



Hopple Street South Housing and Gateway Analysis

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Background/Introduction

Camp Washington, affectionately known as “Camp” was named for the soldiers who gathered to bivouac outside of Fort Washington, located along the banks of the Ohio River.

As Cincinnati grew into a bustling city Camp Washington became a crucial industrial corridor for the city as first the Miami-Erie Canal and later the railroad came through the neighborhood. It was also the stockyards and abattoir area for Cincinnati, once the pork packing capital of the country.

As American manufacturing declined Camp Washington saw the same outmigration experienced nationwide. Today there is a remnant of the meat packing industry and a concentration of industrial companies that rely on the railroad and over the road traffic to support manufacturing and move freight.

Yet, though smaller, the manufacturing heart of Camp Washington is still strong. It is home to such large industrial employers as KAO, Meyer Tool, and SpringDot. Available manufacturing sites are actively marketed by the City’s Department of Economic Development.

It is also home to artists with gallery and workshops at the Brush Factory and Wave Pool.

Much of the current success in Camp Washington is through the work of the Camp Washington Community Board, which has been purchasing and rehabilitating houses throughout the neighborhood for more than thirty years. Funding for this program has mostly come from a Bingo hall that the organization runs in Western Hills. However the recent development of local casinos has diminished earnings from this fund.

With diminished funding from the Bingo Hall and the city, the organization must investigate ways to maximize its impact on the part of the neighborhood south of Hopple Street. Recent construction along of Interstate – 75 at Hopple Street interchange also may impact the community. These changes represent both opportunities and challenges to the southern part of Camp Washington.

