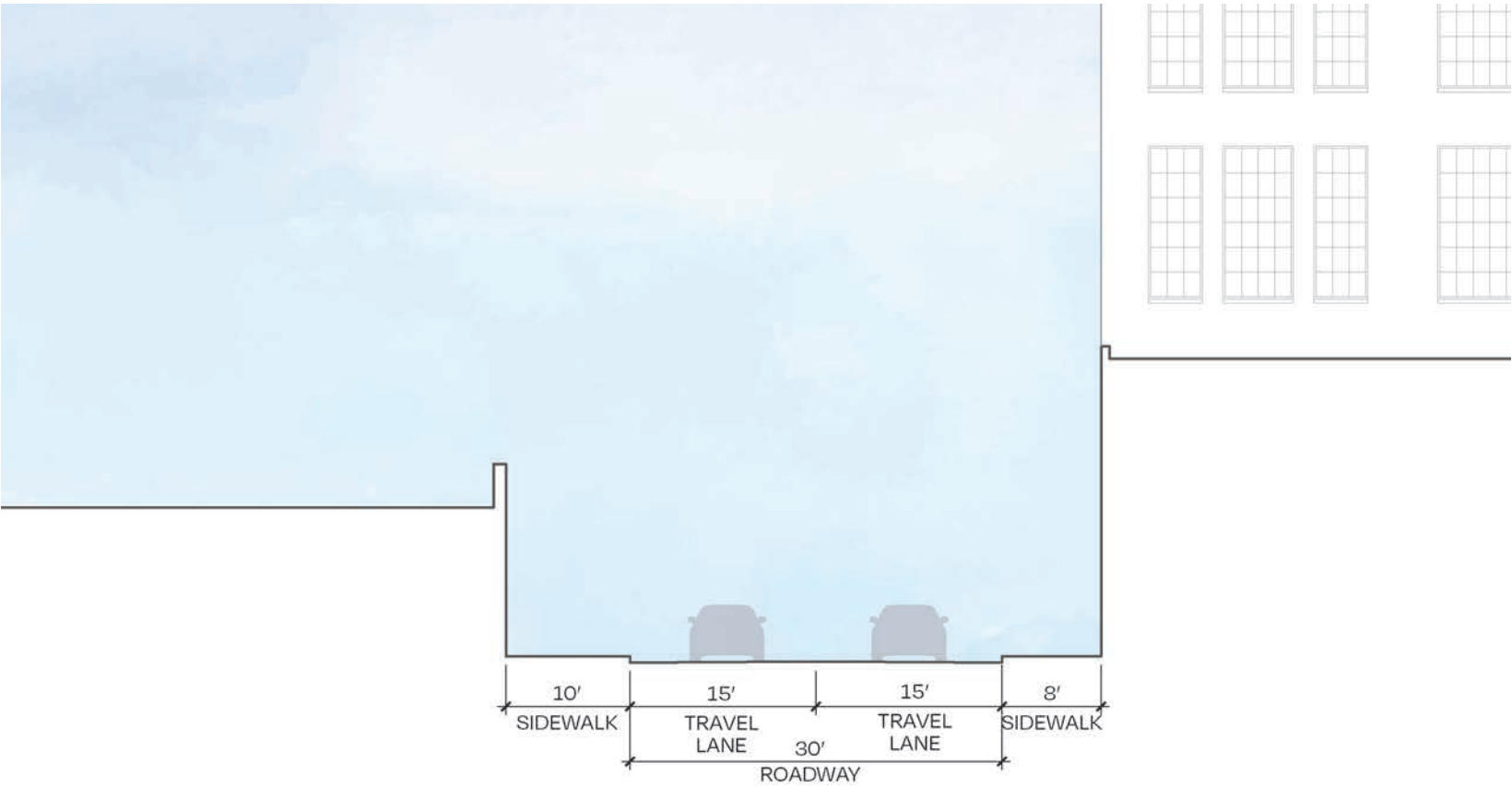


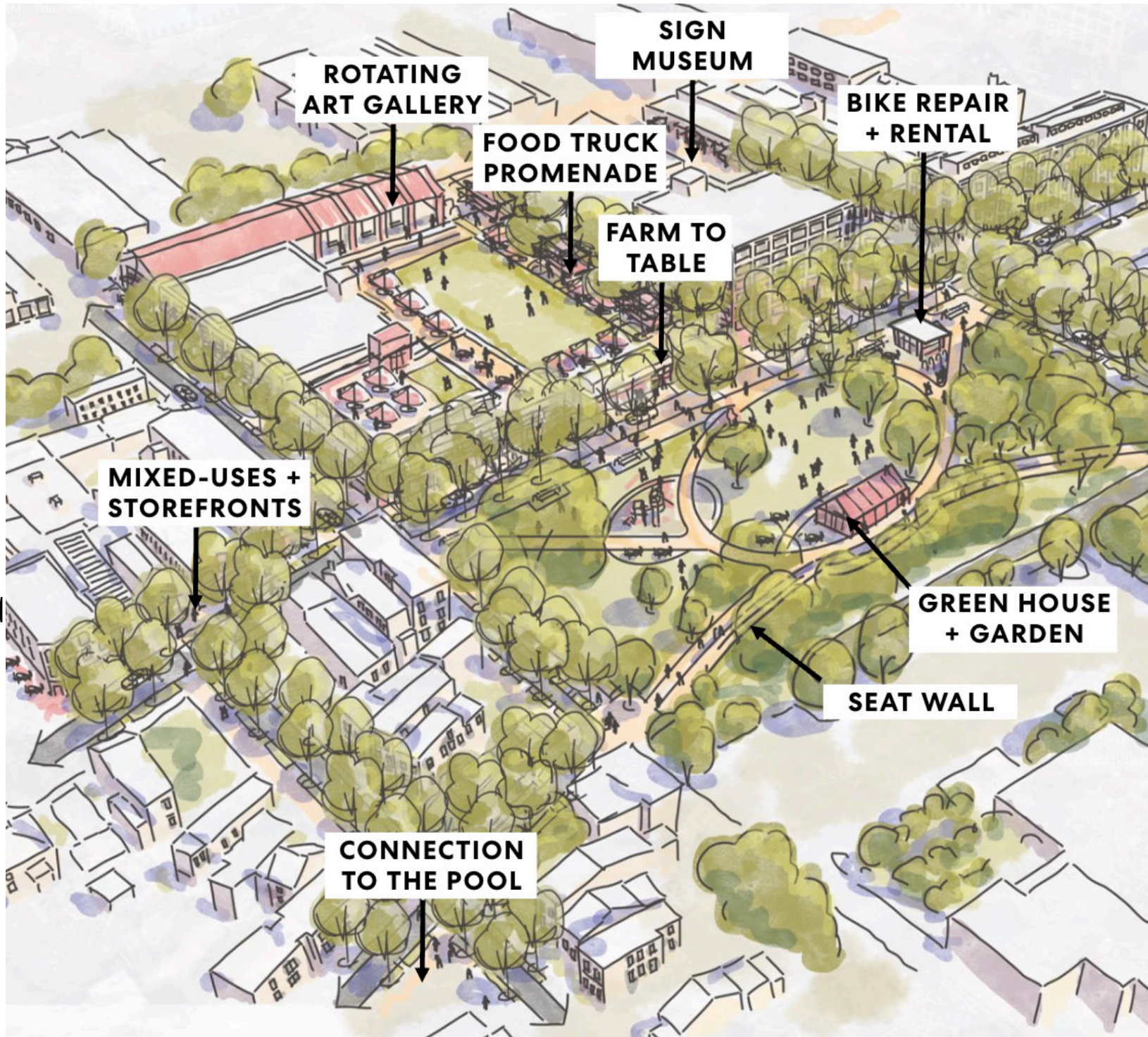
Key Design Moves

- Existing vehicular lane reclaimed as public use for seating/circulation
- Arlington St. as a on-way shared street
- Planters and other amenity edge objects define pedestrian spaces

A Quick-Build version of the shared street along Arlington Street would provide a low-cost way to test out the new configuration and activation programs prior to investing in a full-scale street redesign. Ramps to/from the sidewalk would ensure ADA access, or a series of decks could be built into the street to achieve a flush condition.

Lessons learned could be incorporated into a permanently transformed street and the materials used could be moved elsewhere in the neighborhood for a similar purpose.





Proposed Project

Long-term Vision

Valley Park -

Programming & Placemaking

Key Design Moves

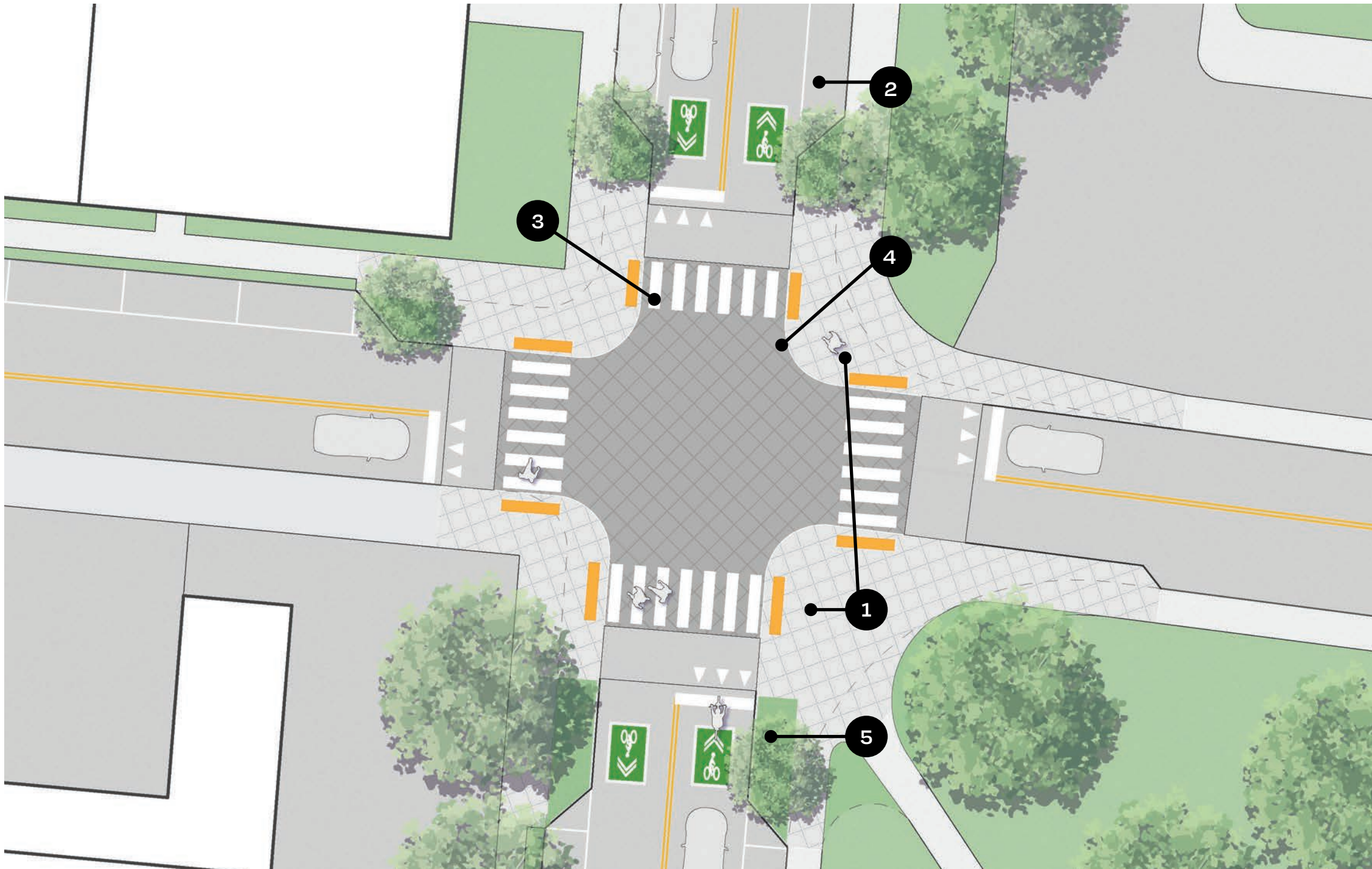
1. Update and increase the size of the existing playground
2. Increase the number and type of seating available within the park
3. Consider a jewel box building with concession, materials storage etc.
4. Secure a dedicated funding source for a slate of seasonal park programs



Valley Park is an outstanding asset for Camp Washington. However, the park is primarily a passive green space with few amenities. Camp Washington deserves more.

As the Port strategically repositions properties nearby it should require new development to pay into a common fund used for park improvements, dedicated stewardship resources, and seasonal programming that keeps the park attractive, active, and inclusive for all who live, work, or visit Camp Washington.



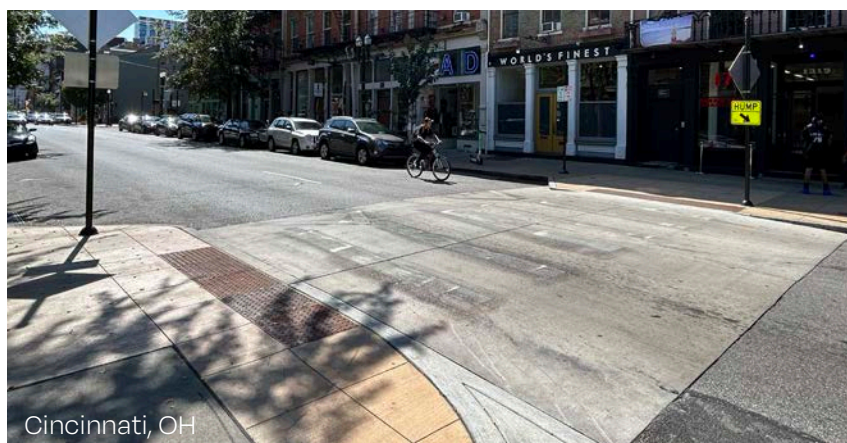


Proposed Project

Long-term Vision

Colerain Ave. & Monmouth Ave. -

Raised Intersection



Cincinnati, OH

Street Redesign Moves

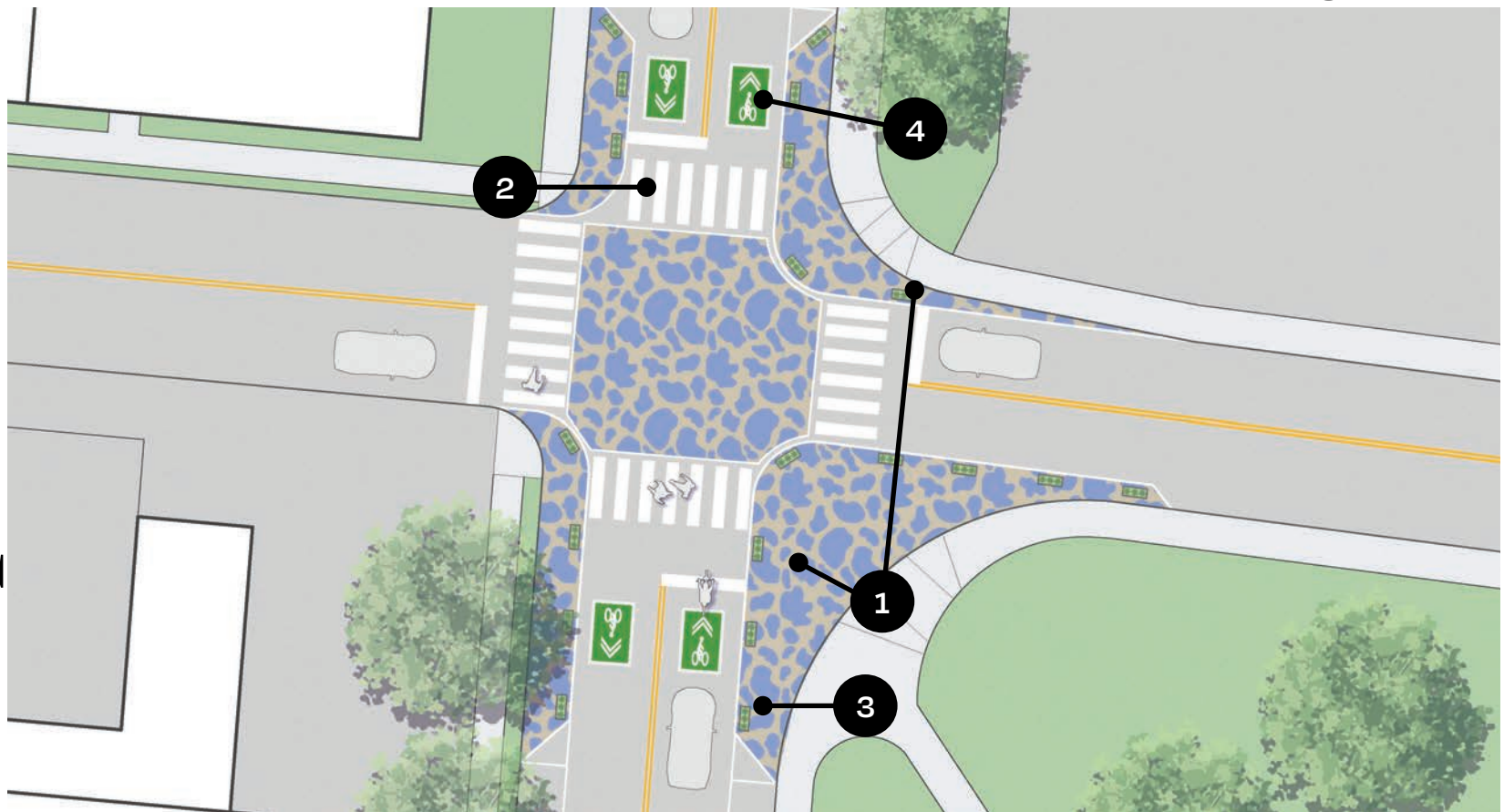
1. Curb extensions decrease turning speed and crossing distance
2. On-street parking and travel lane edge clearly marked
3. High visibility crosswalks improve visibility
4. Raised intersection improves accessibility, slow vehicles
5. Enhanced adds greenery and captures stormwater

In order to make Colerain Avenue safer for walking and cycling, and to improve general park access, it is recommended that intersections be redesigned to privilege the pedestrian while still allowing for vehicular access.

As the plan recommends expanding the impact of Valley Park, raised intersections at the northwest and southwest corners will help the park feel better connected to the areas at its edges.



Existing Conditions



Proposed Interim Design



Proposed Project

Short-term

Colerain Avenue & Monmouth Avenue

Quick-Build Interim Design project

Key Design Moves

1. Painted curb extensions decrease turning speed and crossing distance
2. High-visibility crosswalks over all four legs of the intersection
3. Planters protect pedestrians and bring greenery to the street
4. Shared lane markings reinforce Colerain Avenue as a cycling corridor

The intersections surrounding Valley Park should feel safe and seamlessly connect pedestrians with between the park and the neighborhood beyond. Using low cost Quick-Build methods, shorter crossing distances, the introduction of public art, plantings, and improved bicycle and pedestrian markings will help slow drivers and ensure pedestrians feel less exposed to vehicular traffic, effectively extending Valley Park out into the neighborhood.

