

CAMP WASHINGTON WELCOMES YOU

Camp Washington Community Board

REDEVELOPMENT MARKETING STRATEGY

HISTORY

Camp Washington is located on the eastern side of the Mill Creek Valley between the West End and Cumminville-Northeast. Camp Washington is defined by the canal on the east, the Mill Creek on the west, Alfred Street on the south, and the intersection of Spring Grove Avenue and the railroad tracks on the north. This has given the area a more distinct identity. The land on which Mohawk, Brighton and Camp Washington are located was purchased from John Cleves Symmes by a number of individuals, some as speculators, others as settlers. By 1792-1793, the latter had established a small community with a blockhouse. One of the largest landholders there was John Riddle, and the semi-fortified hamlet was commonly known as Riddle's station. It was located on the east side of the military road (present day Colerain Avenue) leading out of Cincinnati on a site that is now now occupied by I-75, just north of the Western Hills Viaduct.

The Mill Creek Valley was already an important transportation corridor for roads out of the Cincinnati basin. The Miami & Erie Canal was constructed in 1825-1827 on level ground on the east side of the creek making the valley even more accessible. A typical crossroads business district with taverns, an inn, and a hotel grew up at the intersection of Central and Harrison Avenues in a village that became known as Brighton. By the 1830s, slaughterhouses were established near Cleaver and Bank Streets and employing into the Mill Creek. Across the canal at the foot of the rugged hillside, a small residential community known as Mohawk developed. In the 1840s, speculators started subdividing property in this vicinity, which was within fairly easy walking distance of Cincinnati. In 1849, the city annexed Mohawk and Brighton as part of the special road district of Mill Creek, and development accelerated. Small factories, taverns, and residential houses were set up, particularly near the canal. While new homes and commercial buildings were being erected in Mohawk and Brighton, that part of the valley immediately to the north remained largely undeveloped. The availability of large tracts of land in this area attracted activities that required substantial space. During the Mexican War, an army camp was set up about midway between Brighton and Cumminville. Known as Camp Washington, this site was the master and drill grounds of the First and Second Regiments of Ohio Volunteer Infantry. The camp was broken up in 1848, but the name remained in use.



Camp Washington and Clifton Heights as seen in the plan of 1870.

Camp Washington was also the site of the first Ohio State Fair in 1850. When the city of Cincinnati needed construction sites for two large facilities—the House of Refuge (1850) and the Workhouse (1856)—it chose Camp Washington, even though the area was not annexed until 1870.

During the second half of the nineteenth century, new transportation routes were run through the Mill Creek Valley. The Cincinnati, Hamilton & Dayton Railroad (CH&D) was built in the early 1850s, and a horse car line between Brighton and downtown began service in 1859. In 1861, a new road, Spring Grove Avenue, was built from Brighton to the large cemetery beyond Cumminville; six years later, the Cincinnati & Marietta rail line was laid directly through Brighton and Camp Washington. The combination of railroads and available land brought the livestock and packing businesses to Camp Washington.

As the land around the slaughterhouses of Brighton and the Deer Creek Valley became more developed, these plants, with their offensive sights and smells, were unpopular neighbors. Also, the owners of firms engaged in stockhandling, slaughtering, meatpacking, and by-product processing saw a need to consolidate their operations. In 1871, the Union Stockyard Company was organized to set up a more efficient centralized stockyard complex. By 1873, this organization had set up a large stockhandling facility in Camp Washington. By the 1880s, almost all of Cincinnati's slaughterhouses and many of the packing and processing companies had relocated near the Union Stockyards. A number of manufacturing firms also began relocating there. Some of these plants were new establishments, but many were older firms that left the riverfront on the West End to build larger or more modern facilities. The growing industrial activity attracted working class residents, many of them recent immigrants from eastern Europe. By 1910, Camp Washington was a predominantly lower middle-income community with 10,000 to 11,000 inhabitants.