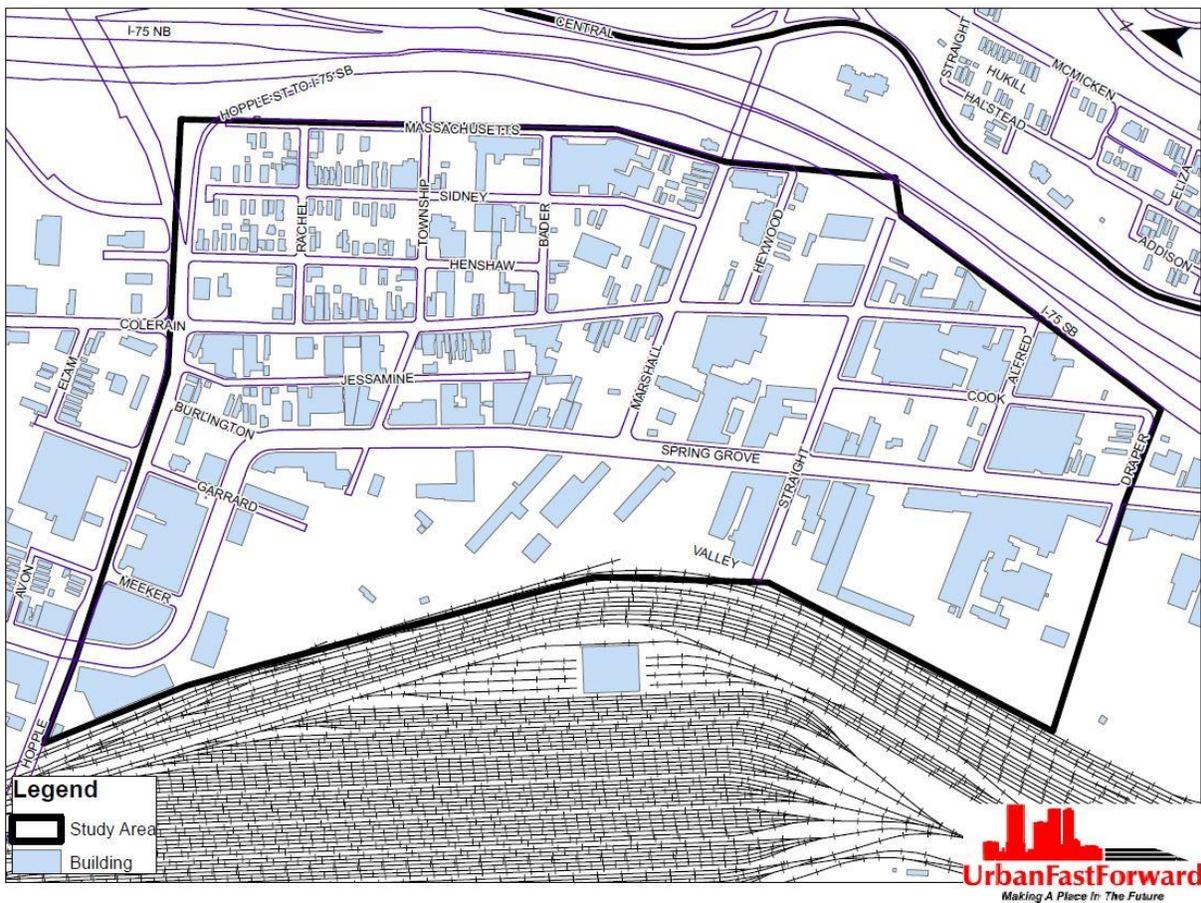


Process Overview

This study uses Hamilton County Auditor data as well as historical reports and studies previously conducted by the Camp Washington Community Board. Historical data was drawn from the U.S. Census Bureau and information provided by the City of Cincinnati and the Camp Washington Community Board. ArcGIS was deployed to developing mapping of the study area and provide a visual illustration of study components. A map of the study area is below.

Analysis is restricted, as closely as possible, to the area of the neighborhood south of Hopple Street. Hopple is a key east-west connector for the community and serves as access to Interstate – 75.

Camp Washington - South Hopple Study Area



Analysis of Existing Conditions

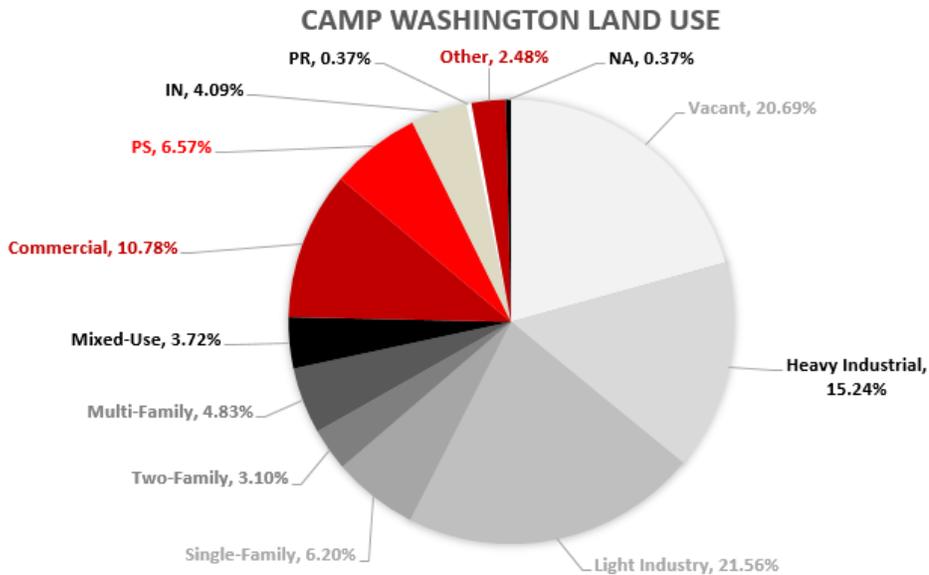
Demographics

Camp Washington is a diverse working class community that is situated within walking distance to major employers and within short commute times to Cincinnati's two major economic hubs, downtown and Uptown with over 100,000 jobs. Within the neighborhood there are 2,456 jobs according to the 2014 American Community Survey conducted by the U.S. Census Bureau.

