



REVIVE CINCINNATI UPDATE

I-75 and Mill Creek Corridor

Cincinnati, Ohio

city of
CINCINNATI



UDA
URBAN DESIGN ASSOCIATES

 **SB Friedman**
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BLUME
COMMUNITY PARTNERS

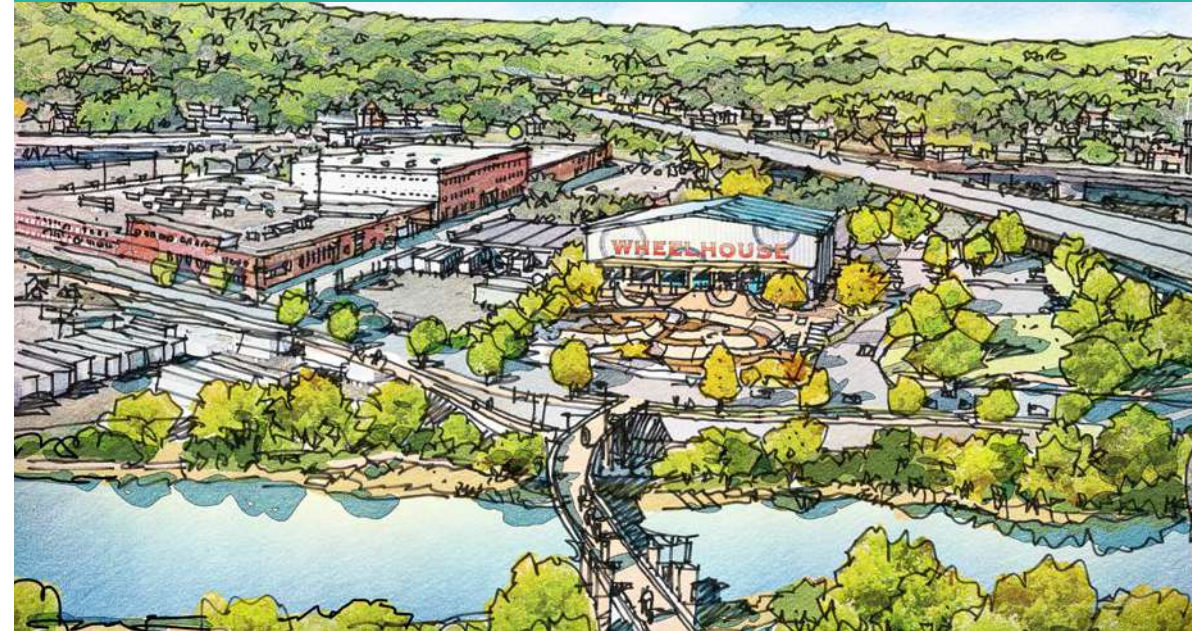
WELCOME!

Breakout Discussions — Please Choose One Area

Mitchell Avenue



Northside/South Cumminsville



Hopple Street



Queensgate/Downtown/West End



Today's Agenda

- **Presentation (30 minutes)**
 - Overall Process
 - Market Potential
 - Corridor-Wide Connectivity + Opportunities
 - Study Areas (Overviews, Opportunity Sites, and Recommendations)
 - Project Feasibility and Implementation
 - Next Steps
- **Breakout Rooms (45 minutes)**

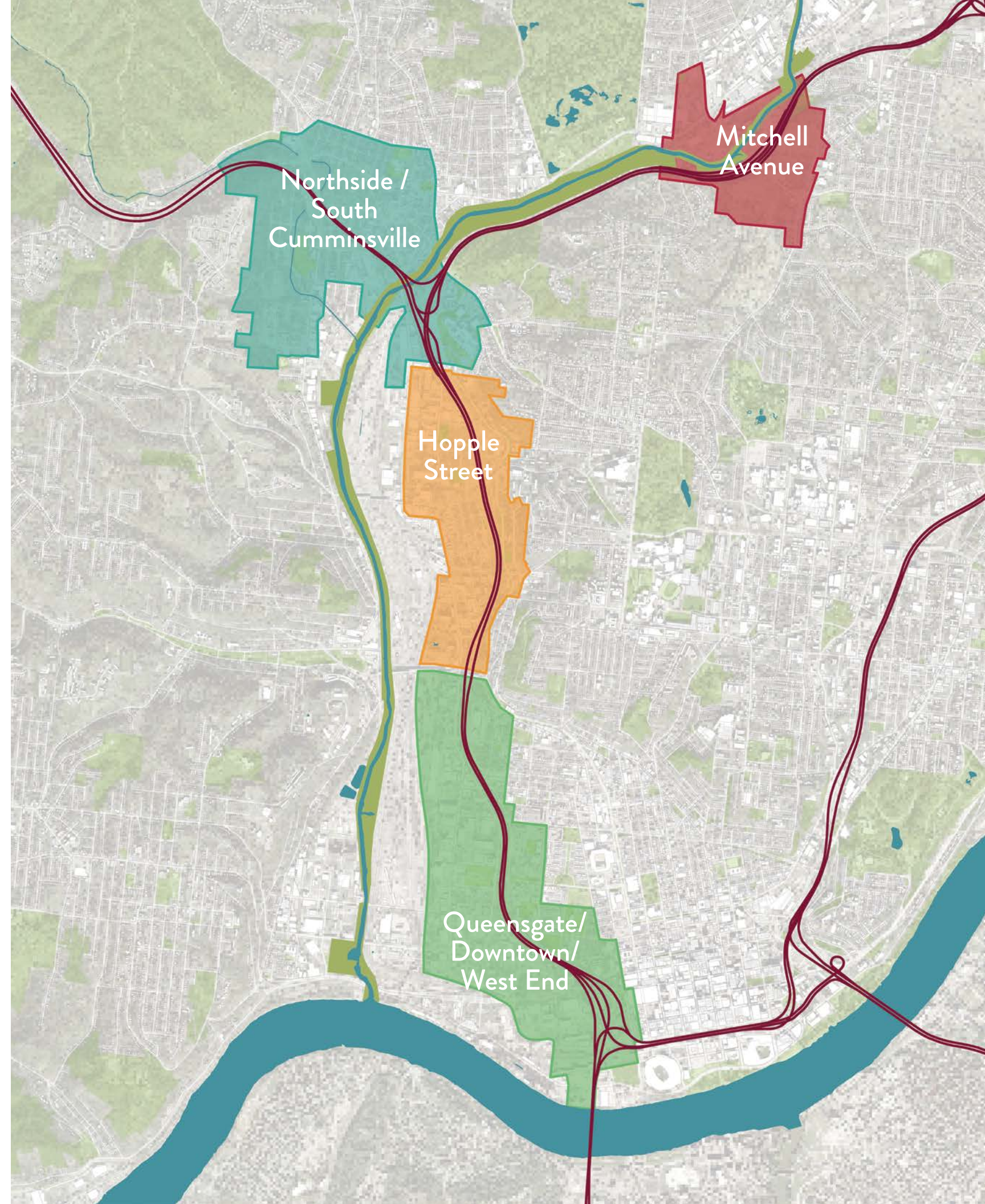


**I'M HERE
TO LISTEN**

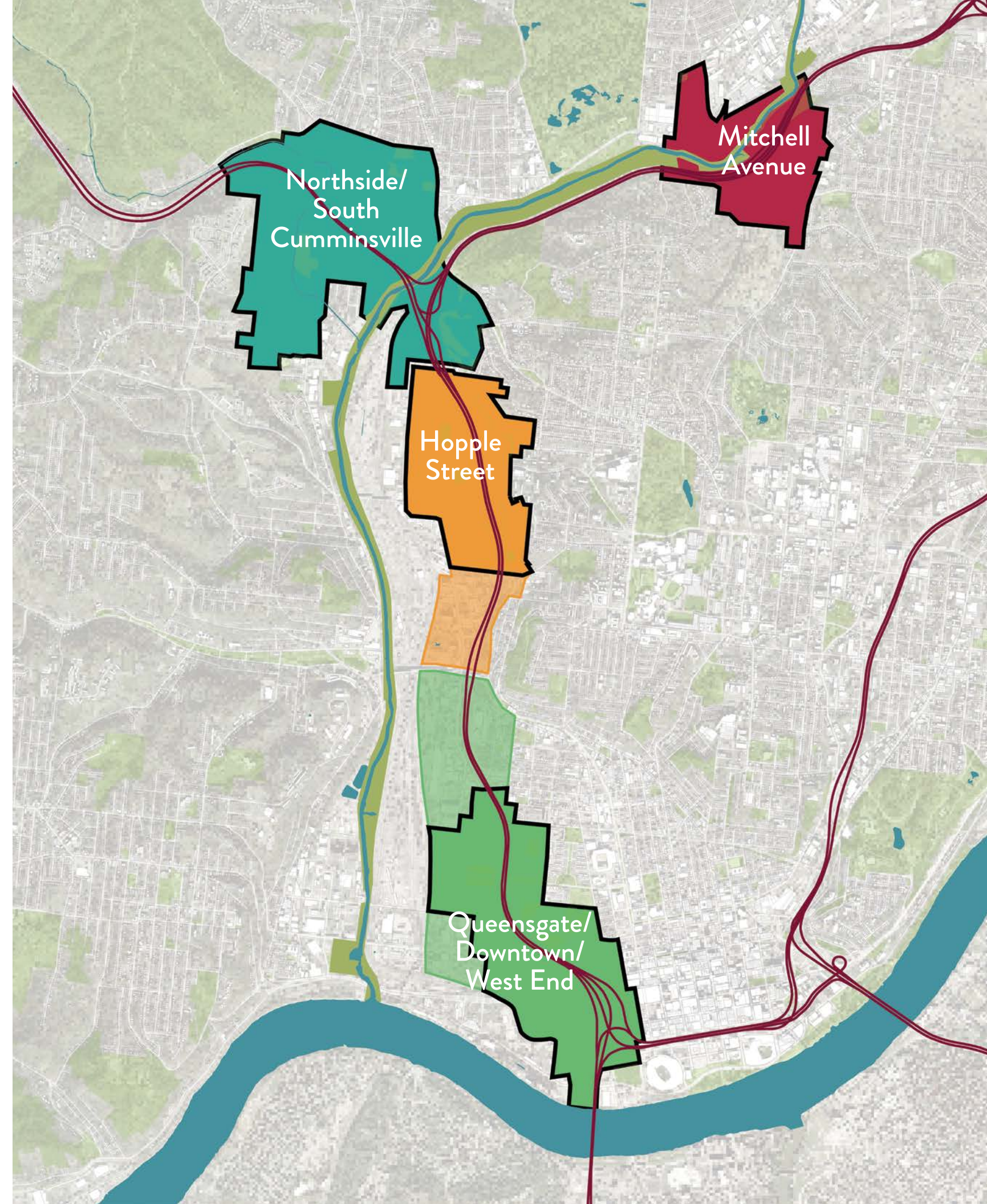
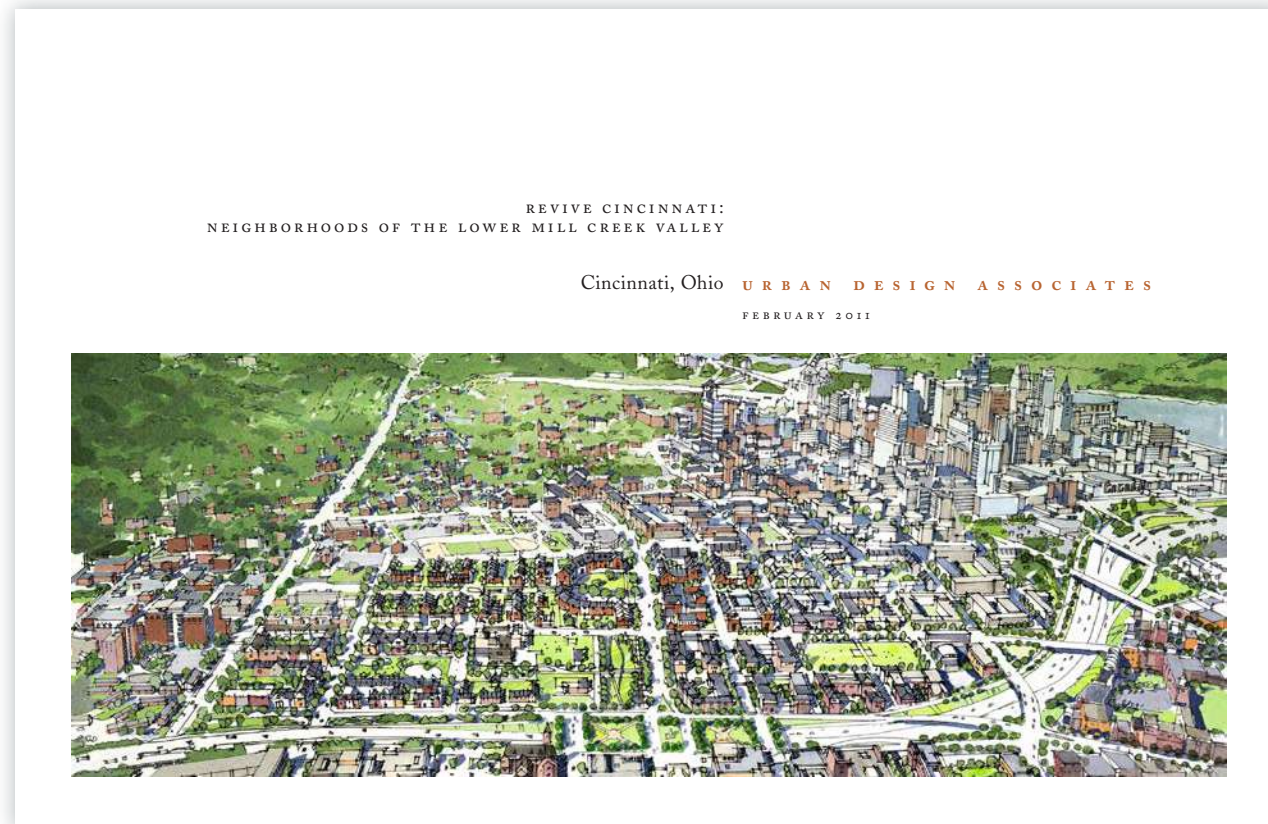
OVERVIEW

Project Intent

1. Reconnect walking and biking connections between and within neighborhoods
2. Plan for development opportunities on unused or remnant ODOT land
3. Bring positive economic development to the neighborhoods adjacent to I-75 as a result of the improvements
4. Identify priorities for future investments

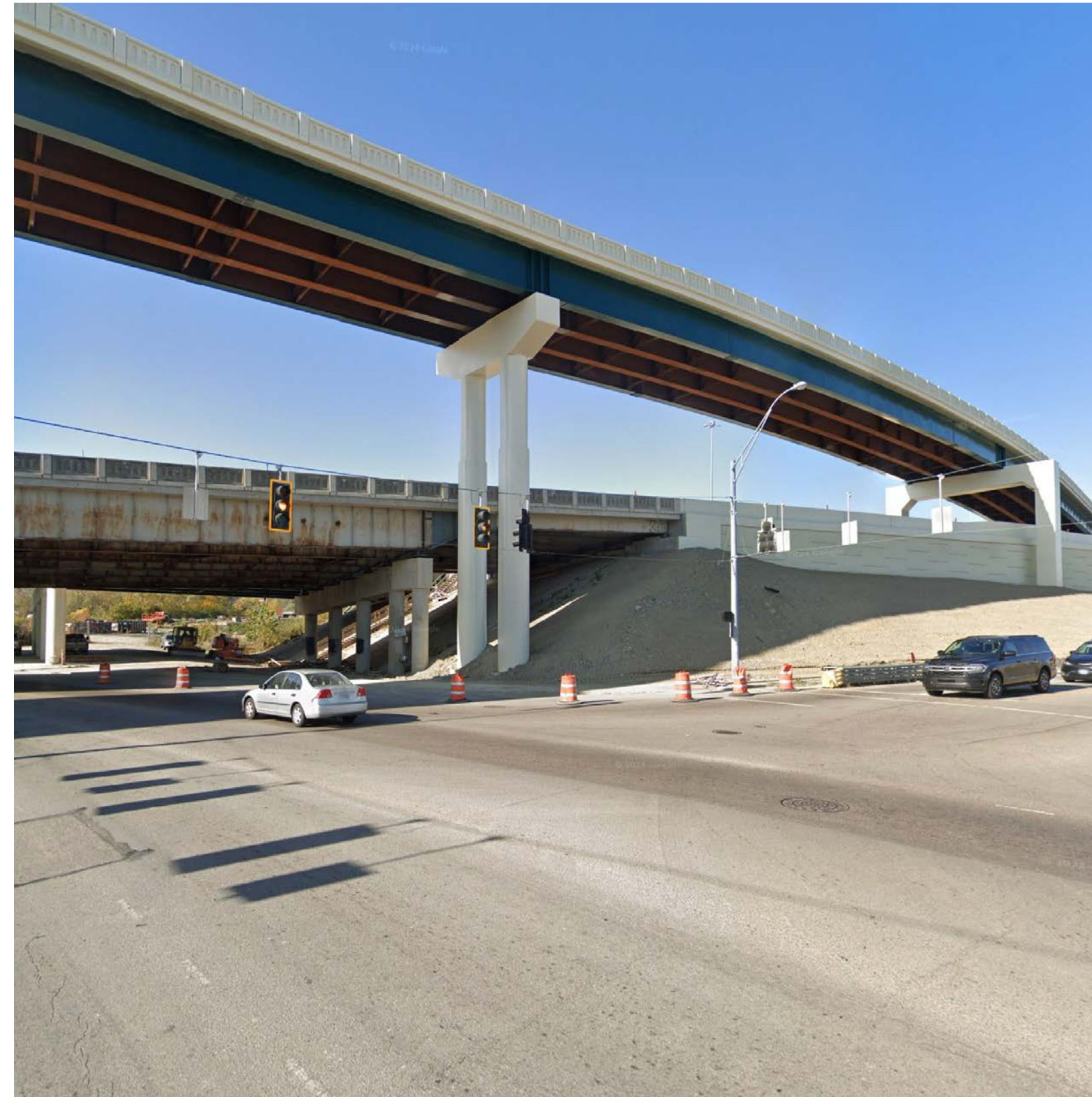


Update to the Revive Cincinnati Plan (2011)



What's happened since 2011?

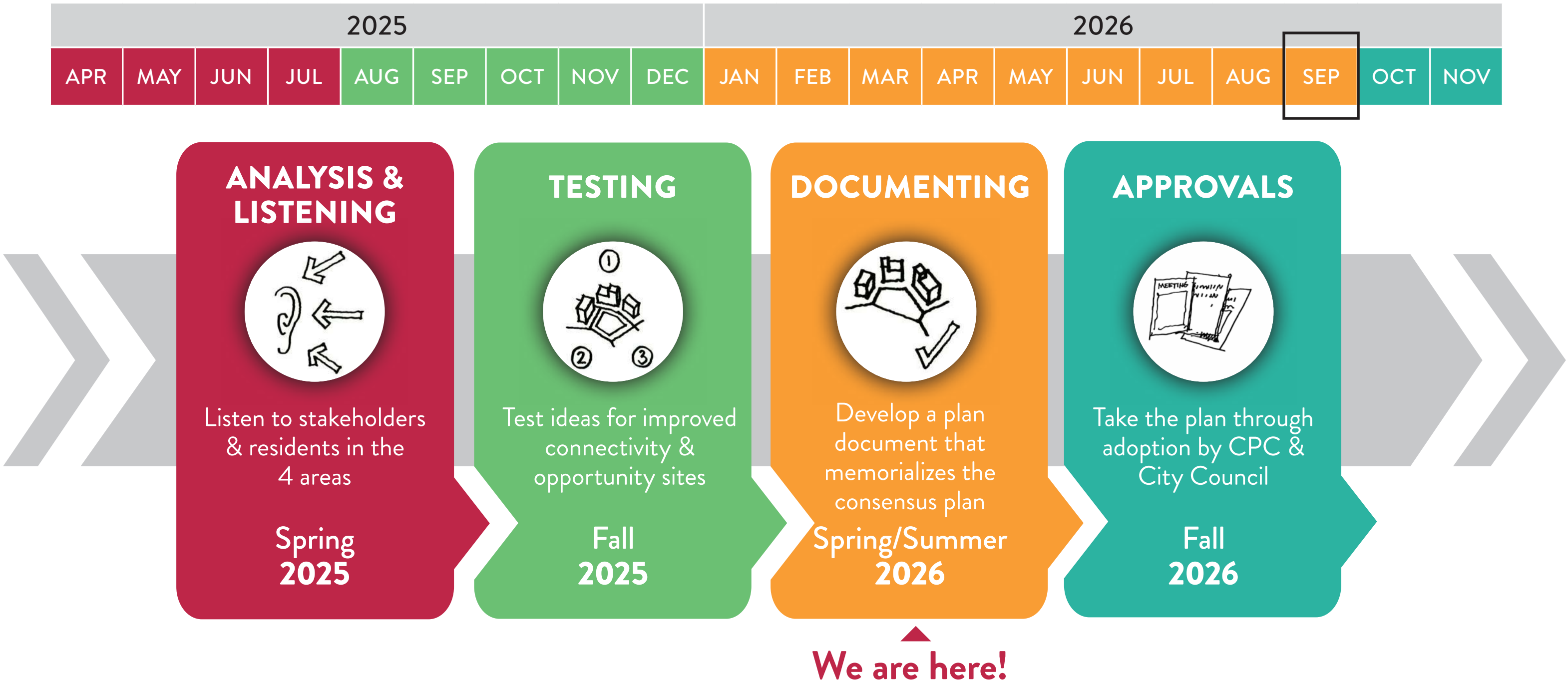
- I-75 interchange improvements have been completed at Mitchell Avenue and I-74.
- The preferred alignments and designs have been fixed for the Brent Spence Bridge and Western Hills Viaduct improvements.
- Neighborhood plans have been updated and projects have completed.



Project Team



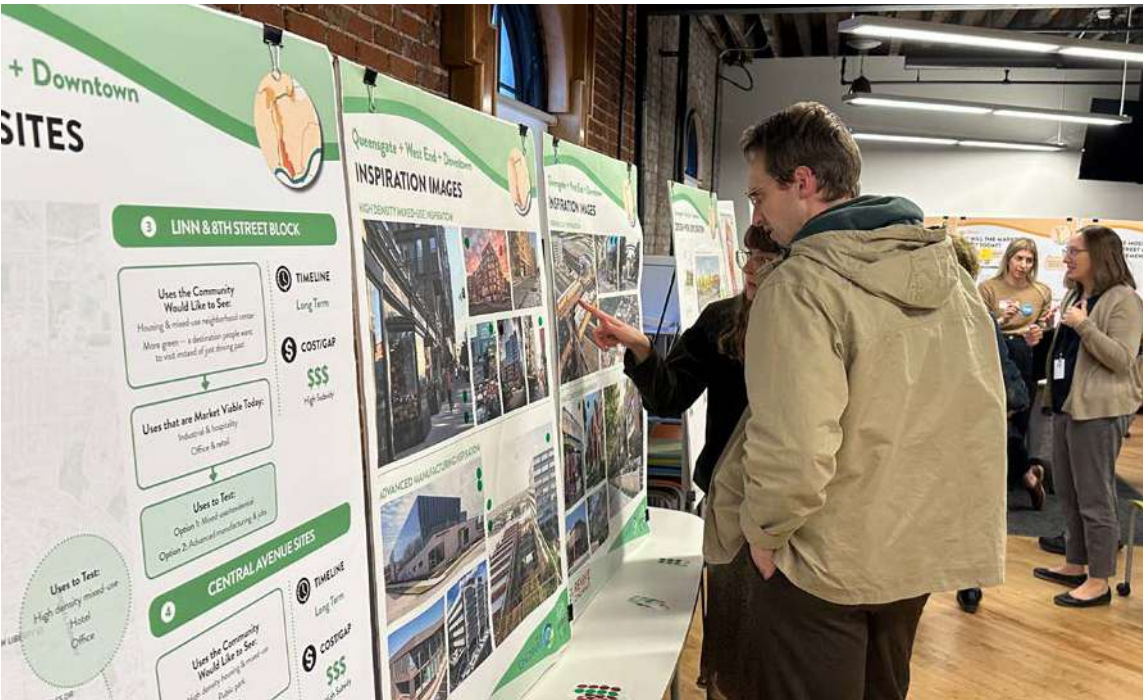
Plan Update Process



Listening Workshop • June 2025



Testing Workshop • October 2025



What We Heard

Public Realm Themes

- **Traffic Calming and Complete Streets**

Road diets, reduced vehicle speeds, protected bike lanes, and safer mid-block crossings

- **Transit Connectivity**

Better north-south connectivity, expansion of rail options, streetcar extensions, and regional light rail

- **Greenways and Trails**

Completing the regional trail networks, including the CROWN and connections to the Mill Creek Greenway

- **Greening, Shade, and Parks**

Expanded urban tree canopy, new pocket parks, naturalization of Mill Creek, and buffers from highway noise and pollution

- **Creative Placemaking and Art**

Murals, interactive street art, signage, beautification, and celebrations of neighborhood history

What We Heard

Development and Uses Themes

- **Community-Serving Uses**

Essential neighborhood-serving uses such as grocery stores, pharmacies, and local retail to eliminate food deserts and serve long-term residents

- **Diverse Housing Options**

Dense and diverse housing options, including net-zero homes, cooperative housing, and missing middle typologies that are attainable for existing residents

- **21st Century Industry and Jobs**

Cleaner, light industrial uses, tech incubators, and advanced manufacturing that create local jobs while remaining compatible with adjacent residential areas

- **Infill and Adaptive Reuse**

Reuse of historic structures and development of vacant lots and buildings with housing and other uses

- **Gateway Development**

Activation of key neighborhood entry points with development and pedestrian-friendly enhancements

10 Community Engagement Themes

Public Realm Themes



Traffic Calming and
Complete Streets



Transit Connectivity



Greenways and
Trails



Greening, Shade,
and Parks



Creative
Placemaking
and Art

Development Themes



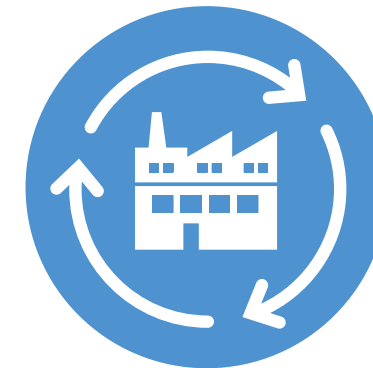
Community-Serving
Uses



Diverse Housing
Options



21st Century
Industry and Jobs



Infill and Adaptive
Reuse



Gateway
Development

MARKET POTENTIAL

What is possible today and in the future?



The **STRONGER** the market, the less likely a project is to need subsidy to make it feasible.

The **LOWER** the market potential is today, the more public subsidy would be needed to make a project happen.

Projects could be held back by other constraints in addition to the market (such as the need to assemble land, challenging site conditions, available infrastructure, or lack of political or community support).



Can we explore other uses that aren't viable today?