By 1930, Camp Washington had more than 11,800 residents, and Mohawk Brighton had several thousand. The people and industries in the Mill Creek Valley suffered during the Depression and were hit hard by the flood of 1937. In the 1940s, the number of companies and the population declined. Although defense work during World War II and the Korean War revitalized some companies, many of the meatpackers closed or reduced their operations. Other plants moved out of the valley, seeking more up to date or spacious quarters. At the same time, many of the residents began moving to newer suburbs, particularly those in the western hills area.

Camp Washington was affected by the construction of the I-75 expressway during the late 1950s and early 1960s. Housing and factories were demolished as the road was built. Although the highway did not directly through Camp Washington business district, enterprises in both areas increasingly suffered from the competition of new shopping centers, lack of parking, restricted access, and population decline. In 1970, Camp Washington had only 3,147 residents, and by 1980, the number had fallen to 2198.

City governments primary hope for improving conditions in Mohawk, Brighton and Camp Washington was industrial development. As early as 1948, the Metropolitan Master Plan had described these areas as "deteriorated" and predicted that they would change from mixed residential industrial districts into a region of warehouses and factories. It was not until 1948, however, that the City Planning Department created a detailed industrial development plan for any of this area, and then covered only Camp Washington.

As of the late 1980s, the hopes for major development projects still had not begun, but this section of the Mill Creek Valley, a troubled residential area, remained an important industrial district with approximately 200 different firms employing more than 7,000 workers.

PREVIOUS EFFORTS

Camp Washington Neighborhood Community Plan (May 1981)
The Camp Washington Planning Task Force commissioned this plan with the basic motive of recording and strengthening all three of Camp Washington's basic land uses; namely, housing, neighborhood business district and industry.

The development Plan included:
• Zone changes in the Land Use Plan
• A Circulation Plan
• A Parks and Recreation Plan
• Human Service, Education and Safety Plans

The Community Plan also emphasized on the responsibilities of the organizations operating in Camp Washington:
• Camp Washington Community Council: Forum and action body for neighborhood residents.
• Camp Washington Business and Industrial Association: Forum and action body for neighborhood business district and industrial sector.
• Camp Washington Community Board Inc: Coordinates actions of various neighborhood groups and social services.