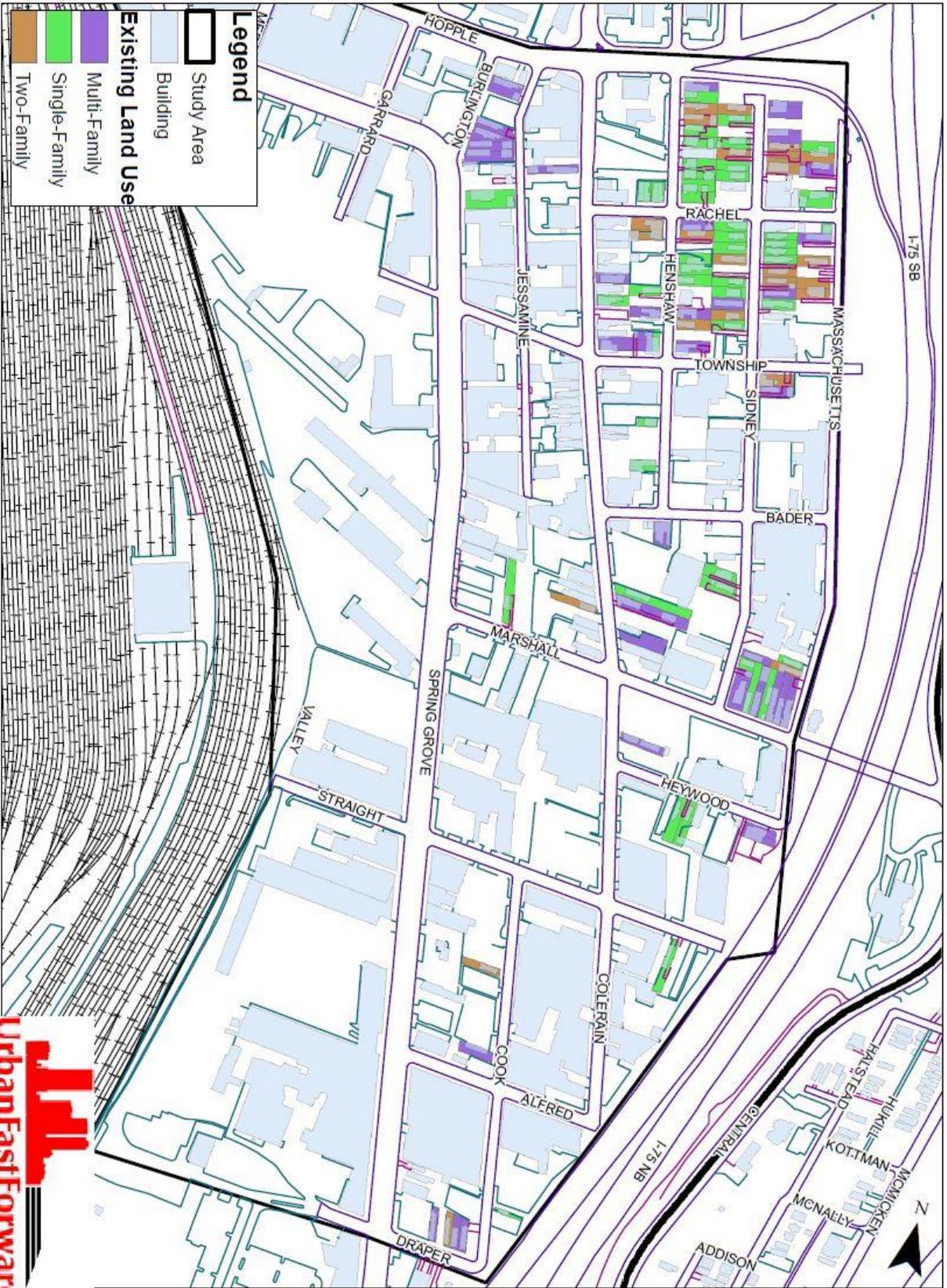


Home ownership rates in Camp Washington are low. Out of the total of 704 buildings that contain housing for the entire neighborhood, only 17.4% are owner occupied. Over half are renter occupied with average rents at \$616 a month. Machine Flats is the largest collection of units in the north end of the neighborhood and establishes the upper range of the rental market with one bedrooms going for \$950 a month. There are no comparable multi-family rentals on the south side of Hopple but rents range at the lower end of the spectrum.