Just because something isn't market feasible today doesn't mean it can't happen, *but* it might be more difficult:

- More public subsidy may be needed
OR
- It might take more time — the physical and economic conditions may need to change before the project makes sense

Project Feasibility

Proposed
Development
Costs

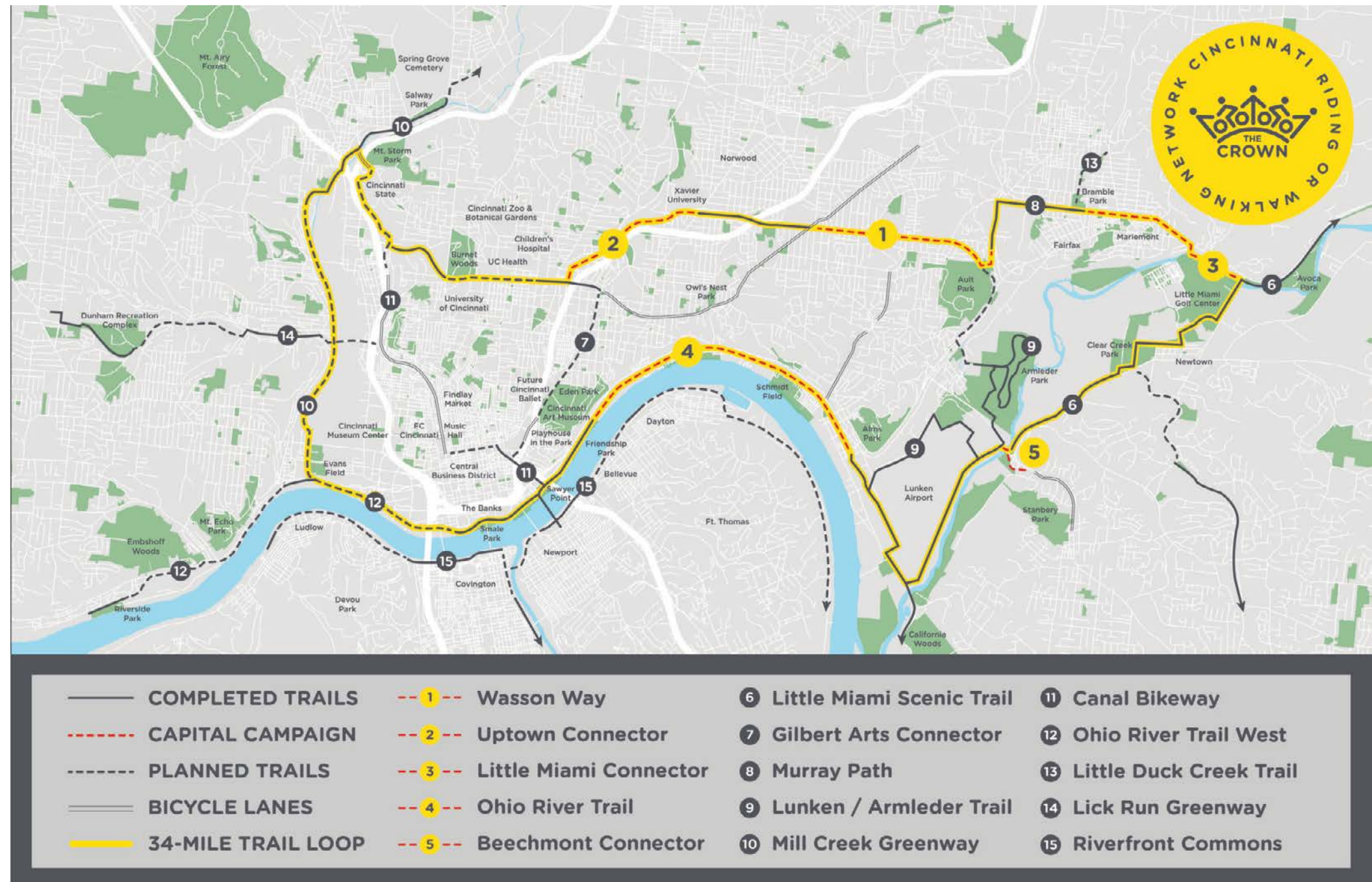
Project
Value



Corridor-Wide Connectivity + Opportunities

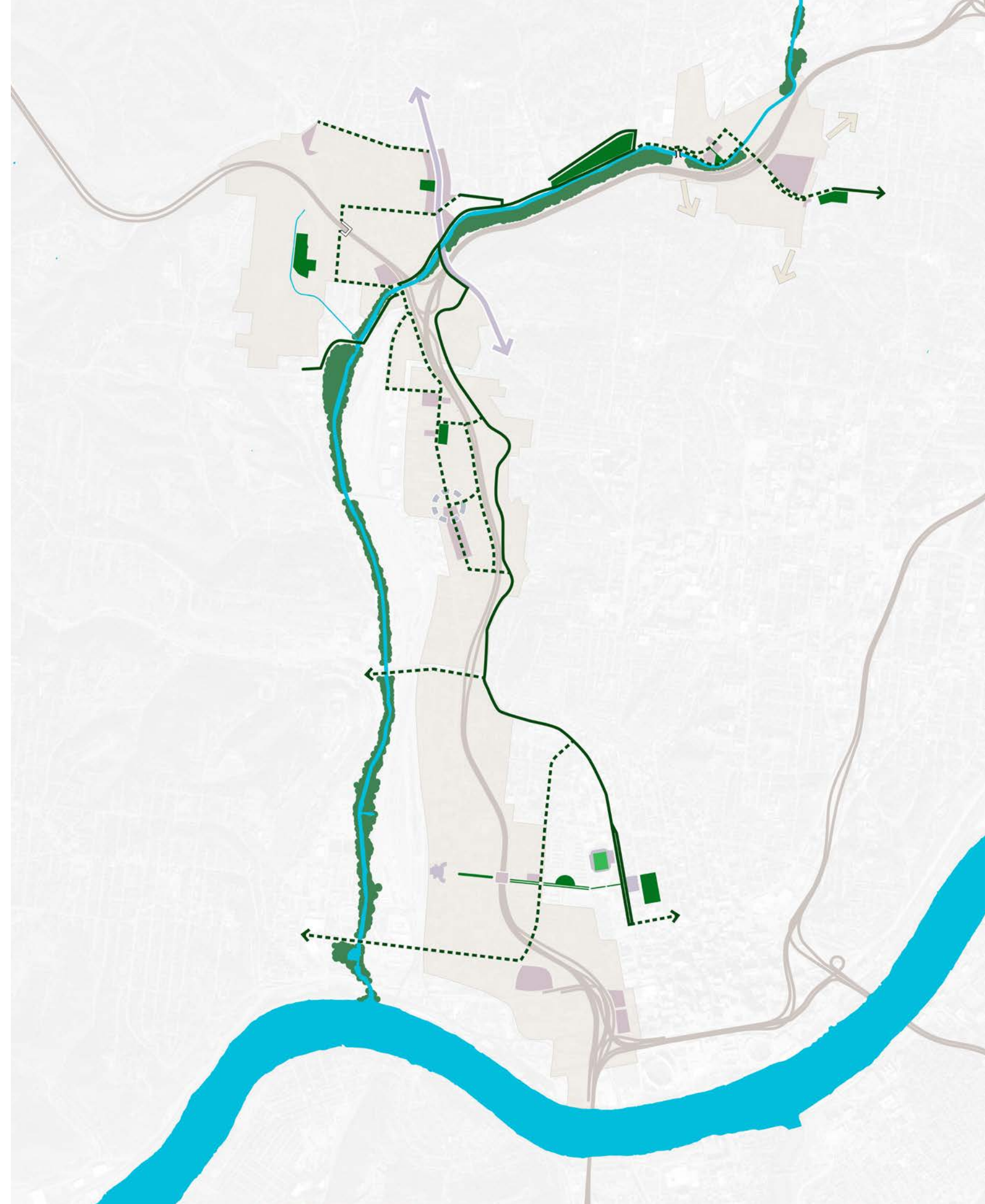
The CROWN

- 34-miles of multi-use paved trails
- Connects 54 communities to parks, schools, and centers for employment, retail, recreation and entertainment
- The walkable, bikeable loop will be fully separated from traffic



Regional Trails & Open Space

- Connect all opportunity sites and destinations through connected walking and bicycling trails
- Connect to the CROWN and Mill Creek Greenway
- Bring people from the regional trails into business districts



Streets & Open Space Improvements

Mitchell Avenue

1. Naturalize & improve access to Mill Creek
2. Connect to regional amenities through pedestrian & bike trails & infrastructure
3. Improve streetscape and pedestrian safety at the Vine & Mitchell intersection

Northside and South Cumminsville

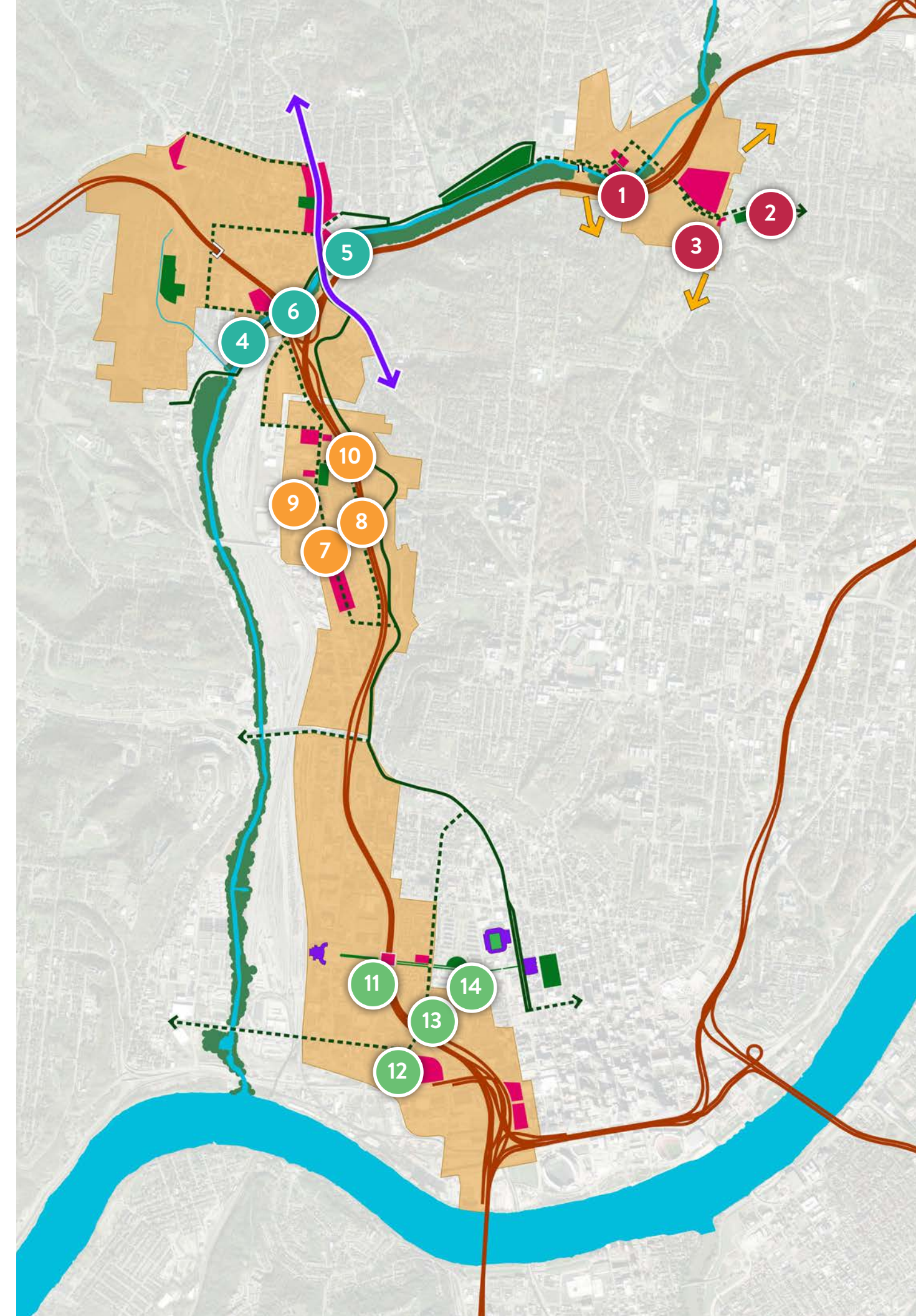
4. Improve bike & pedestrian connections to the Mill Creek Greenway, the CROWN, & the Northside Transit Center
5. Implement the AIA Knowlton's Corner Plan
6. Traffic calming, streetscape, and lighting on Beekman, Elmore, and Spring Grove Avenue

Hopple Street

7. Traffic calming, pedestrian/bike improvements at Colerain & Hopple and on Spring Grove Ave.
8. Landscaping, lighting, & art along I-75
9. Trees, shade, & landscaping
10. Activation of Valley Park

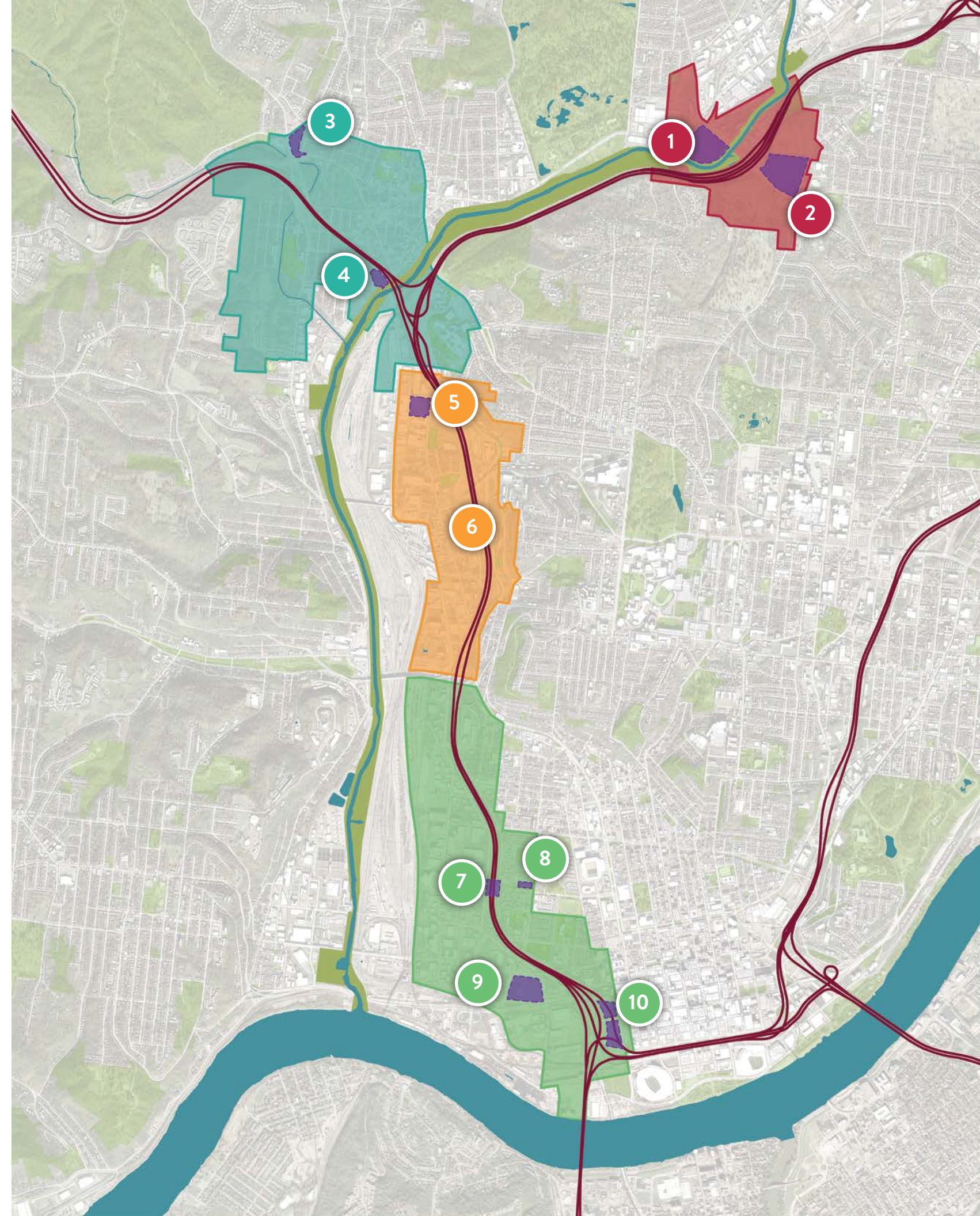
Queensgate, West End, and Downtown

11. Design the Ezzard Charles Highway Cap to Better Support Retail
12. Connect streets through Queensgate over time as properties transition to improve the pedestrian environment
13. Trees, shade, & landscaping
14. Connect Union Terminal/Cincinnati Museum Center with Music Hall (streetscape & streetcar)



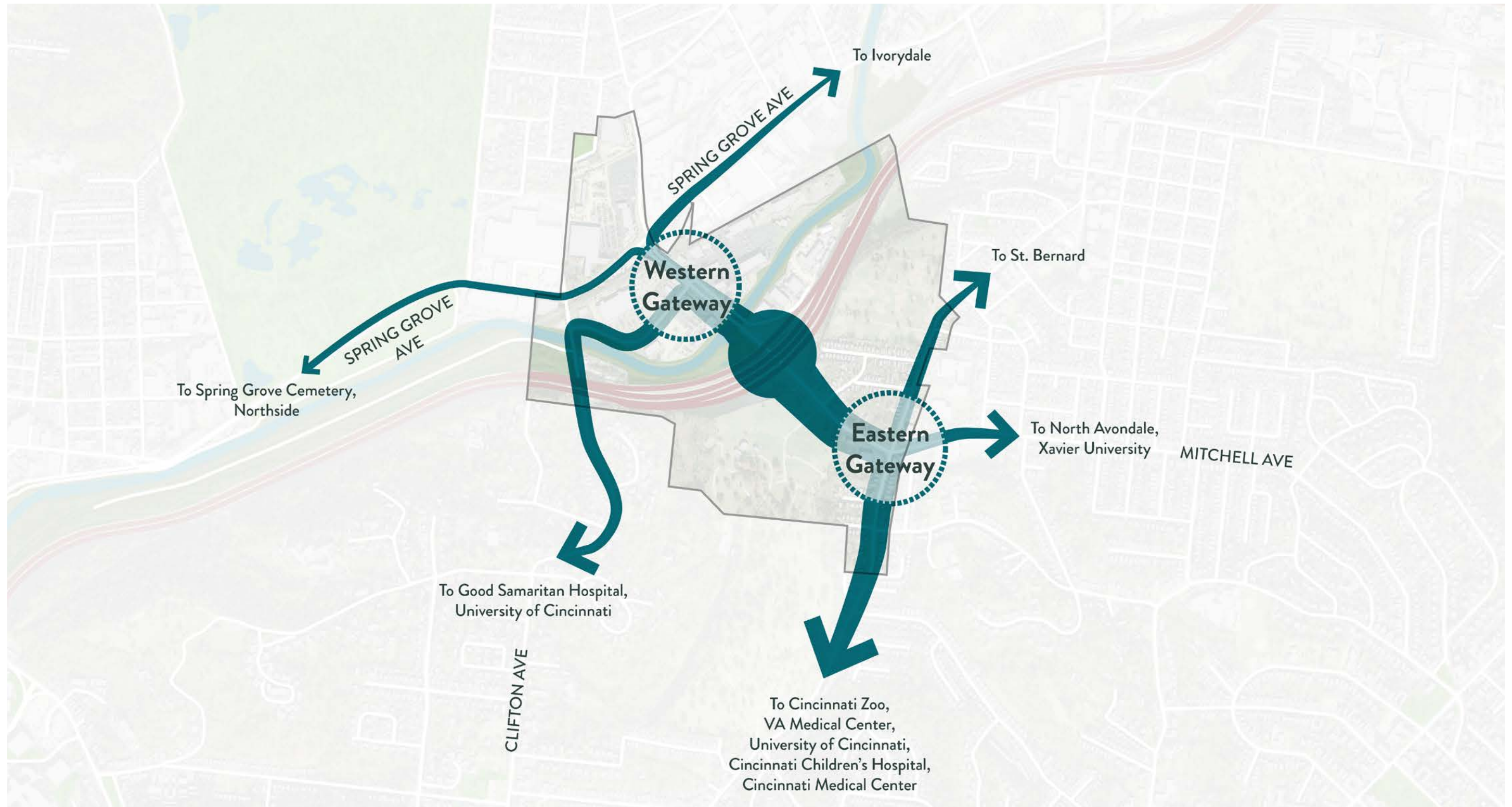
Opportunity Sites

- 1 Eastern Gateway
- 2 Western Gateway
- 3 Colerain Bypass Site
- 4 Dreman Ave ODOT Site
- 5 Crosley Building & Block
- 6 Art Park at Massachusetts Ave
- 7 Ezzard Charles Highway Cap
- 8 Ezzard Charles & Linn St. Site
- 9 Linn & 8th Street Block
- 10 10-Acre Central Ave. Sites

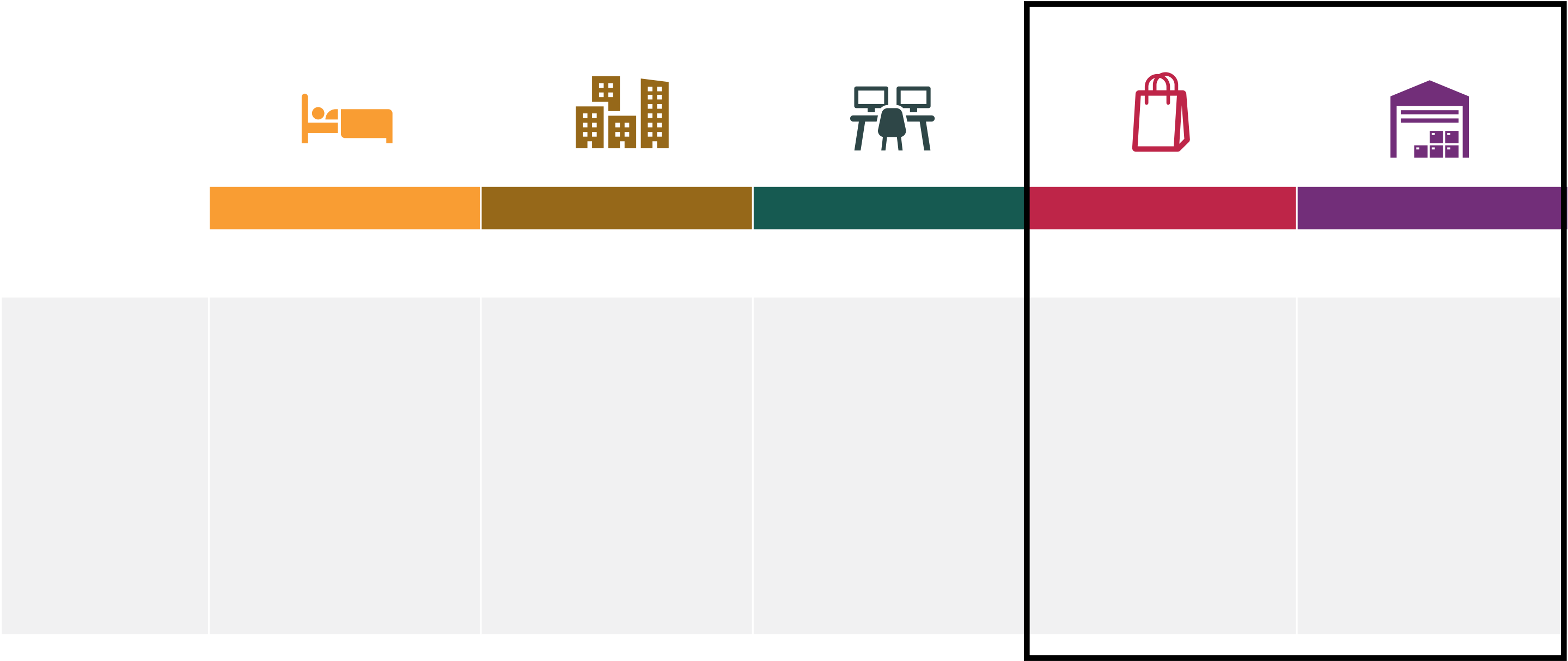


MITCHELL
AVENUE

The Mitchell Avenue Gateways



Market Potential

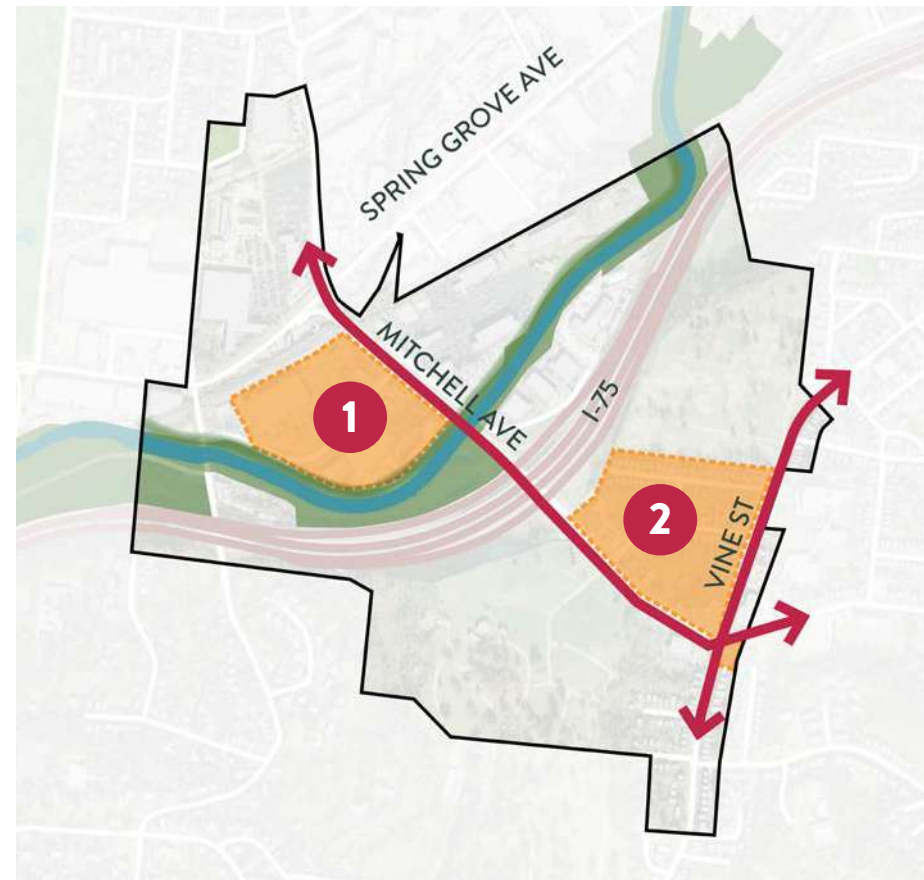


Opportunity Sites

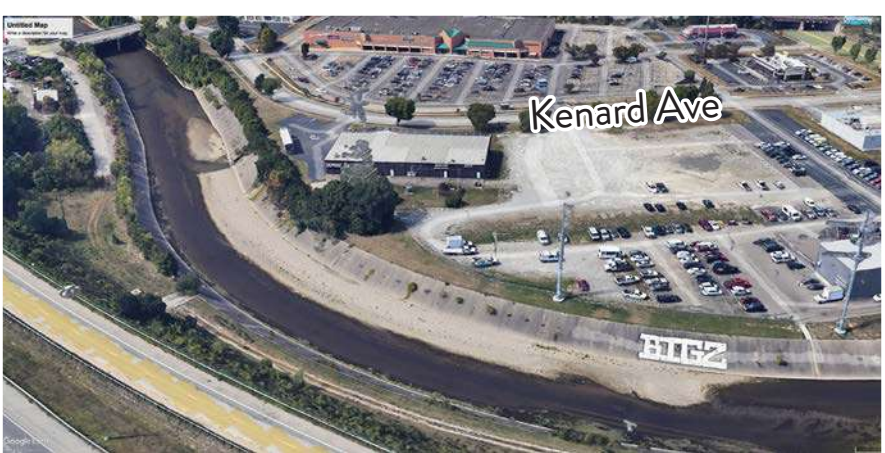
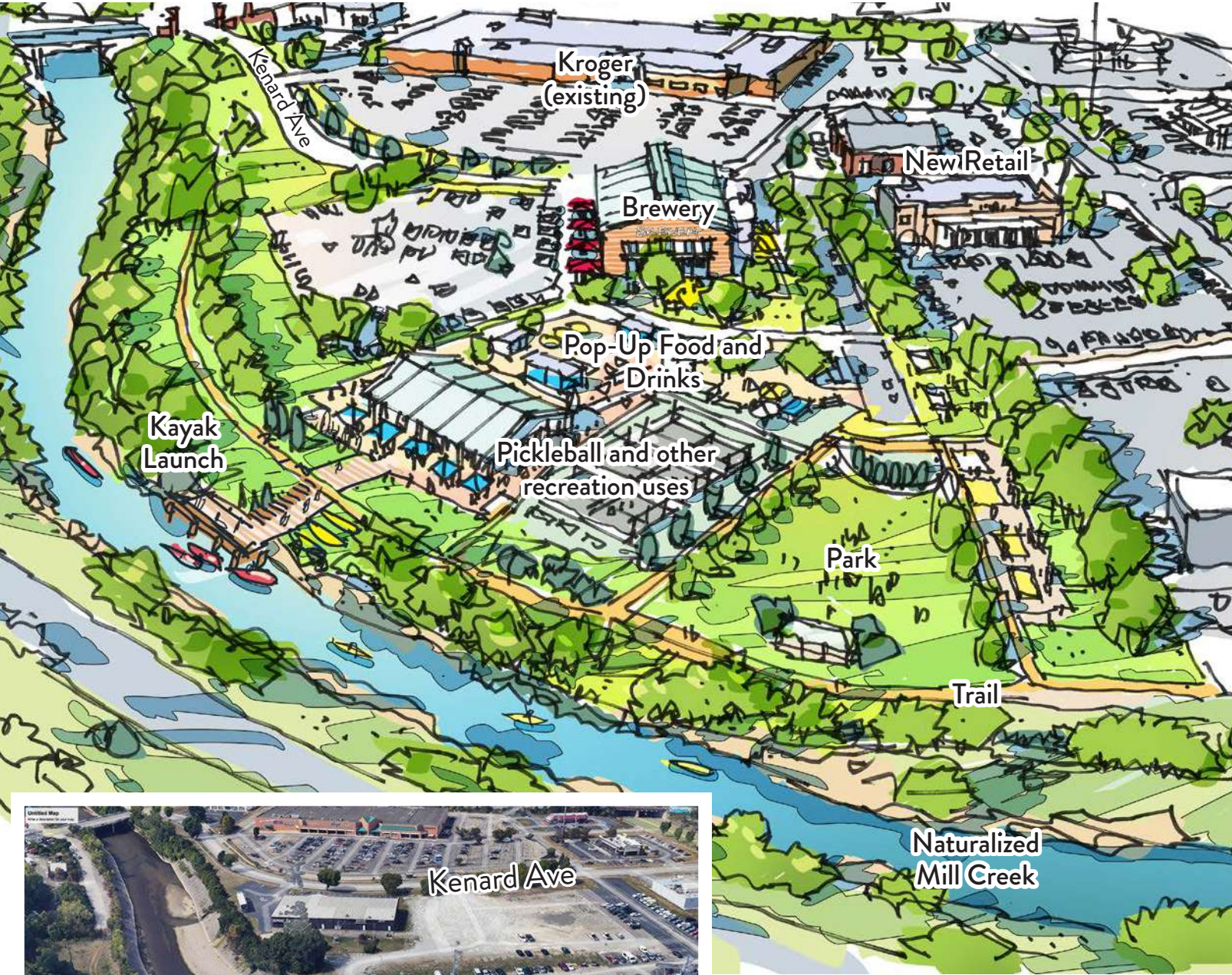
Two of the ten opportunity sites are located in the Mitchell Avenue Area. Each site is a gateway on one side of I-75:

- Western Gateway (Kenard Avenue); and
- Eastern Gateway (Vine and Mitchell).

Both projects rely on catalytic public improvements such as naturalizing Mill Creek, improving bicycle and pedestrian safety and connectivity, and intersection improvements.



Western Gateway



- Park Pavilion/Civic Use
- Commercial Use
- Park/Open Space
- Parking Lot
- Trail

Eastern Gateway



- Single-Family Residential
- Multi-Family Residential
- Commercial Use
- Parking Garage
- Parking Lot/Alley
- Bike Lane

Public Realm Recommendations



Traffic Calming and Complete Streets

1. Improve the safety and comfort of Mitchell Avenue and Vine Street with traffic calming and streetscaping;
2. Improve or add crosswalks to key intersections in the Mitchell Avenue area;
3. Support people experiencing homelessness and discourage panhandling near the highway.

Transit Connectivity

1. Enhance bus shelters in key locations to attract people to a destination at the Western Gateway development.

Greenways and Trails

1. Connect the Mitchell Avenue Area to regional amenities (universities, hospitals, business districts, and grocery stores) through bicycle and pedestrian trails;
2. Naturalize and increase access to Mill Creek.

Greening, Shade, and Parks

1. Design a publicly accessible amenity space as part of the Western Gateway Development.

Creative Placemaking

1. Incorporate interactive and creative placemaking into the Western and Eastern Gateway development.

Development Recommendations



Community-Serving Uses

1. Focus future retail development on places that will encourage people to stay and spend time in the area.

Diverse Housing Options

1. Develop a strategic infill strategy for the Kessler Avenue area;
2. Redevelop vacant and underutilized retail spaces with mixed-use development that includes housing and neighborhood-serving retail;
3. Explore mixed-income housing in the Western Gateway.

21st Century Industry and Jobs

1. Leverage the strong industrial market in the Mitchell Avenue area to attract creative enterprises and grow the area as a job center for Cincinnati.