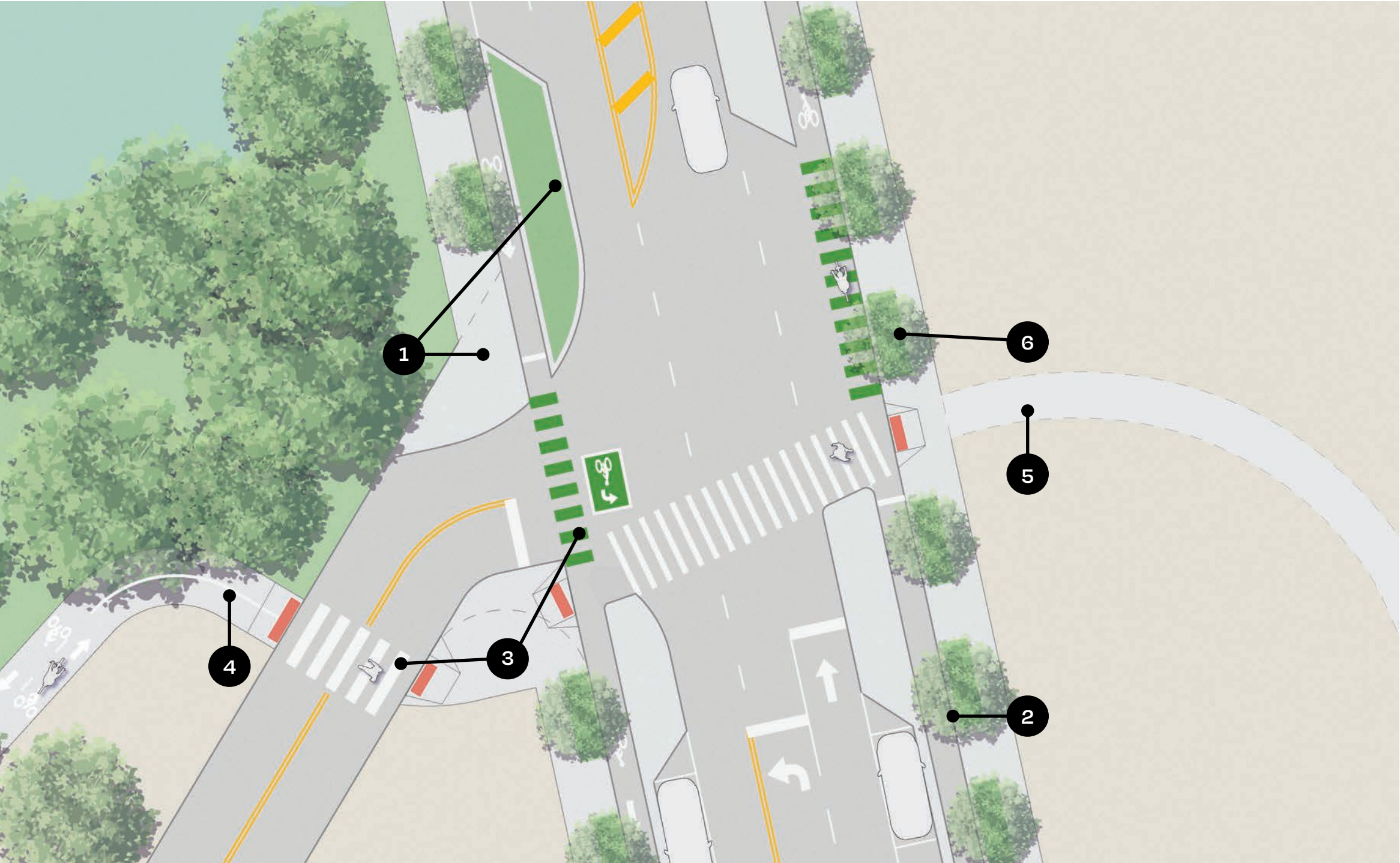
Proposed Project

Long-term Vision

Spring Grove Ave. & Millcreek Rd. - *Parking protected bike lanes*



Spring Grove Avenue is Camp Washington’s main vehicular north-south thoroughfare. That said, it should be redesigned to offer more safe, connected facilities for people walking and cycling, while also reducing vehicular speeds. Converting an excessive number of travel lanes into wider, shaded sidewalks and barrier-protected bike lanes will help support redevelopment and non-motorized access throughout the neighborhood, including linking to the Mill Creek Greenway.



Key Design Moves

- 1. Curb extensions decrease turning speed and protect bicyclists
- 2. Parking and curb protected bike lanes increase safety and access
- 3. High-visibility crosswalks and crossbike markings clarify street crossings
- 4. Connection to Mill Creek Trail (west) and CROWN network
- 5. Multi-use path connection to Brashear Street / Crosley (east)
- 6. Enhanced landscaping (street trees, planters, rain gardens)



Camp North - Mill Creek Connection

Proposed Project

Short-term

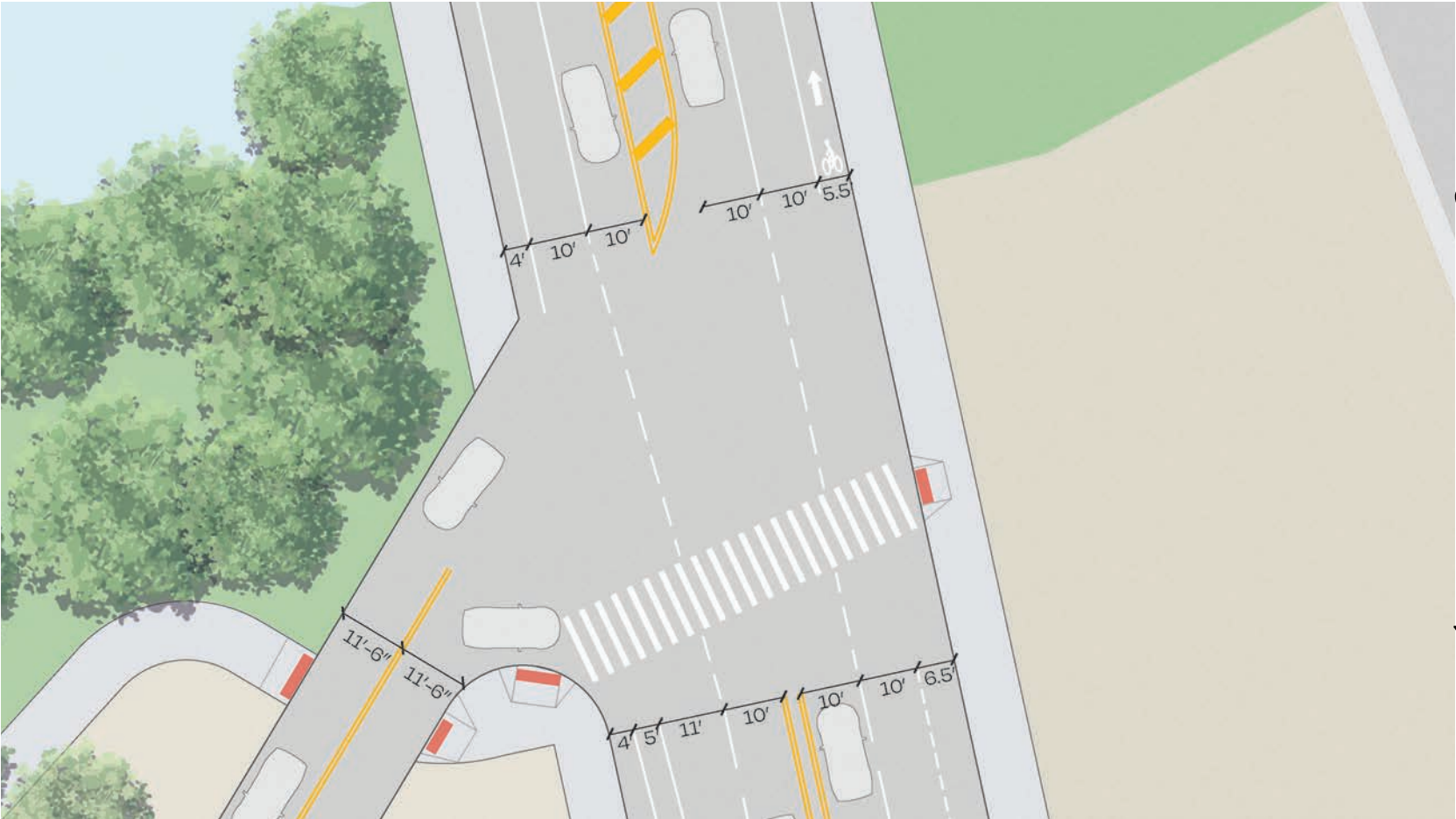
Spring Grove Avenue & Millcreek Road

Quick-Build Interim Design Project

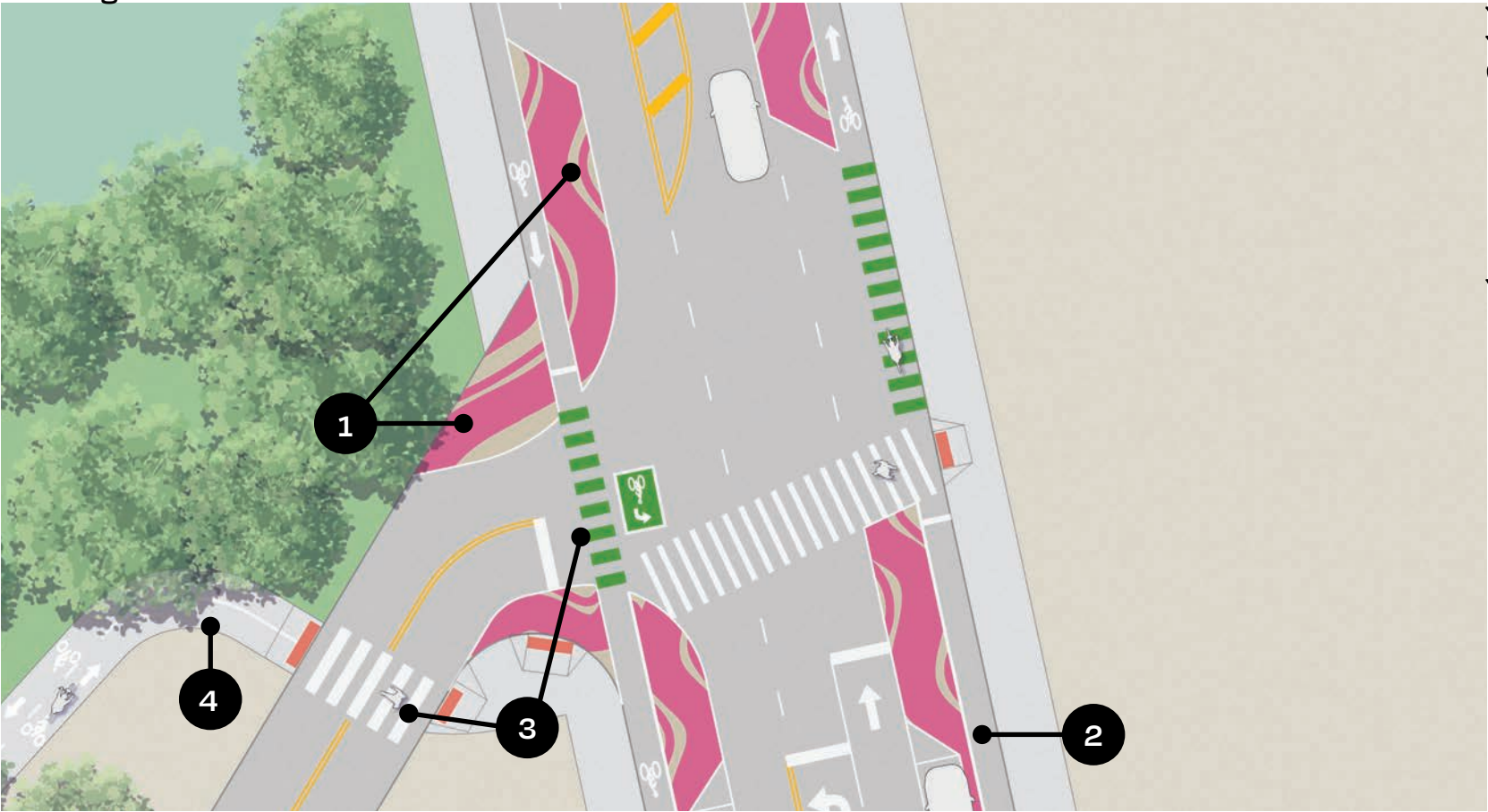
Street Redesign Moves

1. Painted curb extensions decrease turning speed and buffer cyclists
2. Parking protected bike lanes increase safety and access
3. High-visibility crosswalks and crossbike markings clarify street crossings
4. Enhanced connection to the Mill Creek Greenway / CROWN network

The current interface of the Mill Creek Greenway and Spring Grove Avenue discourages safe and active travel. Introducing a parking protected bike lane along Spring Garden would help people get to and from the Mill Creek Greenway from points north and south. Reducing the corridor to just three lanes would also calm vehicular traffic and shorten pedestrian crossing distances. Lower-cost Quick-Build project delivery methods could also introduce local art, plantings, and increased space for people traversing Camp Washington.



Existing Conditions



Proposed Interim Design

Camp North - Mill Creek Connection

Camp North Residential Neighborhood

Embrace Neighborhood Adaptation

The North neighborhood is a strong, connected residential section of Camp Washington. Like the area to the south of Hopple Street, the main spine of the area is Colerain Avenue, however it lacks the same continuity of commercial storefronts. Additional residential density, now permitted under the Connecting Communities rezoning initiative will help attract additional amenities for the people who live and work on the northside of Camp.

The housing stock in the residential neighborhood that sits in the northern half of Camp Washington is a major asset to the neighborhood. It is both quirky and provides a stable backdrop, providing a rich, traditional neighborhood environment. With the City's recently adopted Connected Communities initiative, the future development of this area will allow for a higher density of residents through infill, adu's, small new development and strategically placed larger residential developments. It's critical to maintain varied housing types and options, both to address issues

of affordability as well as to reinforce neighborhood diversity.

The reopening of the recreation center and the promise of a new skate park, along with proximity to Valley Park and the Port's redevelopment portfolio should offer ample draw to those currently living outside Camp Washington to relocate here as units become available, including residents who work at the University.

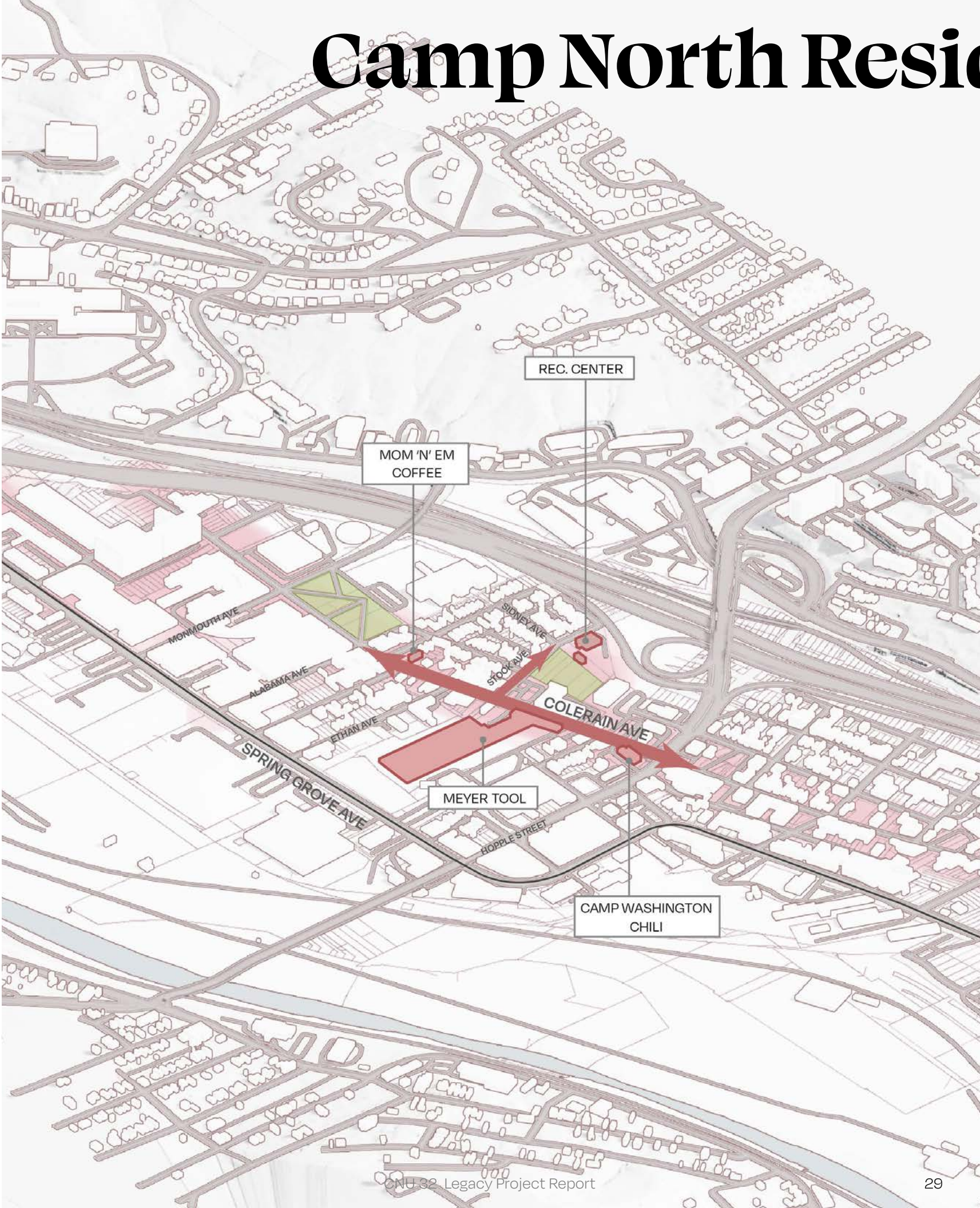
Mom 'n' Em is an essential 'third place' amenity and is exactly the type of business that will fit within an emerging neighborhood center along Colerain Avenue.

Observations

- ★ Residential density is relatively low
- ★ The diversity of parcel size and housing / industrial uses provides an interesting urban setting
- ★ There is a lack of services and amenities in the core area
- ★ There is strong proximity to current and future industrial jobs

Recommendations

- ★ Increase residential density without losing built character
- ★ Improve connectivity between Valley Park & recreation center
- ★ Market the neighborhood for new restaurant and retail
- ★ Enhance walkability to the nearby (current & future) jobs and Colerain Avenue south



Proposed Project

Long-term Vision

Conversion of single-family dwelling into triplex units
Residential Infill Development

Design Elements

1. Increase residential density to offer more housing opportunities and services / amenities
2. Leverage redevelopment to improve neighborhood infrastructure
3. Attract new commercial businesses to the Colerain corridor.

While this section of Camp Washington will not densify overnight, the new Connecting Communities zoning legislation will allow for up to three times the current density within the current single-famil (see analysis at right). The introduction of other larger parcel conversions to multi-family housing also presents an opportunity to add further density in the form of apartment buildings that may also include commercial and community spaces on the ground floor. This type of redevelopment will be particularly along Colerain Avenue so that the mixed-use environment found south of Hopple Street can extend northward.