Low percentage of home ownership also prevails on the south side of Hopple Street however this is due to a significantly lower number of residential buildings. There are 114 residential buildings south of Hopple Street. 49 of which are classified as single-family, 38 multi-family dwellings and 78 two-family units.



Residential Typology Map - South Hopple Study Area



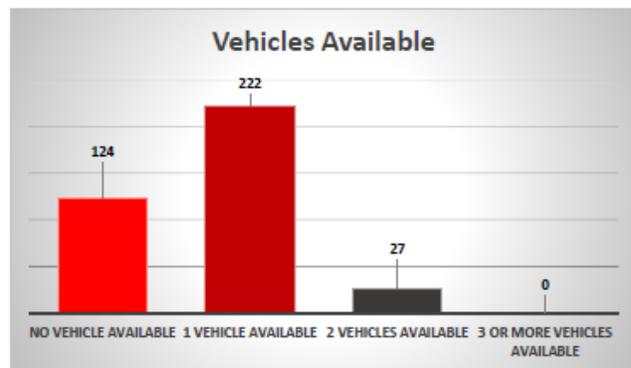
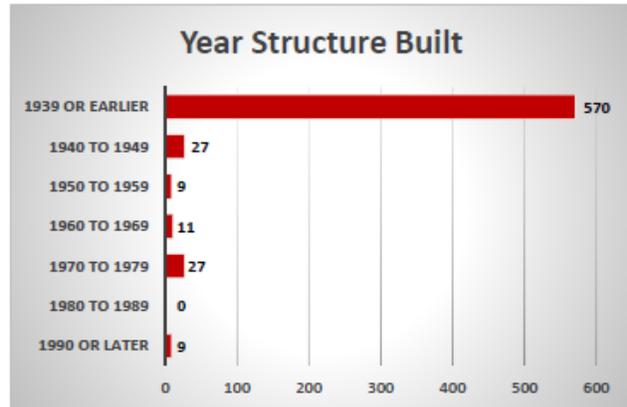
The largest concentration of housing is within the northeastern area along Sidney, Rachel and Township. There also is a block of housing located at Marshall and Sidney Streets. This small cluster is zoned Manufacturing (MG) and therefore at present non-conforming according to the city's zoning code. Marshall Avenue, a neighborhood scale street, is a key connector to Central Parkway and downtown. The Camp Washington Community Board should strongly encourage this corridor for both mixed-use infill focused at the Colerain Avenue

intersection. Residential infill housing should also be encouraged along this corridor where there is vacant land available. 20.69% of total parcels south of Hopple Street are vacant which presents a huge opportunity for dense infill, thus adding modern touches and new housing styles to a historic neighborhood. The largest parcels of vacant land are near Spring Grove and Colerain. These sites are prime candidates for middle density infill housing such as townhomes or cottage courts. Additionally, there are opportunities for developing new housing stock and adaptive reuse of vacant industrial buildings. This housing type is still underrepresented in the local market.

Median incomes in Camp Washington are \$27,669. The majority of this neighborhood's families make from \$25,000 to \$39,999. Camp Washington has relatively older housing stock. Almost 90% of the structures in the

neighborhood were built 1939 or earlier. The median price for a home in the neighborhood is \$73,300 which makes the neighborhood affordable to the working millennial. Affordability is the neighborhood's main selling point however once momentum begins, maintaining a level of affordability will also be its challenge. If not, these families will not be able to afford Camp Washington and will have to move.