Infill and Adaptive Reuse

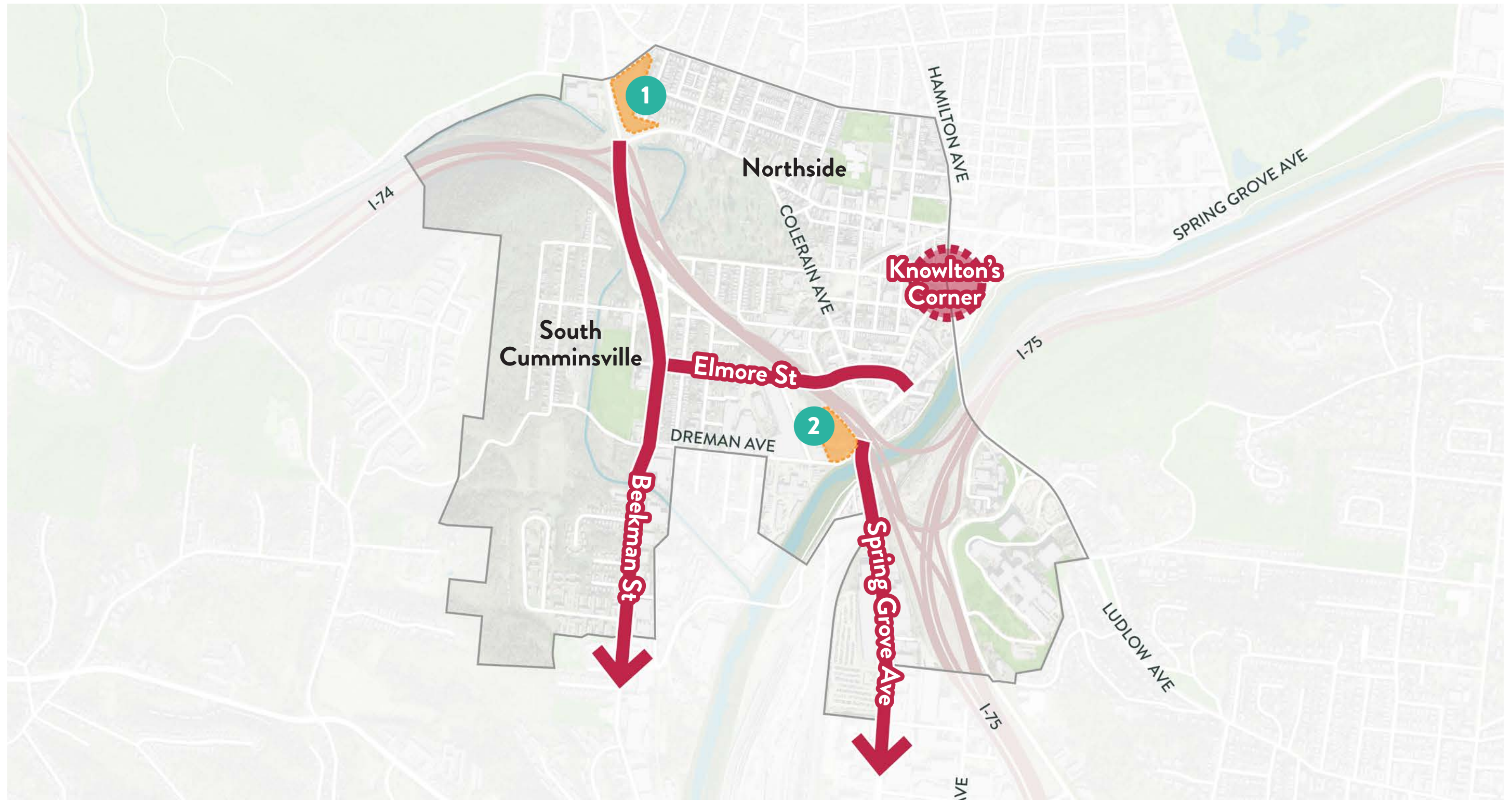
1. Explore opportunities to adaptively reuse single-story industrial and commercial buildings for creative enterprises and housing.

Gateway Development

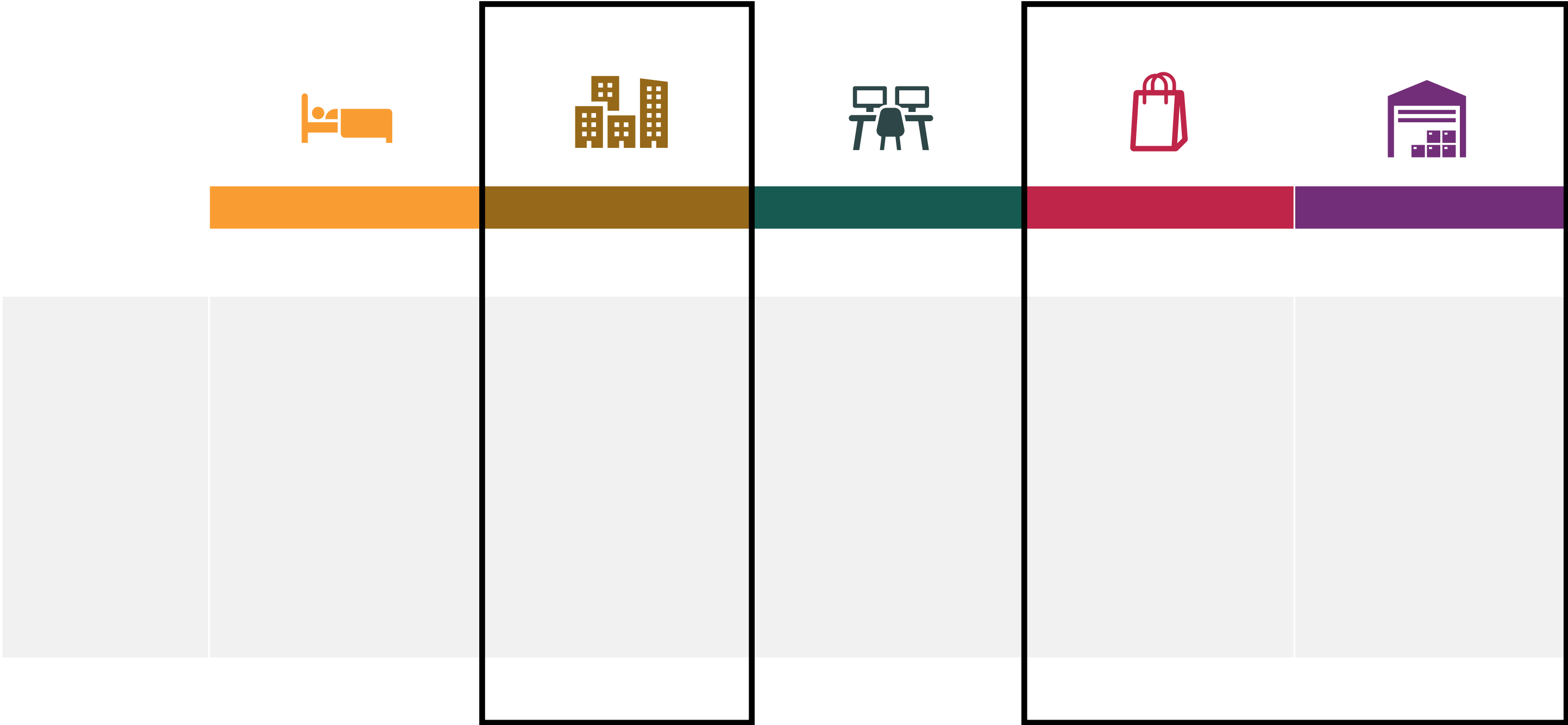
1. Develop a Western Gateway around Kenard Avenue with neighborhood-serving retail, outdoor gathering space, and connections to the Mill Creek Greenway;
2. Develop an Eastern Gateway at the Vine Street and Mitchell Avenue intersection with mixed-use development and pedestrian improvements;
3. Fulfill the City's quality of life policies, including building maintenance and enforcement.

NORTHSIDE
AND SOUTH
CUMMINSVILLE

Northside and South Cummins



Market Potential



Opportunity Sites

Two of the ten opportunity sites are located in the Northside and South Cumminsville area:

- Colerain Bypass; and
- Dreman Avenue ODOT Parcel.

Both of the opportunity sites in the Northside and South Cumminsville area are a result of surplus land owned by ODOT that could be reclaimed for more productive development and community amenities.



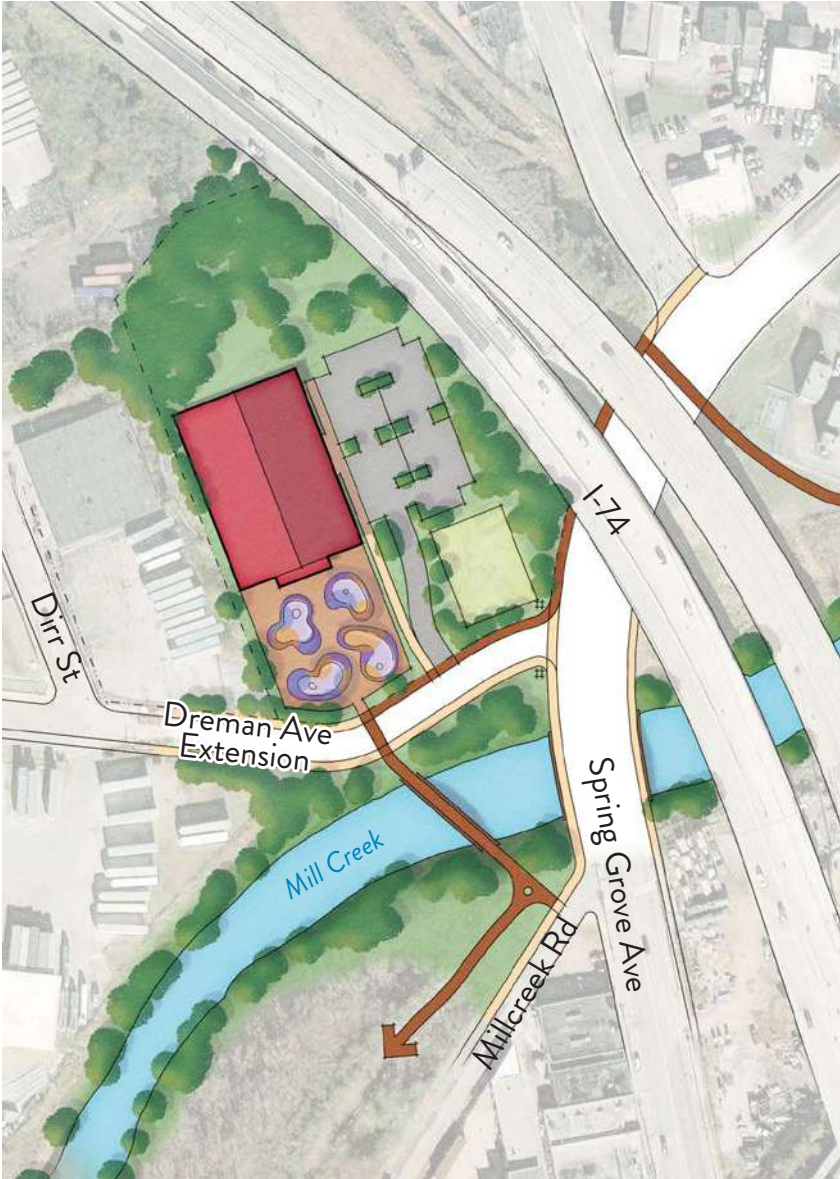
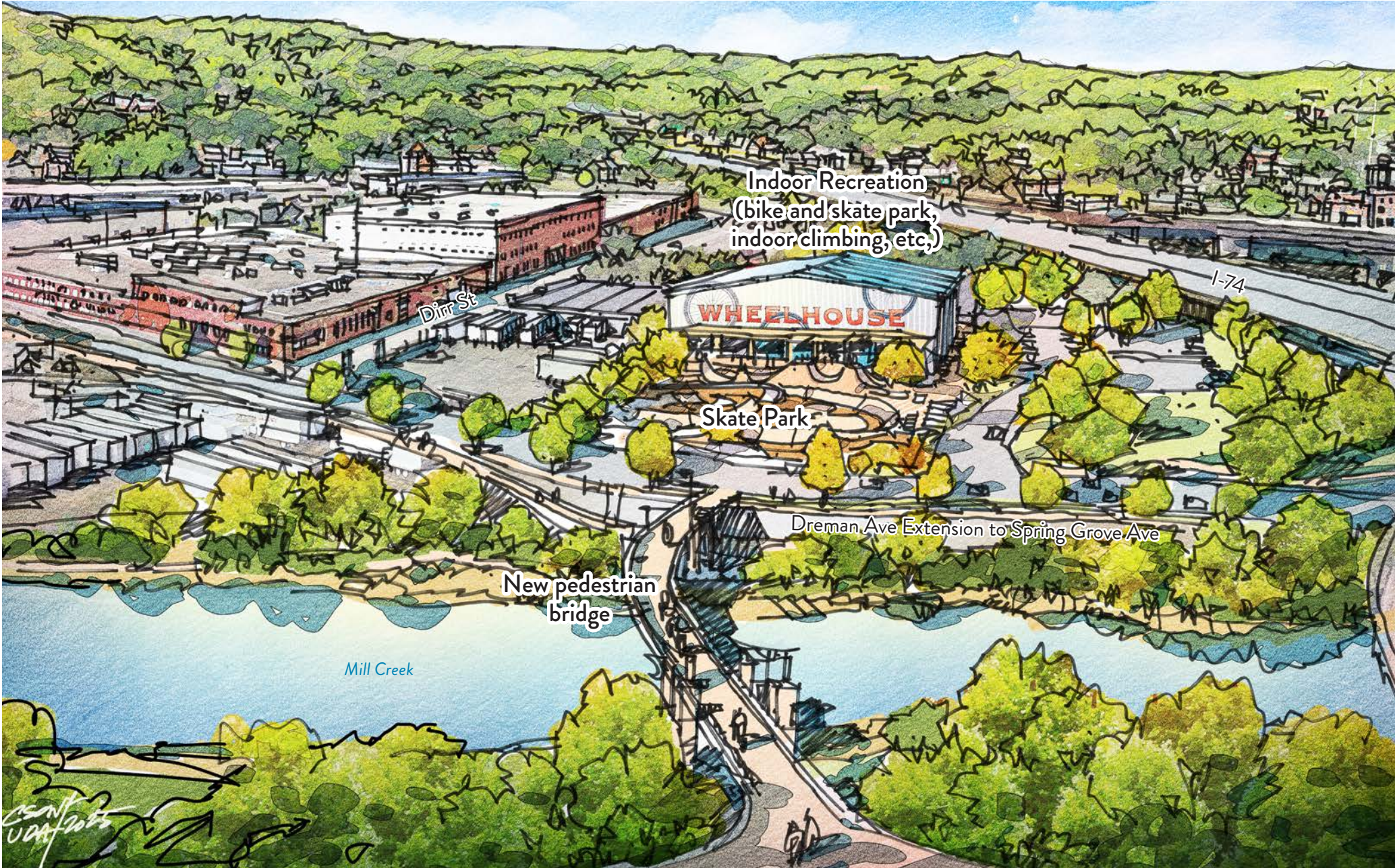
Colerain Bypass



- | | |
|---------------------------|--------------------------|
| Single Family Residential | Residential Lot |
| Multi-Family Residential | Park/Open Space |
| Park Pavilion/Civic Use | Optional Detached Garage |
| Playground | Alley/Parking Lot |



Dreman Avenue ODOT Parcel



- Commercial Use
- Recreational Open Space
- Parking Lot
- Trail

Public Realm Recommendations



Traffic Calming and Complete Streets

1. Improve the safety and comfort of Beekman Street, Elmore Street, Spring Grove Avenue, and Hamilton Avenue with traffic calming and streetscaping;
2. Add a mid-block crosswalk across Beekman Street to access Wayne Recreation Area;
3. Establish a connection from Dreman Avenue to Spring Grove Avenue;
4. Improve street lighting;
5. Intersection improvements and crosswalks;
6. Enhance alleys to invite pedestrian use.

Transit Connectivity

1. Improve connectivity to the Northside Transit Center;
2. Enhance bus stops and increase frequency of transit.

Greenways and Trails

1. Improve bike and pedestrian connections to the Mill Creek Greenway, the CROWN, and other regional destinations.

Greening, Shade, and Parks

1. Increase green in the neighborhood by adding more trees, shade, and natural landscaping;
2. Resolve stormwater runoff and hillside erosion issues;
3. Enhance the Mill Creek riverfront park.

Creative Placemaking

1. Paint murals and artwork on pavement and buildings;
2. Partner with artists to enhance bridge and infrastructure projects;
3. Locate tactical urbanism and pop-up uses in strategic locations.

Development Recommendations



Community-Serving Uses

1. Support local businesses in the Northside Business District;
2. Attract a wider range of new businesses in South Cumminsville;
3. Improve access to fresh, affordable groceries and everyday goods.

Diverse Housing Options

1. Develop infill housing in South Cumminsville that is affordable and sustainable;
2. Explore higher-density infill housing types in Northside.

21st Century Industry and Jobs

1. Develop a green energy jobs corridor.

Infill and Adaptive Reuse

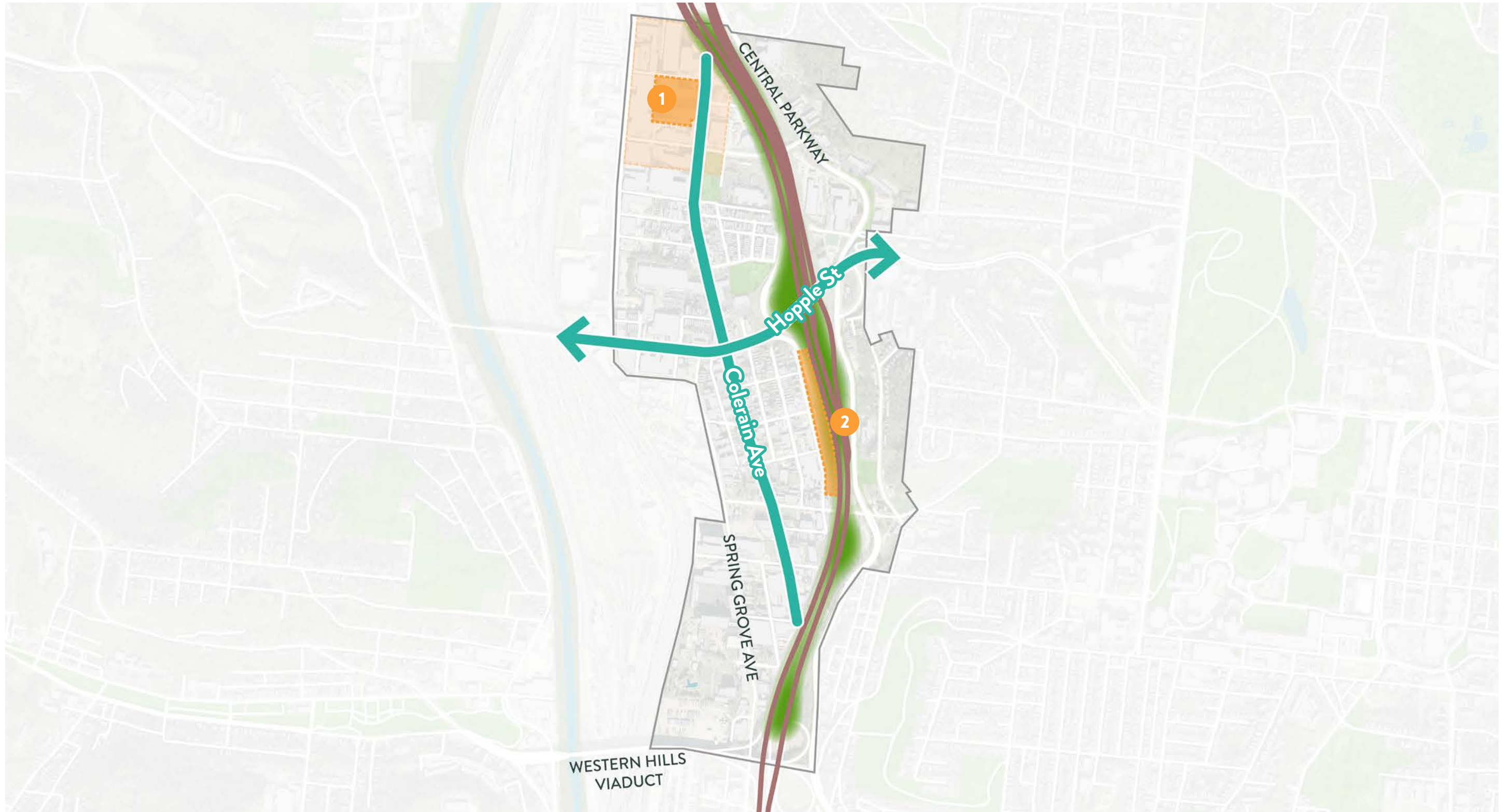
1. Repurpose underutilized industrial buildings into lofts for housing and maker spaces.

Gateway Development

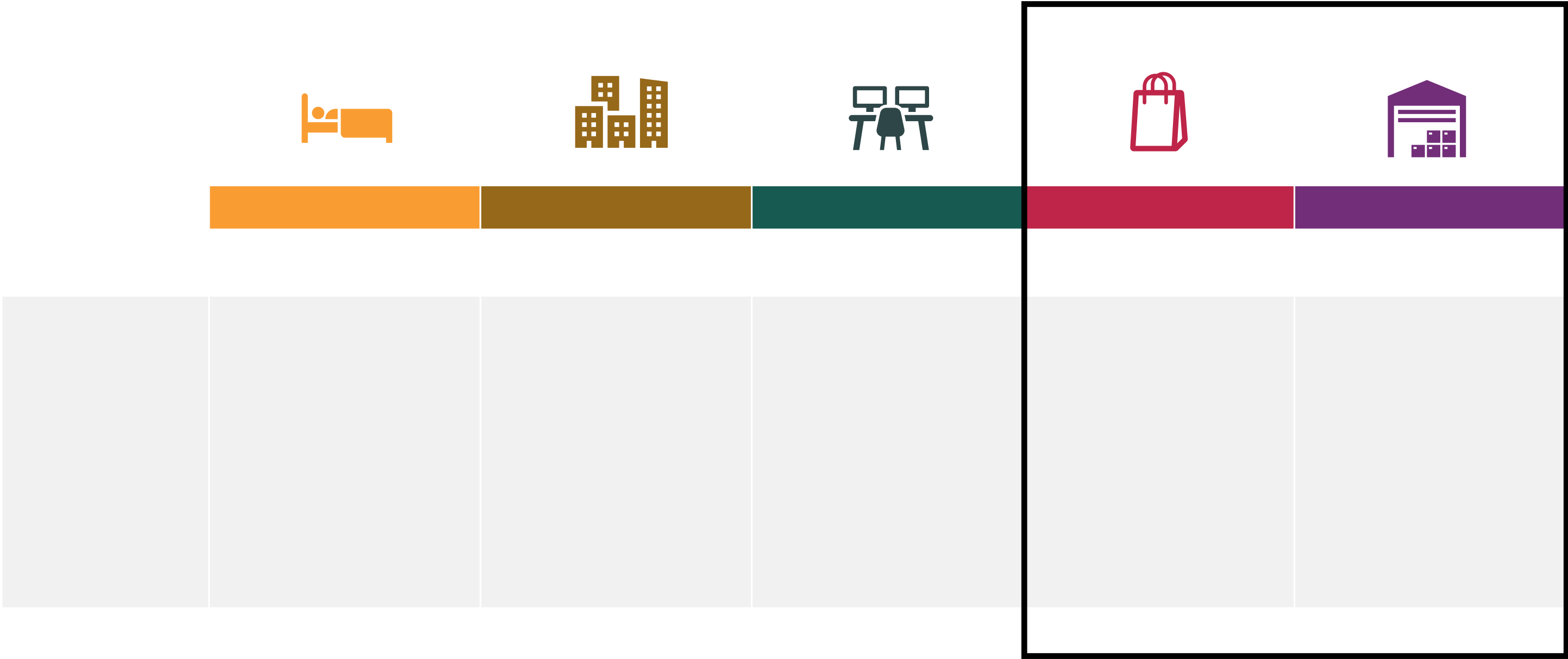
1. Develop Knowlton's Corner as the gateway to Northside;
2. Enhance and develop key intersections and infrastructure into welcoming gateways.

HOPPLE STREET

Hopple Street (Camp Washington)



Market Potential



Opportunity Sites

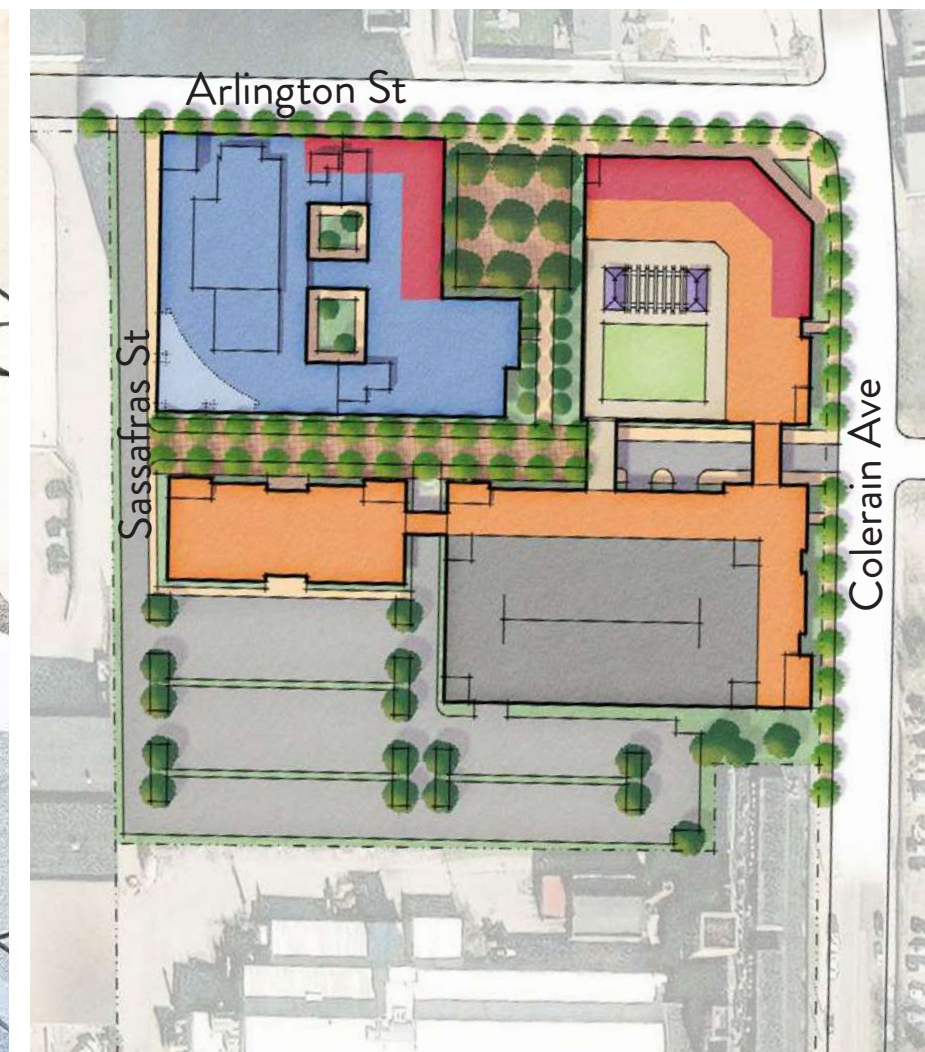
Two of the ten opportunity sites are located in the Hopple Street area:

- Crosley Building and Block**
 The vacant Crosley Building is a highly visible opportunity that the neighborhood and city-wide organizations such as The Port have been focused on for decades.
- Art Park at Massachusetts Avenue**
 The Art Park at Massachusetts Avenue is a new idea that arose from the opportunity of reclaiming underutilized ODOT land.

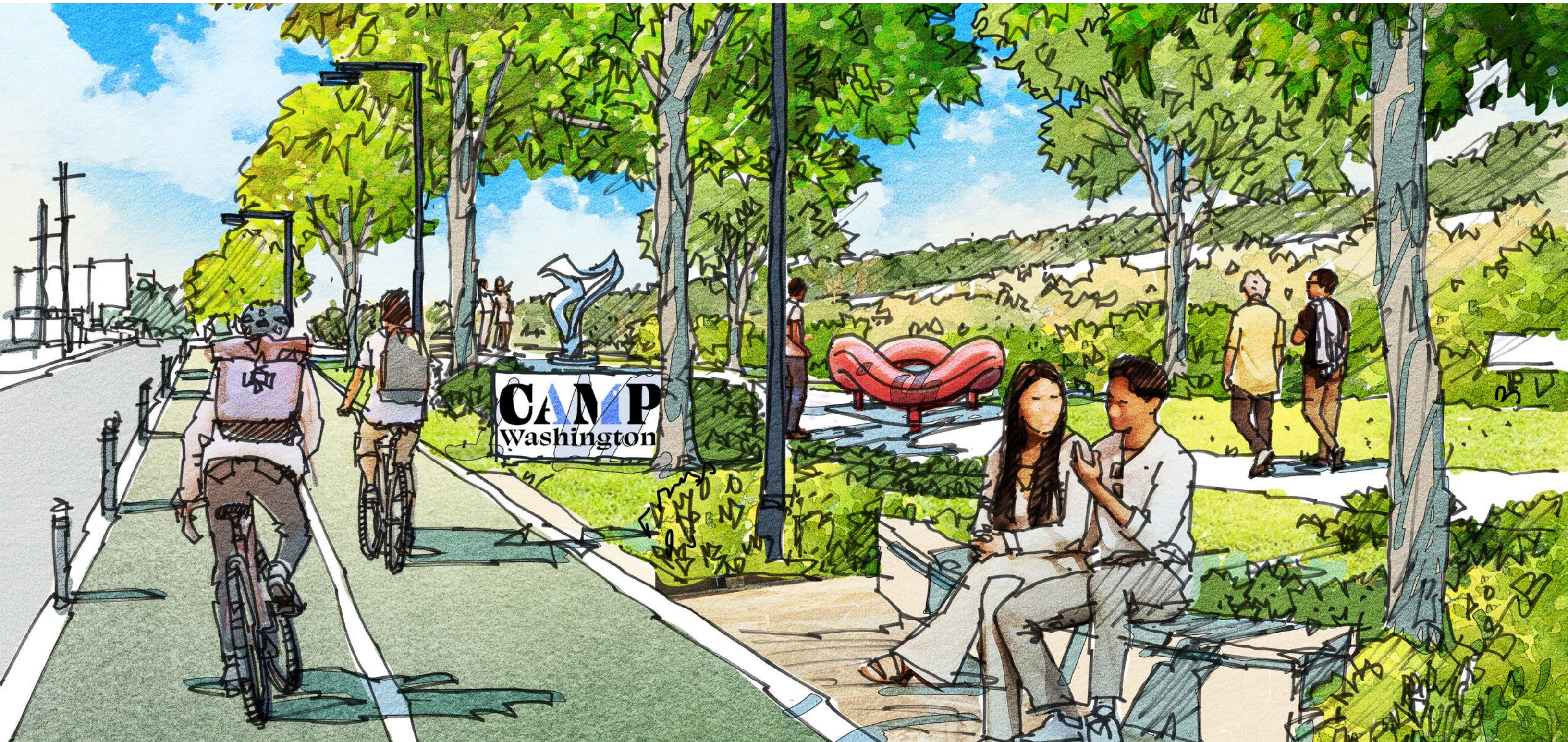
These projects represent transformative developments that reinforce the unique mix of manufacturing and residential neighborhoods that define Camp Washington.