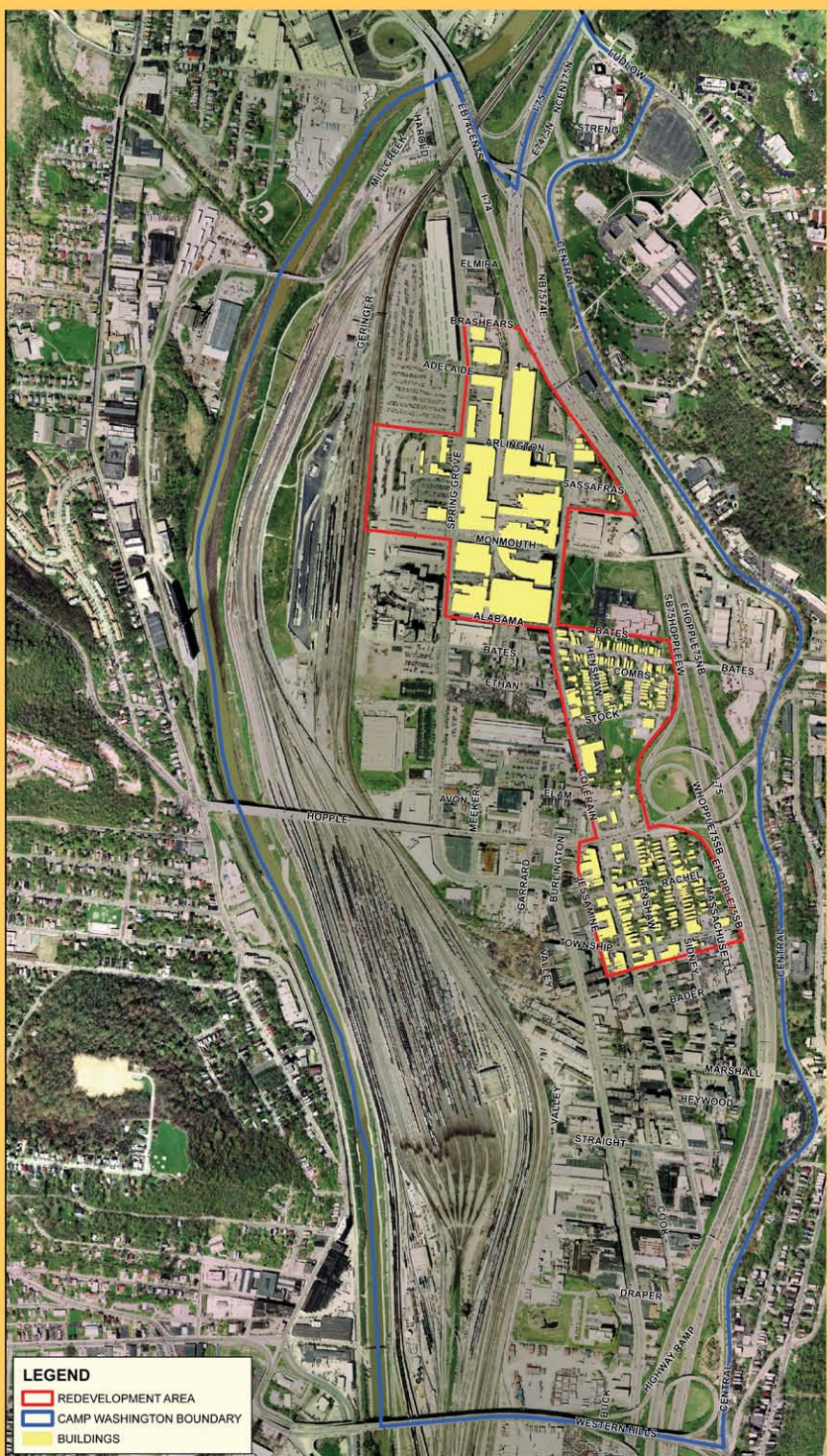
Camp Washington Urban Design Plan (February 1985)
The Department of Neighborhood Housing and Conservation of the City of Cincinnati commissioned this plan to establish proposals and policies for the rejuvenation of the commercial business district and residential areas in Camp Washington.

The key implementation strategies of this plan were:
• Widening and Redevelopment of Northeast and Northwest corner of the Hoppie Street and Colerain Avenue intersection.
• Washington School Development with both public and private money.
• Façade improvement with the help of City of Cincinnati's Façade Improvement Loan Program.
• Streetscape improvements with Community Development Block Grant Funds.
• Improvement of Colerain Avenue/Henshaw Street parking lot.
• Commercial Infill on Colerain Avenue and Hoppie Street.
• Creation of marketing strategy for businesses.
• Maintaining the appearance of both private buildings and public right-of-way.

Finally, the Plan provided a legal framework to carry out the process of implementation in an efficient and feasible way.



The Crosley building, home of Crosley Radios



MARKETING STRATEGY "Camp Washington, An Urban Renaissance in the Making"

- Affordable homes
- A safe place to raise a family
- Convenient access to transportation
- A great sense of community
- Prime location to have an affordable business
- Minutes away from downtown, Northern Kentucky, Southwestern Indiana
- Close to all cultural institutions
- The Gateway to University of Cincinnati and hospitals
- A very active civic community leadership
- Convenient access to social & recreational facilities
- Historic churches
- Camp Washington Community Council
- Many more assets to share



With 1,450 residents, Camp Washington is one of Cincinnati's smaller residential neighborhoods. Many of this neighborhood's older citizens are descendants of Cincinnati's German settlers. There is an active Community Council and business association, as well as a community school that helps folks attain GED's. Since 1975, the Camp Washington Community Board, Inc. has built new 12 homes, and renovated many others for single-family occupancy. A business redevelopment plan is underway to find new uses for former industrial sites, attract new retail businesses, and to encourage residential development. Web site: www.cdcinc.org, click current. The urban renewal plan for Camp Washington was completed to serve as a planning guide for the people of Camp Washington. The plan area is the main business district, described geographically as the two blocks bordering the north side of the Hoppie Street and Colerain Avenue intersection and the businesses bordering Colerain Avenue between Hoppie Street and Township Street.