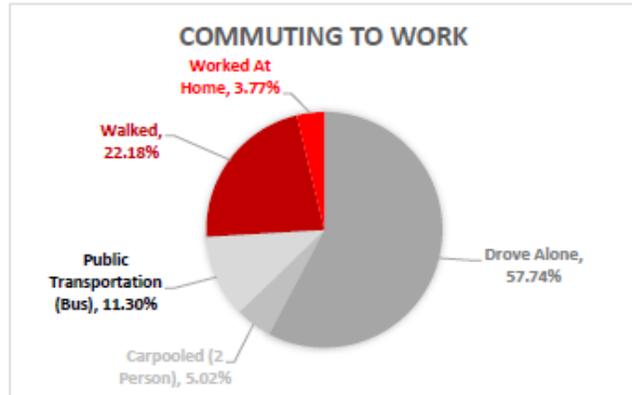
Camp Washington residents are relatively young, with a majority below the age of 34. The neighborhood has a large working-class population with most holding at least a high school diploma. This presents an opportunity that is already being realized in the neighborhood to some degree. The area south of Hopple is becoming a creative community focused on crafting and arts. Artist space such as Brush Factory and Wave Pool are already located in this section of the neighborhood and artists being priced out of nearby Northside and Over-the-Rhine are finding their home here. Recent Census data backs this up as a majority of neighborhood residents have located here since 2000.



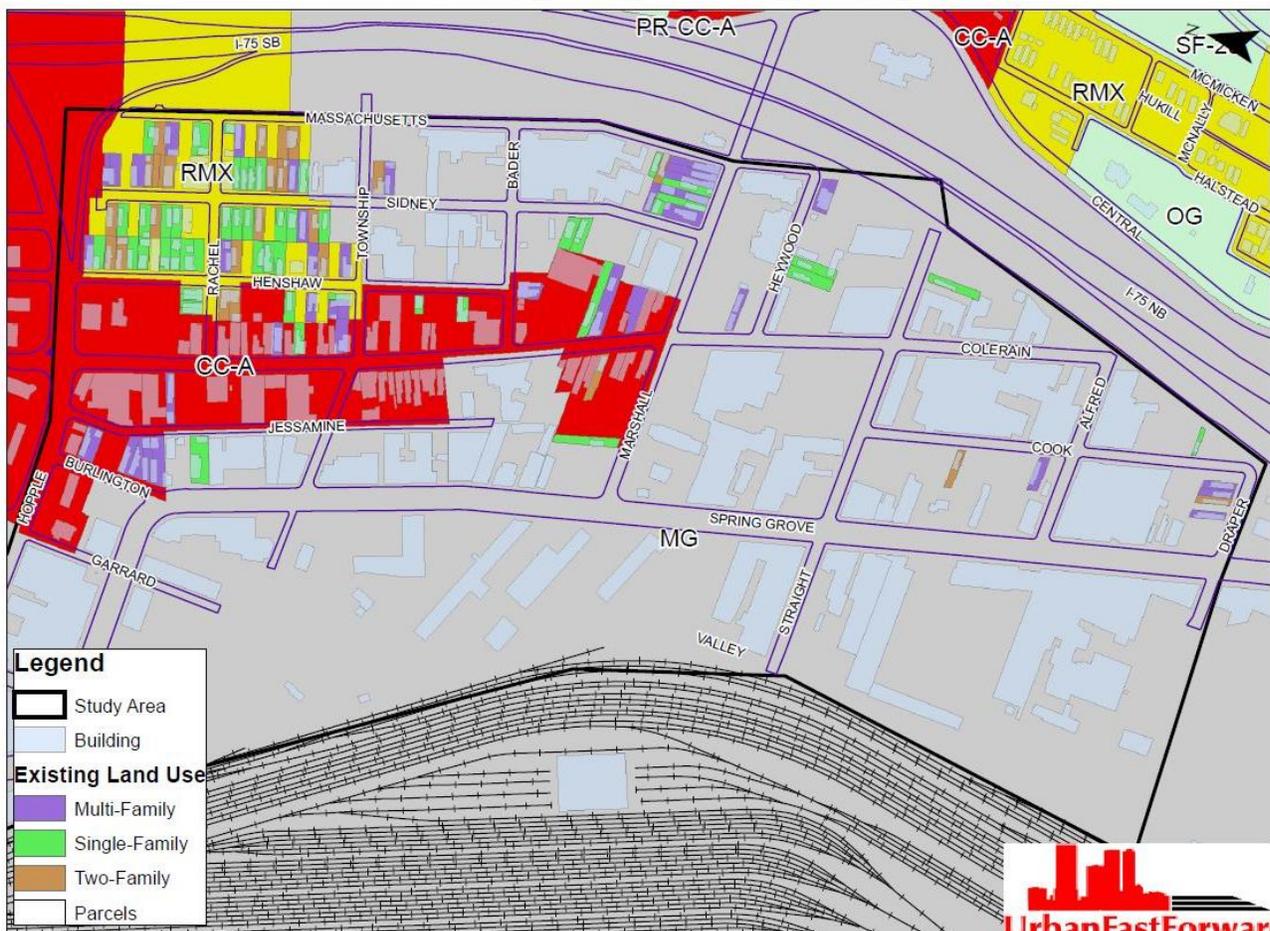
Vacant Parcel Map - South Hopple Study Area