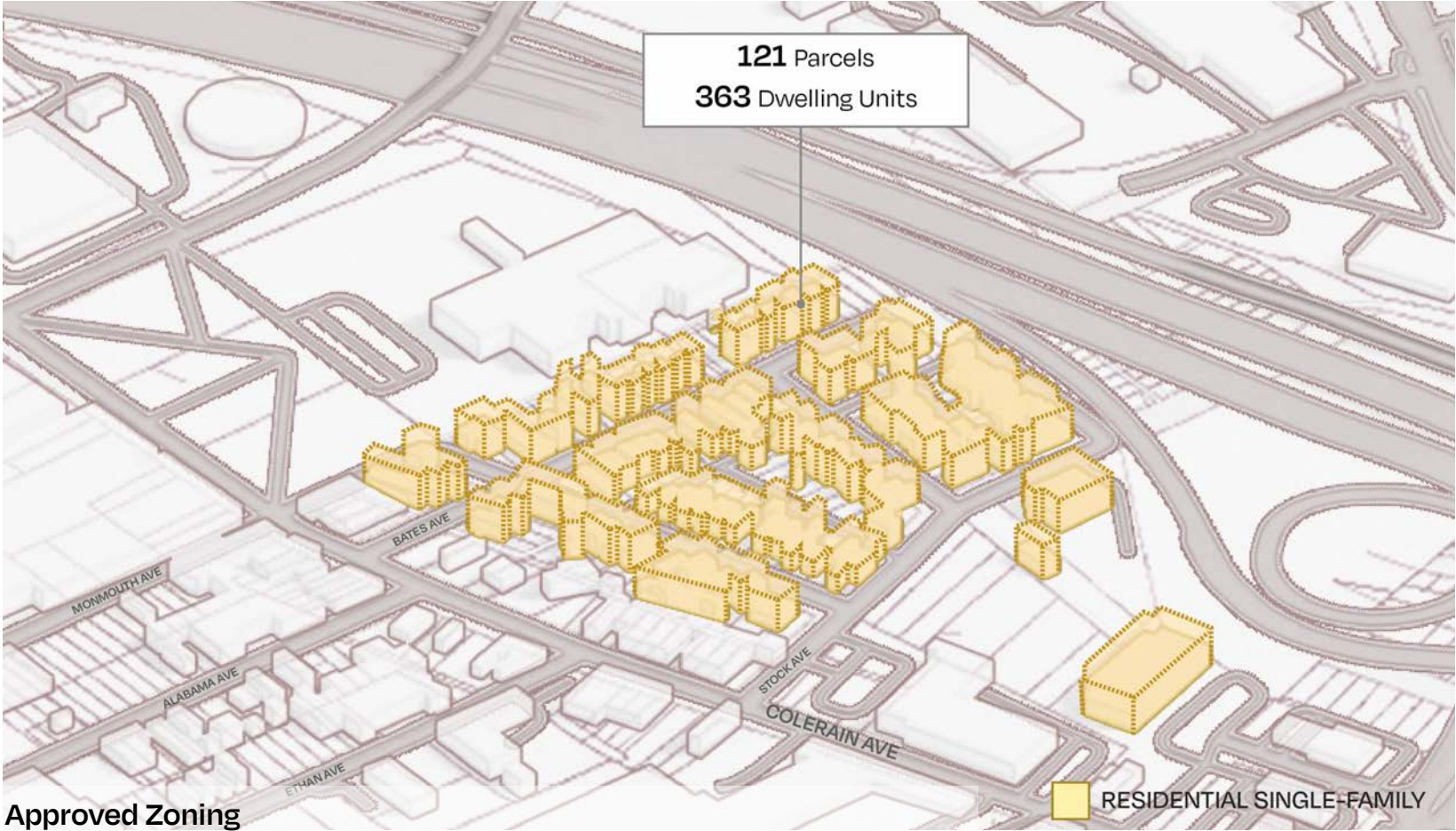
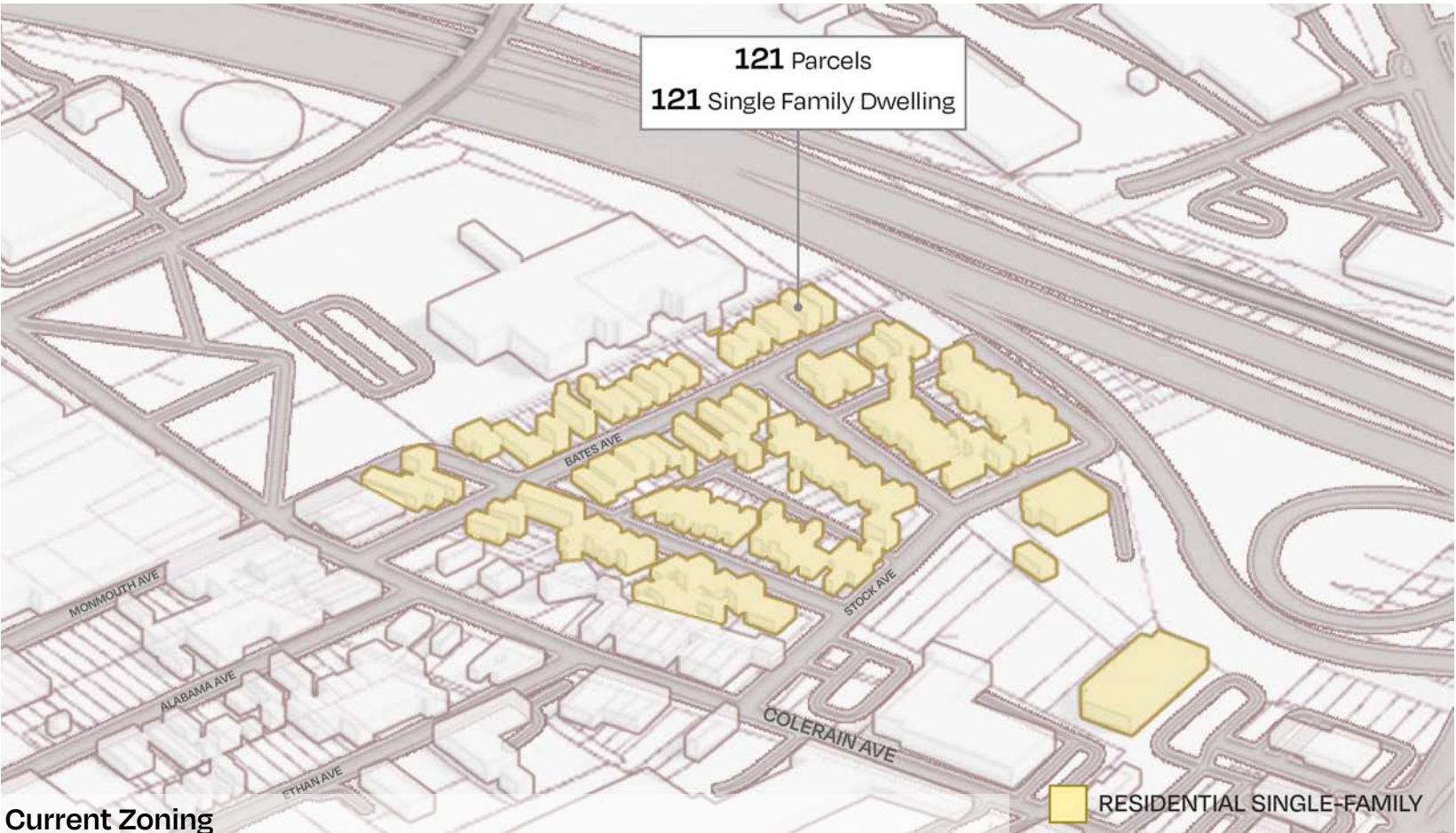
Exisiting Residential - Jonathan Dean - Homes.com



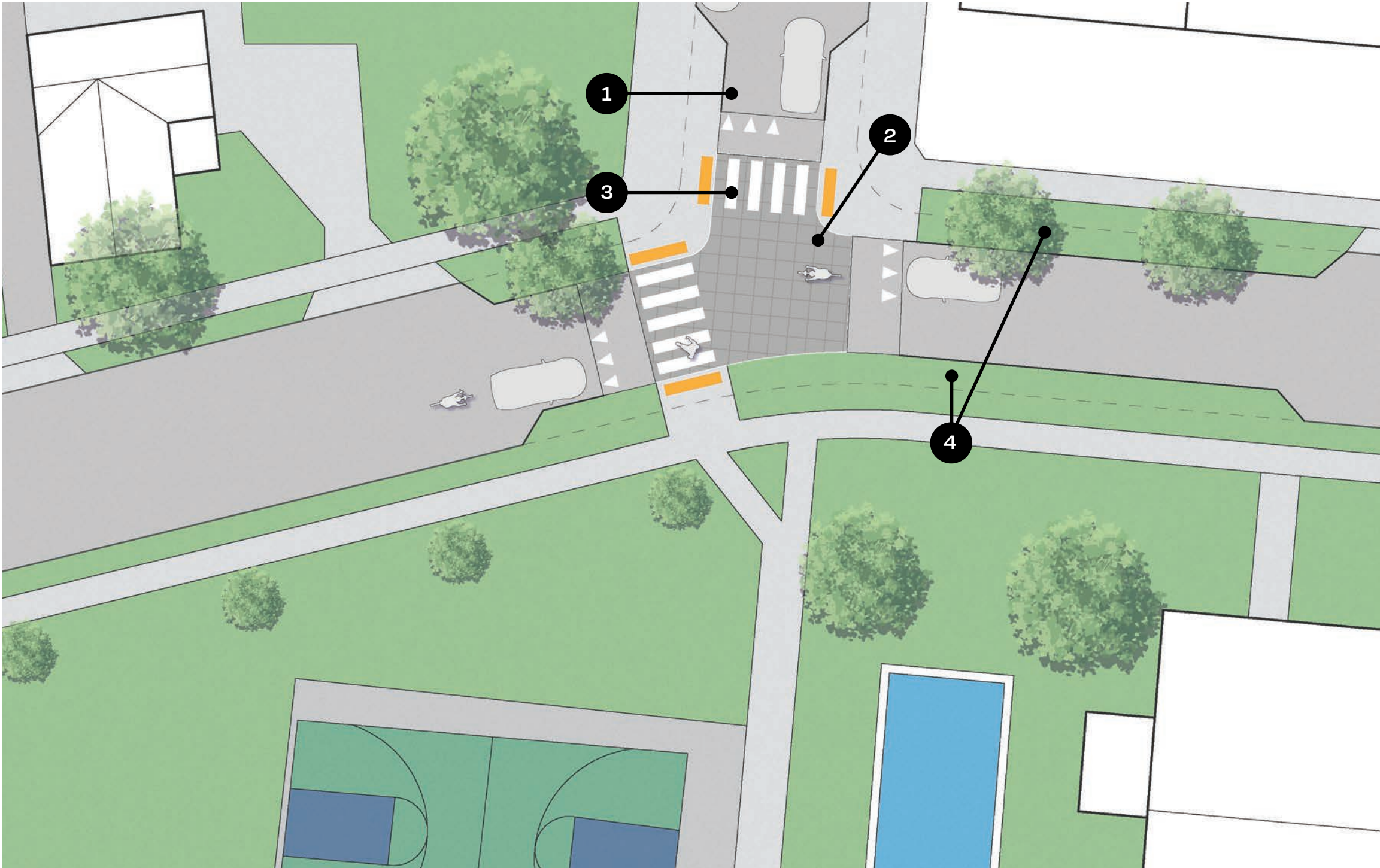
Missing Middle Housing - Opticos



Triplex, St. Paul, MN - Sustain St. Paul



How to Get More Campers



Proposed Project

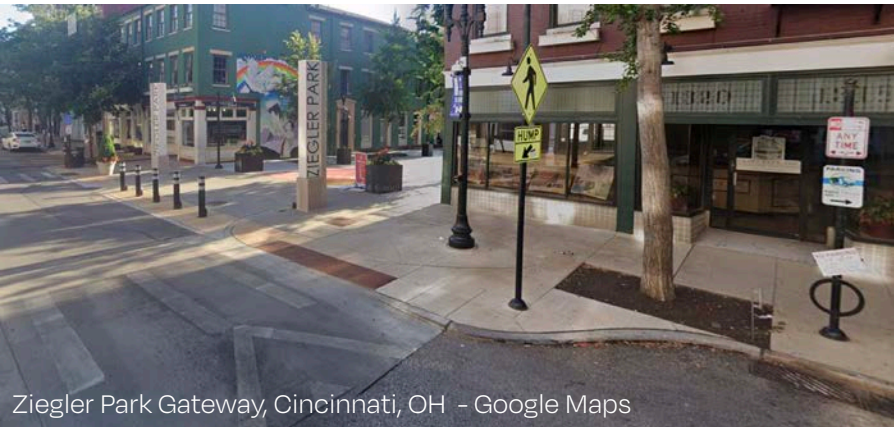
Long-term Vision

Sydney Avenue & Stock Avenue

Intersection Enhancements



The Camp Washington Recreation Center is another major, if not recently underused asset in the neighborhood. The reopening of the pool and the likelihood of a skate parking being built will increase foot traffic and interest in this site. As such, pedestrian access from the neighborhood should be prioritized. The key design moves suggested at left would increase safety, connectivity, and greenery, making the rec center an even more inclusive amenity for the neighborhood.



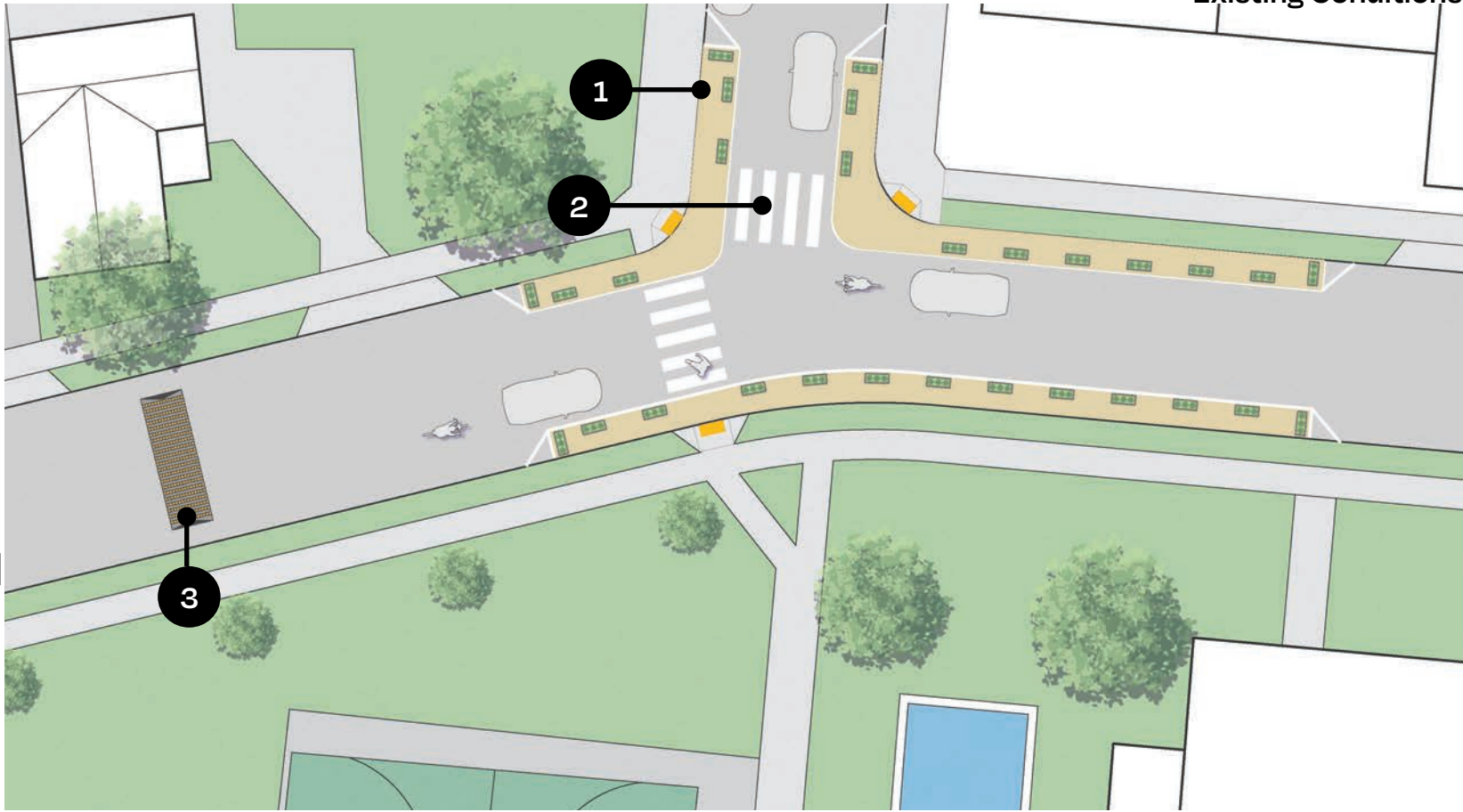
Ziegler Park Gateway, Cincinnati, OH - Google Maps

Key Design Moves

1. Curb extension to reduce lane width, reduce crossing distance
2. Raised intersection to improve accessibility, slow vehicles
3. High-visibility crosswalks
4. Enhanced landscaping on curb extensions (street trees, rain gardens, planting etc.)



Existing Conditions



Proposed Interim Design



Proposed Project

Short-term

Sydney Avenue & Stock Avenue

Quick-Build Interim Design Enhancements

Key Design Moves

1. Painted curb extensions decrease turning speed and buffer cyclists
2. Add high-visibility crosswalks at intersection at existing curb ramps
3. Install an interim speed hump at along Stock Avenue

An investment in the Camp Washington Recreation Center will attract more people to visit. Great! But this means the interface between the street and the recreation center should be safe enough so that a parent two blocks away feels comfortable with their eight-year old walking alone for after school tutoring, or a game of pick-up basketball.

To accomplish this, crosswalks should be enhanced with curb extensions and well-marked crosswalks so that people walking are exposed to minimal traffic.

Spring Grove Corridor Revitalization

Redefine the Industrial Boulevard

Spring Grove Avenue represents a challenge for pedestrian safety and circulation. It is the primary corridor for industrial logistics across the entire western edge of the neighborhood, but it is unsafe and unsuitable for people walking and cycling, as well local vehicular traffic. Its redesign could support a further mix of uses and invite more people to consider investing in the corridor while still accommodating existing and future industrial business needs.

Spring Grove has the potential to be both a pedestrian-friendly boulevard as well as a high-functioning logistics corridor. In order provide a meaningful connection between the residential neighborhoods and the heavy manufacturing (and other uses) along the western edge of the neighborhood, the street must work for both purposes.

To accomplish this goal, there must be a planning effort to expand the protected CROWN bike network along the Spring Grove corridor so that it functions appropriately. Doing so will help attract

redevelopment and complimentary land uses that work alongside existing and new manufacturing.

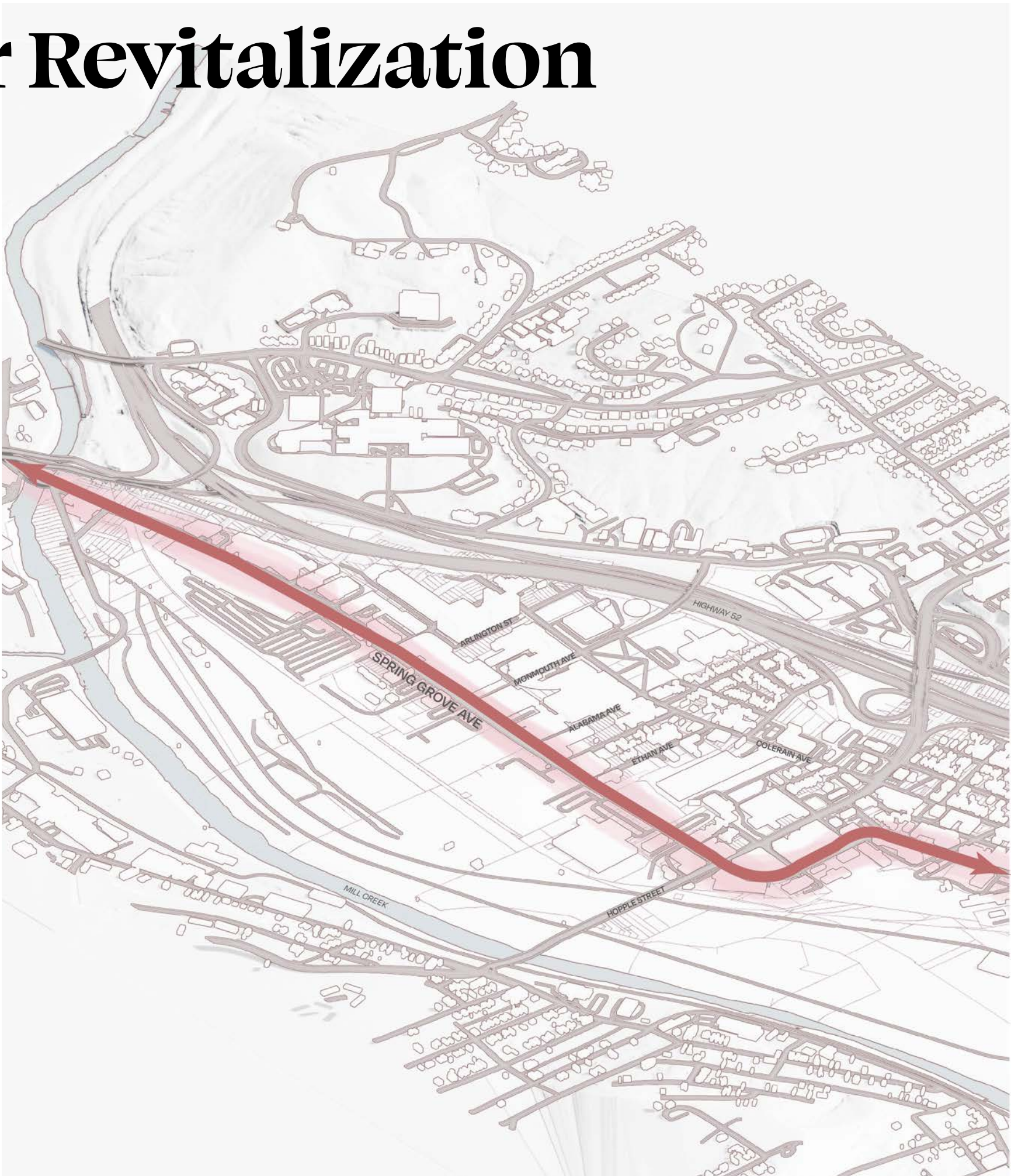
In addition to the re-design of the street, it is also important to create stronger connections between Spring Grove and theresidential neighborhoods to the east. Currently there are grade-separated crossings that don't support alternative modes of transportation, particularly people who are walking and cycling. As the primary connector between all points north and south, this needs to change.