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

Cincinnati chili has a famous home in Camp Washington. In 1965, Camp Washington Chili, earned a reputation for the best-rated chili in the nation, thanks to the CBS Morning News. This is the place to order a "three-way" with spaghetti on the bottom, chili in the middle and cheese on top. Camp Washington Chili's recipe is of course top secret. Cincinnati is the nation's chili capital, boasting America's largest number of chili parlors per capita.

Only minutes from downtown and easily accessible to I-75, parks and shopping malls, this small neighborhood was named for its role as an army camp during the Mexican War (1846-1848). Where soldiers once roamed and drilled, The Camp Washington Recreation Center boasts an outdoor pool and play field today that offers lots of family activities for the young and young-at-heart.

Camp Washington's community center, outdoor pool, and ballfield offer lots of activities for the young and not-so-young. Camp Washington's Hoppie Street exit off I-75 is the "gateway" to the University of Cincinnati and Bethesda, Children's, Christ, Deaconess, Good Samaritan and University hospitals - all just five minutes away. The physical solutions portrayed address issues dealing with development opportunities, zoning, circulation, parking, image, upkeep of public right-of-ways, design conformance of private buildings and economic incentives to both private businesses and residential owners. Hopefully, through a partnership of both public and private investment, Camp Washington will not only be upgraded as a major inner city community but achieves its ultimate potential.

Camp Washington occupies a central location, both physically and financially, in the City of Cincinnati. The area has been the industrial center of the City for decades and today remains as the city's largest source of industrial income.

The location has always been an advantage to the economic health of the area. Interstate I-75 and I-74 provide the Camp Washington industries with excellent accessibility to both local and regional markets for the various goods and services produced in the area.

The construction of I-75 isolated approximately one and one-half miles of Colerain Avenue. The serving of Colerain Avenue shifted the center of the NBD from the businesses lining Colerain Avenue to those businesses located at the intersection of Colerain Avenue and Hoppie Street. The population growth of the western suburbs has increased the east-west traffic on Hoppie Street. This increase in traffic has shifted the commercial importance of Colerain Avenue to Hoppie Street as the "Main Street" of the NBD.

RESIDENTIAL DEVELOPMENT STRATEGY "A place we call home"

- Camp Washington Community Board, Inc. development corporation since 1975



- New single family in-fill



- Historic Restoration- Contemporary Renovations



- Warehouse adaptive re-use for industrial loft apartments

Short-Term

The availability of the properties along Colerain Avenue, Alabama Avenue, Spring Grove and Monmouth provides the greatest short-term economic development opportunity within the study area. The consolidation and redevelopment of these parcels has the potential to result in the development of more productive, modern light industrial, manufacturing, distribution, and service facilities within a cohesive campus-like setting. Increased work-place and consumer traffic would have a catalytic effect on area-wide redevelopment and investment.

Long-Term

Incentives that would promote the redevelopment of manufacturing and industrial sites immediately adjacent to the Colerain Avenue and on the east side of Spring Grove Avenue, between Alabama and Brashears should be considered as part of a long-term redevelopment strategy that would encourage the development of new market-rate housing and parks or recreation space in the adjacent residential area. There is a tremendous potential to accommodate the retention and expansion of existing area businesses in the District Development Area. These businesses would benefit from the Manufacturing and Industrial development Area, as well as from the Residential Rehabilitation area.

Organization and Funding

The successful implementation of a new vision for the Camp Washington Business District area is dependant upon the ability of the public and private sectors to work together within the framework of a unified vision. This plan is the beginning of a process through which public officials, property owners, business leaders, school administrators, property managers, housing officials, and commercial development interests should be engaged to consider their position in a revitalized community landscape.

Public sector responsibilities

Strong public leadership and commitment must support the new vision of the area. We recommend that City Planning Commission and City Council be willing to exercise their legislative powers in a pro-active manner to lay the groundwork for the repositioning of industrial lands. The redevelopment of these sites is critical to creating future redevelopment opportunities that would include commercial and residential reinvestment and development along State Avenue and Sixth and Eighth Streets.