The majority of residents commute to work by driving alone, but 43% of the population commutes by public transit or walks to work. While for many this is driven by economic necessity it also coheres strongly with Millennial preference data. Moreover, as one of Cincinnati's basin communities, biking is relatively easy, though at present bicycle lanes only exist along a portion of Spring Grove Avenue. Despite the motivations for the lack of automobile ownership, expansion of alternative transportation modes should be encouraged through the expansion of an on-street bicycle network such as a lane on Marshall Avenue connecting to the Central Parkway Protected Bicycle Lane or other means.



Residential Building Zoning - South Hopple Study Area



The layout of the street grid in this section of Camp Washington has significant difference to the northern part of the neighborhood, principally lacking alleys. These are a key ingredient to hiding off-street parking, which is a requirement for new infill development. Without alleys, new housing must provide parking access along the front of the property through the utilization of curb cuts and driveways to meet compliance with the city's zoning code. This requirement is a significant detriment to constructing affordable residential infill in the neighborhood.

Camp Washington could be a blue-collar millennial village with a focus on hand-made crafting and arts. South of Hopple Street provides plenty of opportunities. Implementing the strategies discussed below will further enhance neighborhood quality and community. However housing, while a critical pillar of revitalization should not be the sole strategy component. The community must also pursue a focus on improving the business district along Colerain, and developing a marketing and branding vision for the neighborhood.



Housing Recommendations:

1. Drive owner-occupied housing

- a. Identify target opportunities for home ownership
 - i. Available properties
 1. Structures and land
 - a. Community owned
 - b. Potential sellers
- b. Develop a marketing plan
 - i. Sell the assets of Camp
 1. Developers – Small and large
 2. Prospective Homeowners
- c. Develop homeownership training programs on historic property rehab (i.e. OTR Foundation Owner-Occupied Workshop.)
 - i. Utilize resources such as the Home Ownership Center (<http://hometoday.cc/>)
- d. Develop funding incentives to support owner-occupied housing rehabilitation
 - i. Special financing options
 - ii. Down payment assistance
 - iii. Support from area employers
- e. Promote the program to target home owners
 - i. Existing workforce
 - ii. Blue collar Millennials

- iii. Teachers and public servants
- iv. Artists

2. Develop a singular, Camp specific mix of housing types

- a. Adaptive reuse of industrial buildings
 - i. Could include artist studios/ lofts, live-work units and apartments
 - ii. Uniquely available in Camp
- b. Cottage court and small scale developments
 - i. Land efficient single family detached
 - ii. Another point of distinction for Camp

3. Facilitate infill residential housing on side-streets

- a. Explore scattered lot revitalization
 - i. Ensure that zoning requirements allow
 - ii. What can be built economically
 - iii. What can be replicated efficiently
- b. Review area parking requirements
 - i. What can be removed, reduced or revised to encourage flexibility
 - 1. On-street parking
 - 2. Shared parking lots
 - 3. Encourage more trips via alternative transportation methods.