Observations

- ★ Spring Grove Avenue is designed to move regional, not local traffic
- ★ Moving across Spring Grove is difficult, especially when walking
- ★ Despite an existing bike lane, the street is not conducive to cycling
- ★ Numerous properties lend themselves to pedestrian-oriented, mixed-use redevelopment

Recommendations

- ★ Provide for truck traffic, but mitigate negative impacts
- ★ Create stronger walking/cycling connections to/from Spring Grove Avenue
- ★ Redesign the sidewalk and infill with active uses where appropriate
- ★ Redesign the corridor to accommodate protected bike lanes

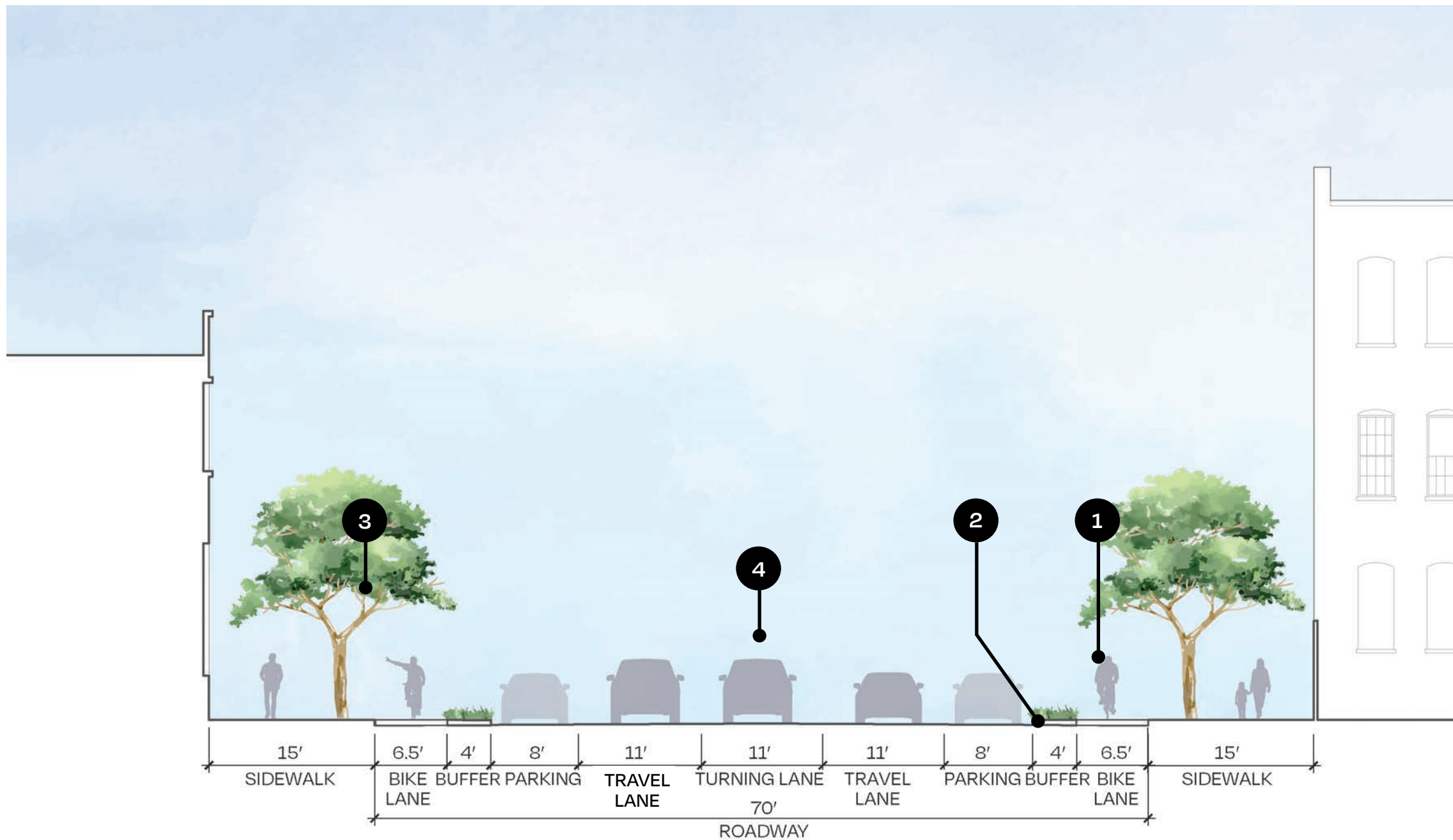


Proposed Project

Long-term Vision

Spring Grove Avenue between Township Street & Marshall Street

Spatial Re-Allocation Project



San Francisco CA - Nick Falbo

Key Design Moves

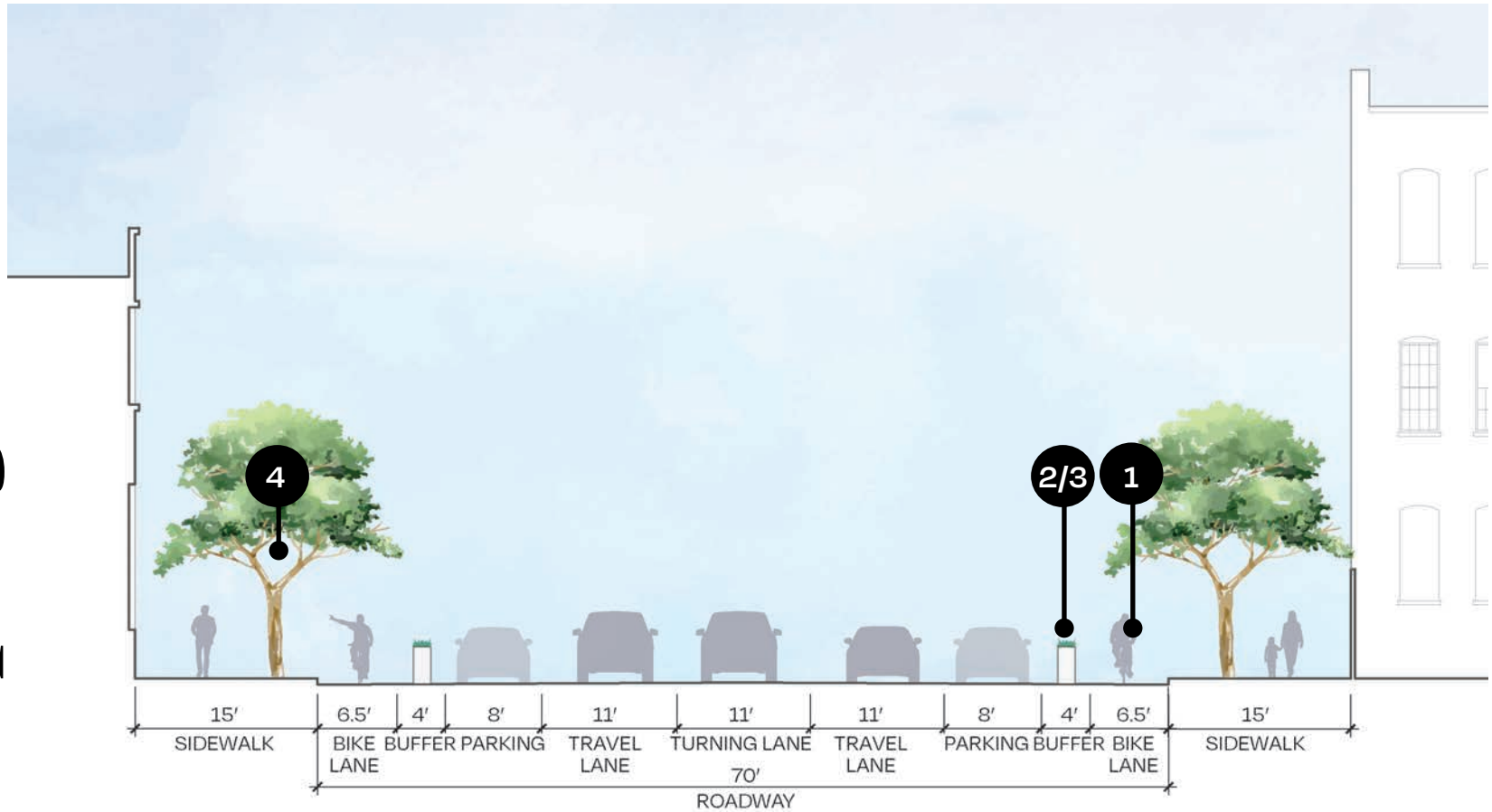
1. Re-allocate excess roadway capacity for more pedestrian/cycling space
2. Incorporate green infrastructure as buffer wherever feasible
3. Plant trees along the corridor wherever feasible
4. Maintain left-turn lane only where warranted; replace with pedestrian refuge island when feasible.

Spring Grove Avenue is built to accommodate traffic levels that don't currently exist. Thus, re-allocating space to introduce multi-modal facilities as well as increase tree canopy will result in a safer and more inclusive corridor. While Spring Grove links points north and south, the redesign emphasis within Camp Washington should focus on better linking the Mill Creek Greenway with the proposed east-west protected bikeway along Marshall Street.

Spring Grove Corridor Connection



Existing Conditions



Proposed Interim Design



Proposed Project

Short -Term

Spring Grove Avenue, between Township Street & Marshall Street

Quick-Build Interim Design Enhancements

Key Design Moves

1. Re-allocate street space to allow for bicycle / pedestrian mobility
2. Introduce vertical barriers (Planters, delineators, pre-cast concrete curbing etc.) to protect the bike lane
3. Plant as many street trees as possible.

While traffic-volumes along Spring Grove Avenue are not insignificant, they do not require a full four lanes plus left turn lanes. A safer and more inclusive street is possible by reducing the number of travel lanes to three. This would allow for increased street trees, protected bike lanes, and shorter pedestrian crossing distances while having very little impact on vehicular traffic.

Making this proposed change would also provide much stronger connectivity between the core of Camp Washington and the Mill Creek greenway and the North Side neighborhood.

Colerain ‘Main St.’ Corridor

Reinvigorate This Neighborhood Spine

Colerain is Camp Washington’s main street. It should be designed and managed with an emphasis on pedestrian activity, neighborhood amenities, street-related businesses, and being a place that visitors can come and experience the neighborhood. It has generally good building stock, and opportunities for mixed-use infill.

Great neighborhoods have a mixed-use core commonly found along a pedestrian-oriented ‘main street’ that bisects the neighborhood. Such streets are the locus of the area, with commercial businesses that might not fit into the more residential areas. For Camp Washington, this is Colerain Avenue, which is well-positioned to be revitalized further so that it serves as a major pedestrian connector from the northern areas of the neighborhood to the southern areas.

It is critical to the transformation of the neighborhood that Colerain is the focus of support for redevelopment,

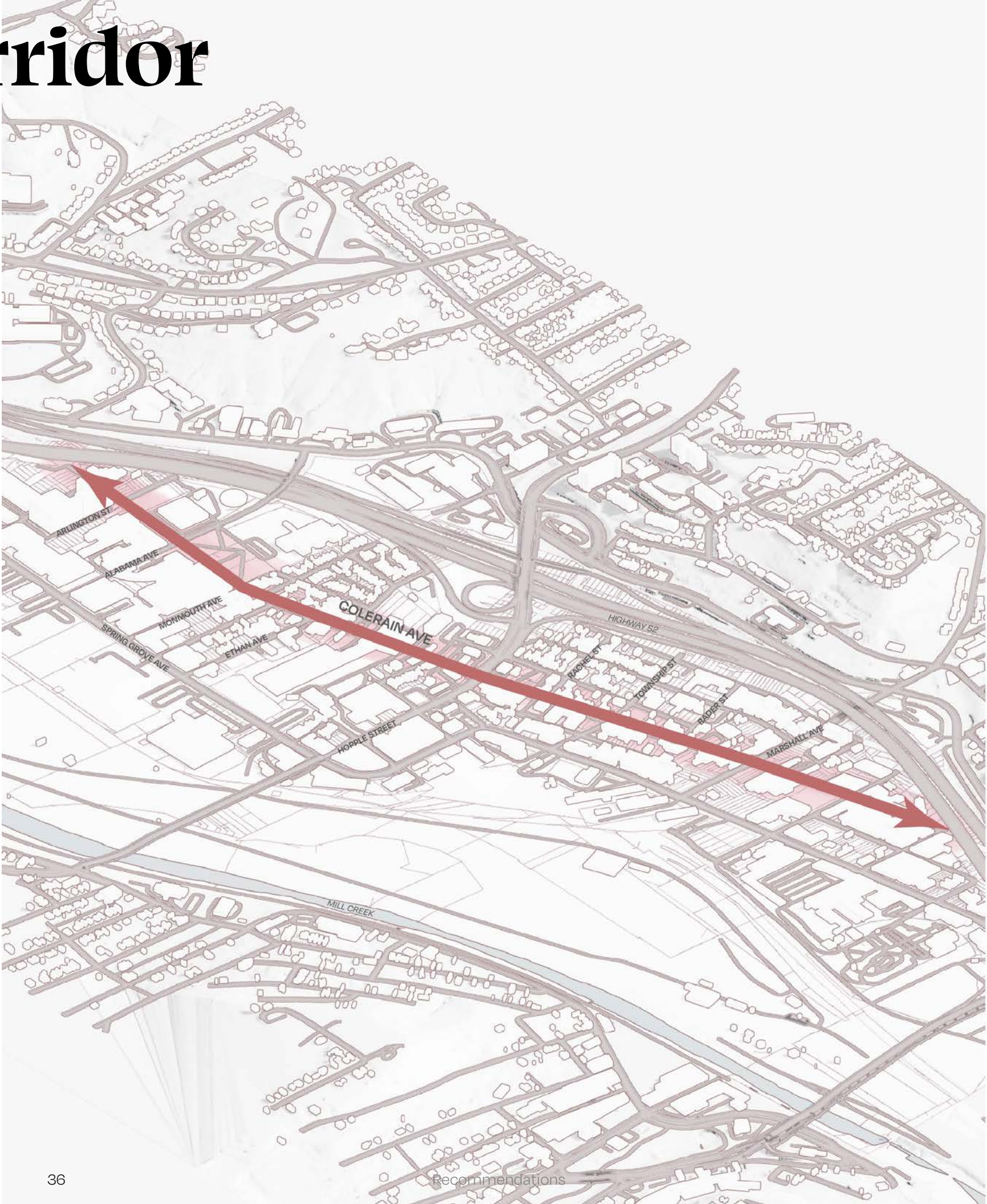
including providing upgrades to the public realm. However, CWURC and other neighborhood partners should work closely with the City to establish a more varied and flexible set of design guidelines for redevelopment that incorporate light manufacturing, art and music studios, galleries, and other maker uses, as well as more varied building types than might be seen along a traditional Cincinnati neighborhood main street. This quirkiness should extend to public realm projects that bring the best of what’s happening inside the buildings outside (see more on the following page).

Observations

- ★ There is a strong presence of mixed-use storefront buildings
- ★ There are numerous small infill parcels along Colerain
- ★ It provides the best neighborhood north-south connection
- ★ There is a significant disconnect to be overcome at Hopple Street

Recommendations

- ★ Provide support for renovating existing storefront buildings.
- ★ Incentivize small, mixed-use infill and public realm projects
- ★ Strategically position new anchor businesses
- ★ Create a much more people friendly crossing at Hopple



Colerain Avenue Artscape

Activate Colerain Avenue

Colerain Avenue has the potential to be a unique type of main street, one that serves local residents and regional visitors looking for a unique urban experience that focused on industry, arts, and creative expression. The street's historic, mixed-use buildings are charming and have already experienced a recent wave of reinvestment. This is particularly true between Hopple Street and Bader Street. However, vacant lots, unused and boarded up storefronts, and blank walls still persist along certain stretches of the corridor.

Infill development storefront revitalization will likely continue to occur and take time. In the meantime, many of the strategies described below can be deployed to fill in the gaps and ultimately bring more residents and amenities to the neighborhood.

Key Strategies

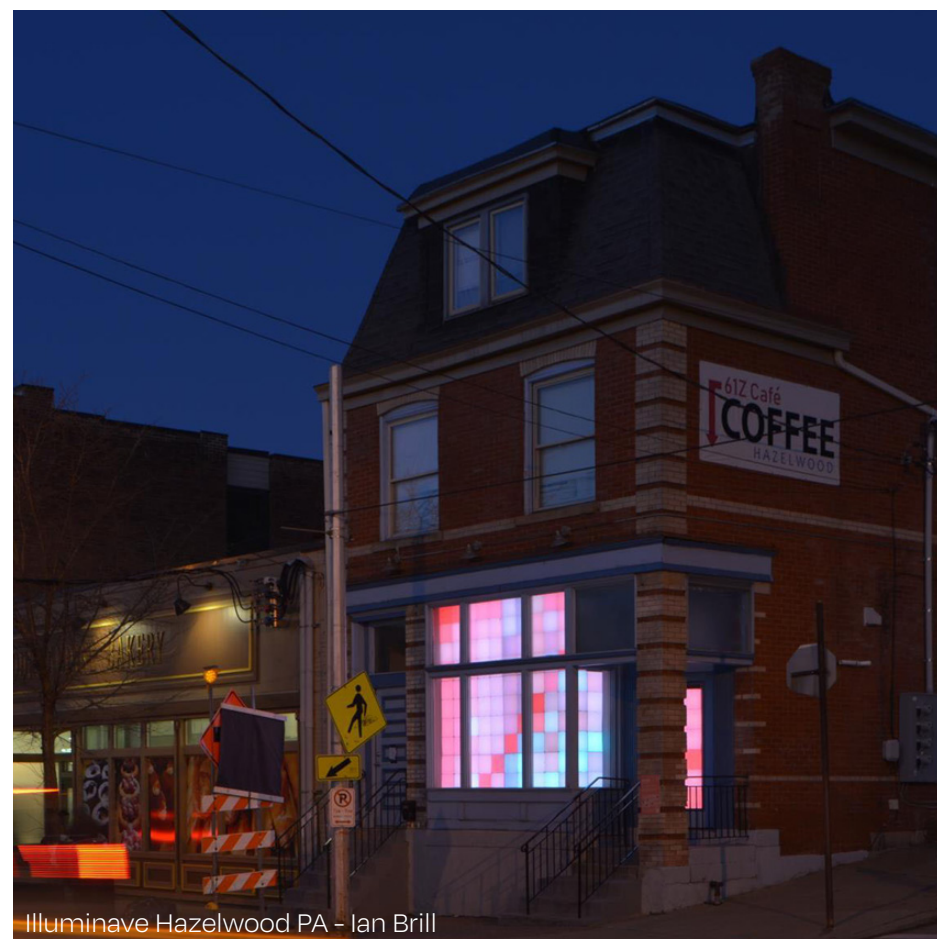
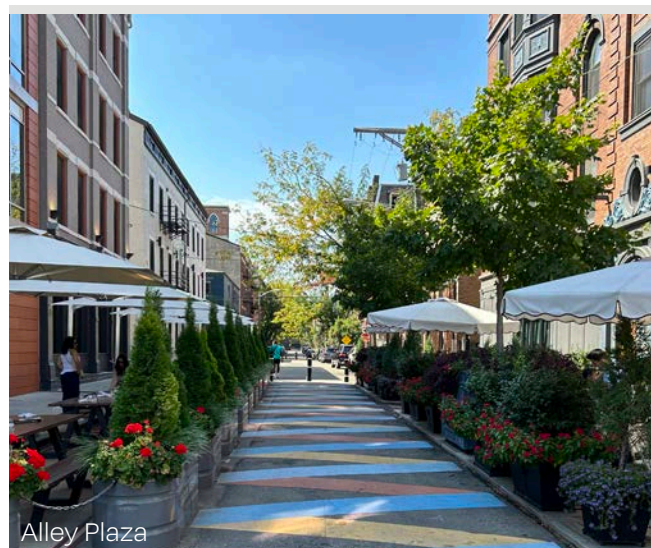
1. Work with artists to create murals, digital projections, sculpture and/or other forms of temporary installations to enliven blank walls and vacant storefronts. Treat the completion of each piece as an event worth celebrating in the neighborhood.
2. Create short-term lease or concession agreements with property owners to activate vacant lots with a variety of uses (food carts/trucks, flea market, art events, night market, live music etc).
3. Use street and sidewalk space to showcase what happens inside Colerain Avenue's buildings. Bringing more art, food, drink, seating, plantings, and even retail outside during good weather will help bring more activity to Colerain Avenue.
4. Work with a range of local and municipal partners to map out a list of potential properties and coordinate project types, and timeline to operationalize the first three strategies.