Crosley Building and Block



Art Park at Massachusetts Avenue



Public Realm Recommendations



Traffic Calming and Complete Streets

1. Implement traffic calming strategies at the Colerain Avenue and Hopple Street intersection and on Spring Grove Avenue;
2. Build a raised intersection at Colerain and Monmouth Avenues to improve walkability to Valley Park;
3. Make Colerain Avenue a vibrant, walkable, bikeable street.

Transit Connectivity

1. Add amenities to transit stops in the Hopple Street area to encourage transit use;
2. Improve transit connectivity and frequency.

Greenways and Trails

1. Improve access to the Mill Creek Greenway at Millcreek Road and Spring Grove Avenue;
2. Create a dedicated north-south bikeway through Camp Washington that connects to the Mill Creek Greenway.

Greening, Shade, and Parks

1. Reclaim the land between Massachusetts Avenue and I-75 as a community art park;
2. Activate Valley Park;
3. Plant more trees and natural landscaping;
4. Continue to enhance the amenities at the Camp Washington Recreation Area;
5. Continue to address issues and perform outreach around homeless encampments and panhandling.

Creative Placemaking

1. Design murals, street, and asphalt art;
2. Install artistic street furniture and infrastructure;
3. Highlight historic signage and wayfinding;
4. Activate Camp Washington with tactical urbanism and events.

Development Recommendations



Community-Serving Uses

1. Improve access to fresh, affordable groceries and everyday goods;
2. Support locally-owned businesses.

Diverse Housing Options

1. Develop multi-family housing along the Colerain Avenue corridor;
2. Build Missing Middle housing typologies within the residential neighborhood.

21st Century Industry and Jobs

1. Preserve manufacturing and the industrial history in Camp Washington;
2. Incorporate maker spaces, small-scale production, and creative workspace into the Colerain Avenue commercial district.

Infill and Adaptive Reuse

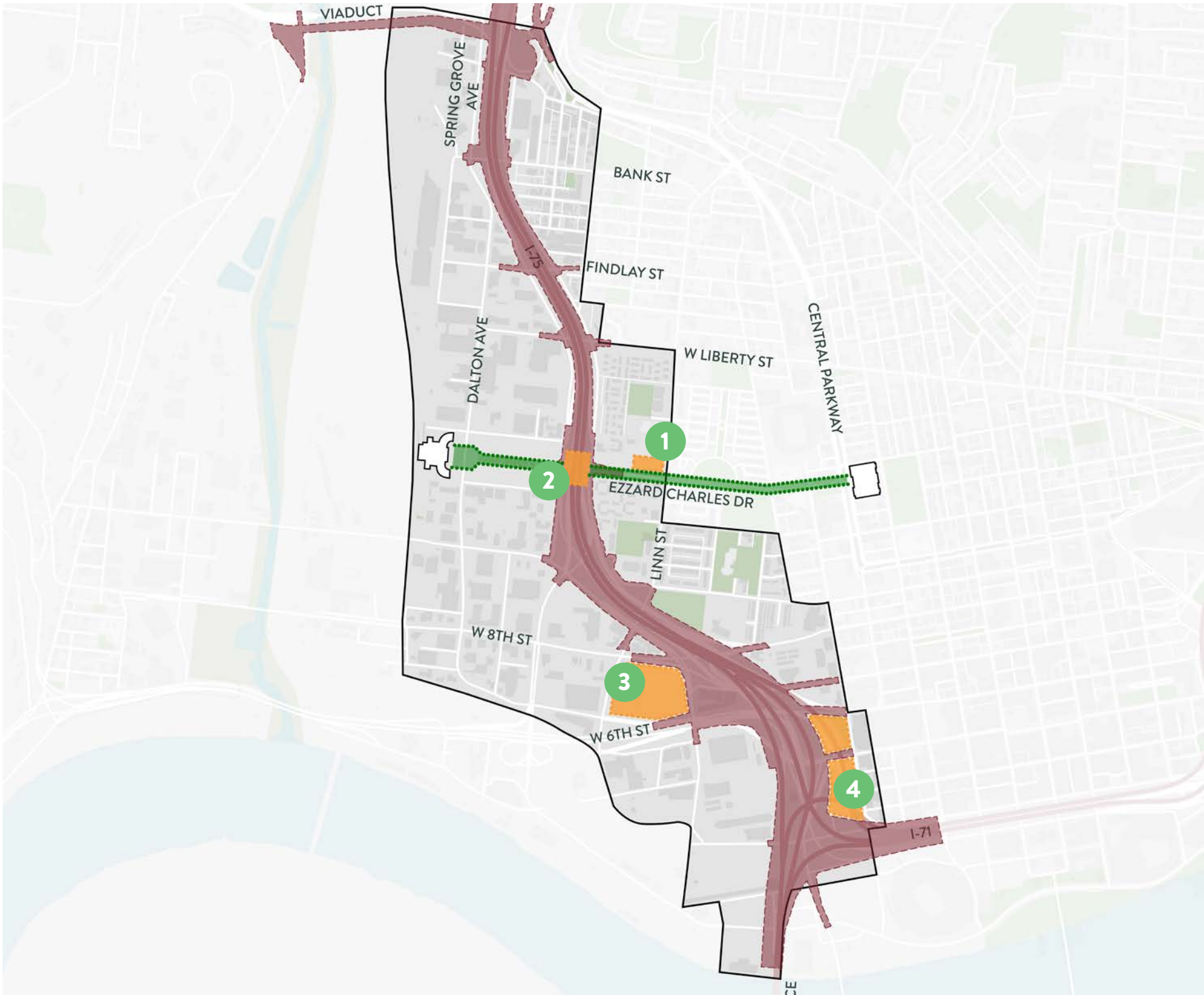
1. Adaptively reuse historically and architecturally significant industrial buildings;
2. Develop vacant and underutilized land with uses that strengthen the surrounding neighborhood and employment base;
3. Explore visions for the Salt Dome and the adjacent properties.

Gateway Development

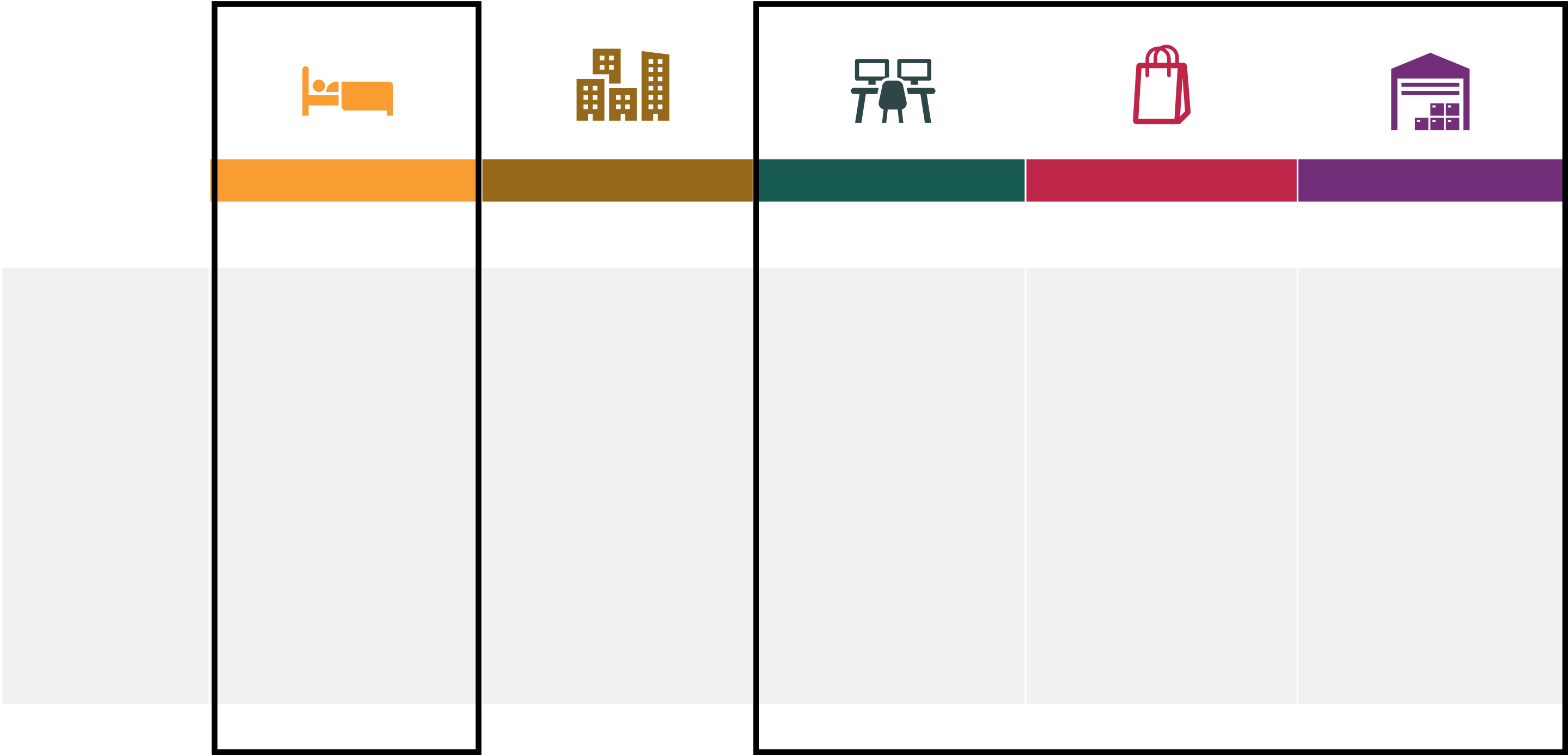
1. Advance Camp Washington South gateway development to strengthen the area's southern entrance;
2. Implement Monmouth Avenue gateway enhancements to improve visibility, streetscape character, and neighborhood identity.

QUEENSGATE,
WEST END, AND
DOWNTOWN

Queensgate, West End, and Downtown



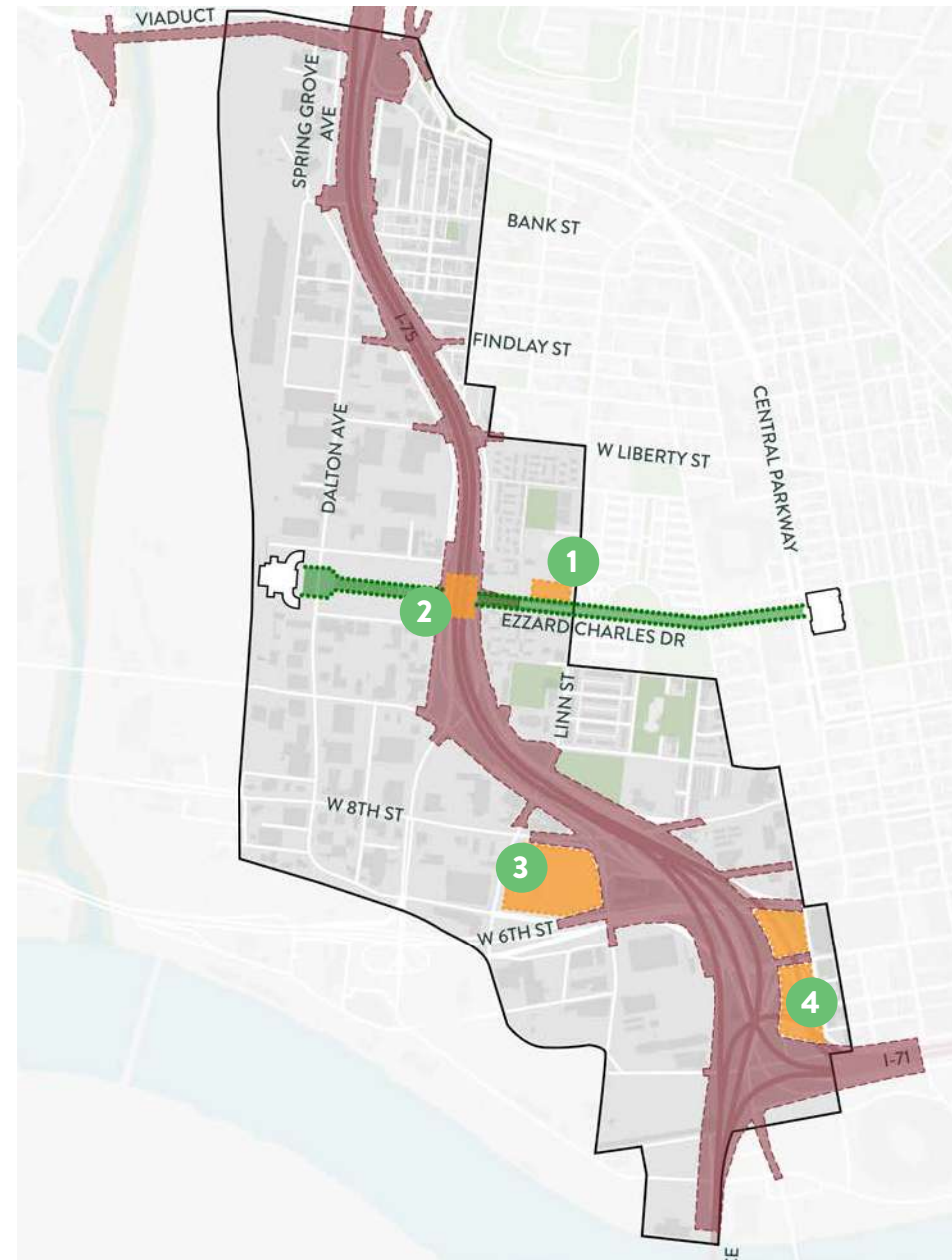
Market Potential



Opportunity Sites

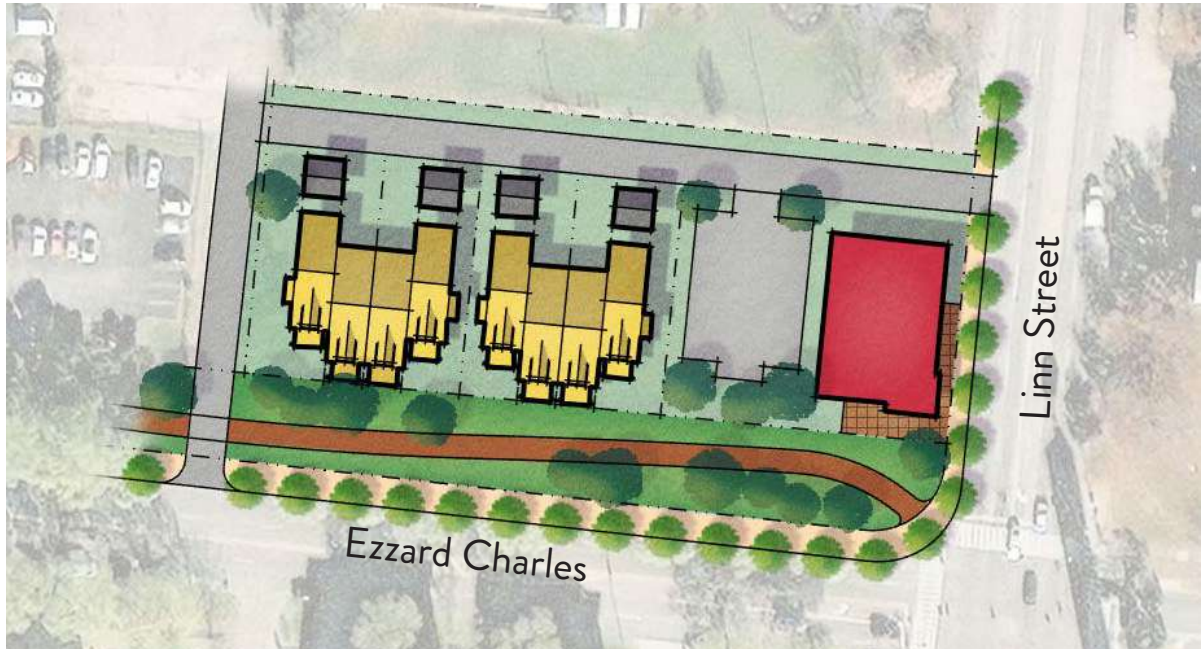
Four of the ten opportunity sites are located in the Queensgate, West End, and Downtown area. Many of these opportunities are direct results of new land or improved connectivity being created by the Brent Spence Bridge project improvements. These projects represent transformative developments that would bring desired uses to these neighborhoods, such as housing, retail, and open space:

- Ezzard Charles and Linn Street;
- Ezzard Charles I-75 Highway Cap;
- Linn and 8th Street Block; and
- 10-Acre Central Avenue Sites.

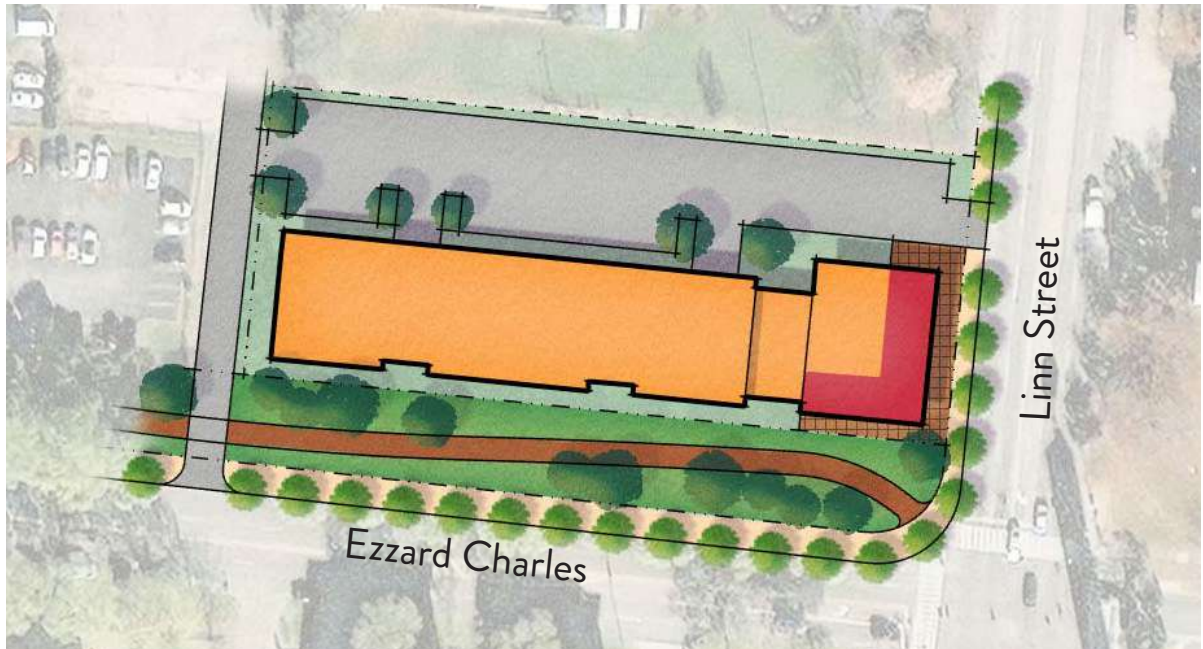


Ezzard Charles and Linn Street Corner

ALTERNATIVE 1



ALTERNATIVE 2



- | | |
|---------------------------|-------------------|
| Retail/Restaurant | Alley/Parking Lot |
| Single Family Residential | Residential Lot |
| Multi-Family Residential | Park/Open Space |
| Optional Detached Garage | Trail/Plaza |

OPPORTUNITY SITE

Ezzard Charles I-75 Highway Cap

Virtual Public Presentation | September 22, 2026

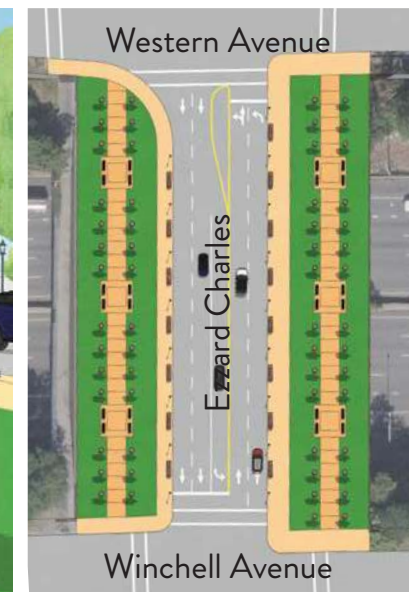
ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3



Linn and 8th Street Block

ALTERNATIVE 1



ALTERNATIVE 2



- | | |
|--|---|
|  Retail/Restaurant |  Amenity/Civic Use |
|  Multi-Family Residential |  Park/Open Space |
|  Parking Garage |  Trail/Plaza |

10-Acre Central Avenue Sites



- | | |
|--|---|
|  Civic/Institutional |  Parking Garage |
|  Retail/Restaurant |  Rooftop Amenity |
|  Multi-Family Residential |  Park/Open Space |
| |  Plaza |



Public Realm Recommendations



Traffic Calming and Complete Streets

1. Design the Ezzard Charles Highway cap with bicycle- and pedestrian-friendly infrastructure;
2. Implement the State-to-Central Complete Street Project;
3. Connect 5th Street to Gest Street;
4. Convert the 6th Street Expressway to an urban boulevard and reclaim the ramps for development;
5. Address semi-truck congestion and parking near freight rail entrances;
6. Improve safety through the Dalton Tunnel;
7. Strengthen the connection between Union Terminal and Music Hall along Ezzard Charles;
8. Minimize the impact of I-75 construction on existing businesses and residents.

Transit Connectivity

1. Improve regional transit connections;
2. Connect the streetcar from Over-the-Rhine to Union Terminal and the Cincinnati Museum Center.

Greenways and Trails

1. Connect neighborhoods to the Ohio River, the Banks, and Smale Park through bicycle and pedestrian connections;
2. Connect to the Mill Creek Greenway.

Greening, Shade, and Parks

1. Improve existing parks and green spaces in the West End;
2. Increase green by adding more trees, shade, and natural landscaping.

Creative Placemaking

1. Incorporate art into streetscapes, signage, and gateways;
2. Celebrate the West End's rich history.

Development Recommendations



Community-Serving Uses

1. Attract neighborhood-serving uses, including a grocery store, pharmacy, retail, and dining options;
2. Support small, local businesses.

Diverse Housing Options

1. Expand housing options in the Queensgate, West End, and Downtown neighborhoods;
2. Support long-time residents and reduce the risk of displacement as reinvestment occurs.

21st Century Industry and Jobs

1. Grow employment opportunities, including advanced manufacturing in Queensgate;
2. Ensure the area has the types of amenities needed to attract and retain employees.

Infill and Adaptive Reuse

1. Repurpose underutilized buildings and lots;
2. Preserve and reactivate local historical landmarks;
3. Explore mixed-use development around Union Terminal with destination entertainment uses and retail.

Gateway Development

1. Develop the reclaimed 10 acres on Central Avenue as a gateway into Downtown;
2. Develop the Linn and Ezzard Charles intersection as a gateway into the Linn Street corridor.

FEASIBILITY + IMPLEMENTATION

Example Project Selection Process

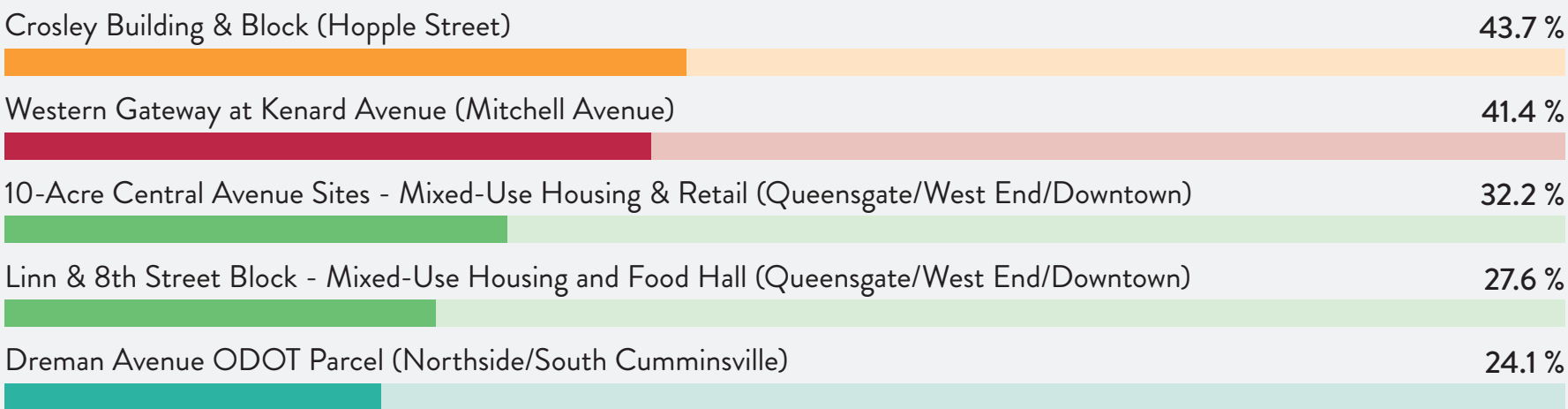
EXAMPLE PROJECT SELECTION CRITERIA

- ☑ Rated as a top priority by stakeholders and the public
- ☑ Direct result of the I-75 improvements
- ☑ Lessons learned can be applied to other sites in the study area
- ☑ Feasibility is not likely to be studied by partners, using other resources

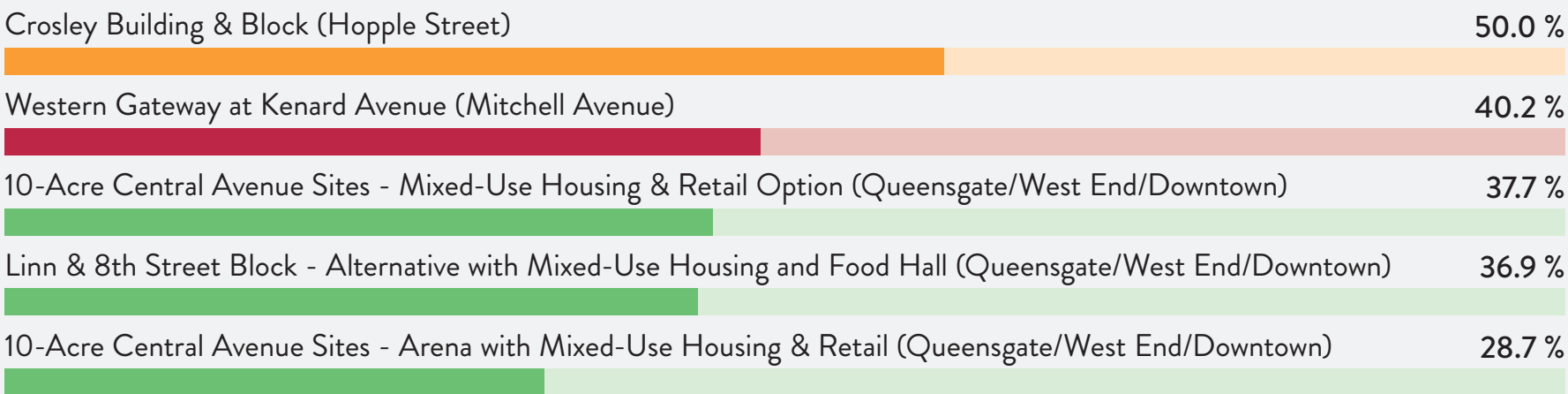
COMMUNITY SURVEY RESULTS

Projects that will have the Greatest Impact on Cincinnati as a Whole

All Respondents



Respondents who live, own property, work, or own a business in any of the four study areas



3 Example Projects

10-Acre Central Avenue Sites

Mixed Use Alternative



Linn & 8th Street Block

Mixed Use Alternative



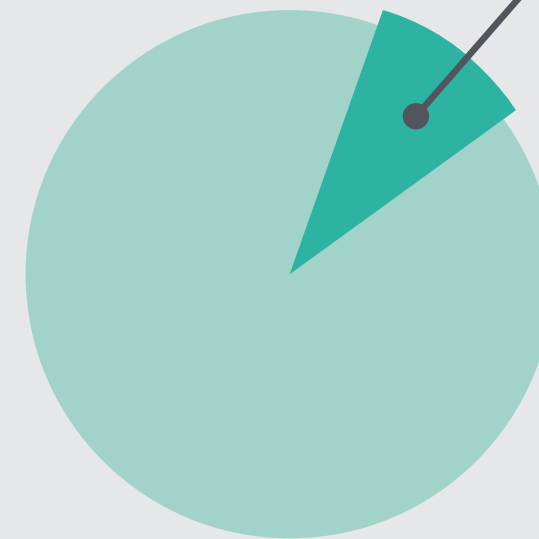
Western Gateway at Mitchell & Kenard



Key Takeaways

- High-rise construction requires significantly more subsidy.
- It is more feasible to build affordable housing in lower-cost building typologies.
- Ground-floor retail supports placemaking but adds to the financial gap.
- Structured parking costs challenge feasibility.

Impact of Structured Parking on Project Cost



For large mixed-use projects, parking can account for 12% to 14% of the total development cost

Key Takeaways

STAKEHOLDER & COMMUNITY VISIONS



- Add high-density development, especially mixed-use housing
- Expand the Downtown environment to the west, including walkable streets, ground floor-retail, and dense development

High-rise buildings (above 6 stories), structured parking, and ground floor retail greatly increase the amount of public subsidy needed to make the project feasible. Construction costs can be up to 70% higher, and rent premiums (25%) do not offset the increase in costs.

Each unit could require \$231,000–\$402,300 in subsidy.

MORE FEASIBLE DEVELOPMENT TYPOLOGIES



- Mid-rise buildings (4-6 stories) can be built in wood-frame construction, reducing construction costs
- Mid-rise buildings can still meaningfully add housing and increase density, creating walkable neighborhoods

Mid-rise buildings in the Queensgate and Downtown area will result in more feasible projects, reducing the public subsidy needed.

Each unit could require \$103,900–\$177,400 in subsidy.

Early Win Projects

- Implement **public art and activation** projects in all of the neighborhoods along I-75
- **Plant trees** in public rights-of-ways and parks to green the neighborhoods
- **Install pedestrian and creative lighting**, especially in the I-75 underpasses
- **Art Park and Camp Washington bikeway along Massachusetts Avenue**
- **Safety improvements** at Mitchell Avenue and Vine Street, Beekman Street, Hopple and Colerain Streets, and other intersections identified as unsafe for pedestrians and bicyclists in this plan
- **Mixed-use development at Linn Street and Ezzard Charles Drive**

What are the ways that the recommendations and projects will get implemented?