4. Rehabilitate existing mixed-use residential on Colerain

- a. The business district needs more density and liveliness
- b. Encourage ground level retail with residential above
- c. Also look at corner store uses beyond of the Colerain Avenue district
 - i. Small amenities
 - ii. Cafes and third places
- d. Explore rezoning Colerain from Hopple to Marshall from CC-A to CC-P
 - i. Form-based code may also be an alternative for this area

5. Develop a targeted and strategic property acquisition plan

- a. Age of ownership
 - i. Long-term owners may be willing looking for an exit
- b. Tax Delinquency/Foreclosure
- c. Continuing Violations
 - i. What nuisance properties may be available for transfer
- d. Develop partnerships with the Port Land Bank, the City and others to acquire large industrial properties, MXD and other properties beyond current capacity

6. Begin to rebuild the business district

- a. Millennial housing choices are driven by the availability of lifestyle amenities
- b. Camp is deficient in these attractors

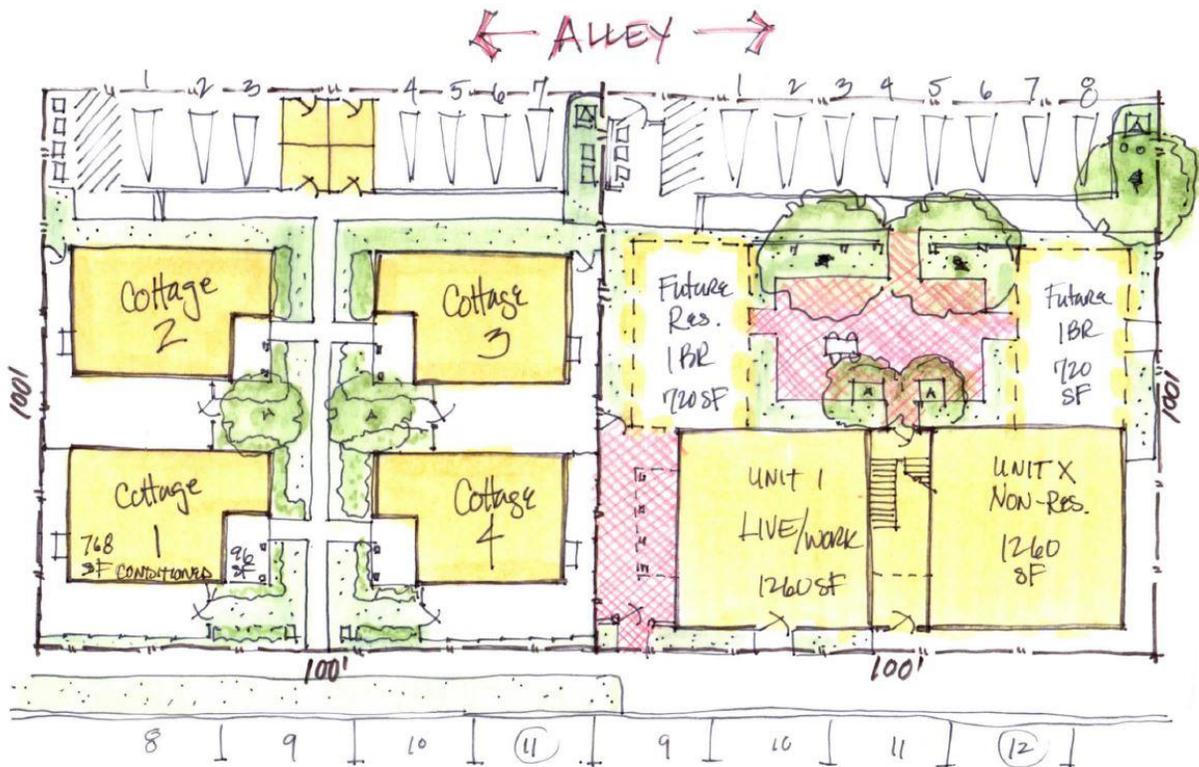
Housing Typology Examples

Cottage Court

The cottage court is a type of housing consisting of approximately 4-5 small houses arranged along an interior court yard. Lot sizes can easily be as small as a 100 X 100 lot, which Camp Washington has several vacant parcels of this size or greater.

The housing type is easy to construct and finance and offers a comfortable level of density for small scale urban neighborhoods.

As previously indicated, Camp Washington is a neighborhood of working-class millennials driven by the arts and crafting. This type of housing style, which is rare in the Cincinnati market, serves as a unique alternative to attract new residents to the neighborhood.