Private/ Quasi-Public Responsibilities

The formation of a new vision could be accelerated by a well-defined, strategic marketing approach and active and on-going project management from within the local community. A Business Committee of Industrial Council that could be comprised of property and business owners, or representatives could champion redevelopment of the neighborhood business district and adjacent residential areas and advance the strategies set forth in this plan. City staff could be engaged to provide assistance within the limits of their abilities and respective responsibilities.

In order to capitalize on momentum generated in support of this urban renewal plan and the public resolutions that are borne from it, it should be actively used in the recruitment of potential private developers and investors. These potential development partners should receive assistance in gaining an understanding of the benefits of public private partnering. Strategies that reduce risk to private investors are key to successful redevelopment. Project financing and programs that support start-up business are key inducements. Potential sources of investment and business development funding include the following:

Commercial Development Incentives

- Community Reinvestment Act (CRA) loans
- Tax Abatement/ Tax Increment Financing (TIF)
- Business Improvement District (BID)
- BIDs are special assessment districts designed to direct revenues to a variety of supportive services including security, maintenance, marketing, economic development, parking, and special events. Additional information may be obtained from the International Downtown Association at www.ica-downtown.org
- New Markets Tax Credit (NMTC) Program
- The New Markets Tax Credit Program permits investors (via a Certified Development Entity) to receive a credit against Federal income taxes for making qualified capital investments. Additional information is available at: www.cdfifund.gov/programs/nmtd/index.asp
- Enterprise Zone Programs
- Job Creation Tax Credits (for companies creating at least 25 new jobs)
- Additional information for the above incentive is available at www.cincinnati-oh.gov
- SBA 504 Loans
- SBA Micro Loan Program
- Ohio 166 Regional Loan
- Additional information for the above incentives is available at: www.HCDC.org

Community Development Financing

- Clean Ohio Funds (Brownfield Redevelopment), Port Authority, and State EPA
- TEA-21 Transportation Funding
- Ohio Department of Transportation (ODOT), Ohio Department of Development (ODOO)
- Tax Increment Financing Fund, (TIFF)
- Community Development Block Grants (CDBG's)

(3) meet urgent community needs. Funds may be used for public acquisition of property, demolition, housing reconstruction and rehabilitation, and public building projects including civic and recreational facilities, parks, open space, roadway infrastructure, and streetscape projects.

Several other financing and economic development mechanisms may be applied toward the redevelopment of market-rate and mixed-income housing. City Staff could be engaged to determine the full range of opportunities.

No City funding availability is implied in these recommendations. Certain types of improvement projects require private property-owner participation through assessments, modification of utility services, or legislation adoption. Each strategy must secure funding, coordinate with appropriate agencies, and integrate with the surrounding community. Additionally, it may be required that entities be identified to provide operating and maintenance functions for public improvement projects.

Land improvement projects require preliminary and detailed cost estimates based on accurate field surveys, subsurface investigation, property owner participation, finalized scope, and design, acquisition, demolition or relocation costs. Costs pending final scope of the project may also depend on private and other contributions, including in-kind and available funding from the city.

BUSINESS DISTRICT REDEVELOPMENT STRATEGY "A safe, convenient place to shop"

- In-fill retail
- Façade program
- Business retention and expansion
- Restoration-renovation
- Camp Washington Business Association represents 140 businesses



MANUFACTURING & LIGHT INDUSTRIAL STRATEGY

"An accessible place to work & live"

- Manufacturing relocation
- Expansion assembly efficiency
- Transportation
- Regional workforce accessibility



ACTION PLAN

The Camp Washington Redevelopment and Market Feasibility Plan is intended to serve as a targeted implementation framework for the Camp Washington residents, business owners, and civic associations. Past plans of Camp Washington have been summarized and the recommendations included in the 2005 plan. The three major categories of redevelopment as established in the redevelopment plan are: Residential rehabilitation, adaptive-reuse and new construction. Business district development including retention and expansion, and Manufacturing and industrial development, which includes retention, expansion and relocation.