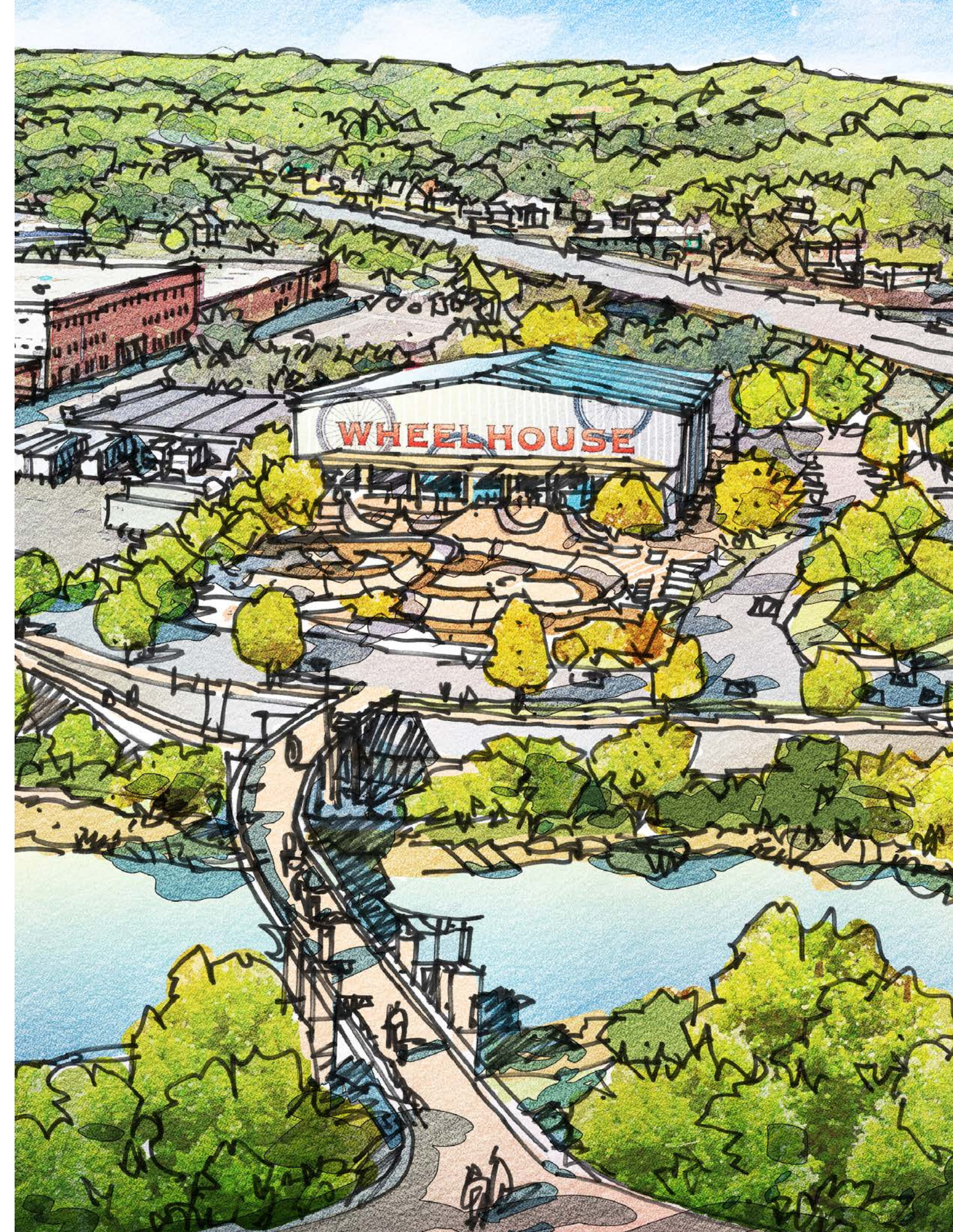
- Community budget requests
- Smaller planning studies to look at key areas in more detail
- Acquisition of key sites
- Working with other partners to develop parcels (City OSG, The Port, CDCs, other developers)
- Applying for grants
- Coordinating infrastructure investments by DOTE/MSD with real estate investments
- Coordination with partners interested in activating natural spaces and greening the city (Experience Mill Creek, Mill Creek Conservancy, Keep Cincinnati Beautiful, etc.)



NEXT STEPS

We want to hear from you!

- What ideas did you like?
- What ideas did you not like?
- What other ideas do you have?





REVIVE CINCINNATI UPDATE

I-75 and Mill Creek Corridor

Cincinnati, Ohio

city of
CINCINNATI



UDA
URBAN DESIGN ASSOCIATES

 **SB Friedman**
Development Advisors

BLUME
COMMUNITY PARTNERS

WELCOME!

Today's Agenda

- **Presentation (30 minutes)**
 - Overall Process
 - Market Potential
 - Corridor-Wide Connectivity + Opportunities
 - Study Areas (Overviews, Opportunity Sites, and Recommendations)
 - Project Feasibility and Implementation
 - Next Steps
- **Breakout Rooms (45 minutes)**

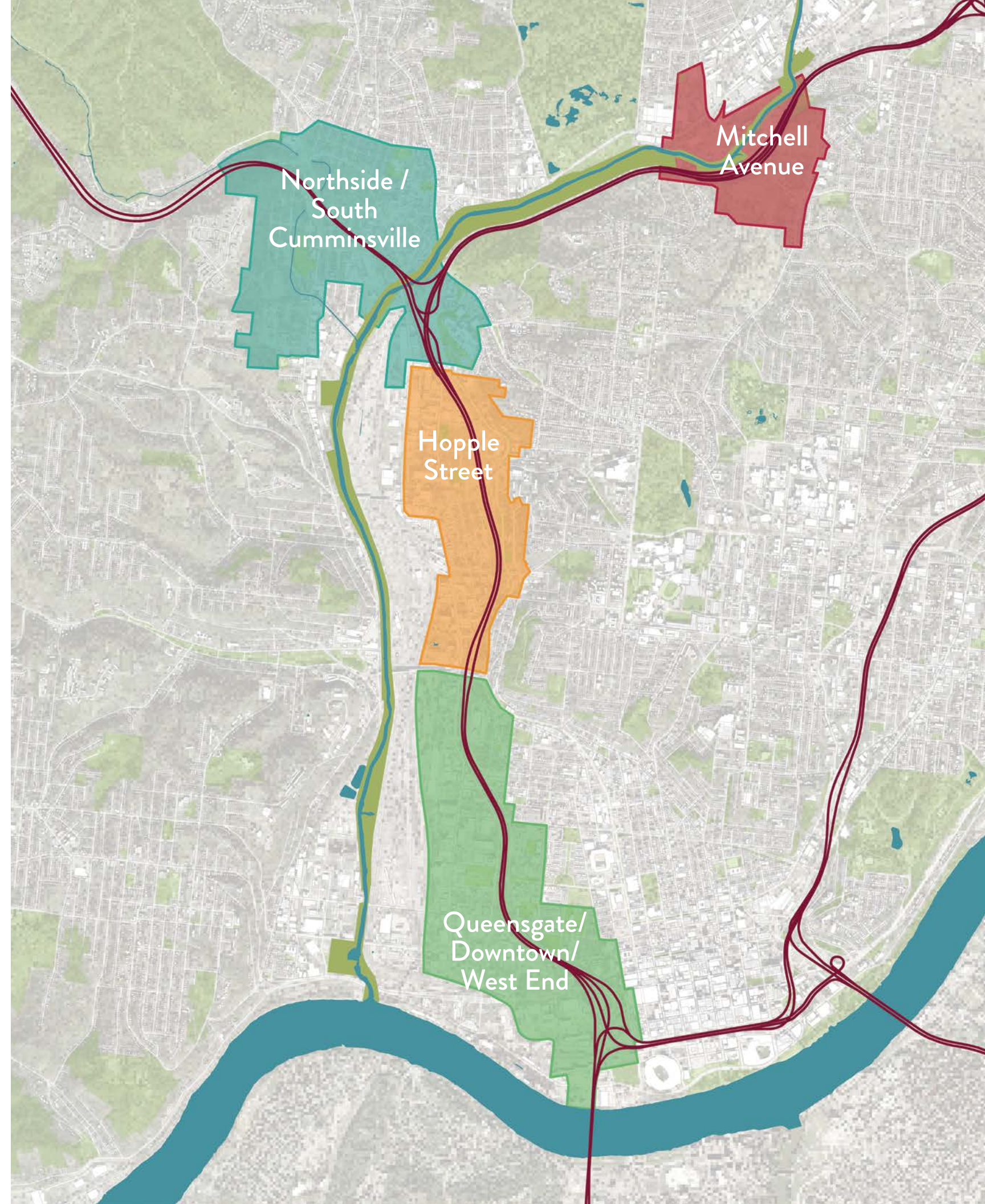


**I'M HERE
TO LISTEN**

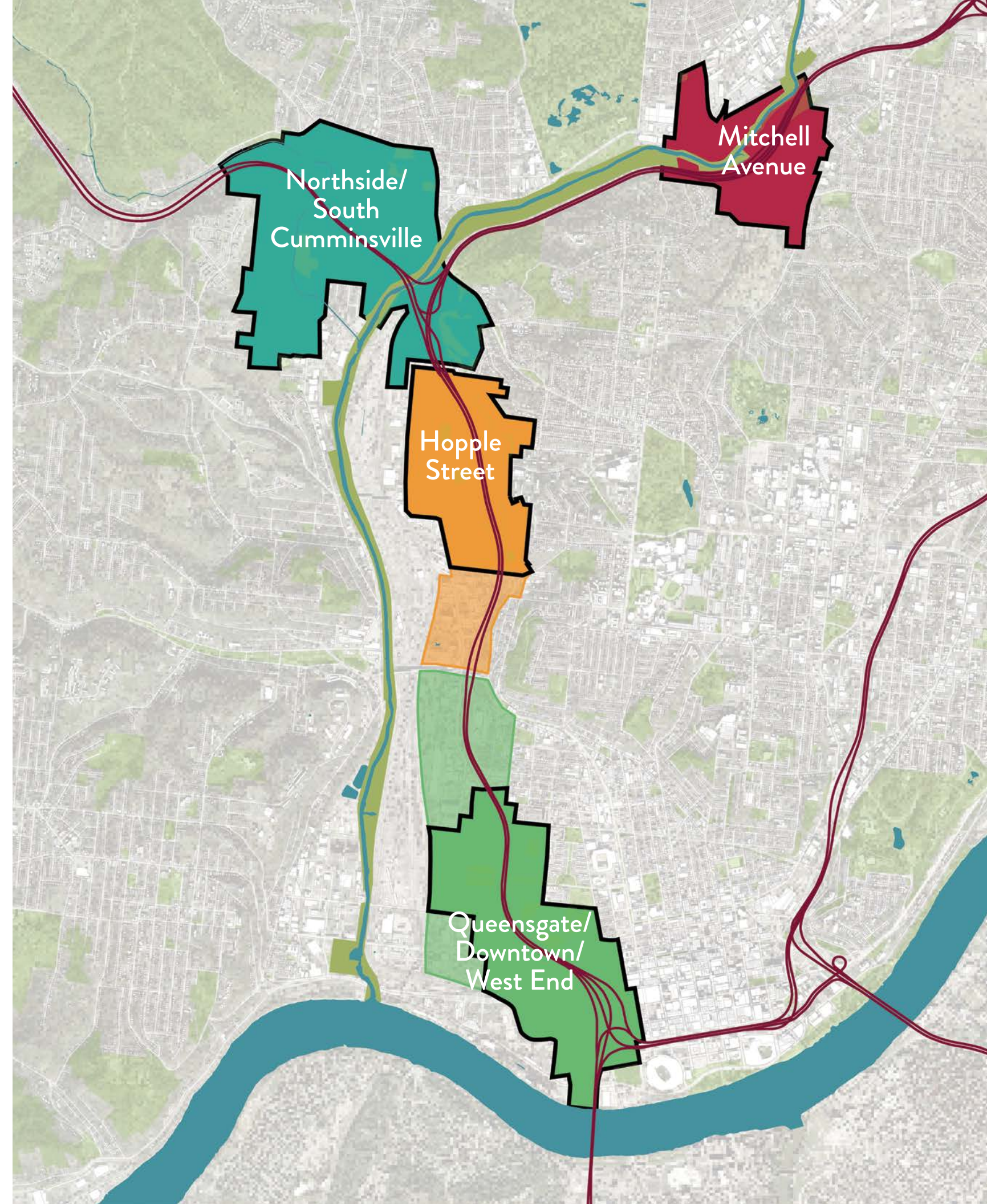
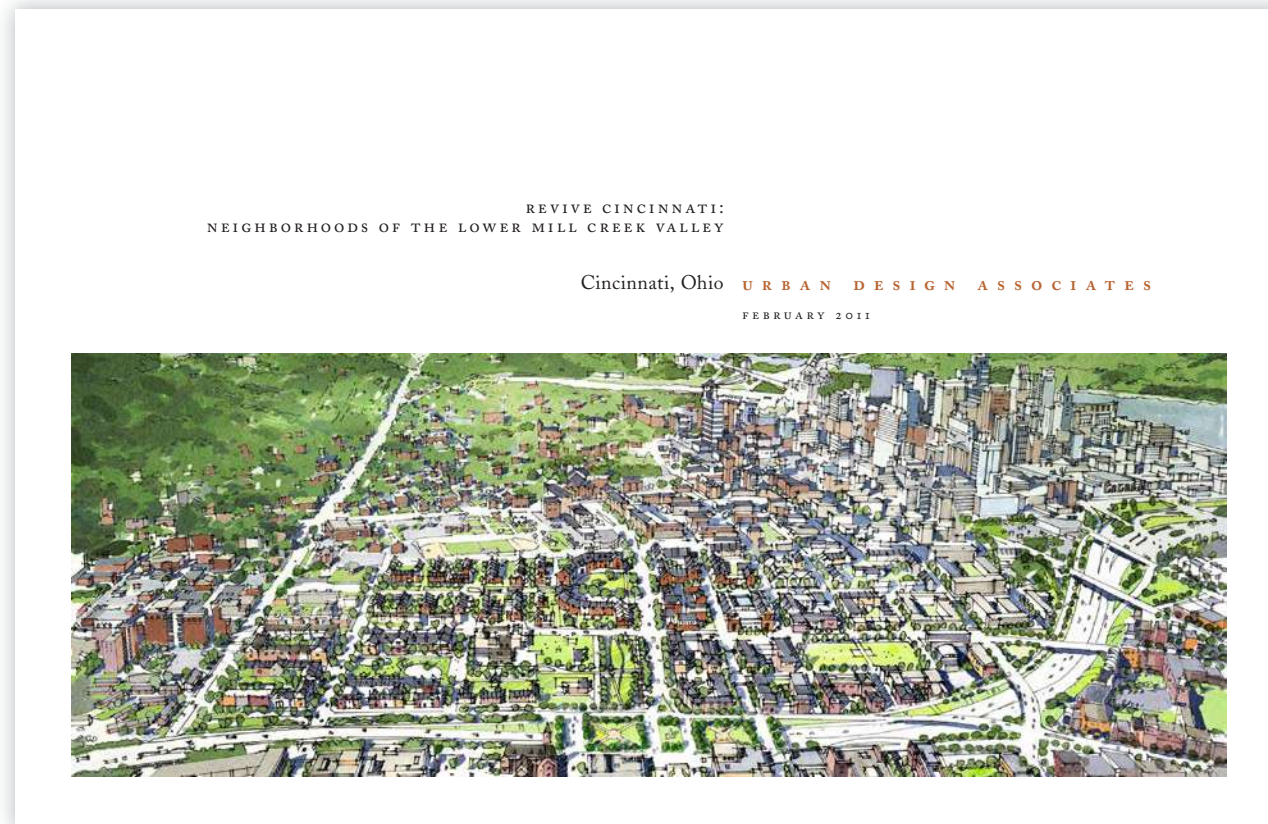
OVERVIEW

Project Intent

1. Reconnect walking and biking connections between and within neighborhoods
2. Plan for development opportunities on unused or remnant ODOT land
3. Bring positive economic development to the neighborhoods adjacent to I-75 as a result of the improvements
4. Identify priorities for future investments

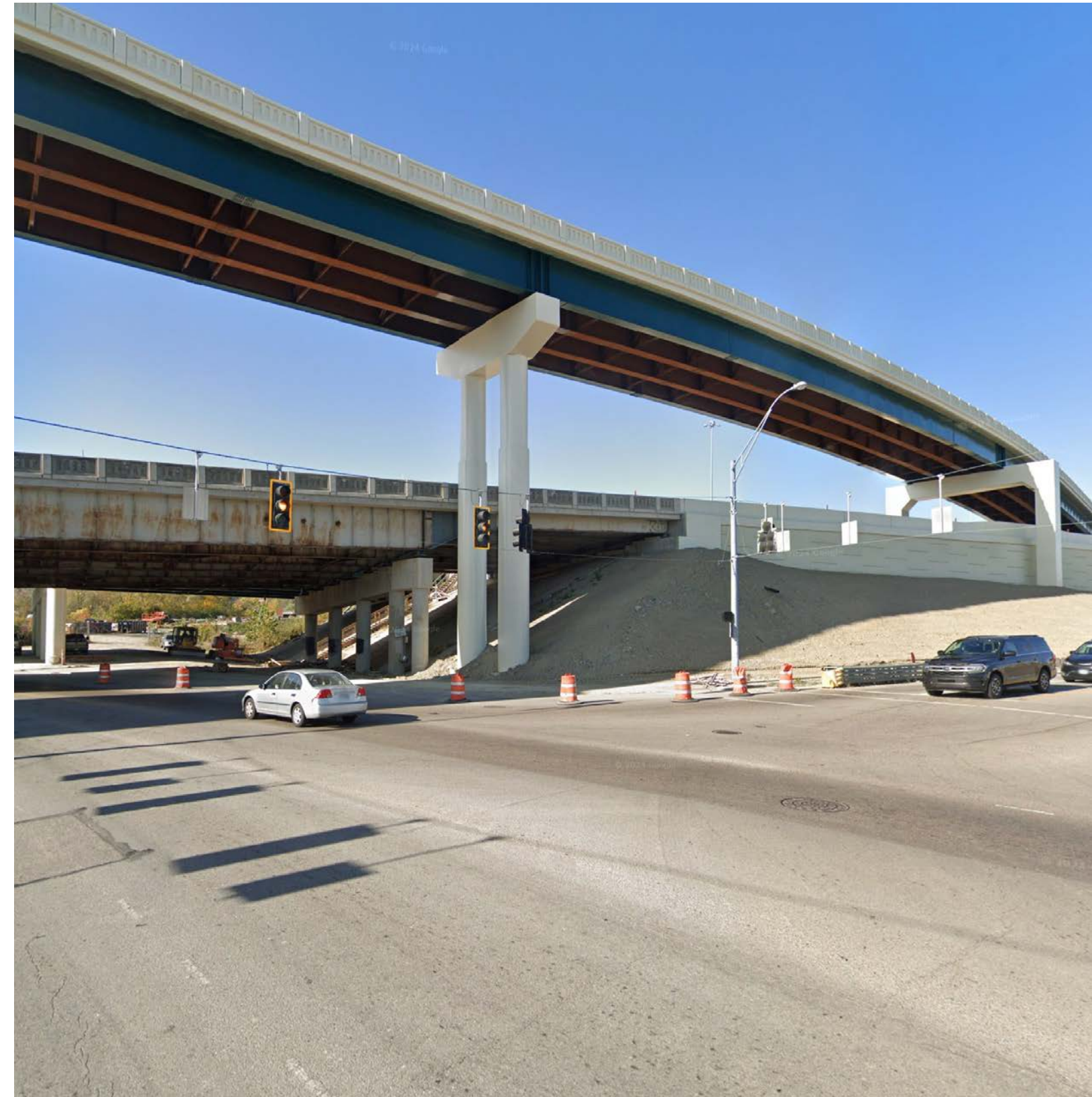


Update to the Revive Cincinnati Plan (2011)



What's happened since 2011?

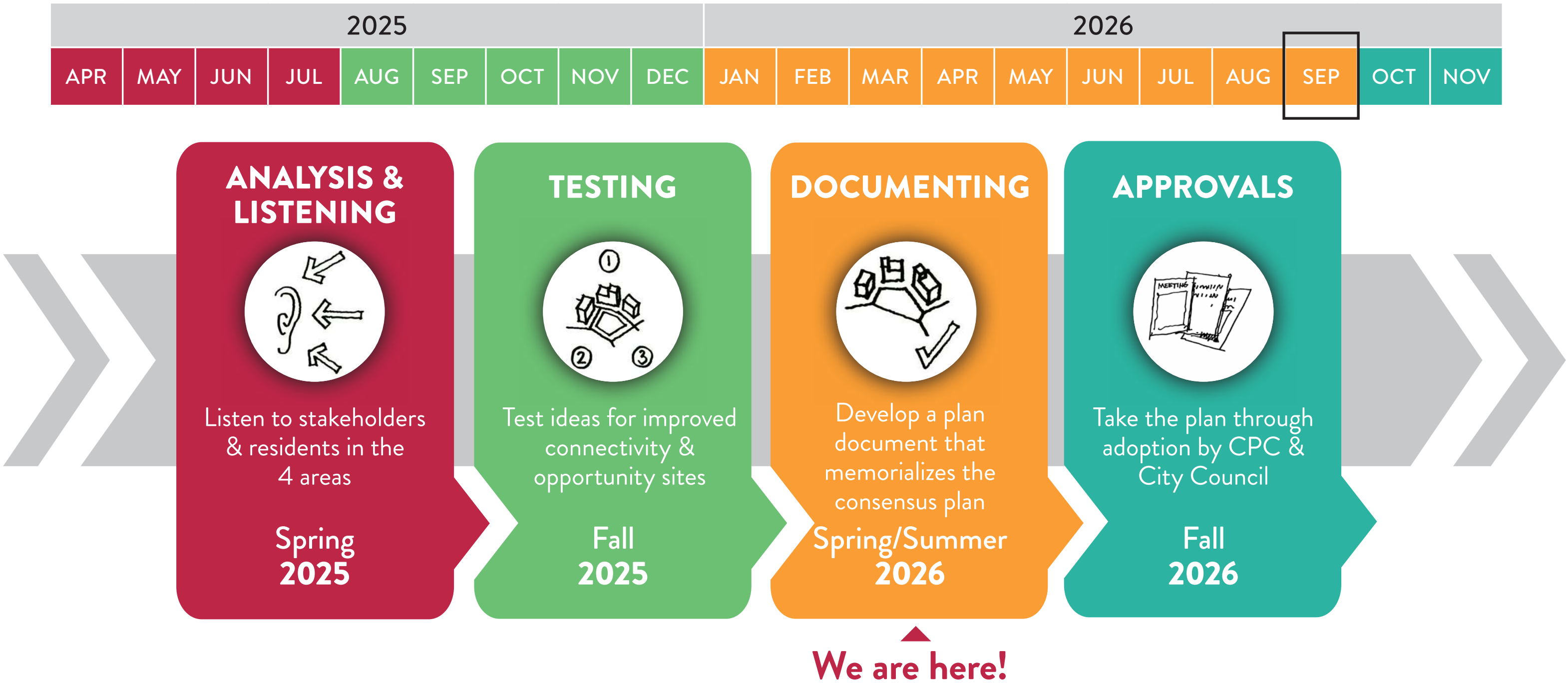
- I-75 interchange improvements have been completed at Mitchell Avenue and I-74.
- The preferred alignments and designs have been fixed for the Brent Spence Bridge and Western Hills Viaduct improvements.
- Neighborhood plans have been updated and projects have completed.



Project Team



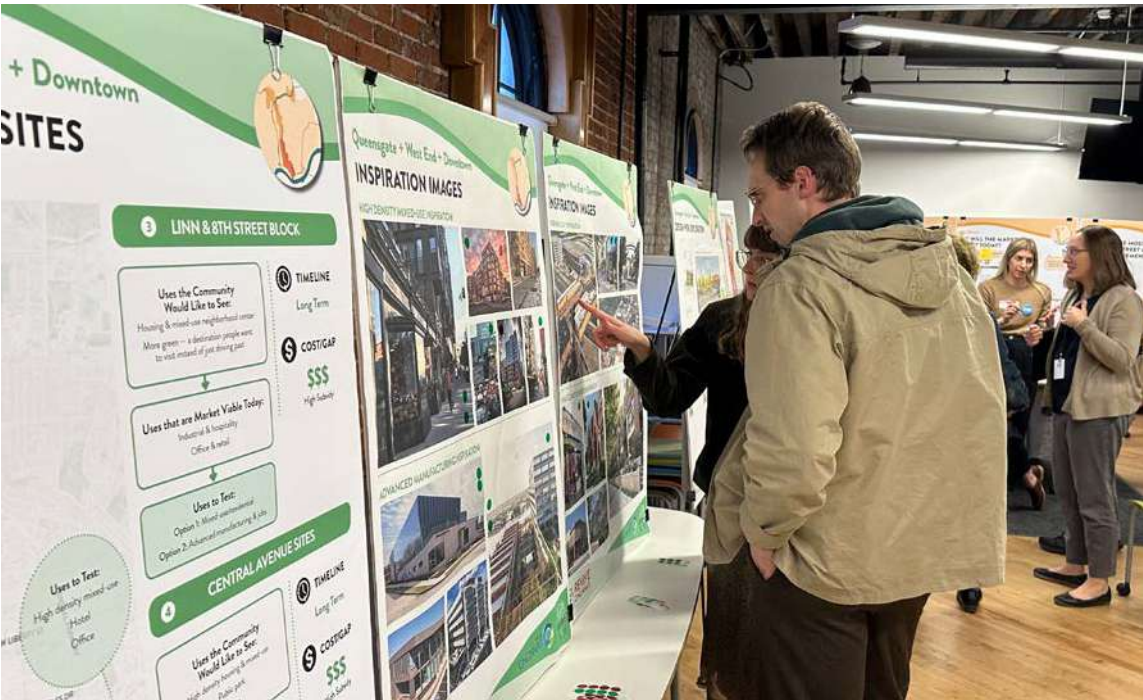
Plan Update Process



Listening Workshop • June 2025



Testing Workshop • October 2025



What We Heard

Public Realm Themes

- **Traffic Calming and Complete Streets**

Road diets, reduced vehicle speeds, protected bike lanes, and safer mid-block crossings

- **Transit Connectivity**

Better north-south connectivity, expansion of rail options, streetcar extensions, and regional light rail

- **Greenways and Trails**

Completing the regional trail networks, including the CROWN and connections to the Mill Creek Greenway

- **Greening, Shade, and Parks**

Expanded urban tree canopy, new pocket parks, naturalization of Mill Creek, and buffers from highway noise and pollution

- **Creative Placemaking and Art**

Murals, interactive street art, signage, beautification, and celebrations of neighborhood history

What We Heard

Development and Uses Themes

- **Community-Serving Uses**

Essential neighborhood-serving uses such as grocery stores, pharmacies, and local retail to eliminate food deserts and serve long-term residents

- **Diverse Housing Options**

Dense and diverse housing options, including net-zero homes, cooperative housing, and missing middle typologies that are attainable for existing residents

- **21st Century Industry and Jobs**

Cleaner, light industrial uses, tech incubators, and advanced manufacturing that create local jobs while remaining compatible with adjacent residential areas

- **Infill and Adaptive Reuse**

Reuse of historic structures and development of vacant lots and buildings with housing and other uses

- **Gateway Development**

Activation of key neighborhood entry points with development and pedestrian-friendly enhancements

10 Community Engagement Themes

Public Realm Themes



Traffic Calming and
Complete Streets



Transit Connectivity



Greenways and
Trails



Greening, Shade,
and Parks



Creative
Placemaking
and Art

Development Themes



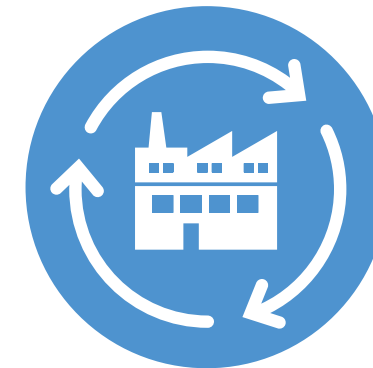
Community-Serving
Uses



Diverse Housing
Options



21st Century
Industry and Jobs



Infill and Adaptive
Reuse



Gateway
Development

MARKET POTENTIAL

What is possible today and in the future?



The **STRONGER** the market, the less likely a project is to need subsidy to make it feasible.

The **LOWER** the market potential is today, the more public subsidy would be needed to make a project happen.

Projects could be held back by other constraints in addition to the market (such as the need to assemble land, challenging site conditions, available infrastructure, or lack of political or community support).



Can we explore other uses that aren't viable today?