Strengths

- Historic architecture
- Mixed-Use Buildings
- Artist population
- Storefront revitalization funds

Potential Partners

- City of Cincinnati
- Port of Cincinnati
- Local artists/arts organizations
- Property owners and businesses



Proposed Project

Short-Term

Colerain Avenue & Bader Street

Placemaking & Traffic Calming Enhancements

Key Design Moves

- 1. Activate vacant lots with events and temporary uses.
- 2. Improve key intersections with visibility crosswalks/traffic-calming
- 3. Include asphalt art and other local art works within streetscape projects
- 4. Vertical barriers (planters, bollards, delineators etc.)

Recent building and storefront revitalization efforts incorporating the arts have visibly occurred primarily between the Rachel Street intersection (Wavepool) and Township Street (Binski's Bar, The Well etc.). Bringing complementary uses southward toward Bader Street and the Marshall Street corridor will help fill the vacancy gaps and improve pedestrian circulation. The pursuit of lower cost, interim use streetscape, building, and vacant parcel uses should be used to lower the barrier to entry for artists and entrepreneurs, and inform/ catalyze lasting investments along this crucial part of the corridor.



Proposed Interim



We All Cambridge MA - Travis Degenais



Source Unknown



Cleveland OH

Proposed Project

Long-Term

Corner of Colerain Ave. & Bader St.-

Placemaking & Traffic Calming Enhancements

Key Design Moves

- 1. Evolve interim use to permanent infill development.
- 2. Make interim design traffic-calming more permanent with hard infrastructure

Interim uses provide a great opportunity to test various programs and streetscape design interventions. However, in the mid-term such projects may contribute to market escalation may price out the type of uses that make Camp quirky and appealing to begin with.

Thus, as awareness builds and the market becomes capable of supporting more intensive long-term redevelopment and infrastructure, CWURC and the City of Cincinnati should consider how best to require private investment to incorporate the local arts within streetscape upgrades. This might include using such tools as density bonuses at key sites that link not only the inclusion of affordable housing and maker spaces, but that are also tied to key infrastructure upgrades that include local arts.



Long-term Vision



Colerain Avenue Frontages- Filling Gaps

Proposed Project

Long-term Vision

Colerain Avenue Streetscape

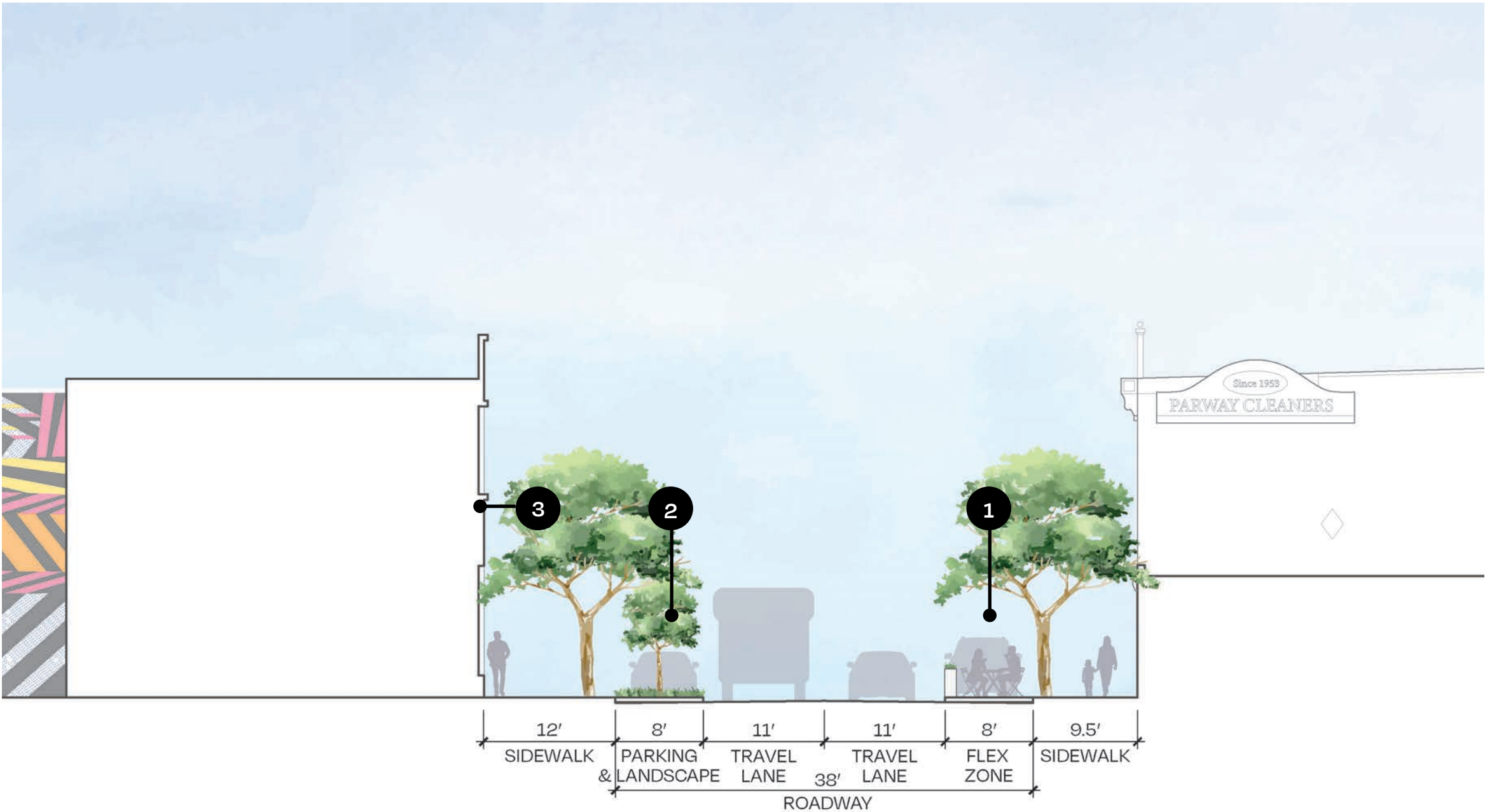
Infill Development & Streetscape Enhancements



The long-term vision for Colerain Avenue is one where curb space—currently used only for on-street parking -- features a wide vareity of uses. These may on-street parking, but also passenger and freight loading zones, public art, outdoor dining, bicycle parking, green infrastructure (trees, rain gardens, planter etc.) and expanded pedestrian spaces.

Key Design Moves

1. Work with local arstists to design seasonal dining decks and parklets
Build green “pop-outs” between on-street parking/other curb uses to calm traffic, reduce heat impacts, filter/ capture stormwater
2. Leverage infill development to increase sidewalk and curbside amenities
- 3.



Georgetown DC - Georgetown BID

Colerain Avenue Frontages - Filling Gaps

Proposed Project

Short-term

Colerain Avenue Streetscape

Quick-Build Interim Design
Streetscape Enhancements

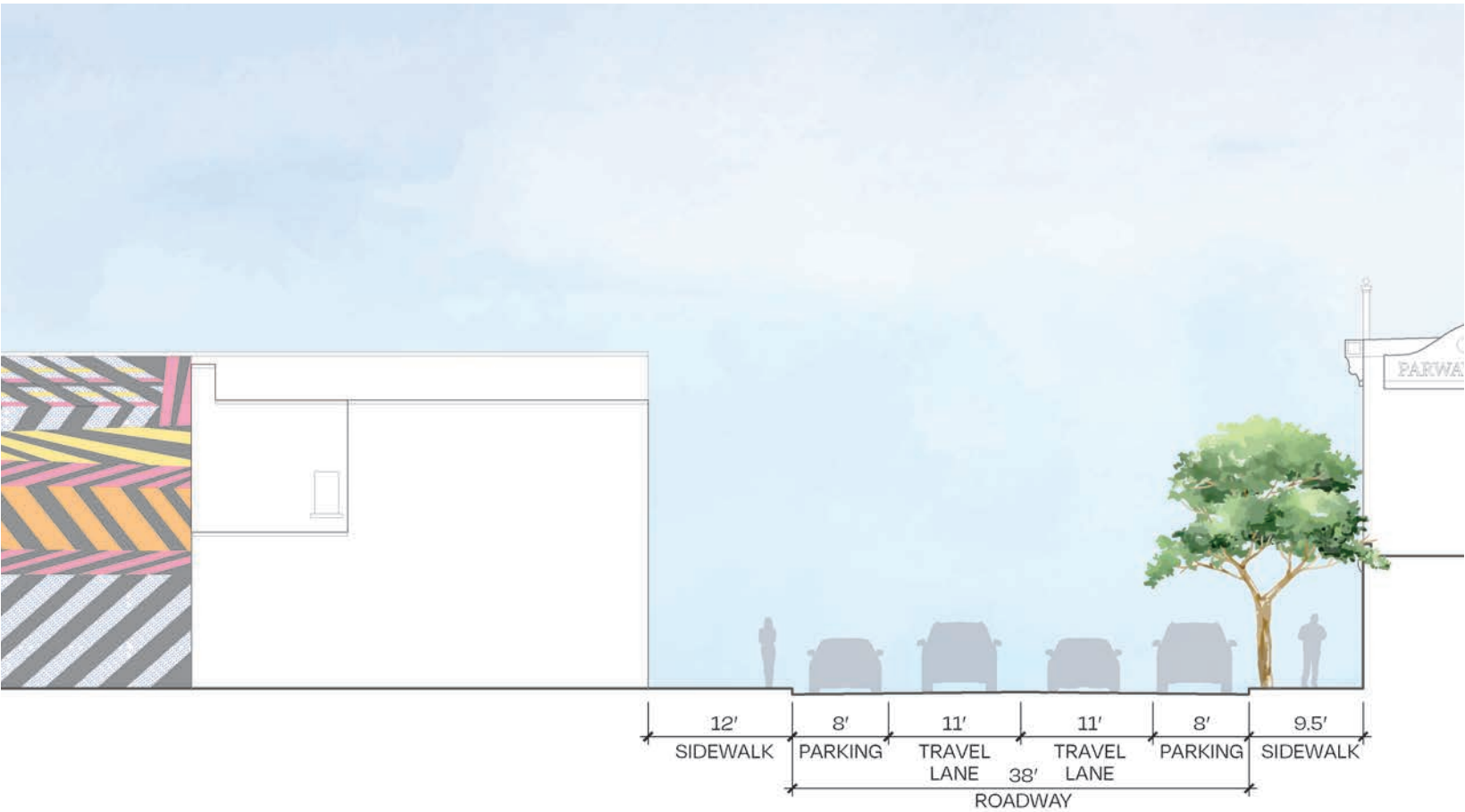


Key Design Moves

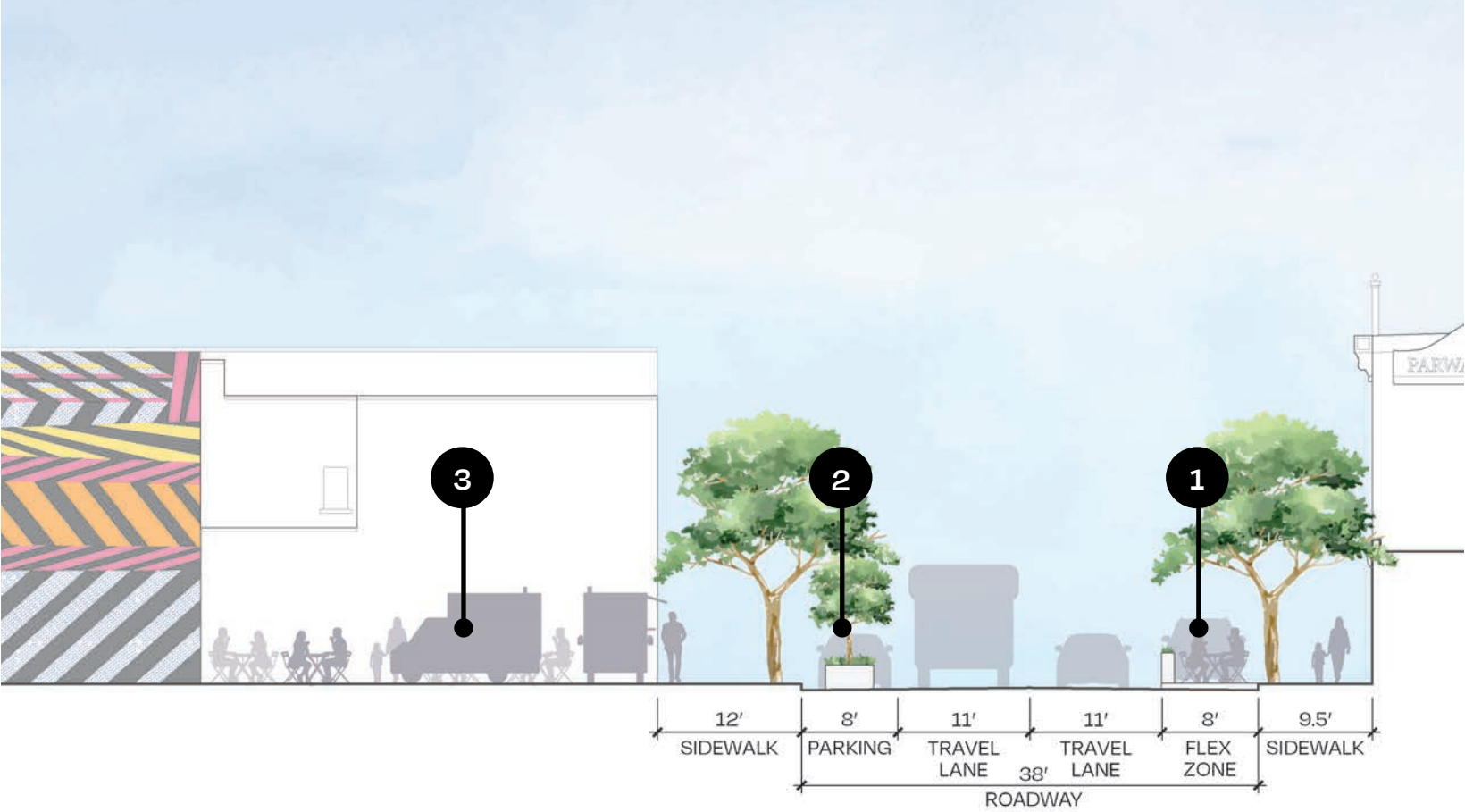
1. Work with local artists to design seasonal dining decks and parklets
Install interim green “pop-outs” between on-street parking/other curb uses to calm traffic, reduce heat impacts, filter/capture stormwater
2. Work with local artists, urban designers, and architects to redesign / repurpose underused vacant lots



Almost all of the long-term streetscape redesign moves envisioned along Colerain Avenue can be realized as lower cost interim design interventions. This approach can and should involve local funders, designers, and artists to help deliver streetscape improvements that inform larger, long-term streetscape investments that can be tied to redevelopment projects.