Industrial Building Retrofit: The Shoreway – Cleveland, Ohio

Located in the transitioning neighborhood of Detroit Shoreway in Cleveland, Ohio, the Shoreway project is a retrofit of an old machine and stamp company building which is now home to 45 loft style apartments. A combination of state and federal historic tax credits and private funding helped drive the transition of the building which is located along the Lake Erie shoreline.



The building was purchased and rehabilitated by the Detroit Shoreway Community Development Organization, a local CDC after sitting vacant for over ten years. Redevelopment potential for the building increased after the city installed a new pedestrian tunnel under an existing railroad and highway which enhanced the sites access to a sandy beach along the lake.

This factory reuse is of similar size and scope to several large factories located in Camp Washington. Industrial building rehabilitation offers a degree of authenticity, character and diversity not achievable in most new construction and is a great way to inject new residential units into the neighborhood while preserving its character.



Gateway Analysis

Hopple Street is an east-west connector street that connects the west side of Cincinnati to Interstate 75. The street runs through Camp Washington and has historically been viewed as the neighborhood's Main and Main. However, since buildings along the northern part of Hopple to I-75 were demolished to facilitate the widening of the road, the character of the corridor changed dramatically.

What was once a bustling district oriented towards pedestrians has now become a high traffic thoroughfare inhospitable to people wanting to walk or bike, either recreationally or commuting.

It takes approximately 20 seconds for a pedestrian walking at an average pace to cross 75 feet of road at the corner of Hopple and Colerain Avenues, though there is little at the intersection for which to cross.



Above: Pedestrians are forced to get close to fast moving cars in order to walk across the street.



Above: Historic character remains on south side of Hopple but still unsafe to walk.

As of 2013 the average daily traffic county (ADT) for Hopple Street next to I-75 is 27,065. It is anticipated that improvements now underway will further increase traffic volume, entrenching Hopple Street as a pedestrian unfriendly corridor.

Additionally, Hopple Street is a major automobile route and is a challenge for pedestrians to cross and inhospitable to bicycling as a transportation mode choice. While the street is a gateway into Camp Washington, its disposition as a collector road betrays the charm, character and personality of the neighborhood as a whole. This makes it a *poor* choice as a gateway to the community.

This area is an inappropriate corridor to establish as a gateway, though its location nominates it by default. By focusing on revitalizing the blocks of Colerain adjacent to the Hopple, the community can upgrade its true gateway and strengthen its ability to draw commuters into the neighborhood.

Gateway Recommendations

1. **Calm Traffic** – potential to reduce lane width, eliminate at least one lane of traffic.
 - a. Colored crosswalks, bump outs, neckdowns
 - i. This is the primary recommendation as adding curb bump-outs at the Colerain and Hopple Street intersection will definitely increase pedestrian safety by lowering the time it takes for pedestrians to cross.
 - b. Widen Sidewalk
 - i. Widening the sidewalk increases room for pedestrians and narrows traffic lanes. This should be implemented in conjunction with street trees.
 - c. Street trees
 - i. Only in conjunction with widening the sidewalk.
 - ii. Additionally, it is crucial that street trees be planted along the curb, not on the interior side of the sidewalk or the front lawns of adjacent properties. It has been proven that a mature street canopy is one of the integral components to slowing driving speeds along corridors.
 - d. Roundabout
 - i. Explore the potential for a small scale roundabout at Colerain and Hopple Streets. A properly implemented roundabout would maintain traffic flows and allow for better pedestrian access. A large scale roundabout, beyond two-lanes in width is not recommended.
 - e. Minimize pedestrian crossing distances at crucial intersections whenever possible.
 - f. Avoid skywalks or skybridges over Hopple Street
 - i. These types of structures do not provide appropriate access and only serve to acknowledge the futility of crossing a street this wide.
2. **Wayfinding**
 - a. Direct incoming traffic to neighborhood assets.
 - i. This should be a strategy employed in conjunction with major attractions in the neighborhood such as the American Sign Museum.