Just because something isn't market feasible today doesn't mean it can't happen, *but* it might be more difficult:

- More public subsidy may be needed
OR
- It might take more time — the physical and economic conditions may need to change before the project makes sense

Project Feasibility

Proposed
Development
Costs

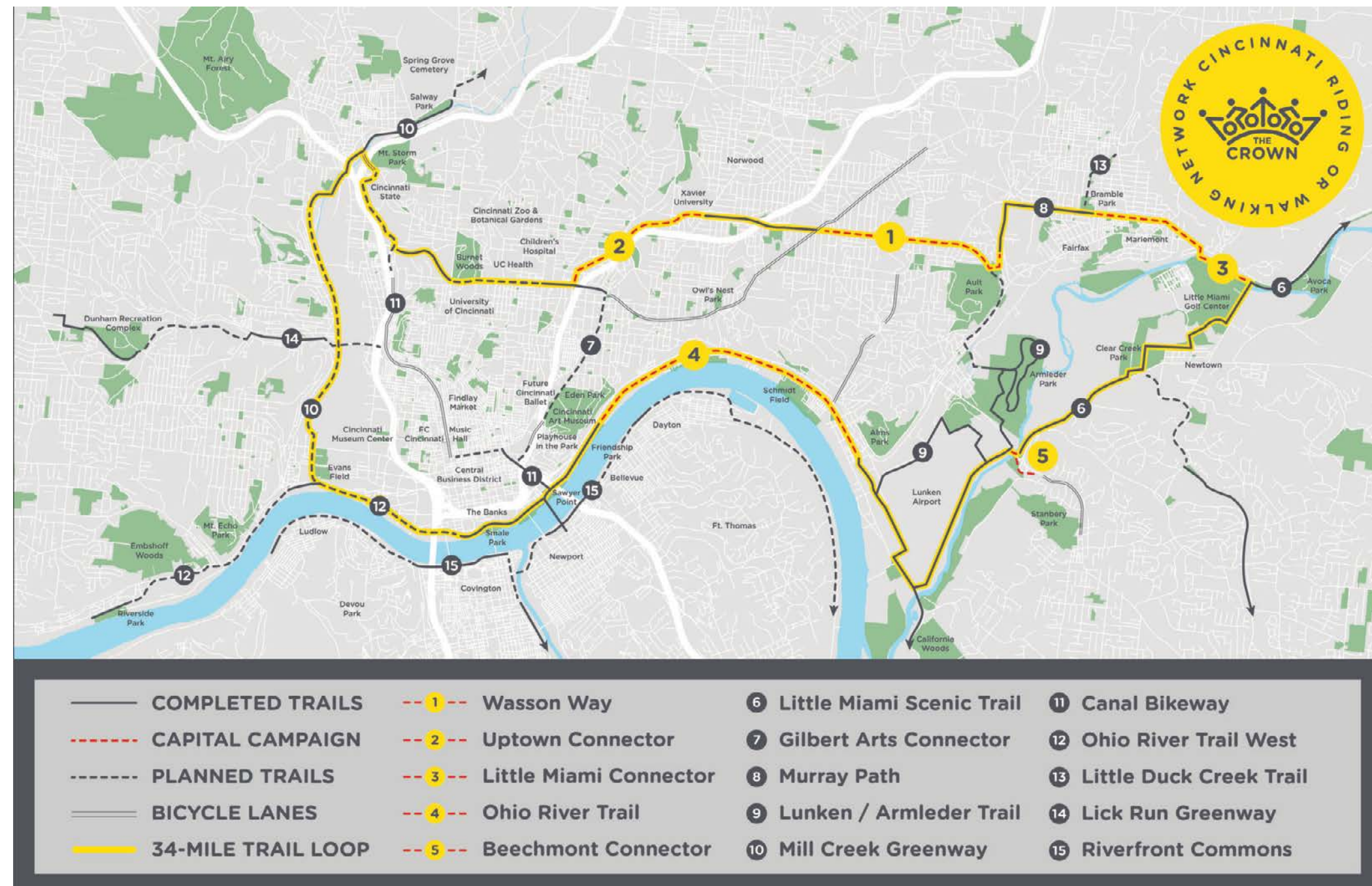
Project
Value



Corridor-Wide Connectivity + Opportunities

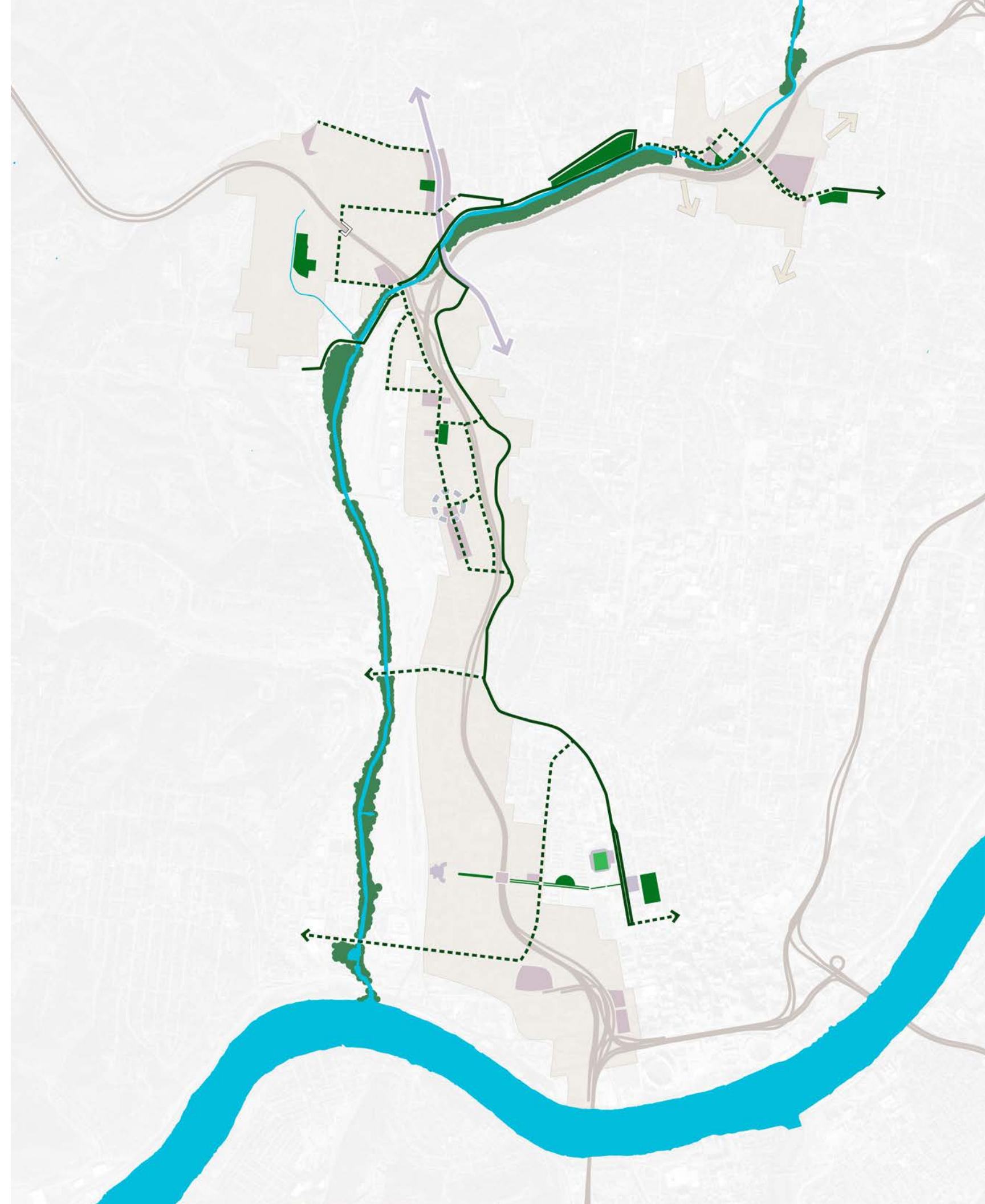
The CROWN

- 34-miles of multi-use paved trails
- Connects 54 communities to parks, schools, and centers for employment, retail, recreation and entertainment
- The walkable, bikeable loop will be fully separated from traffic



Regional Trails & Open Space

- Connect all opportunity sites and destinations through connected walking and bicycling trails
- Connect to the CROWN and Mill Creek Greenway
- Bring people from the regional trails into business districts



Streets & Open Space Improvements

Mitchell Avenue

1. Naturalize & improve access to Mill Creek
2. Connect to regional amenities through pedestrian & bike trails & infrastructure
3. Improve streetscape and pedestrian safety at the Vine & Mitchell intersection

Northside and South Cumminsville

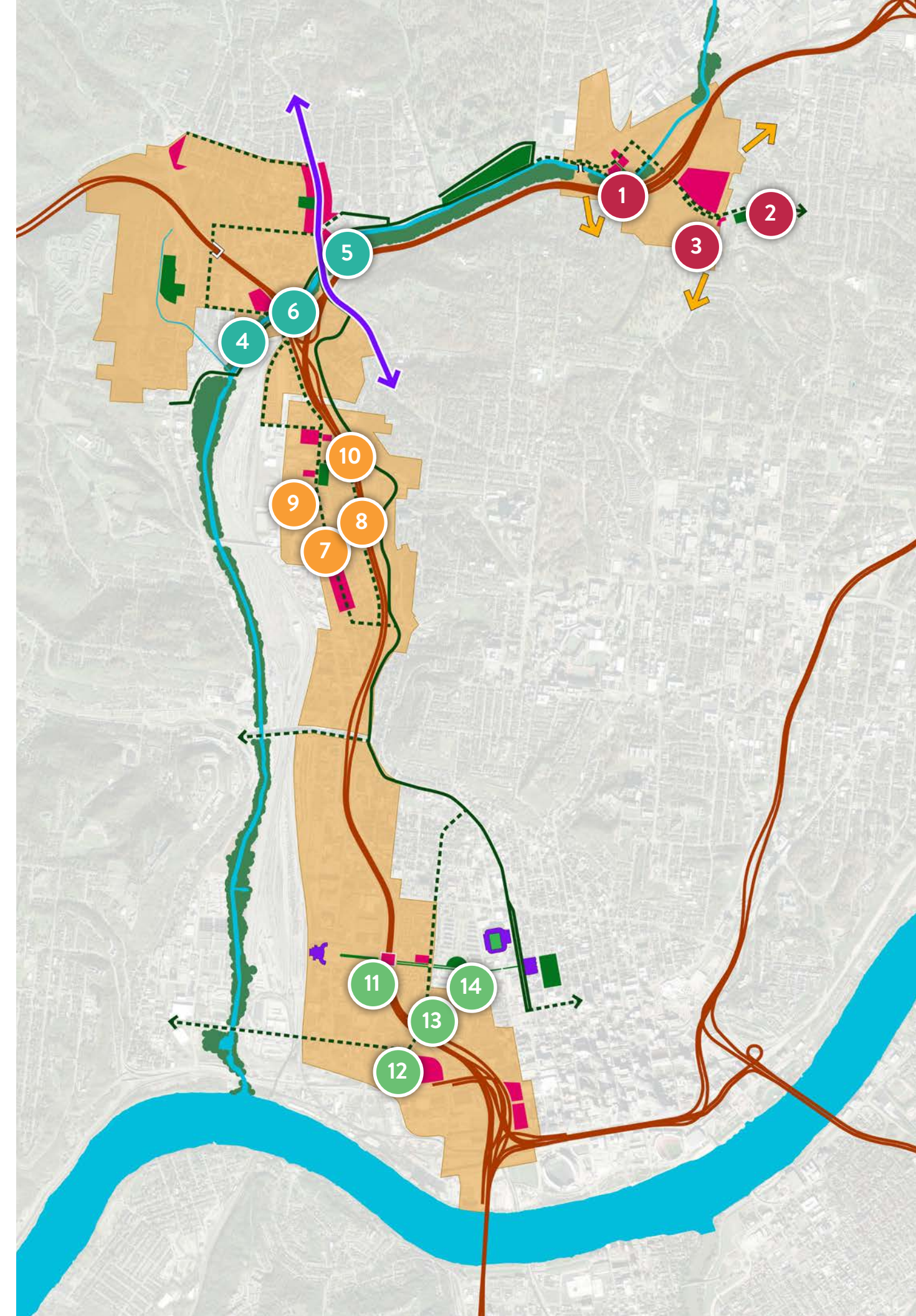
4. Improve bike & pedestrian connections to the Mill Creek Greenway, the CROWN, & the Northside Transit Center
5. Implement the AIA Knowlton's Corner Plan
6. Traffic calming, streetscape, and lighting on Beekman, Elmore, and Spring Grove Avenue

Hopple Street

7. Traffic calming, pedestrian/bike improvements at Colerain & Hopple and on Spring Grove Ave.
8. Landscaping, lighting, & art along I-75
9. Trees, shade, & landscaping
10. Activation of Valley Park

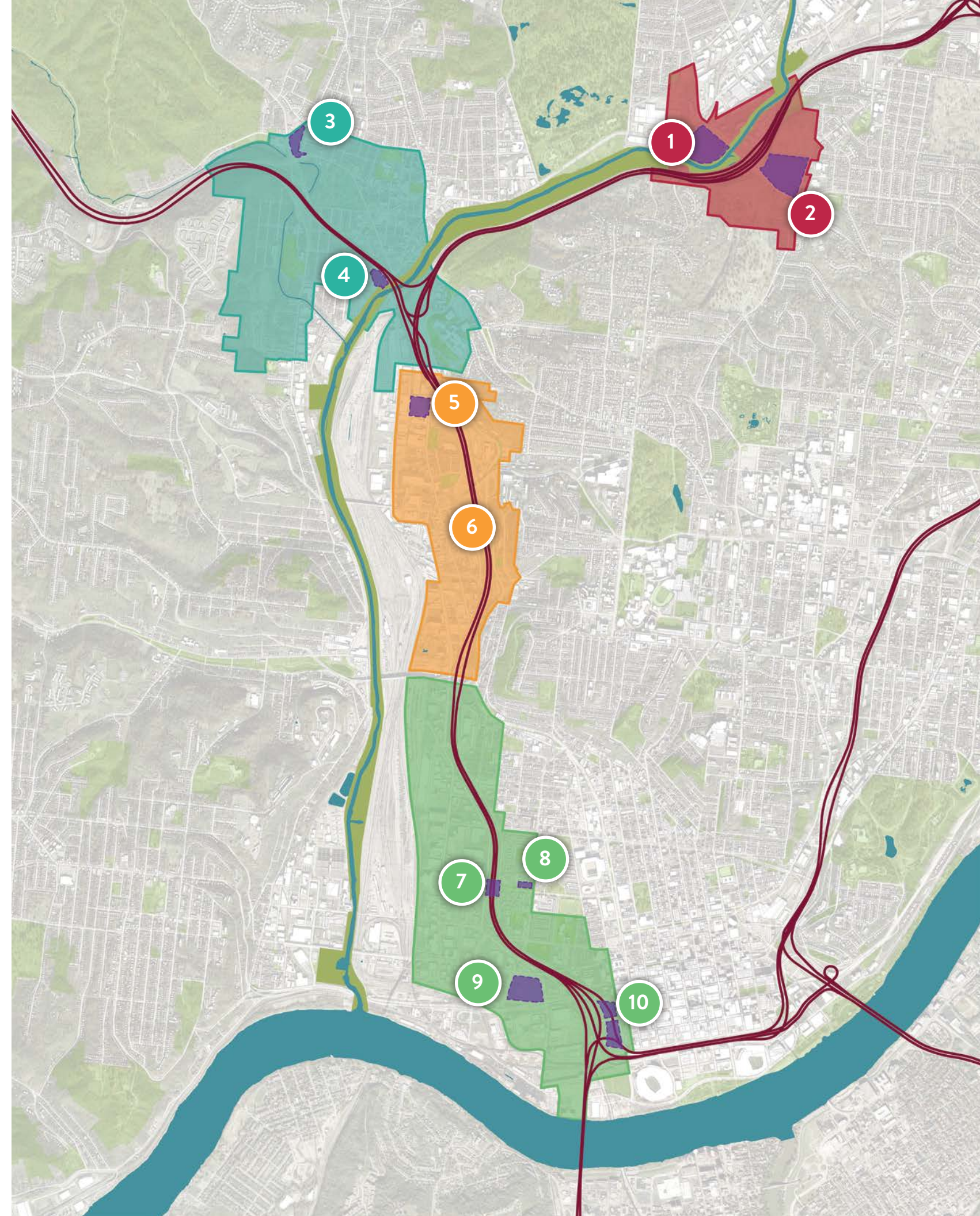
Queensgate, West End, and Downtown

11. Design the Ezzard Charles Highway Cap to Better Support Retail
12. Connect streets through Queensgate over time as properties transition to improve the pedestrian environment
13. Trees, shade, & landscaping
14. Connect Union Terminal/Cincinnati Museum Center with Music Hall (streetscape & streetcar)



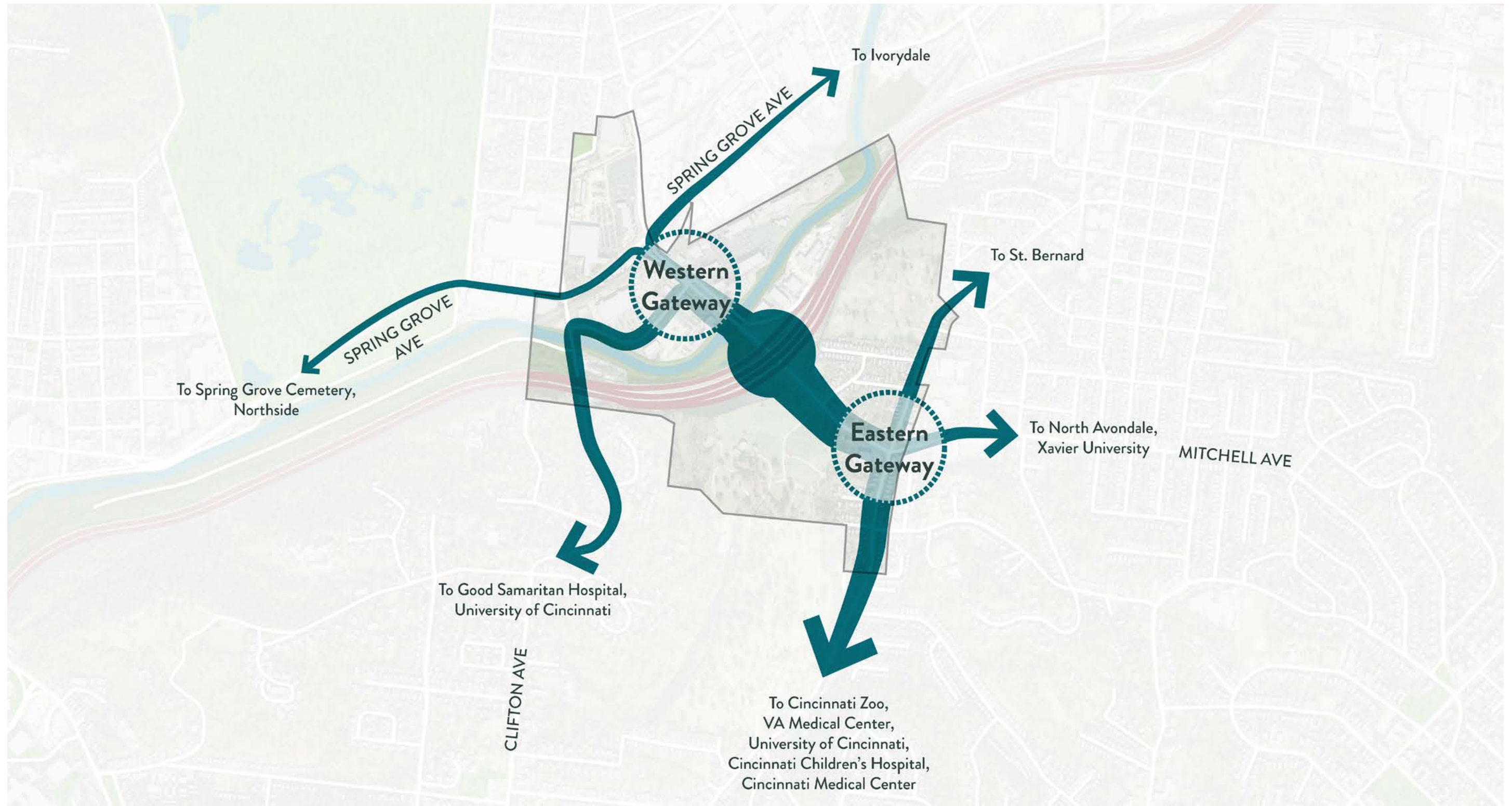
Opportunity Sites

- 1 Eastern Gateway
- 2 Western Gateway
- 3 Colerain Bypass Site
- 4 Dreman Ave ODOT Site
- 5 Crosley Building & Block
- 6 Art Park at Massachusetts Ave
- 7 Ezzard Charles Highway Cap
- 8 Ezzard Charles & Linn St. Site
- 9 Linn & 8th Street Block
- 10 10-Acre Central Ave. Sites

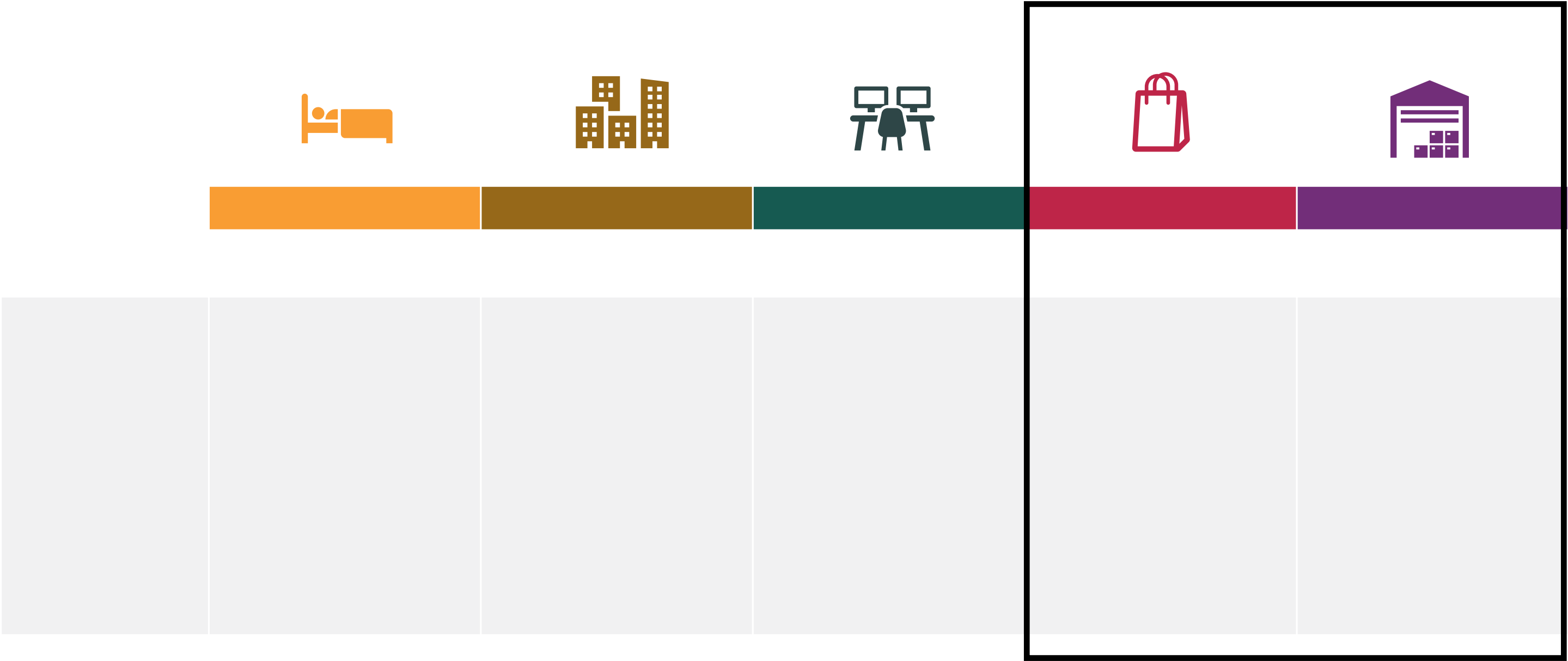


**MITCHELL
AVENUE**

The Mitchell Avenue Gateways



Market Potential

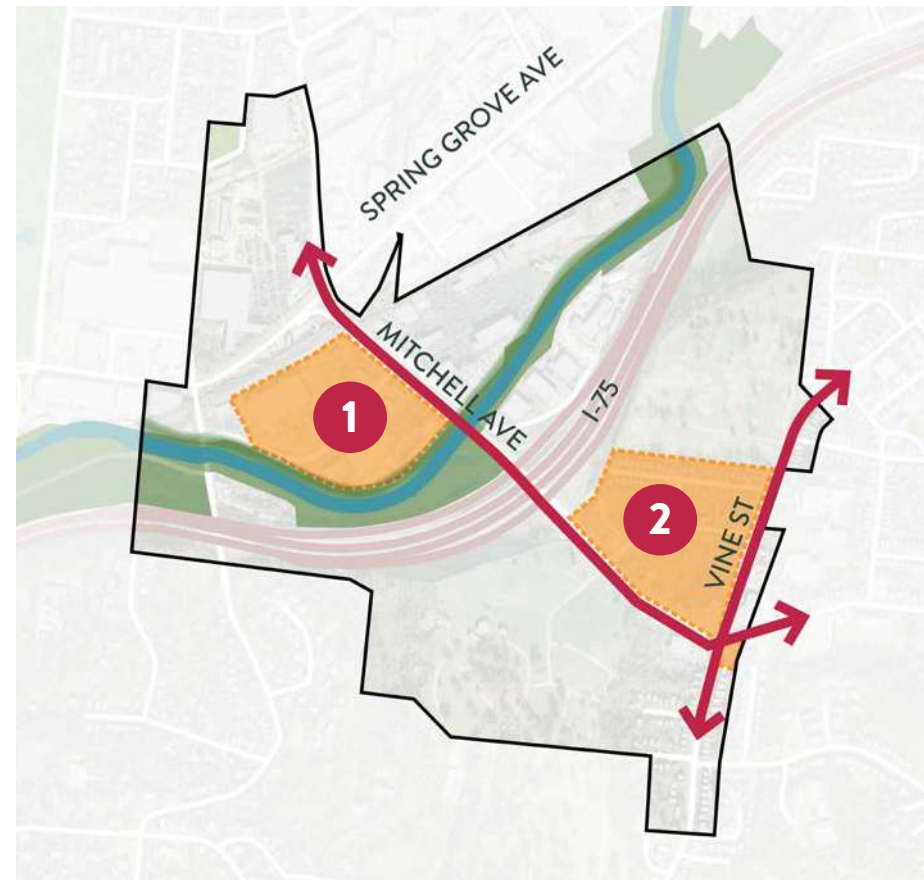


Opportunity Sites

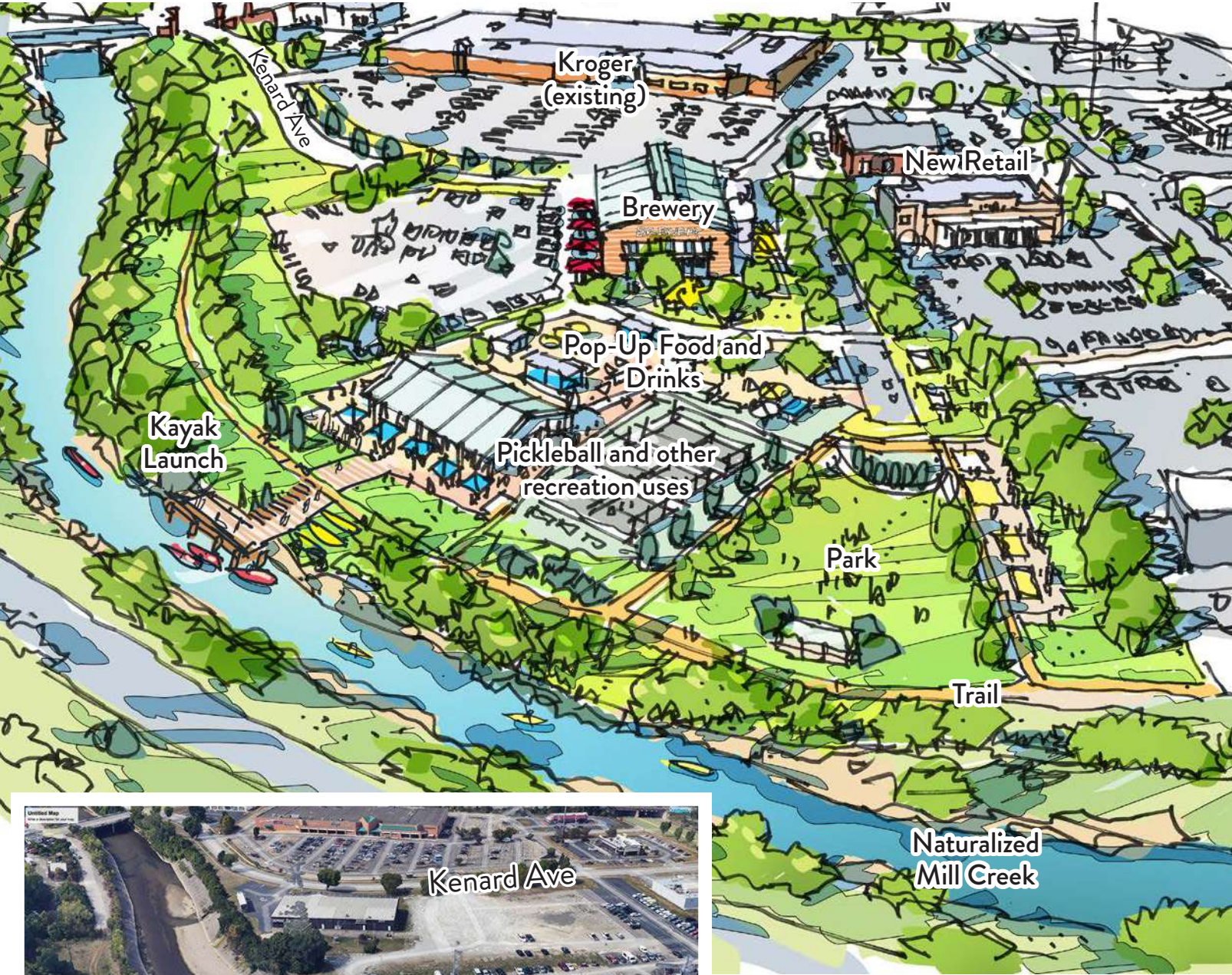
Two of the ten opportunity sites are located in the Mitchell Avenue Area. Each site is a gateway on one side of I-75:

- Western Gateway (Kenard Avenue); and
- Eastern Gateway (Vine and Mitchell).

Both projects rely on catalytic public improvements such as naturalizing Mill Creek, improving bicycle and pedestrian safety and connectivity, and intersection improvements.



Western Gateway



- Park Pavilion/Civic Use
- Commercial Use
- Park/Open Space
- Parking Lot
- Trail

Eastern Gateway



- Single-Family Residential
- Multi-Family Residential
- Commercial Use
- Parking Garage
- Parking Lot/Alley
- Bike Lane

Public Realm Recommendations



Traffic Calming and Complete Streets

1. Improve the safety and comfort of Mitchell Avenue and Vine Street with traffic calming and streetscaping;
2. Improve or add crosswalks to key intersections in the Mitchell Avenue area;
3. Support people experiencing homelessness and discourage panhandling near the highway.

Transit Connectivity

1. Enhance bus shelters in key locations to attract people to a destination at the Western Gateway development.

Greenways and Trails

1. Connect the Mitchell Avenue Area to regional amenities (universities, hospitals, business districts, and grocery stores) through bicycle and pedestrian trails;
2. Naturalize and increase access to Mill Creek.

Greening, Shade, and Parks

1. Design a publicly accessible amenity space as part of the Western Gateway Development.

Creative Placemaking

1. Incorporate interactive and creative placemaking into the Western and Eastern Gateway development.

Development Recommendations



Community-Serving Uses

1. Focus future retail development on places that will encourage people to stay and spend time in the area.

Diverse Housing Options

1. Develop a strategic infill strategy for the Kessler Avenue area;
2. Redevelop vacant and underutilized retail spaces with mixed-use development that includes housing and neighborhood-serving retail;
3. Explore mixed-income housing in the Western Gateway.

21st Century Industry and Jobs

1. Leverage the strong industrial market in the Mitchell Avenue area to attract creative enterprises and grow the area as a job center for Cincinnati.