Existing Conditions



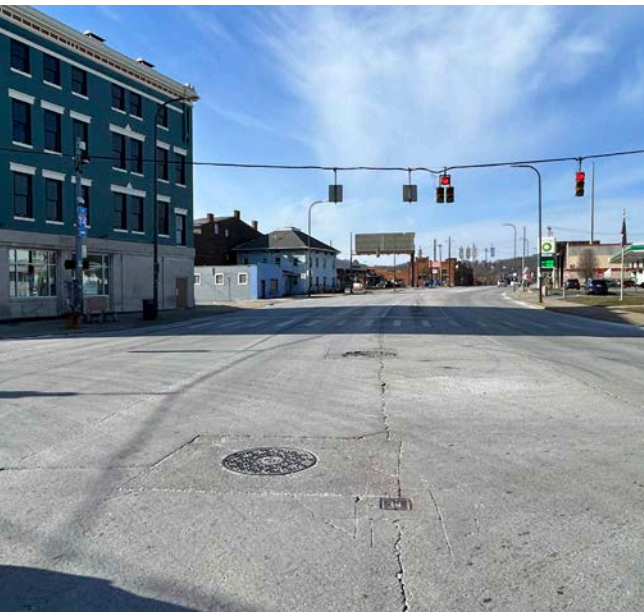
Proposed Interim Design

Colerain Avenue Frontages - Filling Gaps

Proposed Project

Existing Conditions

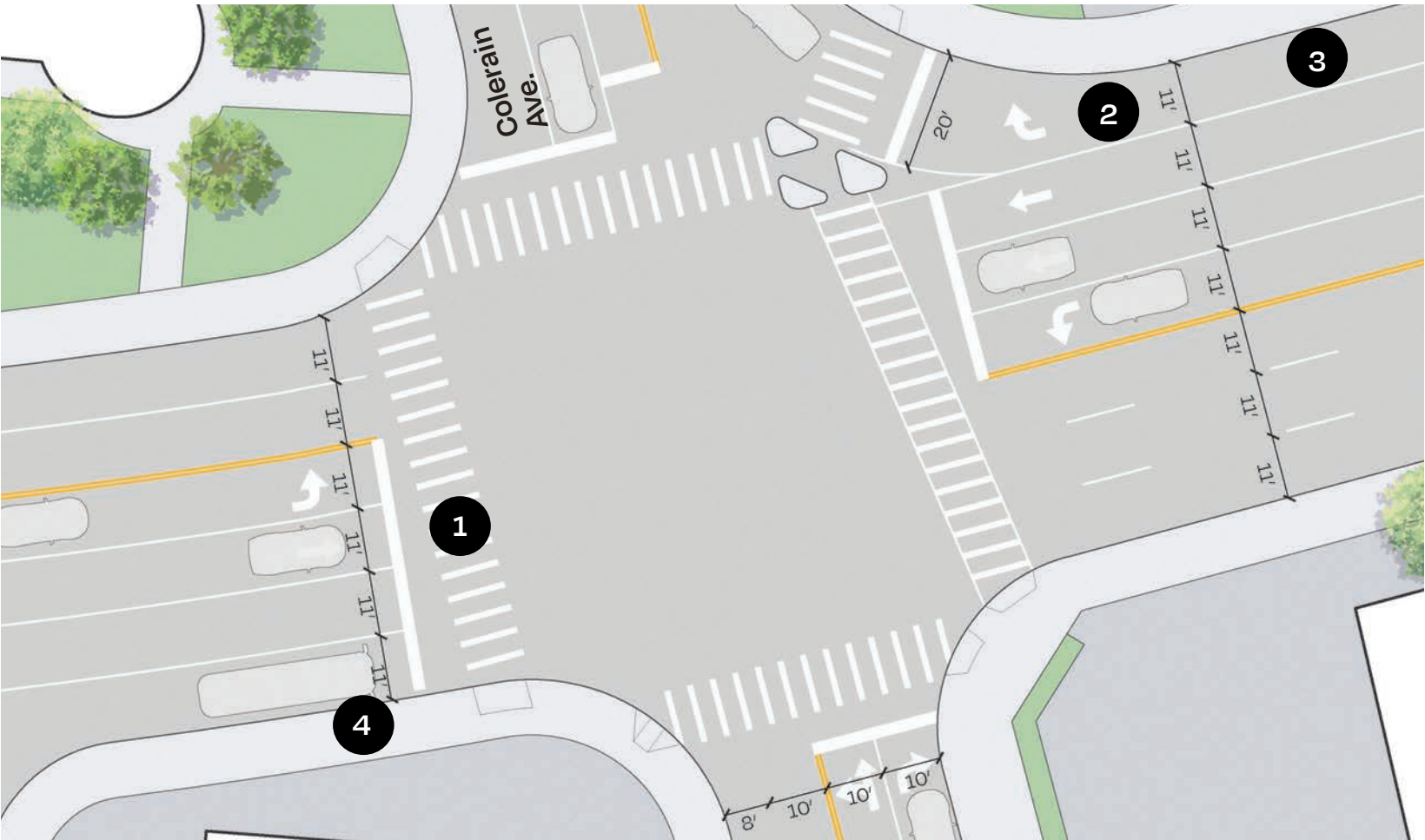
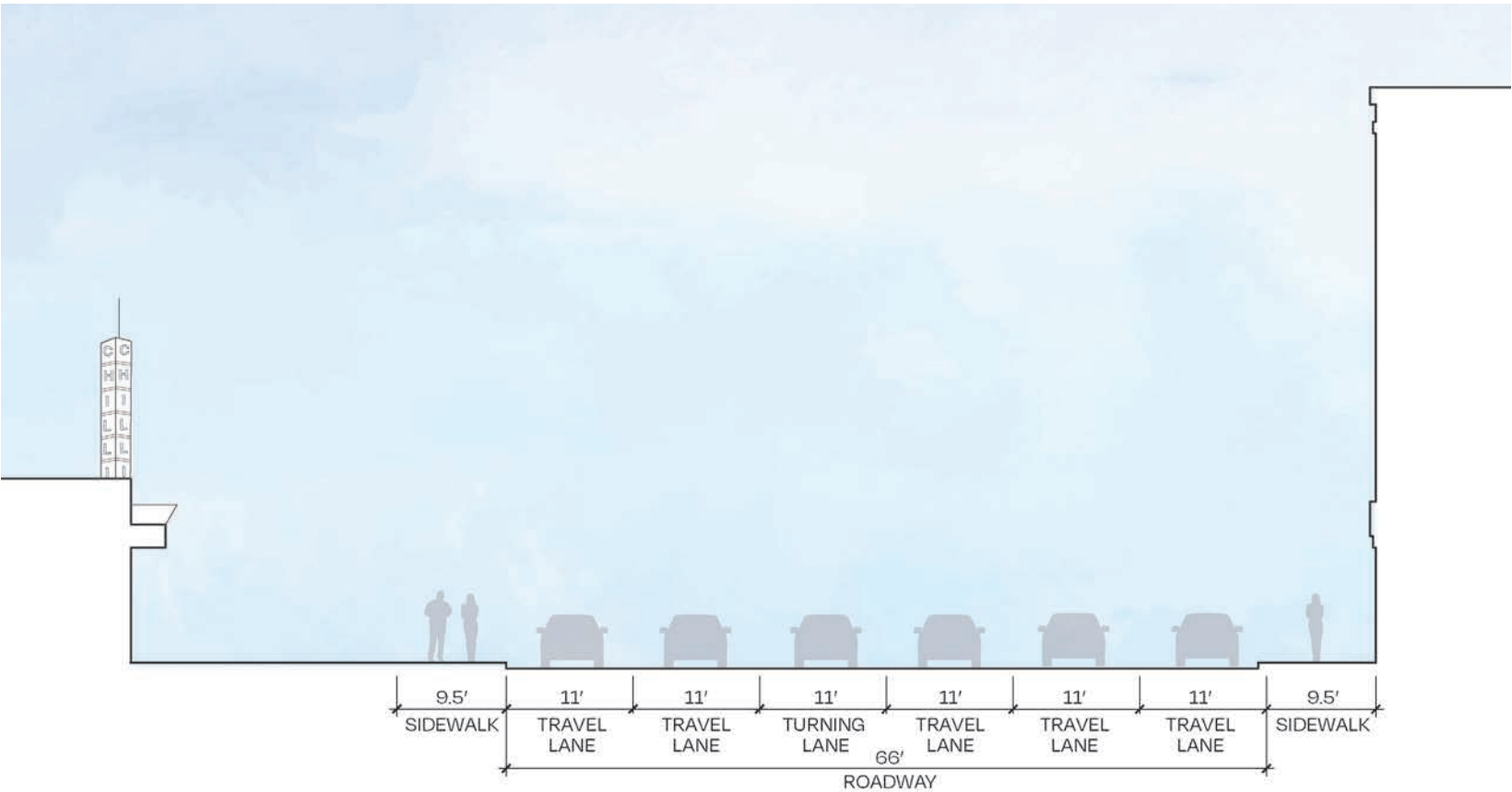
Colerain Avenue & Hopple Street



Challenges

1. Long pedestrian crossing distances
2. Overly wide slip lane exacerbates pedestrian safety issues
3. Lack of bikeway connectivity to to Central Parkway protected bike lanes
4. Bus stop amenities (shelter, route information, seating, etc.)

The current lack of safe and comfortable non-motorized infrastructure along and across Hopple Street is the largest barrier to active transportation and circulation Camp Washington. Hopple Street indeed serves as a key regional connector, but the current traffic volumes do not require 6 - 8 lanes of vehicular lanes to handle the through and turning traffic.



Colerain Avenue Street Improvement

Proposed Project

Long-term Vision

Colerain Avenue & Hopple Street

Right-Sizing Project



Sample of neighborhood visual identity

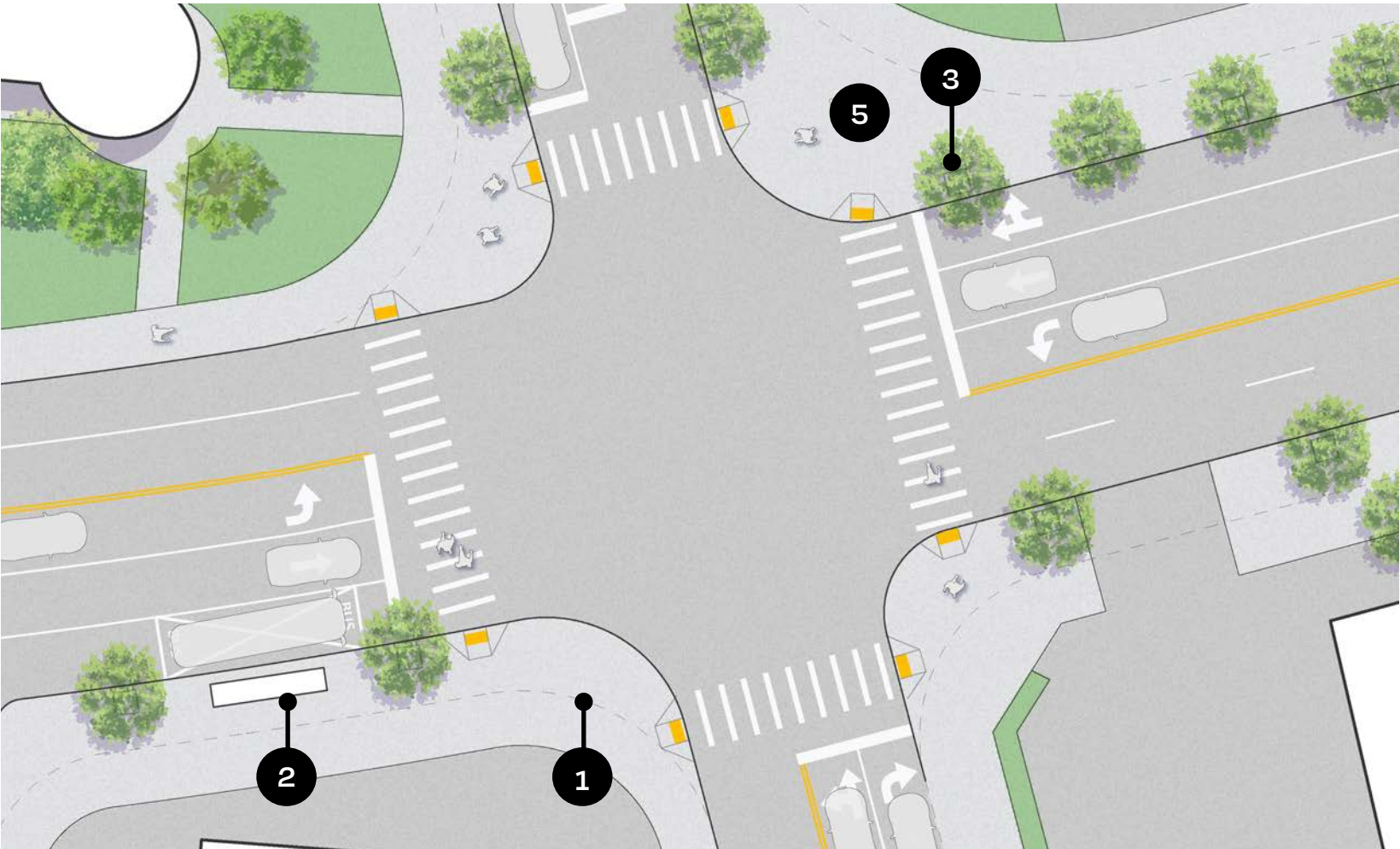
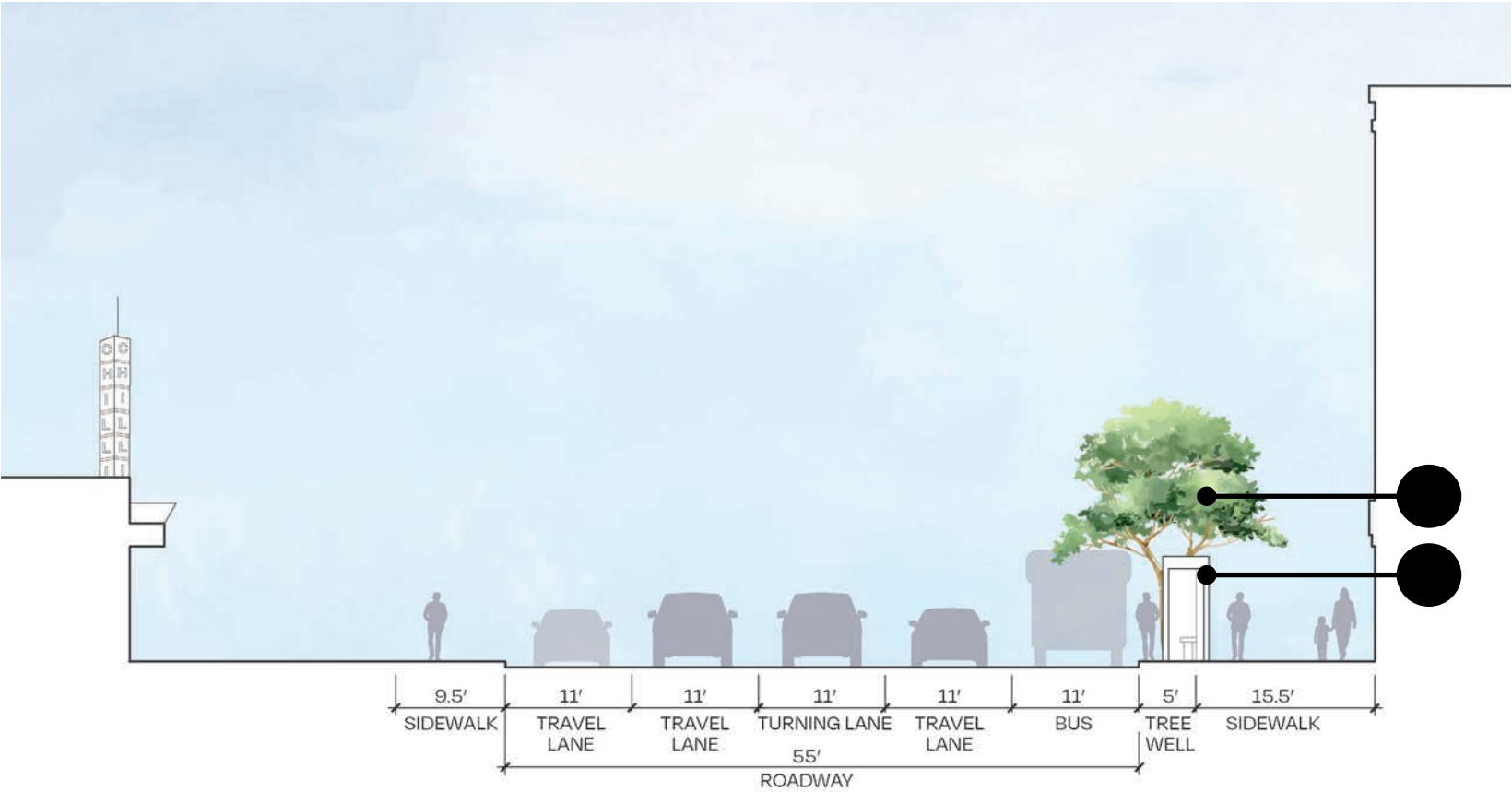
Key Design Moves

1. Reduce travel lanes to 11' or less along Hopple Street/Colerain Avenue
2. Add seating/bus stop at shelter
3. Add street trees / landscaping
4. Alternative use of wide sidewalk to accomodate for on-street parking.
5. Convert slip lane to wider sidewalk to reduce pedestrian crossing distance/ discomfort

Right-sizing the Hopple Street / Colerain Avenue intersection is one of the most important projects for Camp Washington. Making it more friendly for walking will reduce the crash risk, increase comfort, therefore improve the circulation and economic viability of the neighborhood's most north and south gateway. In the mid to long-term, the redevelopment of key parcels framing this intersection will provide even more benefit for the revitalization of Camp.



Alt. Scheme 1: Widened sidewalk & on-street parking



Colerain Avenue Street Improvement

Proposed Project

Long-term Vision

Colerain Avenue & Hopple Street

Protected Bike Lanes and Intersection

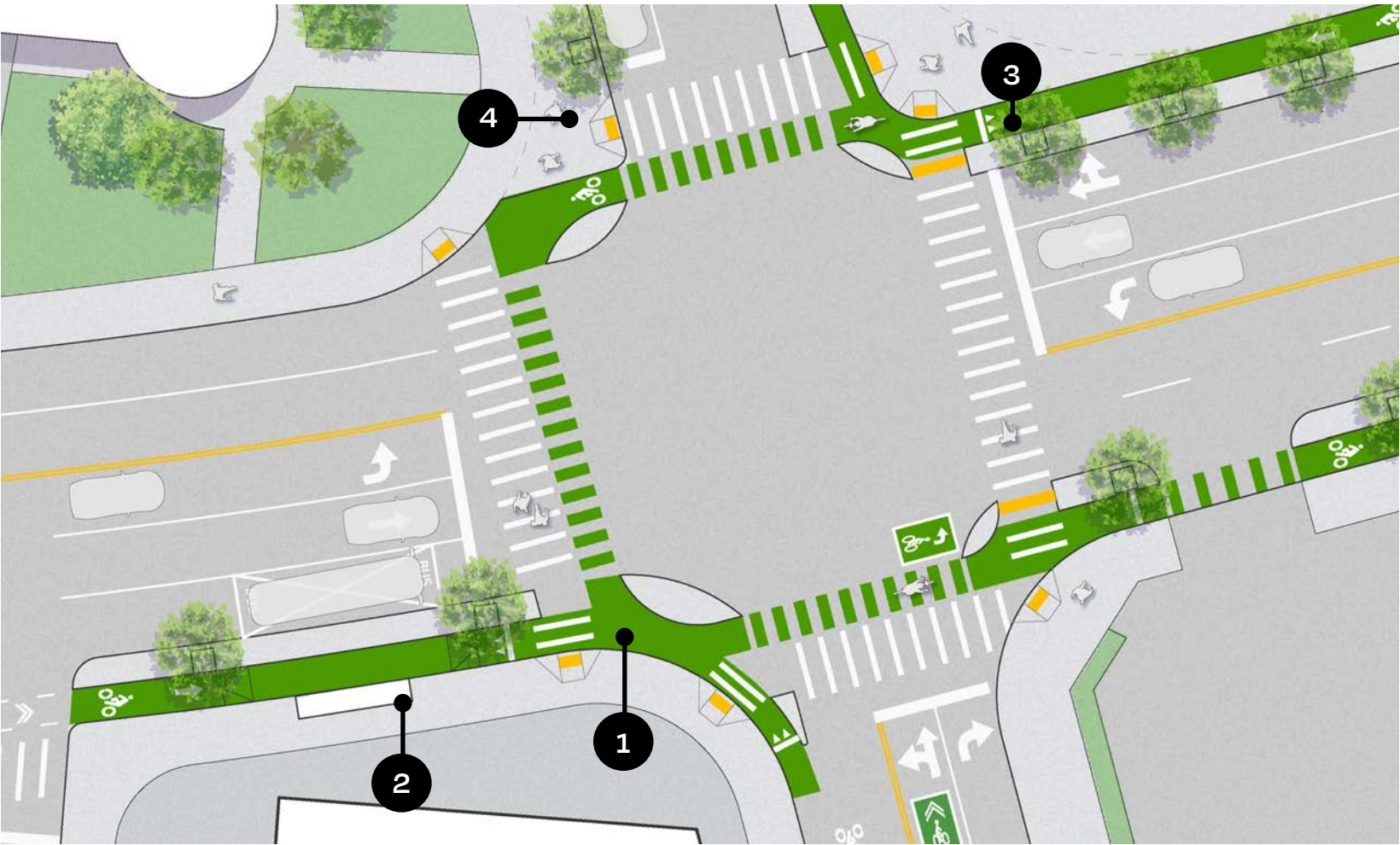
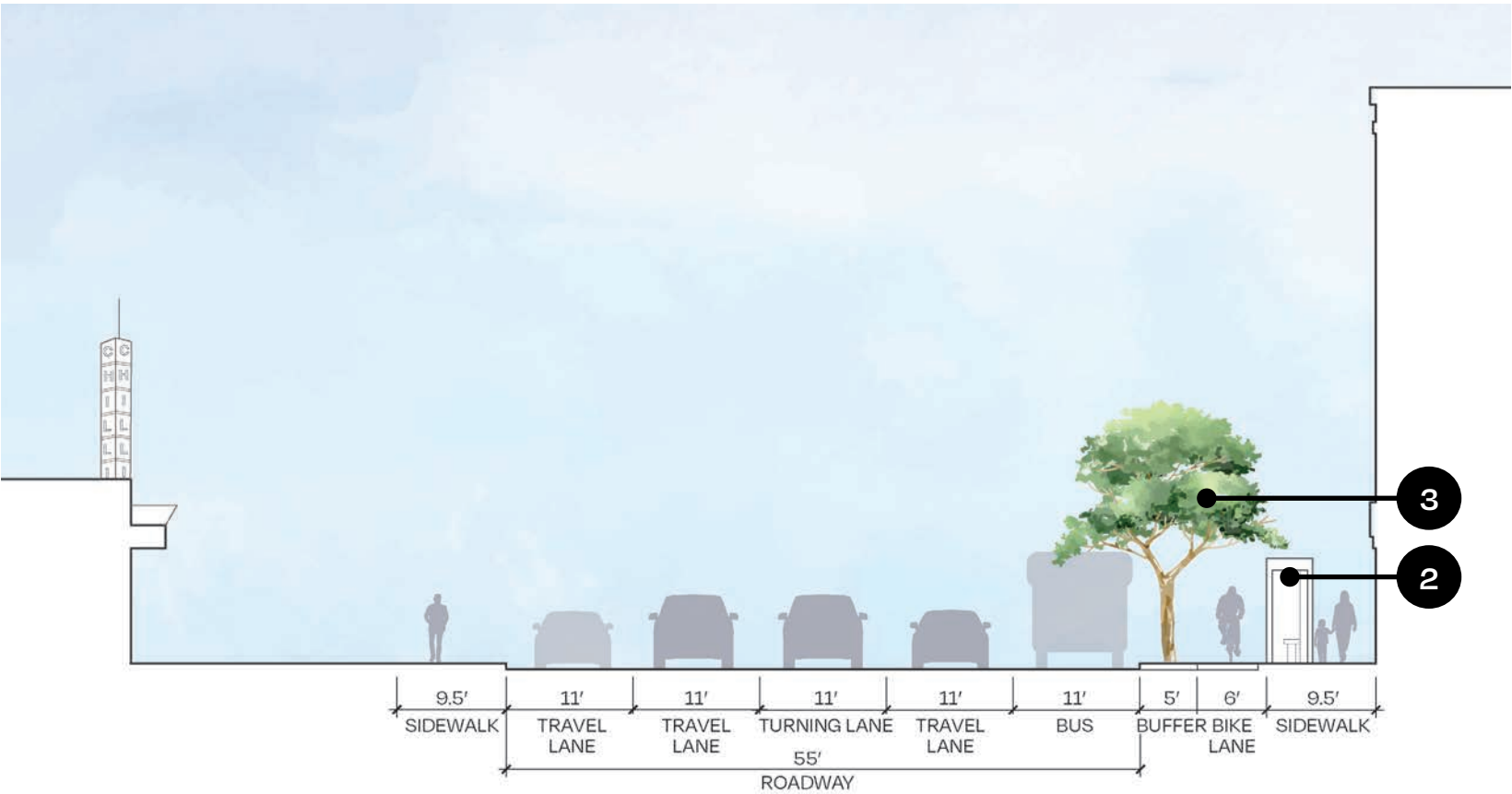


Key Design Moves

- 1. Prioritize safety by installing protected bike lanes/intersection treatments at Hopple Street & Colerain Avenue
- 2. Add seating/bus stop at shelter
- 3. Addition of street trees/planter within curb barrier where possible
- 4. Build wider sidewalks and reduce vehicular space wherever possible

There are number of redesign options available to make the Hopple Street and Colerain Avenue intersection more hospitable to people. There are a number of options available in a scenario where a more inclusive bike infrastructure connection is desired between Camp Washington and the exist bikeway on Central Parkway. As depicted at right, bikeway improvements may also incorporate pedestrian and transit enhancements.