The target area for redevelopment according to the three categories is delineated as follows:

The area for Residential Rehabilitation, Adaptive-reuse and New Construction consists of:
a. The two blocks of buildings and parcels on either sides of Henshaw, between Stock on the south and Bates on the north.
b. This area also includes the buildings currently under contract by Middle Earth Developers planned for adaptive-reuse to include 60 units of loft apartments, located at the corner of Colerain and Monmouth Streets.

The area for Manufacturing and Industrial Development consists of:
a. The seven blocks of industrial buildings and the respective parcels confined by Spring Grove Avenue on the West, Colerain Avenue on the East, Alabama on the south, Brashears on the North and by the Interstate on the North East.
b. The small block of buildings with the Saxsaffras on the South, Colerain on the West and the Interstate on the north-west.
c. The properties of Spring Grove ready LLC on the west of Spring Grove, between Monmouth and Arlington, as well as on the east side of Colerain, at the corner of Saxsaffras and Colerain Avenue.

The area for Business district development consists of:
a. The two block area on either sides of Henshaw, with the Hoppie Street on the south and Stock on the north. The South side of Hoppie and Henshaw are also part of the target area.

The physical solutions portrayed in the plan address issues dealing with development opportunities, zoning, circulation, parking, image, upkeep of public right-of-ways, design conformance of private buildings and economic incentives to both private businesses and residential owners. Hopefully, through a partnership of both public and private investment, Camp Washington will not only be upgraded as a major inner city community but achieves its ultimate potential.

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The location has always been an advantage to the economic health of the area. Interstate I-75 and I-74 provide the Camp Washington industries with excellent accessibility to both local and regional markets for the various goods and services produced in the area.

While the construction of interstates has had a positive impact on the industrial sector of Camp Washington, it has caused a substantial change in the Camp Washington Neighborhood Business District (NBD). Camp Washington NBD was once seen as a strong business community, the center of commerce for the industrial and residential communities. More recently, Camp Washington NBD has been perceived as an economically deteriorating area. There was little hope for the revitalization of the area. Now, as a result of renewed interest by both the community, business owners, and City, the perception of the NBD is quickly changing. Some of the advantages of the Camp Washington NBD, such as its central location near a major interstate, and it's low crime and low density have added to the marketability of the NBD. The convenient interstate provides the opportunity to meet the needs of City residents and interstate travelers for access to products and services of the NBD on a 24 hour basis. With the opportunities that exist and the steps that are being taken in both the community and the city, the future of the Camp Washington NBD looks bright.

Camp Washington Redevelopment Phases	POTENTIAL FUNDING SOURCE	COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS	CITY CAPITAL IMPROVEMENT FUNDS	BROWNFIELD REDEVELOPMENT FUNDS, LOCAL, STATE, FEDERAL	PRIVATE CONVENTIONAL FINANCING, TAX PROGRAMS	FEDERAL STATE HIGHWAY FUNDS	POSSIBLE DEVELOPER PARTNERS	PROJECT YEAR
December, 2004								
Phase 1	ESTIMATED DEVELOPMENT COST							
1. Fifth Third building of 20,000 SqFt on the Northeast corner of Hoppie and Henshaw	\$2,200,000							2005-7
2. Manufacturing General and Light Industrial on the both sides of Spring Grove, between Monmouth and Arlington								2005-6
3. Manufacturing General and Light Industrial on the south east corner of Colerain and Saxsaffras								2006-7
4. Street Lighting and Street Improvements on Henshaw, Stock, Colerain, Monmouth and Arlington								2006-7
5. Residential Rehabilitation and new Construction in the residential district on the south east of Bates and Colerain, and on the south of Hoppie Street till Township								2005-10
6. Construction of a 20 unit apartment complex on the Northwest corner of Colerain and Alabama	\$5,500,000							2005-6
7. Commercial redevelopment on the south west of Henshaw and Hoppie								2006-7
8. Commercial redevelopment and Light Industrial on the south east of Brashears and Spring Grove								2006-8
Phase 2								
9. Business district development on Saxsaffras and Colerain								2005-7
Phase 3								
10. Manufacturing General on the west of Colerain, between Monmouth and Alabama								2006-7
Total	\$7,700,000							