Infill and Adaptive Reuse

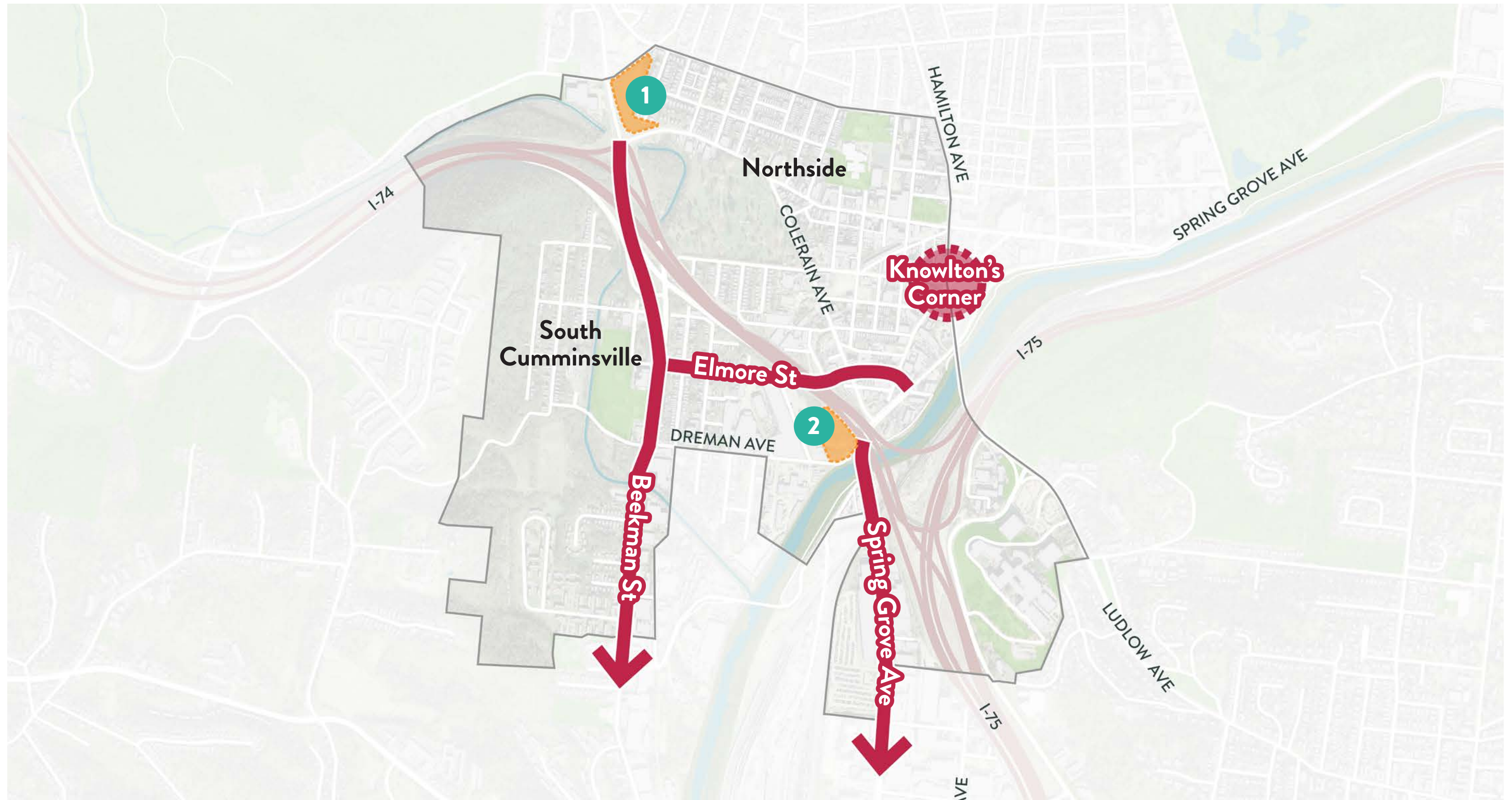
1. Explore opportunities to adaptively reuse single-story industrial and commercial buildings for creative enterprises and housing.

Gateway Development

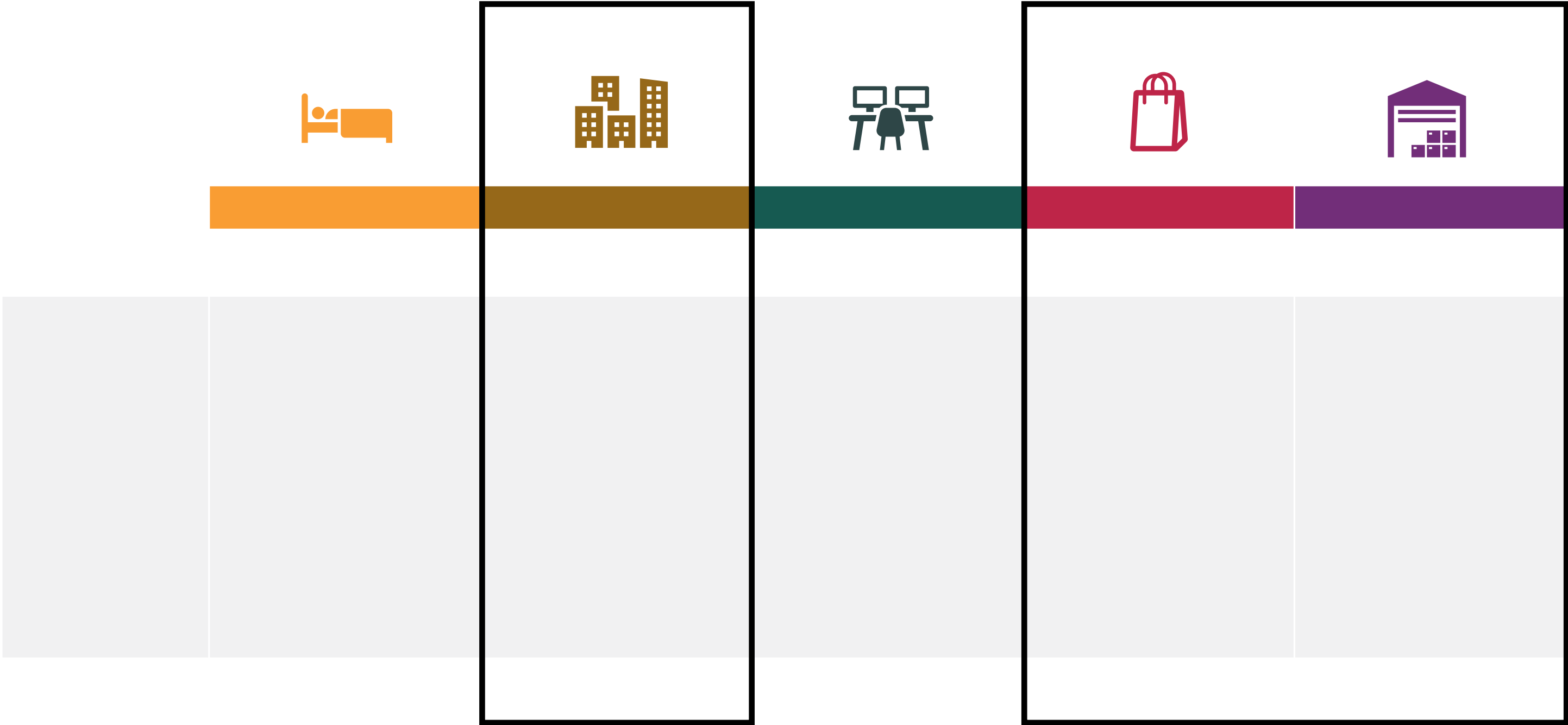
1. Develop a Western Gateway around Kenard Avenue with neighborhood-serving retail, outdoor gathering space, and connections to the Mill Creek Greenway;
2. Develop an Eastern Gateway at the Vine Street and Mitchell Avenue intersection with mixed-use development and pedestrian improvements;
3. Fulfill the City's quality of life policies, including building maintenance and enforcement.

NORTHSIDE
AND SOUTH
CUMMINSVILLE

Northside and South Cummins



Market Potential



Opportunity Sites

Two of the ten opportunity sites are located in the Northside and South Cumminsville area:

- Colerain Bypass; and
- Dreman Avenue ODOT Parcel.

Both of the opportunity sites in the Northside and South Cumminsville area are a result of surplus land owned by ODOT that could be reclaimed for more productive development and community amenities.



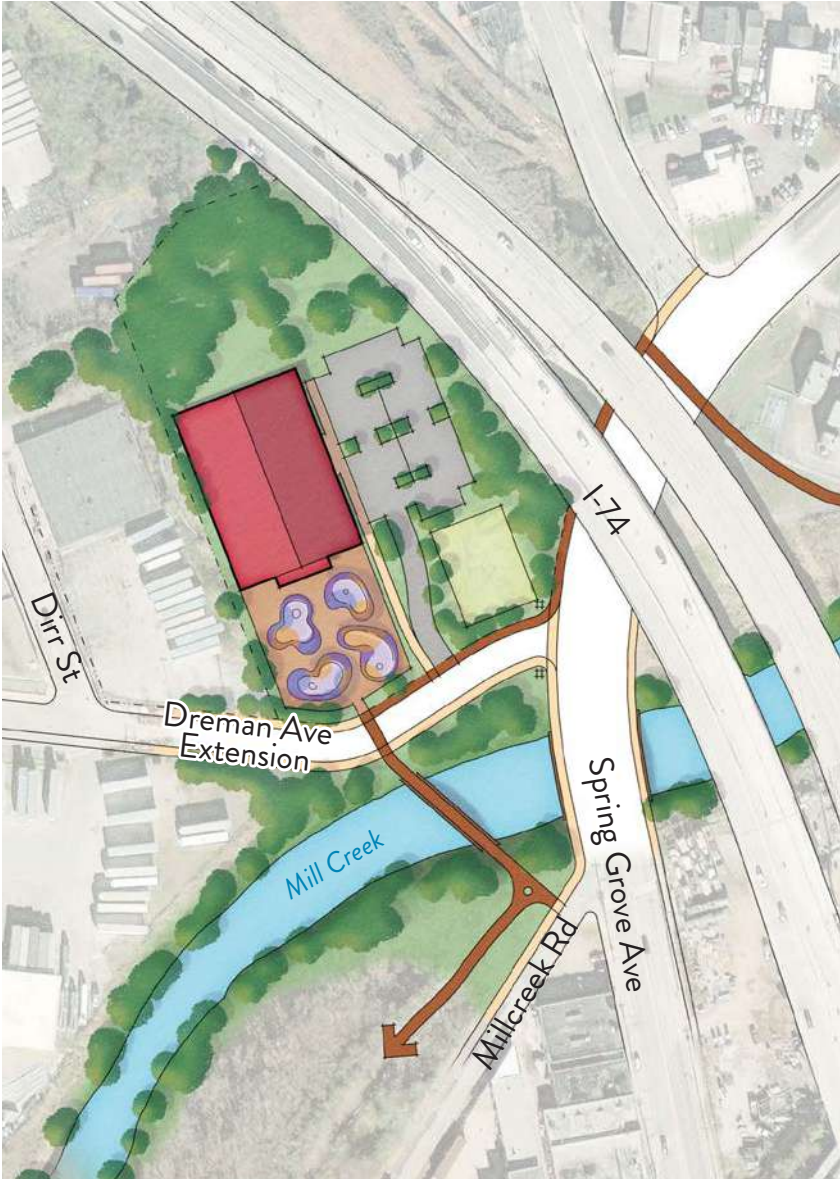
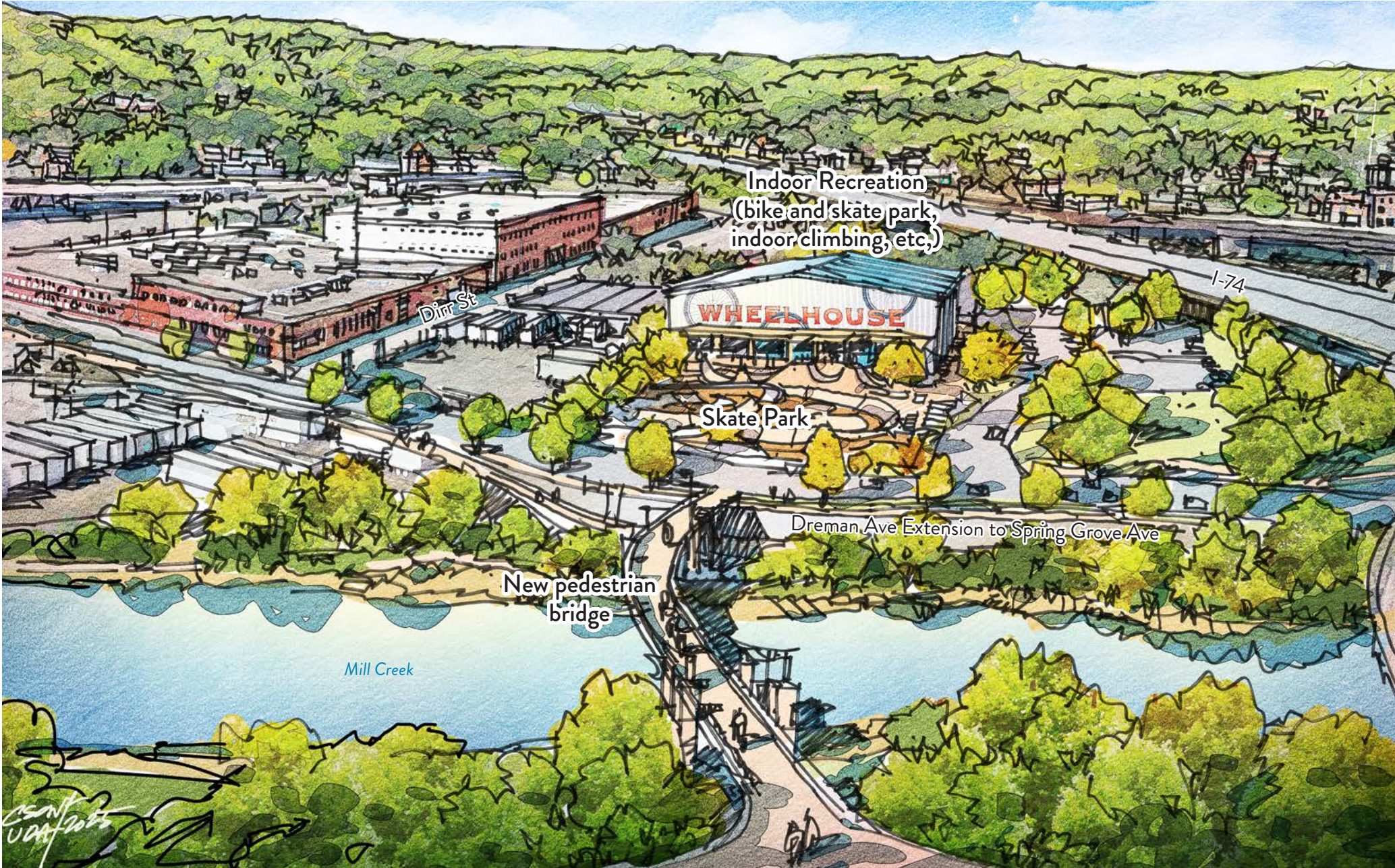
Colerain Bypass



- | | |
|---------------------------|--------------------------|
| Single Family Residential | Residential Lot |
| Multi-Family Residential | Park/Open Space |
| Park Pavilion/Civic Use | Optional Detached Garage |
| Playground | Alley/Parking Lot |



Dreman Avenue ODOT Parcel



- Commercial Use
- Recreational Open Space
- Parking Lot
- Trail

Public Realm Recommendations



Traffic Calming and Complete Streets

1. Improve the safety and comfort of Beekman Street, Elmore Street, Spring Grove Avenue, and Hamilton Avenue with traffic calming and streetscaping;
2. Add a mid-block crosswalk across Beekman Street to access Wayne Recreation Area;
3. Establish a connection from Dreman Avenue to Spring Grove Avenue;
4. Improve street lighting;
5. Intersection improvements and crosswalks;
6. Enhance alleys to invite pedestrian use.

Transit Connectivity

1. Improve connectivity to the Northside Transit Center;
2. Enhance bus stops and increase frequency of transit.

Greenways and Trails

1. Improve bike and pedestrian connections to the Mill Creek Greenway, the CROWN, and other regional destinations.

Greening, Shade, and Parks

1. Increase green in the neighborhood by adding more trees, shade, and natural landscaping;
2. Resolve stormwater runoff and hillside erosion issues;
3. Enhance the Mill Creek riverfront park.

Creative Placemaking

1. Paint murals and artwork on pavement and buildings;
2. Partner with artists to enhance bridge and infrastructure projects;
3. Locate tactical urbanism and pop-up uses in strategic locations.

Development Recommendations



Community-Serving Uses

1. Support local businesses in the Northside Business District;
2. Attract a wider range of new businesses in South Cumminsville;
3. Improve access to fresh, affordable groceries and everyday goods.

Diverse Housing Options

1. Develop infill housing in South Cumminsville that is affordable and sustainable;
2. Explore higher-density infill housing types in Northside.

21st Century Industry and Jobs

1. Develop a green energy jobs corridor.

Infill and Adaptive Reuse

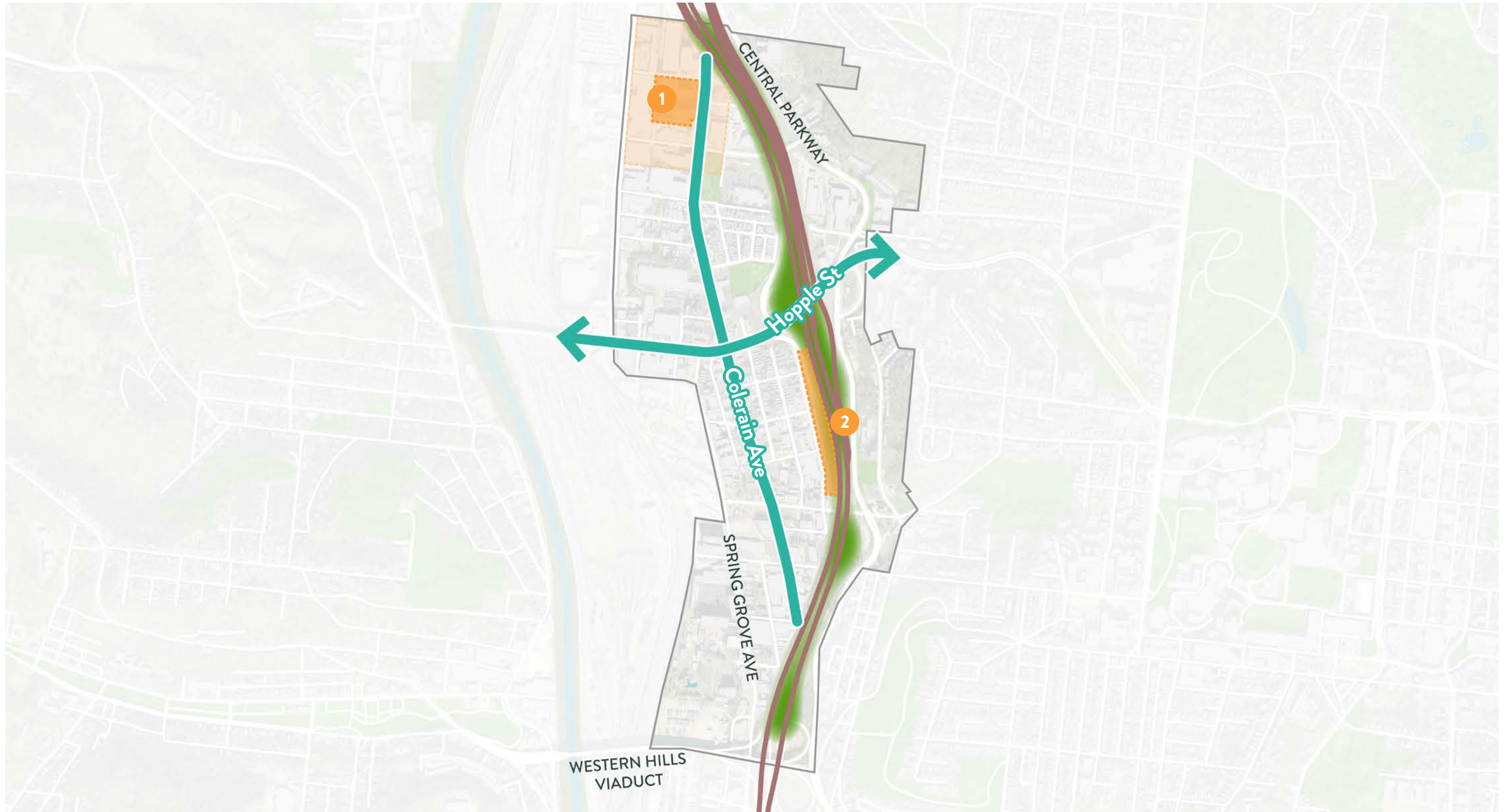
1. Repurpose underutilized industrial buildings into lofts for housing and maker spaces.

Gateway Development

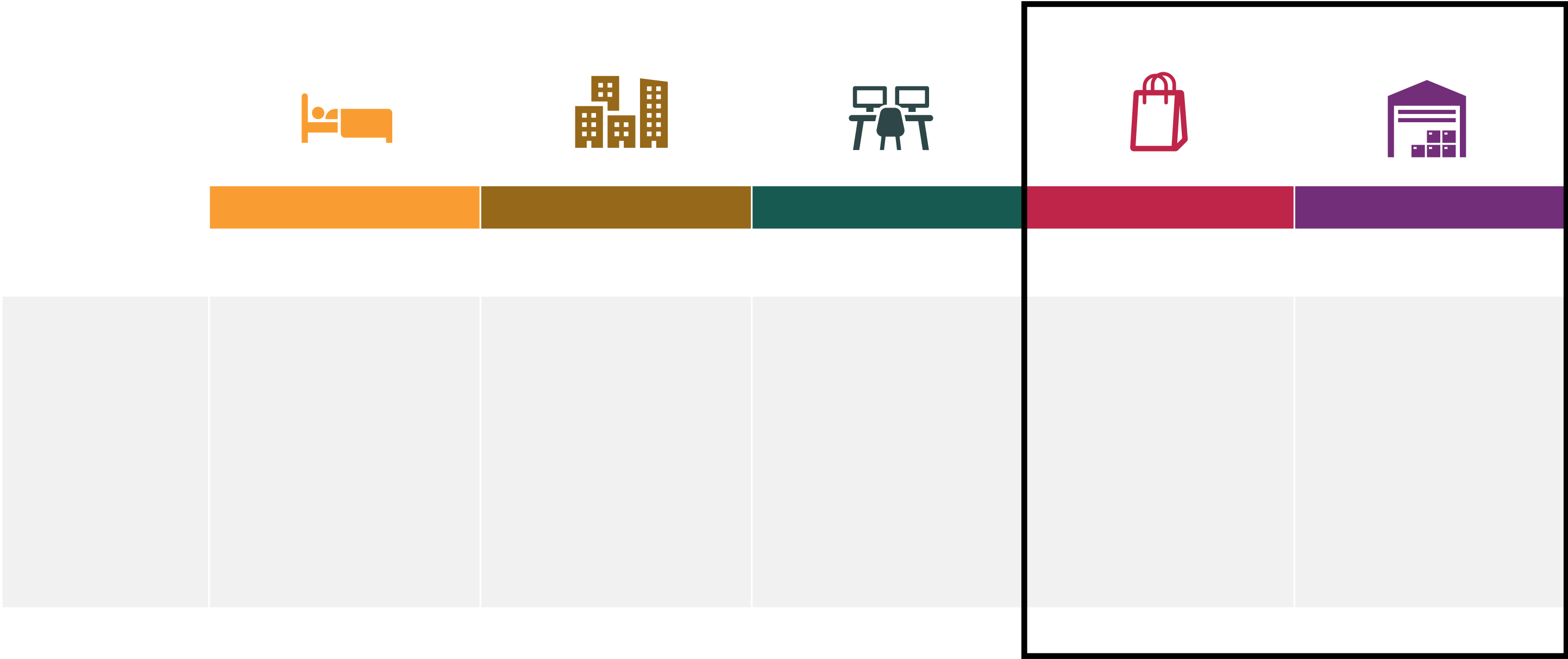
1. Develop Knowlton's Corner as the gateway to Northside;
2. Enhance and develop key intersections and infrastructure into welcoming gateways.

HOPPLE STREET

Hopple Street (Camp Washington)



Market Potential



Opportunity Sites

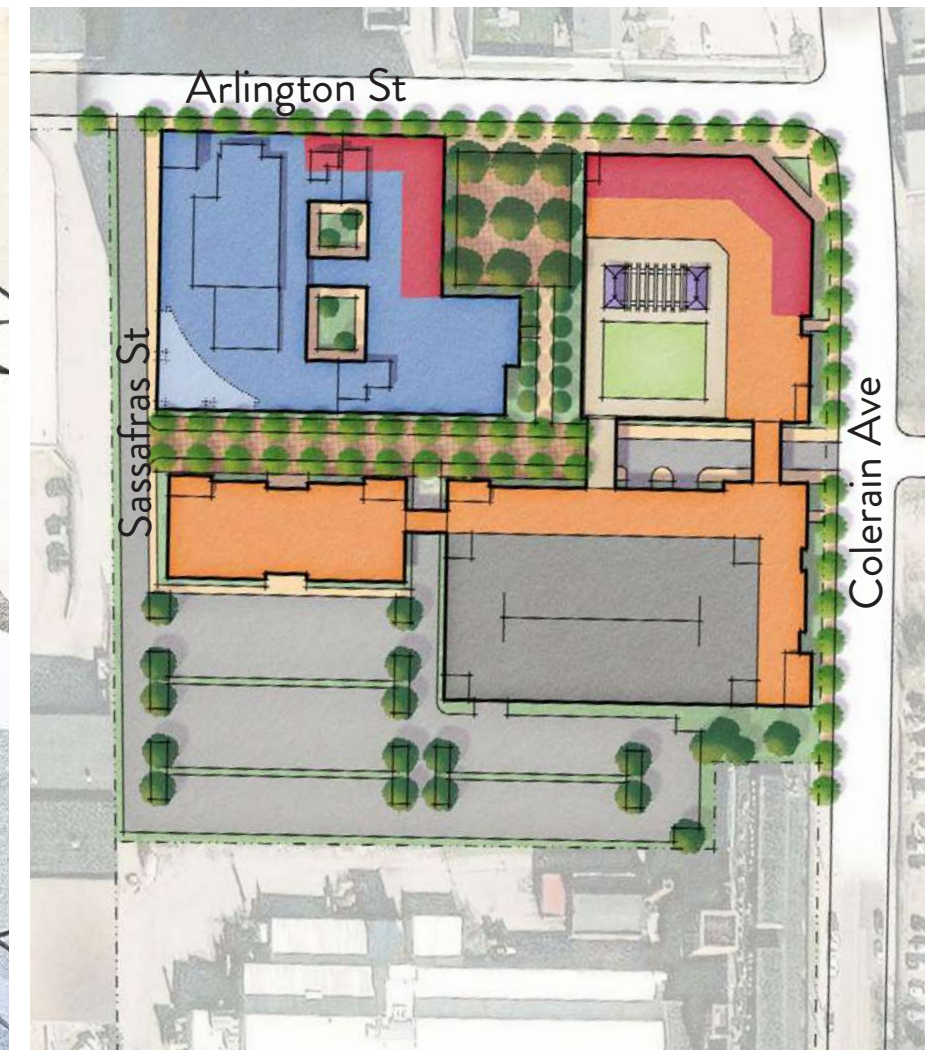
Two of the ten opportunity sites are located in the Hopple Street area:

- Crosley Building and Block**
 The vacant Crosley Building is a highly visible opportunity that the neighborhood and city-wide organizations such as The Port have been focused on for decades.
- Art Park at Massachusetts Avenue**
 The Art Park at Massachusetts Avenue is a new idea that arose from the opportunity of reclaiming underutilized ODOT land.

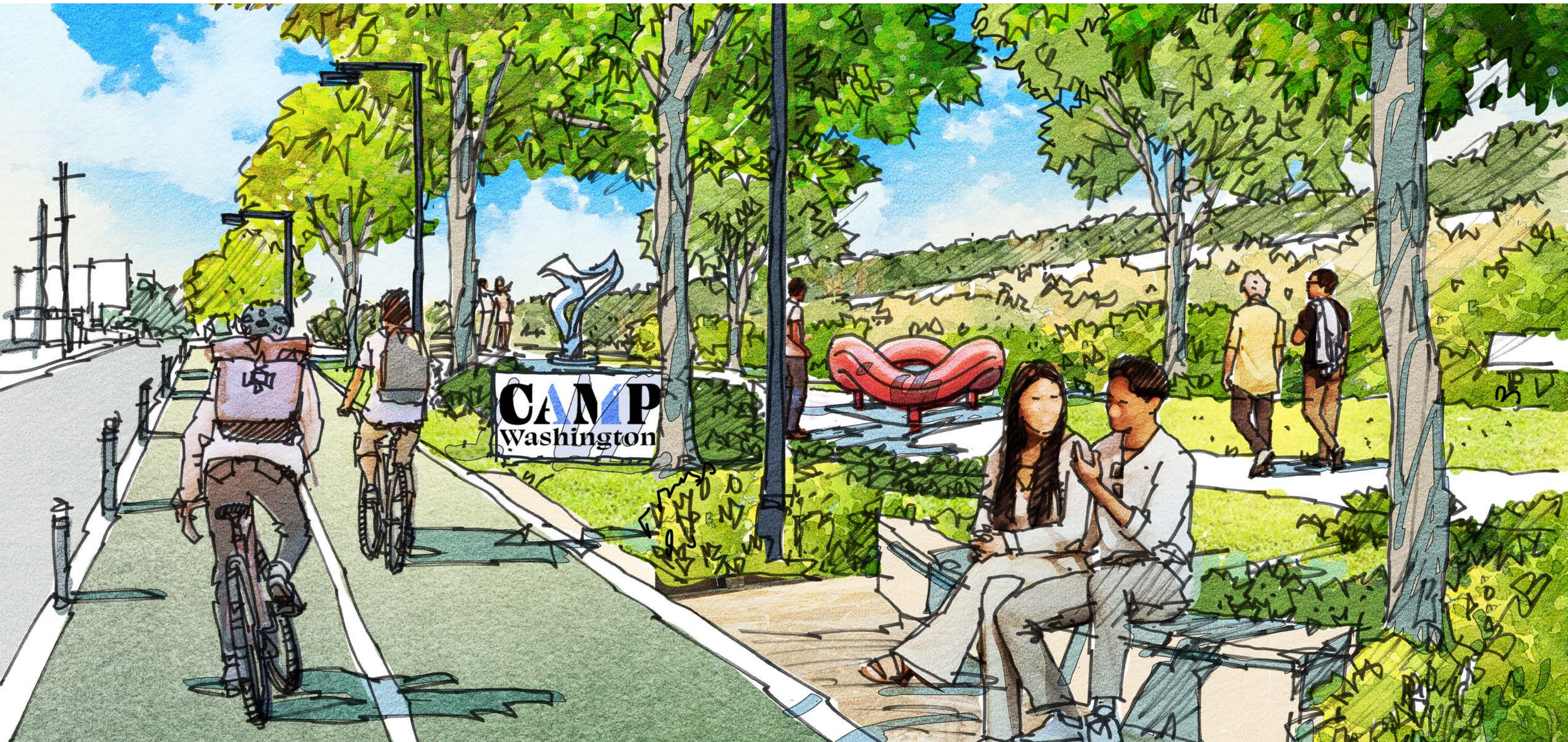
These projects represent transformative developments that reinforce the unique mix of manufacturing and residential neighborhoods that define Camp Washington.