Alt. Scheme 2: Protected Bike Lanes



Colerain Avenue Street Improvement

Proposed Project

Short-term

Colerain Avenue & Hopple Street

Quick-Build

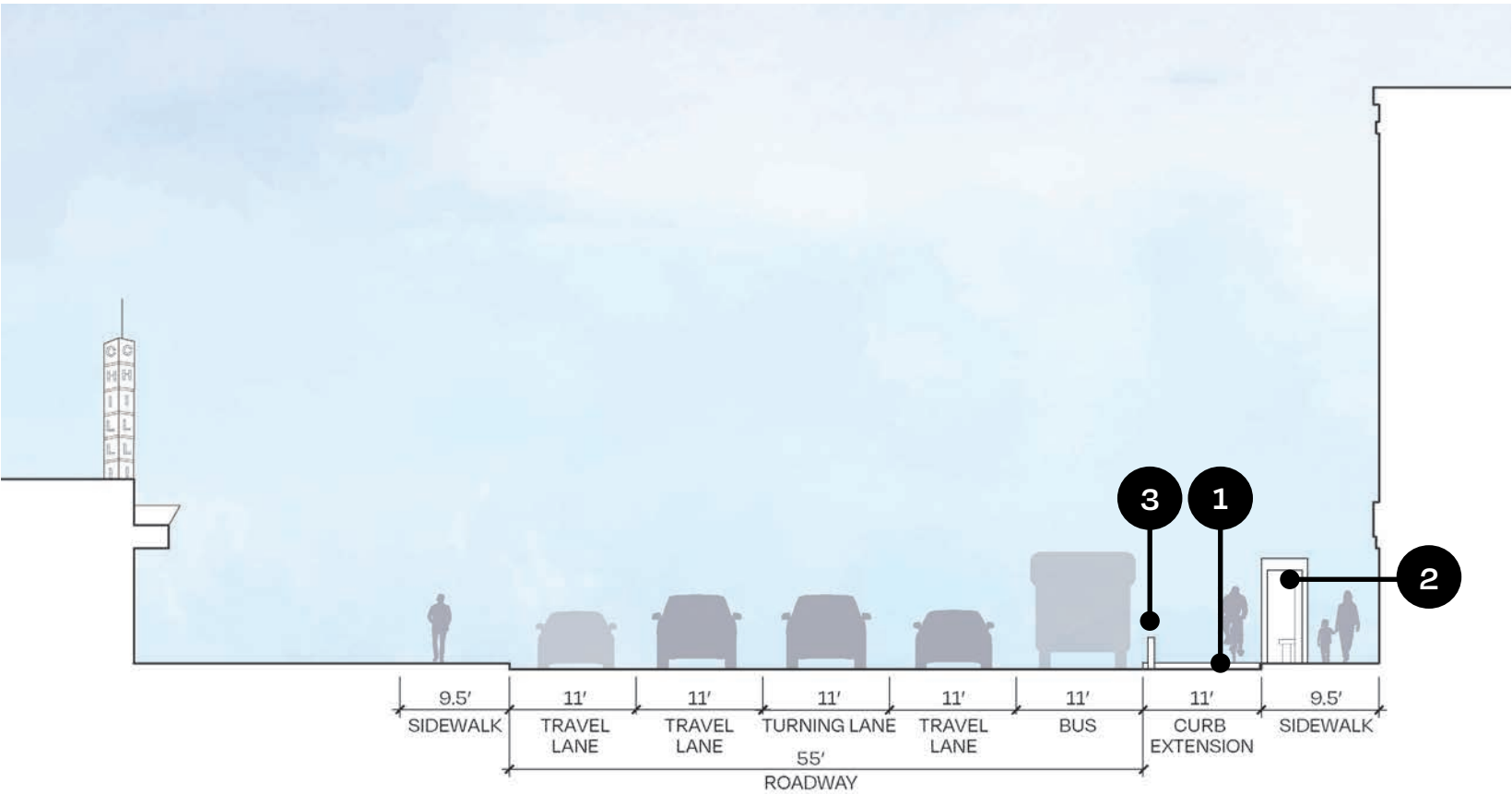
Interim Design Project



Key Design Moves

- 1. Add painted curb extension to shorten pedestrian crossing distance, slow drivers
- 2. Installing in-lane bus boarding/alighting platform increases service speed
- 3. Slip lane vehicular closure protects pedestrians, enhances public space
- 4. New planters at each corner of curb extension

The intersection of Hopple Street and Colerain Avenue is in need of immediate attention to make it more welcoming to people walking, driving, and cycling. The first step in this process is to make better use of the excess vehicular space available so that people walking and taking the bus can navigate the intersection more easily. Alongside basis signal timing changes, Hopple Street can become far less of a barrier and safer for all who need to traverse this important intersection.



Colerain Ave. Street Improvement

Proposed Project

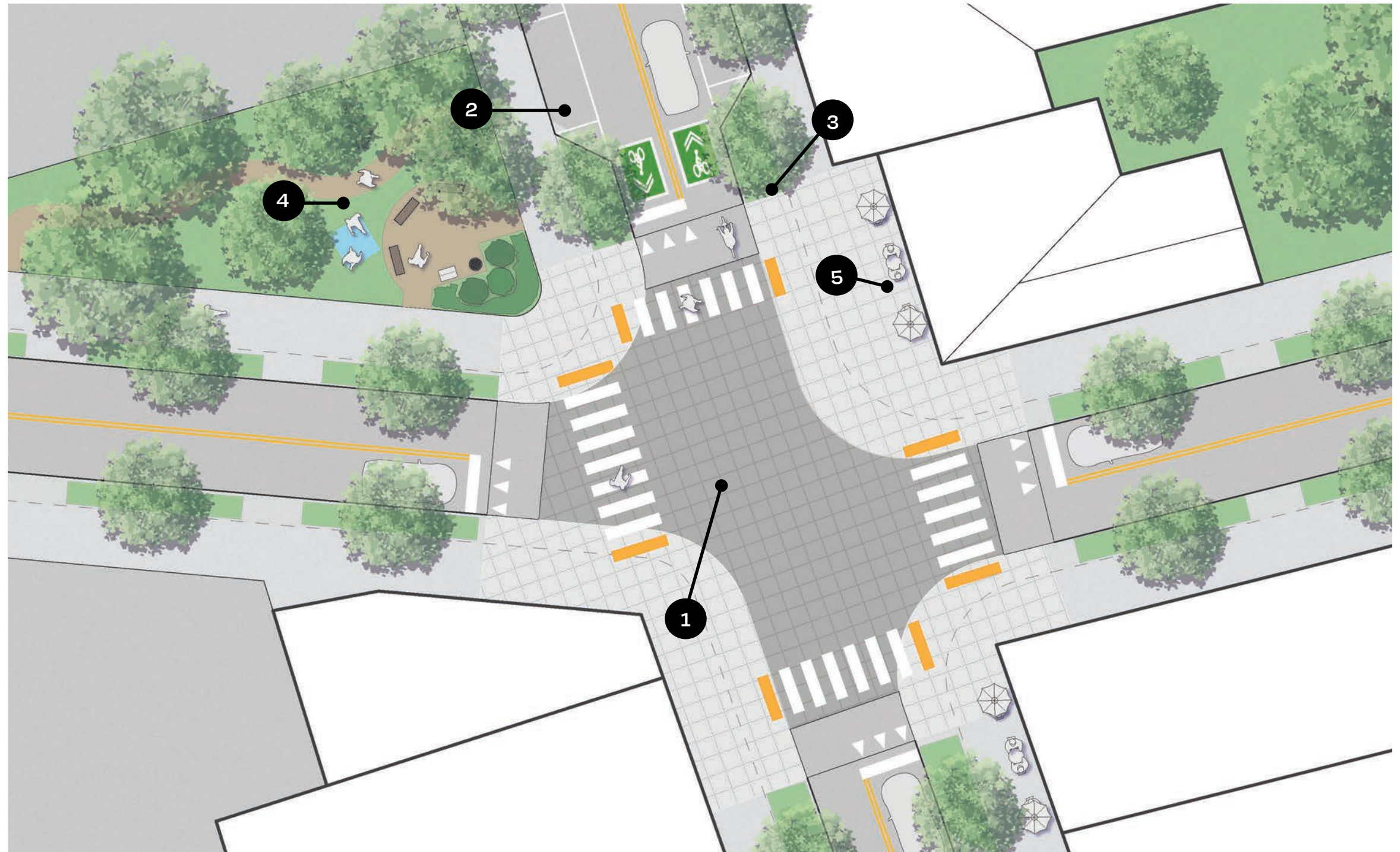
Long-term Vision

Colerain Avenue & Township Street

Placemaking and Traffic Calming Enhancements



This intersection is one of the most important Camp Washington nodes south of Hopple Street. As such, considering how the skewed, quirky intersection of Colerain Avenue/Township Street becomes more friendly is critical. In this long-term vision, the pocket park will be redesigned and programmed, the intersection will be raised to the sidewalk level so that it performs more like a plaza for people than for cars; and food/beverage destinations can spill outside on the sidewalk.



Street Redesign Moves

1. Raise the intersection so that it serves the community as a plaza
2. Delineate use of existing street space with markings and signage
3. Enhance the landscaping / green infrastructure along Colerain Avenue
4. Invest in the design and programming of the pocket park
5. Prioritize seasonal outdoor cafe/bar seating to enliven the intersection and broader neighborhood



Wayfinding-of-place: Providence RI

Proposed Project

Short-Term

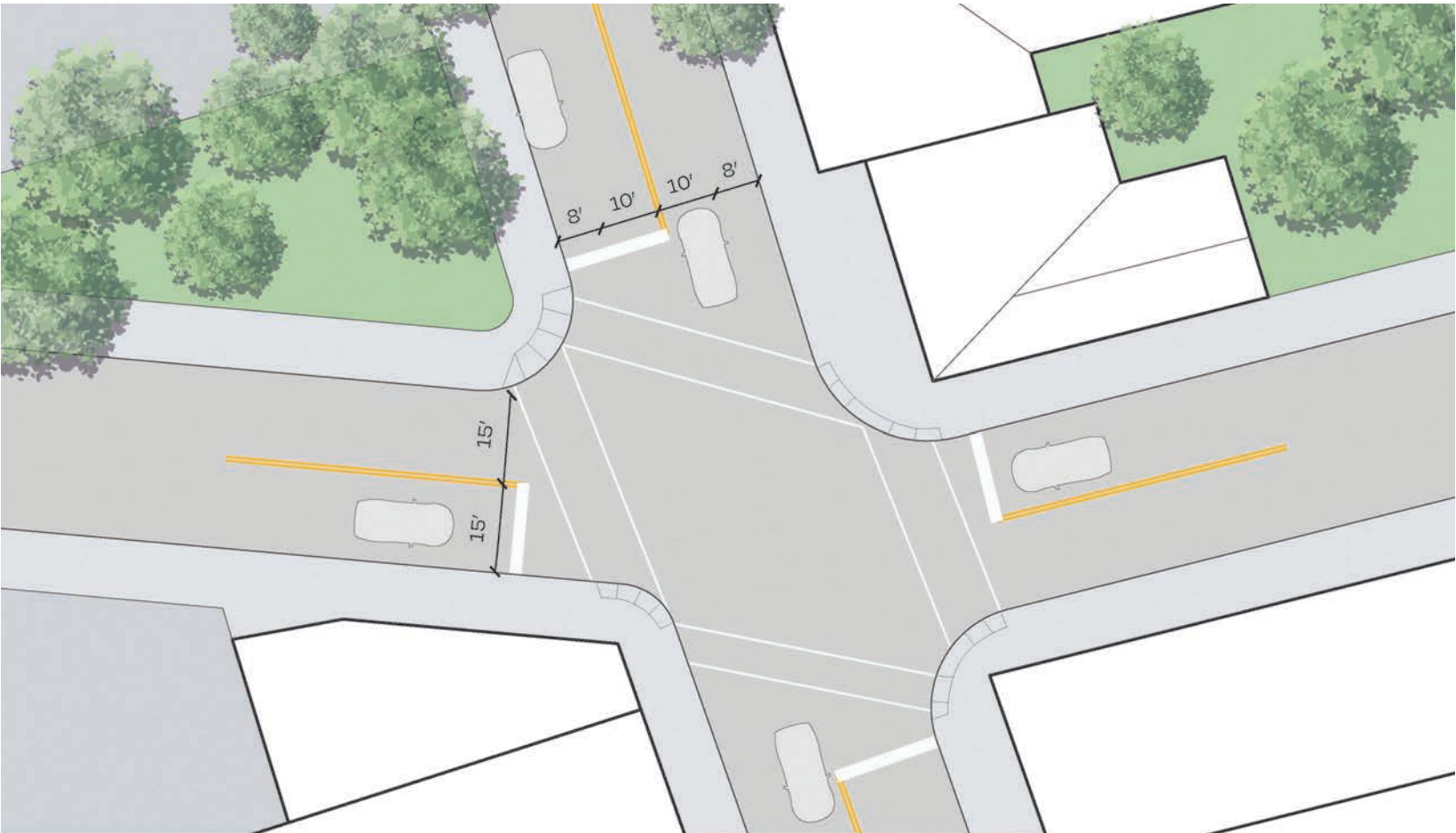
Colerain Avenue & Township Street

Quick-Build Interim Design Enhancements

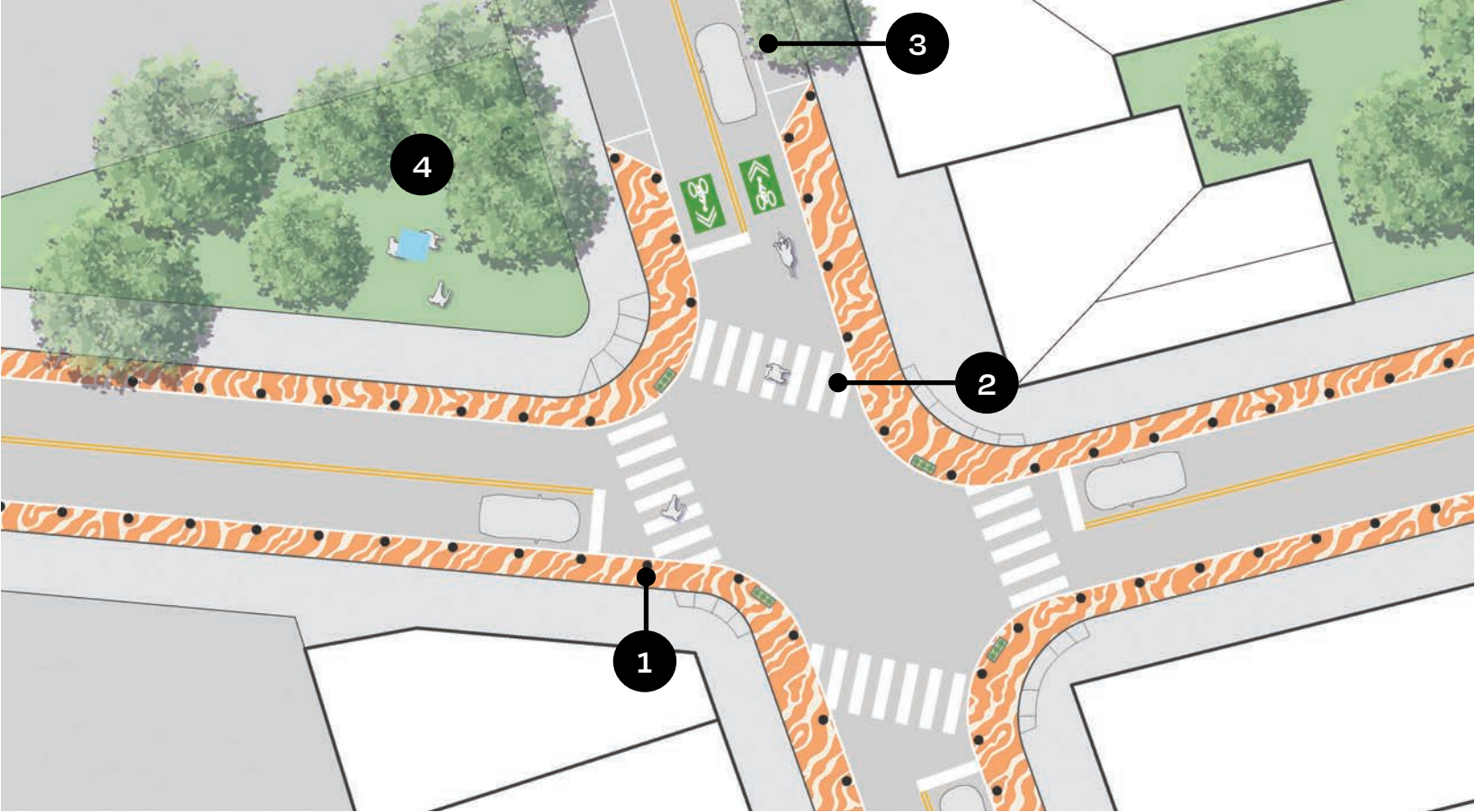


Key Design Moves

1. Implement painted curb extension to shorten pedestrian crossing distance, slow drivers and enhance sense of place
2. Implement high-visibility crosswalks across all four intersection legs
3. Improve striping and markings to clarify parking, loading spaces etc.
4. Improve landscaping and programming at community garden by establishing a "friends of" group



Existing Conditions



Proposed Interim Design

Colerain Avenue Street Improvement

Camp South Redevelopment

Establish a Camp South Gateway

Camp Washington’s core residential area, south of Hopple Street, is a stable and emerging area that embodies the quirkiness and character of the broader neighborhood. There is opportunity to enhance this part of Camp by increasing residential density, investing in key streetscape improvements, and ensuring existing artists/entrepreneurs are at the table to help define the future.

Camp Washington south of Hopple Street is key to the neighborhood’s revitalization. An opportunity exists to provide varied, mixed-use infill projects and additional density through Accessory Dwelling Units (ADU’s) now permitted by the recently adopted Reconnecting Communities zoning initiative.

The area is also home to the Washington United Church of Christ, whose mission supports existing residents in need of food and other social services. Building more wraparound public space programs in collaboration with CWURC and this community asset will not only support the church in its mission, but will also

help Camp continue to welcome all.

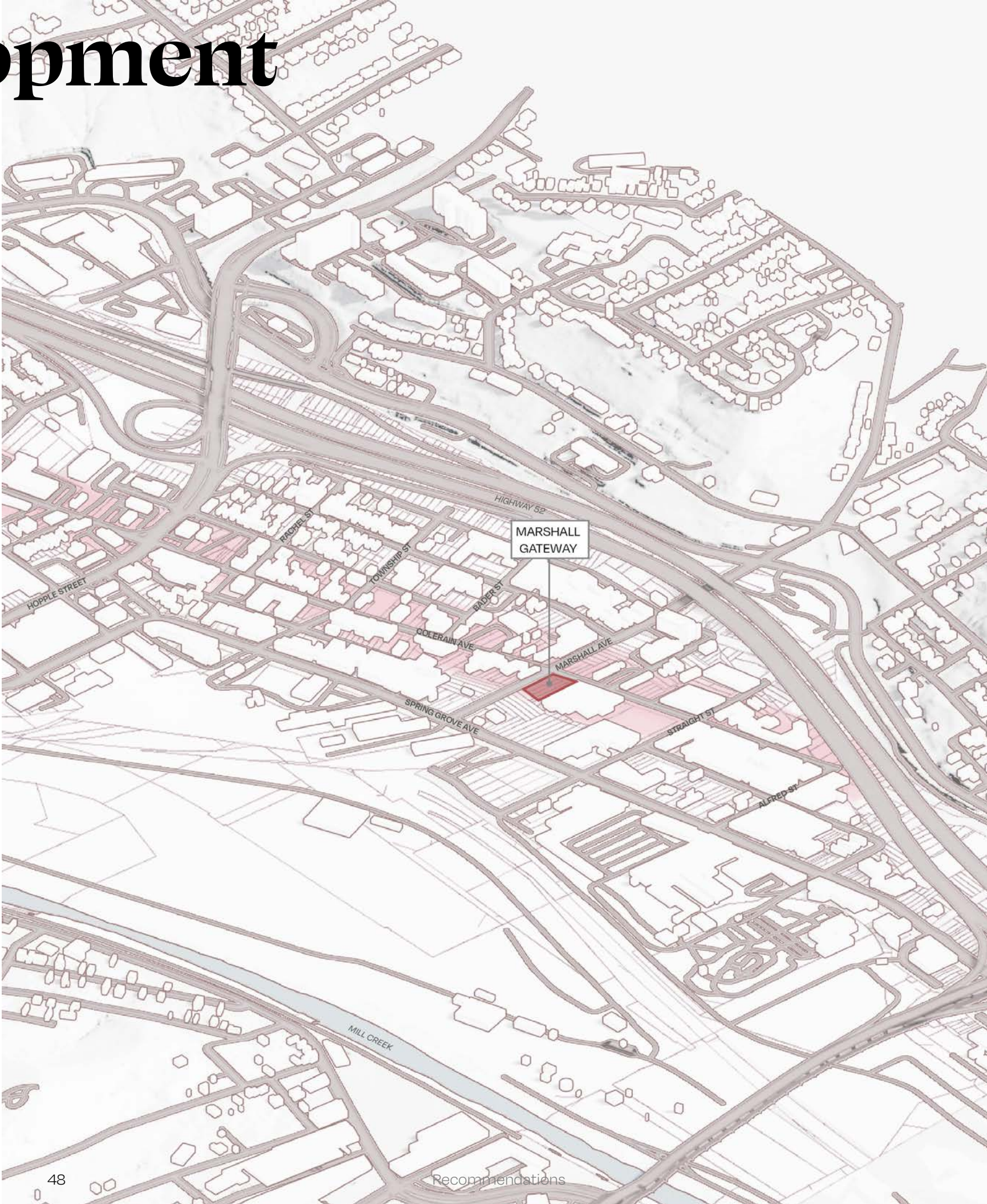
The eastern edge of the neighborhood suffers greatly from proximity to Interstate 75, which delivers pollutants and noise nuisance for all who live in close proximity. There is an opportunity to provide new open space and mixed-use projects that buffer the highway and that transition Camp from residential to mixed-use to more industrial uses. One of the key corridors to focus this approach to redevelopment is the Marshall Street gateway (see image at right), which is a great candidate for mixed-use development and transportation investments.

Observations

- ★ Strong neighborhood housing stock, additional density is now permitted
- ★ WUCoC is a great social asset
- ★ Eastern edge along the highway is unpleasant
- ★ Multiple empty/underused lots along Marshall Street

Recommendations

- ★ Guide new and renovated housing to keep quirky
- ★ Build on the programs at the Church for the community.
- ★ Buffer the housing from the highway
- ★ Prepare a redevelopment plan for the Marshall Street gateway corridor



Proposed Project

Long-term Vision

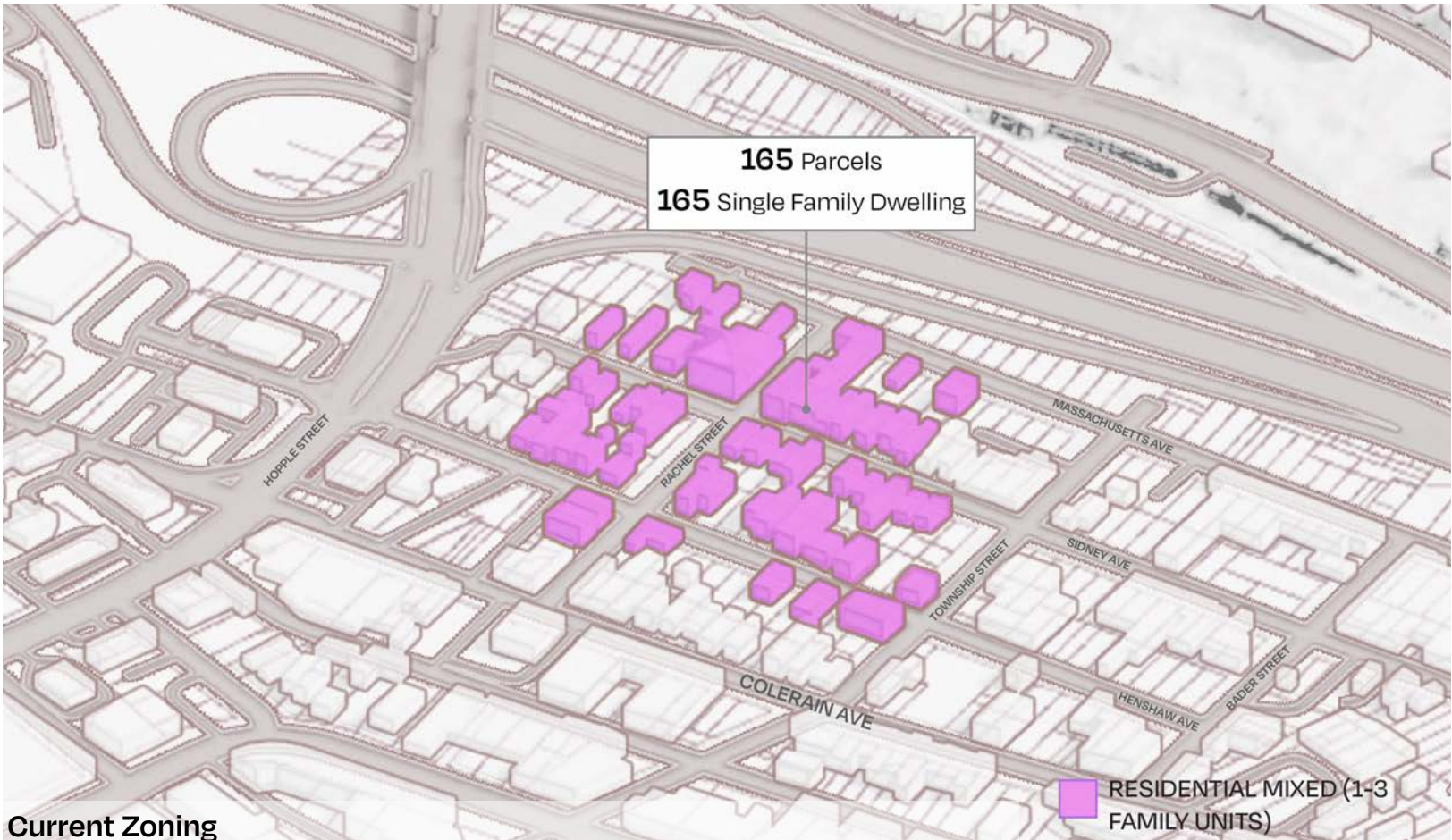
Camp South

Residential Intensification

Key Design Moves

- 1. Leverage new Connected Communities zoning to increase neighborhood density
- 2. For larger, mixed-use sites tie public realm improvements to development approval
- 3. Establish a local "friends of" group to help CWURC improve landscaping and programming at the community garden located at Colerain Avenue and Township Street
- 4. Promote new mixed-use development along the Marshall Street Gateway

Residential intensification will make commercial and public realm amenities more feasible in the neighborhood. That said, still more development will be needed to bring more residents above and beyond what the Connected Communities zoning allows within the neighborhood's single-family housing areas. The Marsall Street Gateway is a great place for further intensification (see following page).



Camp South - How to Get More Campers

Marshall Avenue Gateway

Create a Mixed-Use Neighborhood Gateway

Marshall Street is one of only three east-west streets that link Camp Washington to the City beyond. As such, it has the opportunity to leverage its connectivity into a thriving, multi-modal mixed-use node of activity. The long-term vision is to not only intensify the corridor’s land use but to also incorporate public art works that celebrate the history and future of the neighborhood as a center of creativity.

Key Design Moves

1.

Develop mixed-use infill projects (see image at right) within the vacant lots found along Marshall Street, between Sidney Avenue and Spring Grove Avenue
2.

Leverage new development along the corridor to deliver public spaces that support social activity and commercial uses (plaza seating, pocket parks, playgrounds etc.).
3.

Implement a two-way protected bike lane connection between the proposed protected bike lanes along Spring Grove Avenue and the existing Central Parkway protected bike lanes.
4.

Install public art works (murals, lighting installations, sculptural elements) along the Marshall Street corridor, with a particular focus on the Interstate 75 underpass.



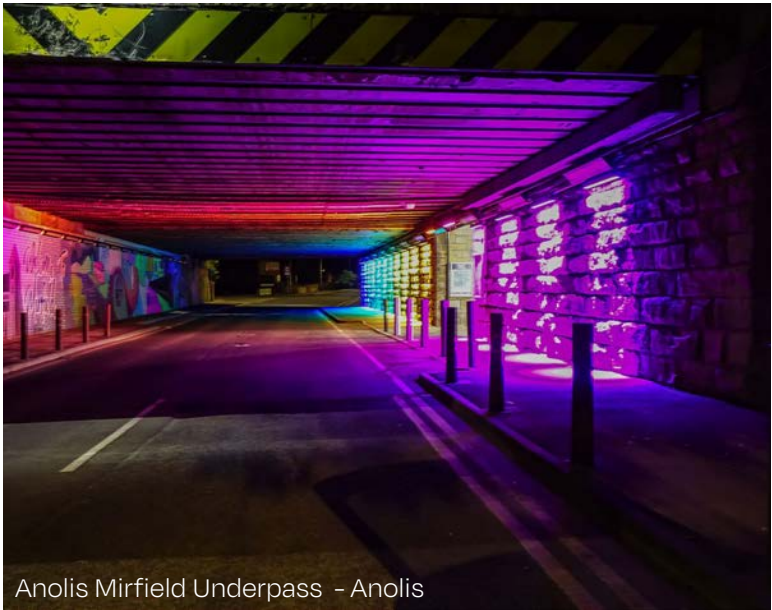
Long-term Vision for Marshall Ave. Gateway

Strengths

- Vacant/underused parcels are conducive to mixed-use development
- New student apartments nearby
- Bikeways exist along Central Parkway and Spring Grove Avenue

Potential Partnerhips

- Local land owners, like Sacred Heart Church
- City of Cincinnati
- Local artists



Anolis Mirfield Underpass - Anolis



Bristol UK - Source Unknown



Proposed Interim

Proposed Project

Short-Term

Marshall Avenue Gateway

need text

Interim Use Strategy

1. Curb extensions with asphalt art
2. Food truck/vendor court to activate space in short-term
3. Vertical barriers (delineators, bollards, planters etc.)
4. Camp Washington gateway signage
5. Protected bike lane connection to Central Parkway bikeway



Marhsall Street, Google Street View



Lealman, FL - CommercialCafe





Proposed Project

Long-term Vision

Marshall Avenue, between Spring Grove & Colerain Avenue

Streetscape Redesign



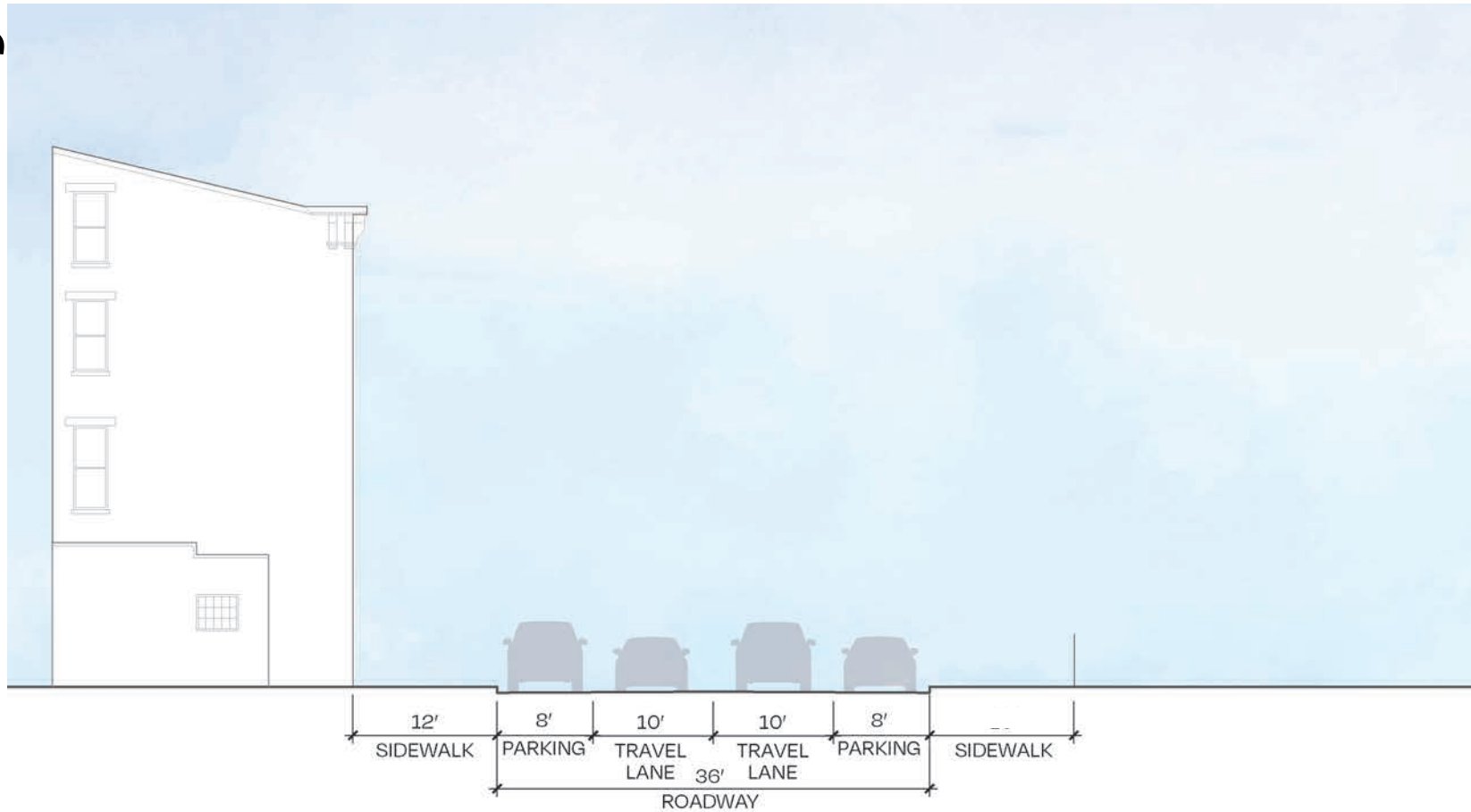
While narrow with modest vehicular volumes, Marshall Street provides a critical linkage to in and out of the neighborhood. Maximizing the available space with multi-modal facilities and increased tree cover / landscaping will improve the quality of the public realm and make Camp Washington more accessible in the long-term.



Montreal, Canada - Alta Planning

Street Redesign Moves

1. Parking lane conversion to landscaped sidewalk
2. Sidewalk level two-way bike lane (5ft. each way)
3. Enhanced landscaping street trees, rain gardens, planters, seating etc.)



Existing Conditions



Proposed Interim Design



Proposed Project

Short-Term

Marshall Avenue, between Spring Grove Avenue & Colerain Avenue

*Quick-Build Interim Design
Enhancements*

Key Design Moves

1. Parking lane conversion to landscaped sidewalk
2. Planters for additional street greening
3. Low-cost vertical barriers separate the bike lane from vehicular traffic



Appendix

Celebrate Camp Washington Identity



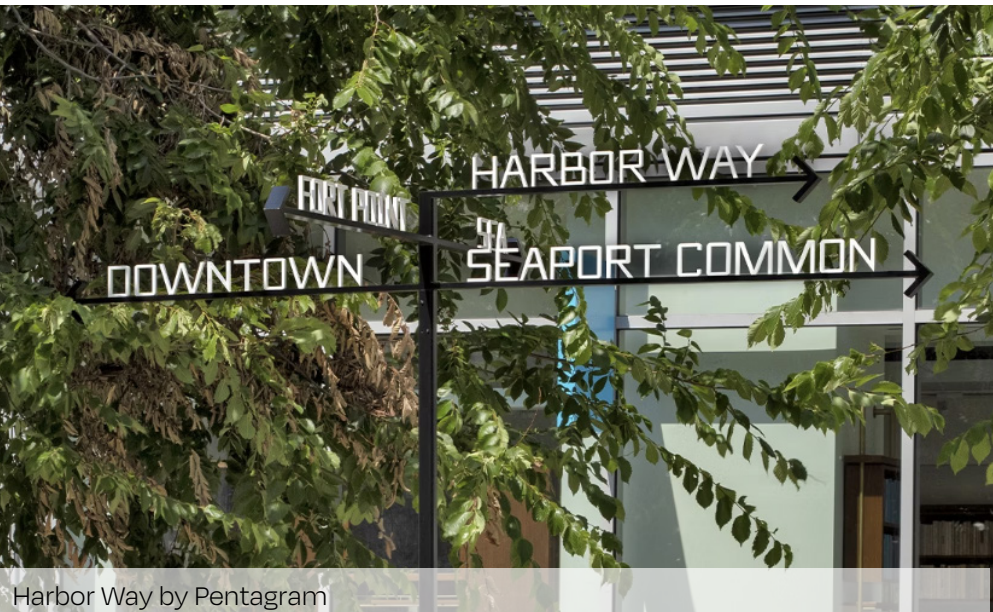
Wayfinding by RSM Design



Jack London Square UK - RSM Design



Source Unknown



Harbor Way by Pentagram



Tree Guard NYC - Source Unknown



Kendall Square Cambridge MA - D & Z Sculpture



Chinatown Washington DC - Source Unknown

Proposed Project

Long-term

Applying Neighborhood
Place Identity
*Asphalt Art, Wayfinding &
Creative Street Furniture*

Key Design Elements

1. Place identity materials to reinforce/celebrate industrial/maker history
2. Appropriate/inviting wayfinding for bike routes/public spaces
3. Visual identity in street furniture (benches, bus stop, street signs, landscape fencing)
4. Gateway object marking key entry points to neighborhood



Example of applied visual identity