Crosley Building and Block



Art Park at Massachusetts Avenue



Public Realm Recommendations



Traffic Calming and Complete Streets

1. Implement traffic calming strategies at the Colerain Avenue and Hopple Street intersection and on Spring Grove Avenue;
2. Build a raised intersection at Colerain and Monmouth Avenues to improve walkability to Valley Park;
3. Make Colerain Avenue a vibrant, walkable, bikeable street.

Transit Connectivity

1. Add amenities to transit stops in the Hopple Street area to encourage transit use;
2. Improve transit connectivity and frequency.

Greenways and Trails

1. Improve access to the Mill Creek Greenway at Millcreek Road and Spring Grove Avenue;
2. Create a dedicated north-south bikeway through Camp Washington that connects to the Mill Creek Greenway.

Greening, Shade, and Parks

1. Reclaim the land between Massachusetts Avenue and I-75 as a community art park;
2. Activate Valley Park;
3. Plant more trees and natural landscaping;
4. Continue to enhance the amenities at the Camp Washington Recreation Area;
5. Continue to address issues and perform outreach around homeless encampments and panhandling.

Creative Placemaking

1. Design murals, street, and asphalt art;
2. Install artistic street furniture and infrastructure;
3. Highlight historic signage and wayfinding;
4. Activate Camp Washington with tactical urbanism and events.

Development Recommendations



Community-Serving Uses

1. Improve access to fresh, affordable groceries and everyday goods;
2. Support locally-owned businesses.

Diverse Housing Options

1. Develop multi-family housing along the Colerain Avenue corridor;
2. Build Missing Middle housing typologies within the residential neighborhood.

21st Century Industry and Jobs

1. Preserve manufacturing and the industrial history in Camp Washington;
2. Incorporate maker spaces, small-scale production, and creative workspace into the Colerain Avenue commercial district.

Infill and Adaptive Reuse

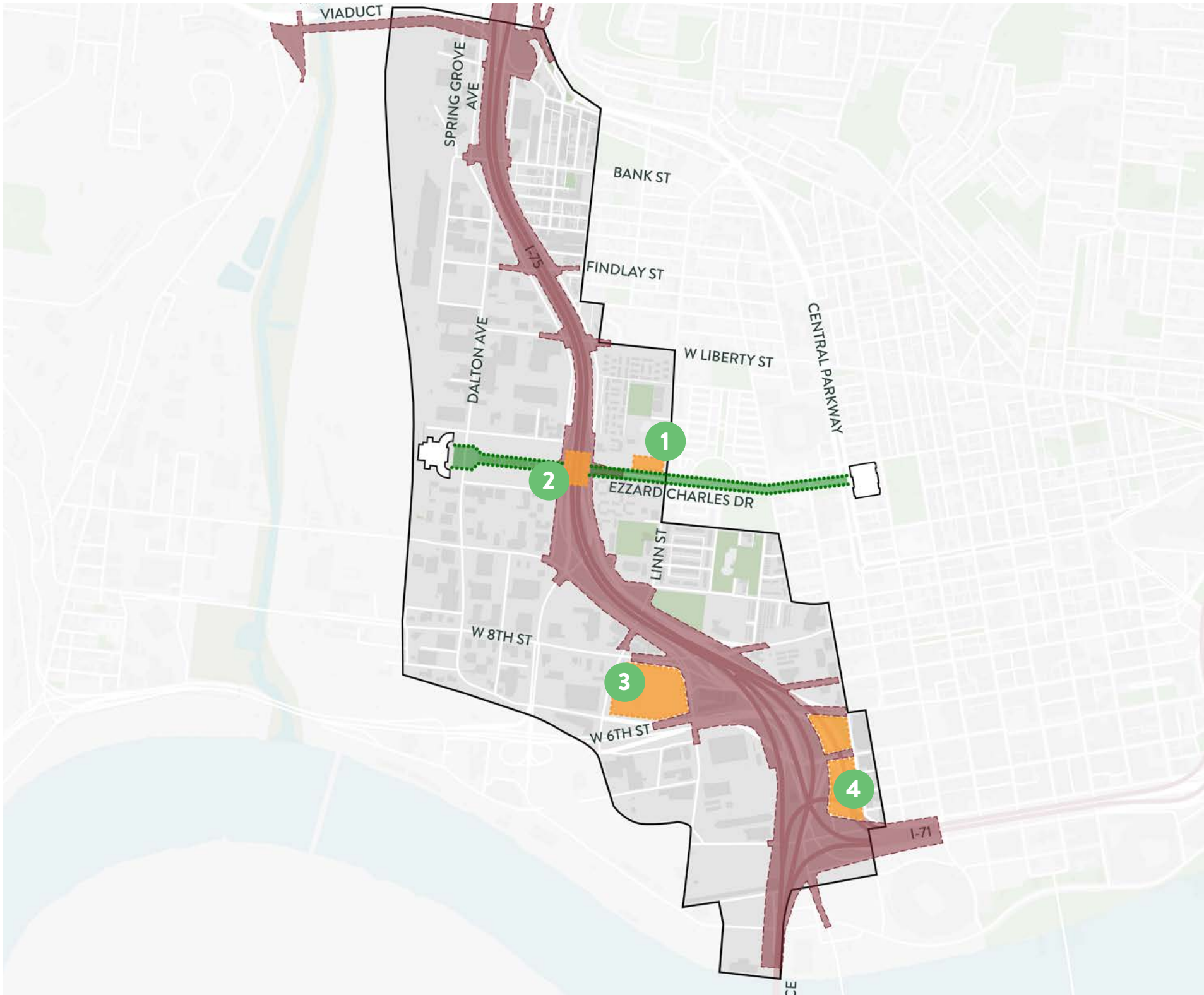
1. Adaptively reuse historically and architecturally significant industrial buildings;
2. Develop vacant and underutilized land with uses that strengthen the surrounding neighborhood and employment base;
3. Explore visions for the Salt Dome and the adjacent properties.

Gateway Development

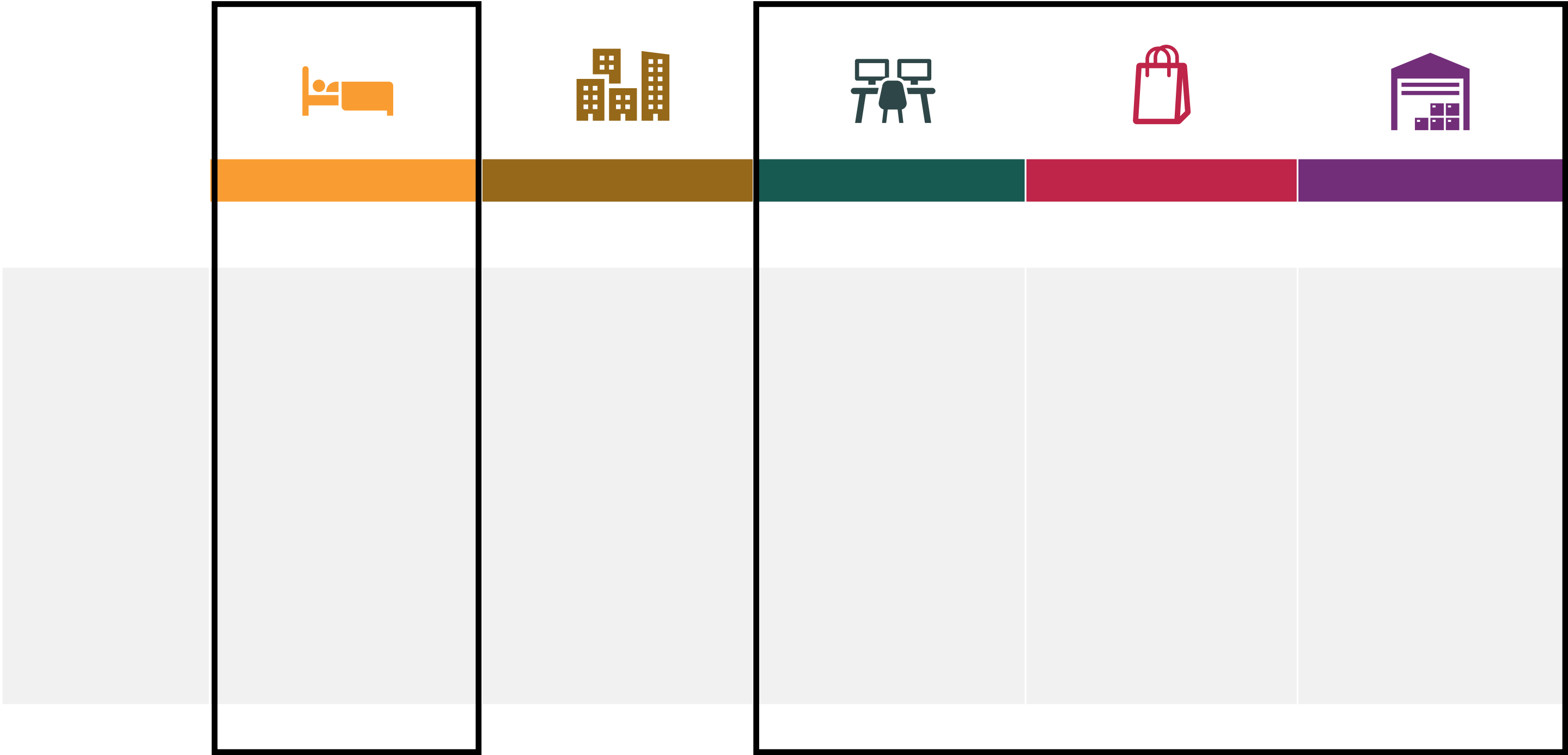
1. Advance Camp Washington South gateway development to strengthen the area's southern entrance;
2. Implement Monmouth Avenue gateway enhancements to improve visibility, streetscape character, and neighborhood identity.

QUEENSGATE,
WEST END, AND
DOWNTOWN

Queensgate, West End, and Downtown



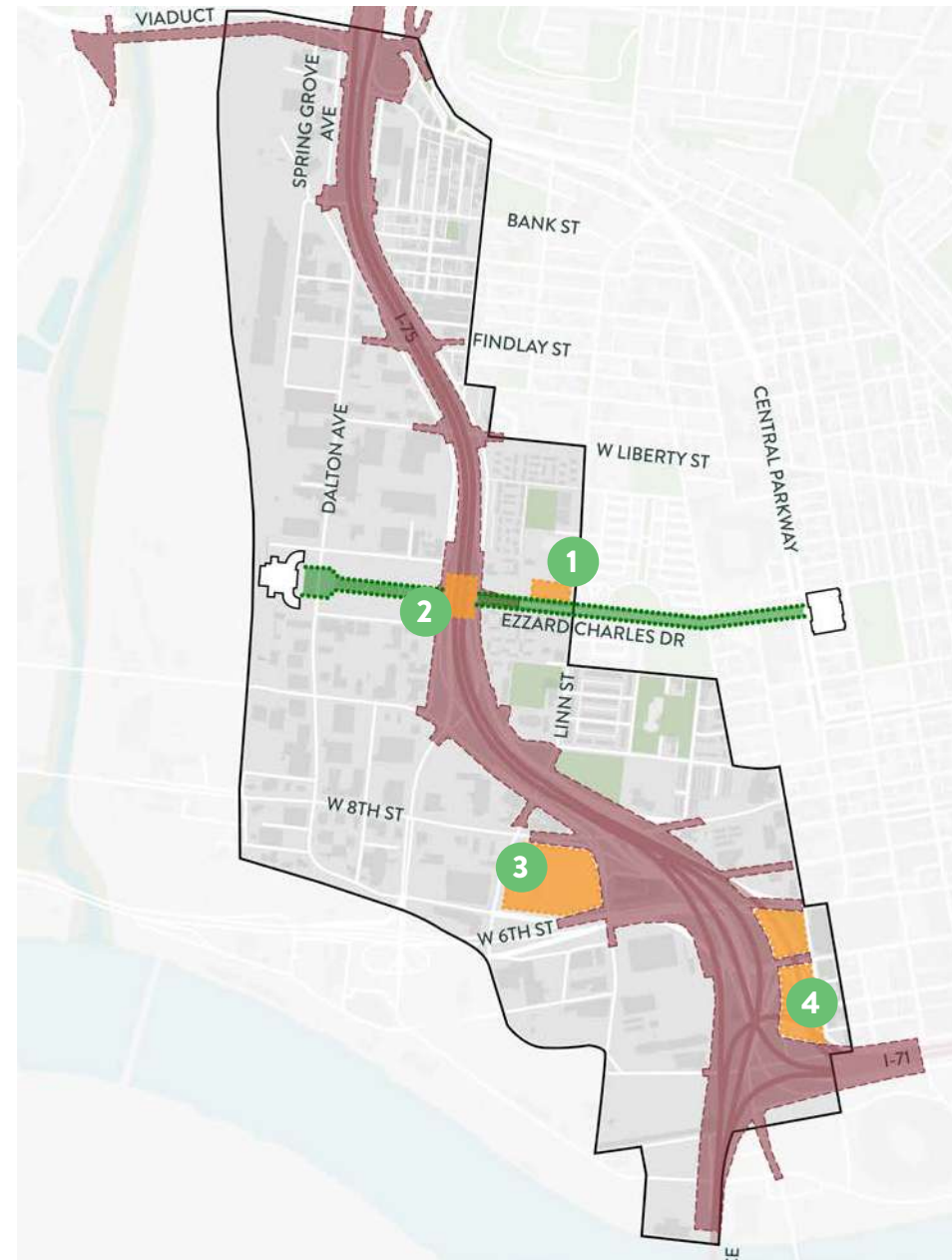
Market Potential



Opportunity Sites

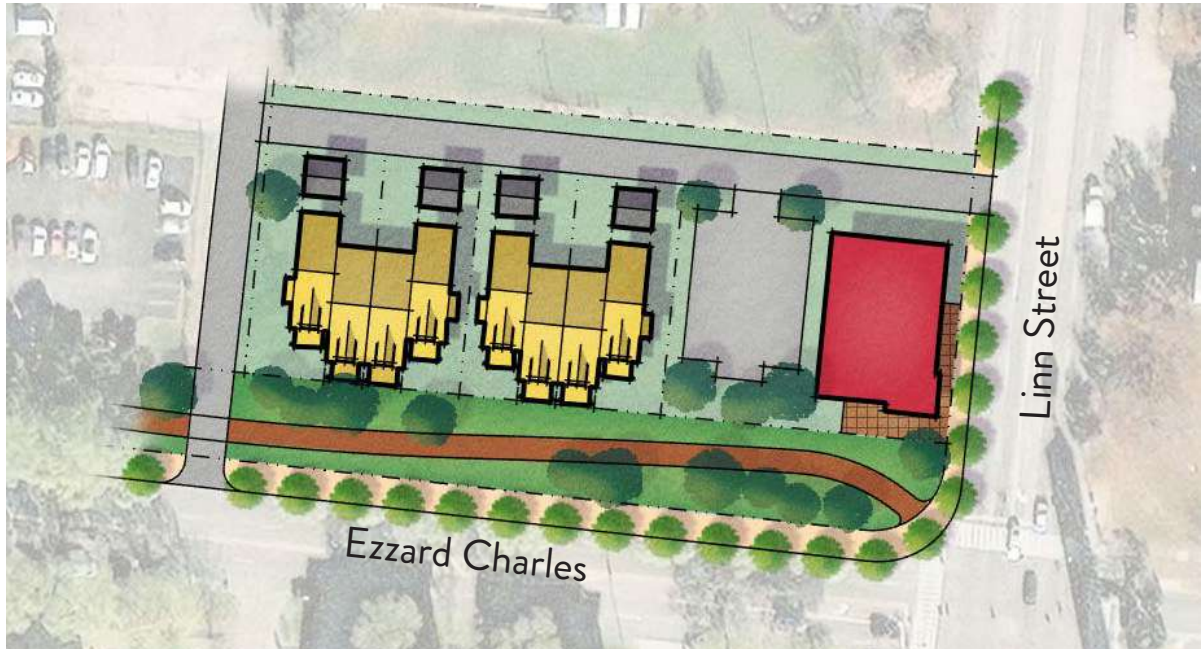
Four of the ten opportunity sites are located in the Queensgate, West End, and Downtown area. Many of these opportunities are direct results of new land or improved connectivity being created by the Brent Spence Bridge project improvements. These projects represent transformative developments that would bring desired uses to these neighborhoods, such as housing, retail, and open space:

- Ezzard Charles and Linn Street;
- Ezzard Charles I-75 Highway Cap;
- Linn and 8th Street Block; and
- 10-Acre Central Avenue Sites.

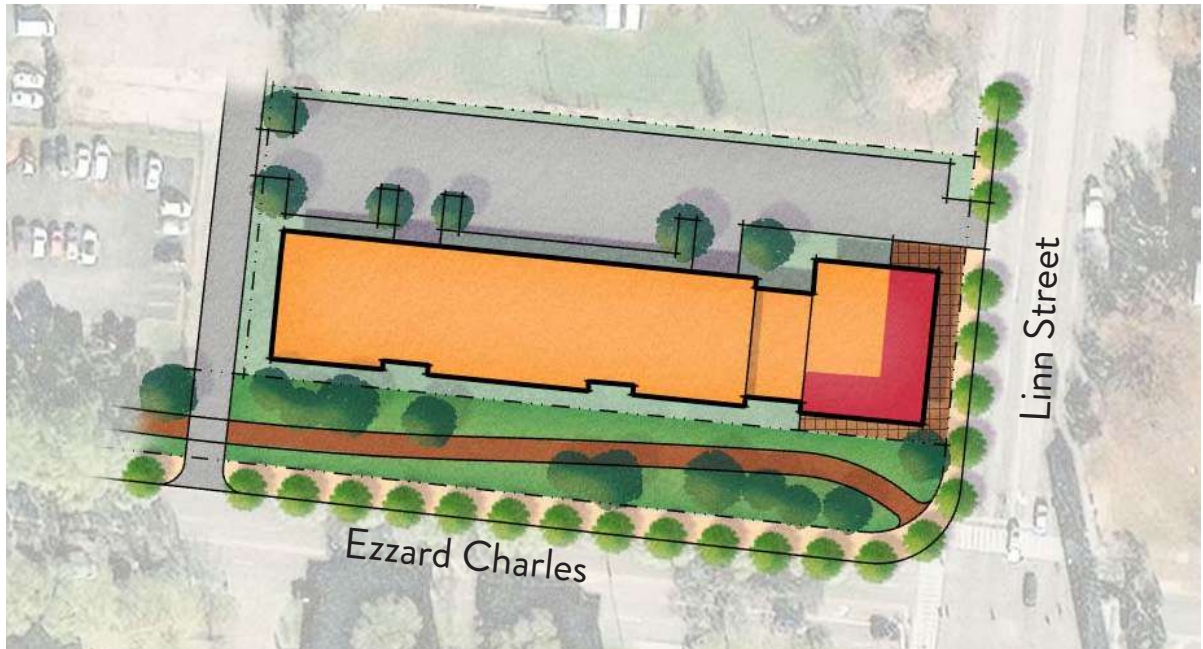


Ezzard Charles and Linn Street Corner

ALTERNATIVE 1



ALTERNATIVE 2



- | | |
|---------------------------|-------------------|
| Retail/Restaurant | Alley/Parking Lot |
| Single Family Residential | Residential Lot |
| Multi-Family Residential | Park/Open Space |
| Optional Detached Garage | Trail/Plaza |

OPPORTUNITY SITE

Ezzard Charles I-75 Highway Cap

Virtual Public Presentation | September 22, 2026

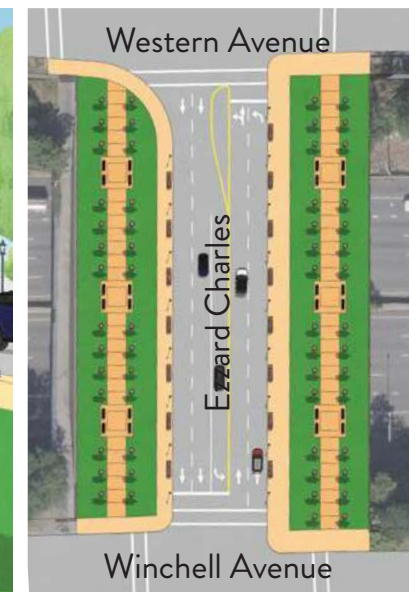
ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3



Linn and 8th Street Block

ALTERNATIVE 1



ALTERNATIVE 2



- | | |
|--|---|
|  Retail/Restaurant |  Amenity/Civic Use |
|  Multi-Family Residential |  Park/Open Space |
|  Parking Garage |  Trail/Plaza |

10-Acre Central Avenue Sites



- | | |
|--|---|
|  Civic/Institutional |  Parking Garage |
|  Retail/Restaurant |  Rooftop Amenity |
|  Multi-Family Residential |  Park/Open Space |
| |  Plaza |



Public Realm Recommendations



Traffic Calming and Complete Streets

1. Design the Ezzard Charles Highway cap with bicycle- and pedestrian-friendly infrastructure;
2. Implement the State-to-Central Complete Street Project;
3. Connect 5th Street to Gest Street;
4. Convert the 6th Street Expressway to an urban boulevard and reclaim the ramps for development;
5. Address semi-truck congestion and parking near freight rail entrances;
6. Improve safety through the Dalton Tunnel;
7. Strengthen the connection between Union Terminal and Music Hall along Ezzard Charles;
8. Minimize the impact of I-75 construction on existing businesses and residents.

Transit Connectivity

1. Improve regional transit connections;
2. Connect the streetcar from Over-the-Rhine to Union Terminal and the Cincinnati Museum Center.

Greenways and Trails

1. Connect neighborhoods to the Ohio River, the Banks, and Smale Park through bicycle and pedestrian connections;
2. Connect to the Mill Creek Greenway.

Greening, Shade, and Parks

1. Improve existing parks and green spaces in the West End;
2. Increase green by adding more trees, shade, and natural landscaping.

Creative Placemaking

1. Incorporate art into streetscapes, signage, and gateways;
2. Celebrate the West End's rich history.

Development Recommendations



Community-Serving Uses

1. Attract neighborhood-serving uses, including a grocery store, pharmacy, retail, and dining options;
2. Support small, local businesses.

Diverse Housing Options

1. Expand housing options in the Queensgate, West End, and Downtown neighborhoods;
2. Support long-time residents and reduce the risk of displacement as reinvestment occurs.

21st Century Industry and Jobs

1. Grow employment opportunities, including advanced manufacturing in Queensgate;
2. Ensure the area has the types of amenities needed to attract and retain employees.

Infill and Adaptive Reuse

1. Repurpose underutilized buildings and lots;
2. Preserve and reactivate local historical landmarks;
3. Explore mixed-use development around Union Terminal with destination entertainment uses and retail.

Gateway Development

1. Develop the reclaimed 10 acres on Central Avenue as a gateway into Downtown;
2. Develop the Linn and Ezzard Charles intersection as a gateway into the Linn Street corridor.

FEASIBILITY + IMPLEMENTATION

Example Project Selection Process

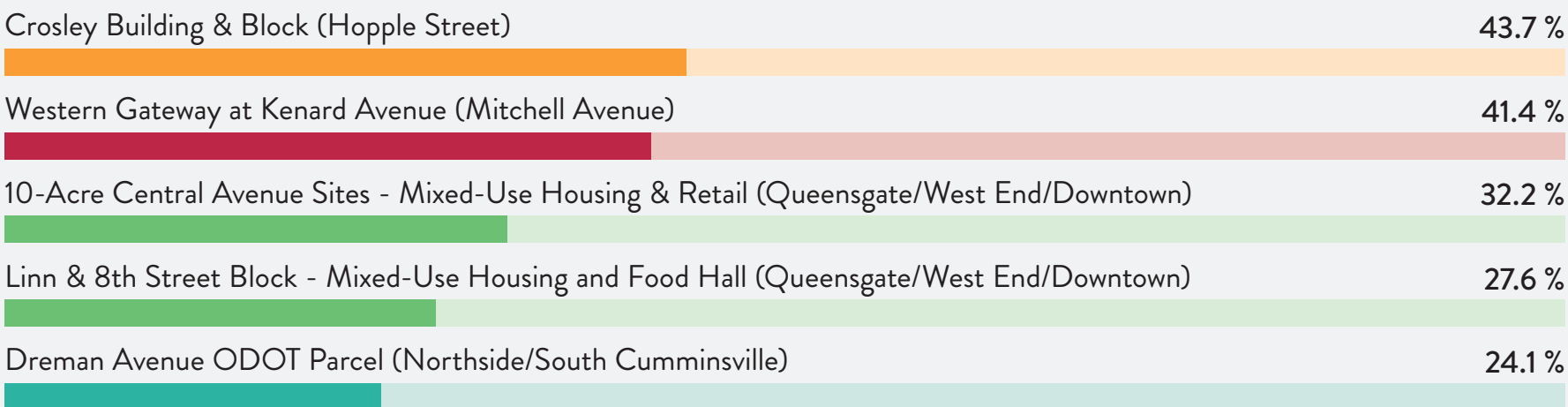
EXAMPLE PROJECT SELECTION CRITERIA

- ✓ Rated as a top priority by stakeholders and the public
- ✓ Direct result of the I-75 improvements
- ✓ Lessons learned can be applied to other sites in the study area
- ✓ Feasibility is not likely to be studied by partners, using other resources

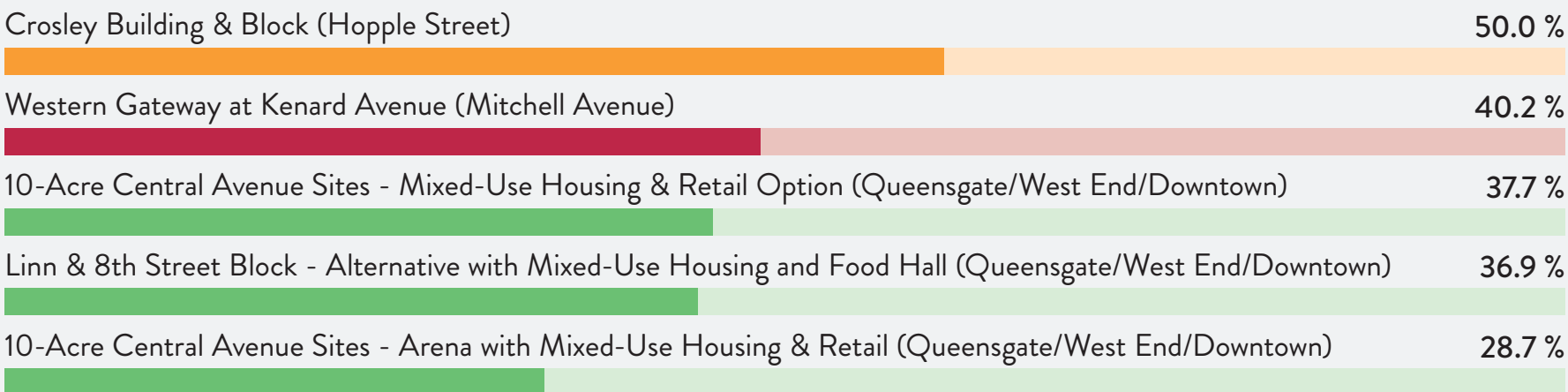
COMMUNITY SURVEY RESULTS

Projects that will have the Greatest Impact on Cincinnati as a Whole

All Respondents



Respondents who live, own property, work, or own a business in any of the four study areas



3 Example Projects

10-Acre Central Avenue Sites

Mixed Use Alternative



Linn & 8th Street Block

Mixed Use Alternative



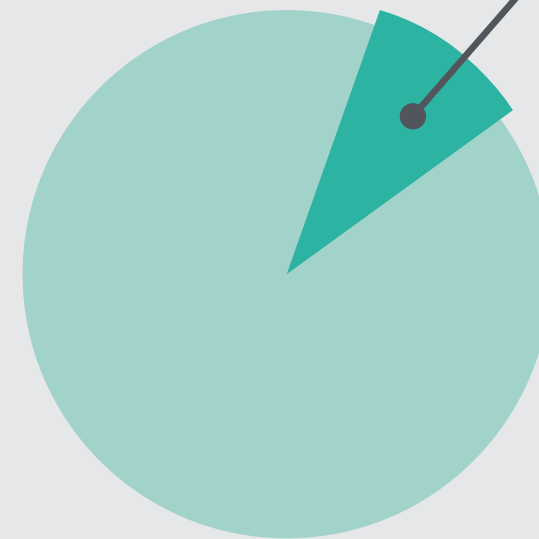
Western Gateway at Mitchell & Kenard



Key Takeaways

- High-rise construction requires significantly more subsidy.
- It is more feasible to build affordable housing in lower-cost building typologies.
- Ground-floor retail supports placemaking but adds to the financial gap.
- Structured parking costs challenge feasibility.

Impact of Structured Parking on Project Cost



For large mixed-use projects, parking can account for 12% to 14% of the total development cost

Key Takeaways

Virtual Public Presentation | September 22, 2026

STAKEHOLDER & COMMUNITY VISIONS



- Add high-density development, especially mixed-use housing
- Expand the Downtown environment to the west, including walkable streets, ground floor-retail, and dense development

High-rise buildings (above 6 stories), structured parking, and ground floor retail greatly increase the amount of public subsidy needed to make the project feasible. Construction costs can be up to 70% higher, and rent premiums (25%) do not offset the increase in costs.

Each unit could require \$231,000–\$402,300 in subsidy.

MORE FEASIBLE DEVELOPMENT TYPOLOGIES



- Mid-rise buildings (4-6 stories) can be built in wood-frame construction, reducing construction costs
- Mid-rise buildings can still meaningfully add housing and increase density, creating walkable neighborhoods

Mid-rise buildings in the Queensgate and Downtown area will result in more feasible projects, reducing the public subsidy needed.

Each unit could require \$103,900–\$177,400 in subsidy.

Early Win Projects

- Implement **public art and activation** projects in all of the neighborhoods along I-75
- **Plant trees** in public rights-of-ways and parks to green the neighborhoods
- **Install pedestrian and creative lighting**, especially in the I-75 underpasses
- **Art Park and Camp Washington bikeway along Massachusetts Avenue**
- **Safety improvements** at Mitchell Avenue and Vine Street, Beekman Street, Hopple and Colerain Streets, and other intersections identified as unsafe for pedestrians and bicyclists in this plan
- **Mixed-use development at Linn Street and Ezzard Charles Drive**

What are the ways that the recommendations and projects will get implemented?

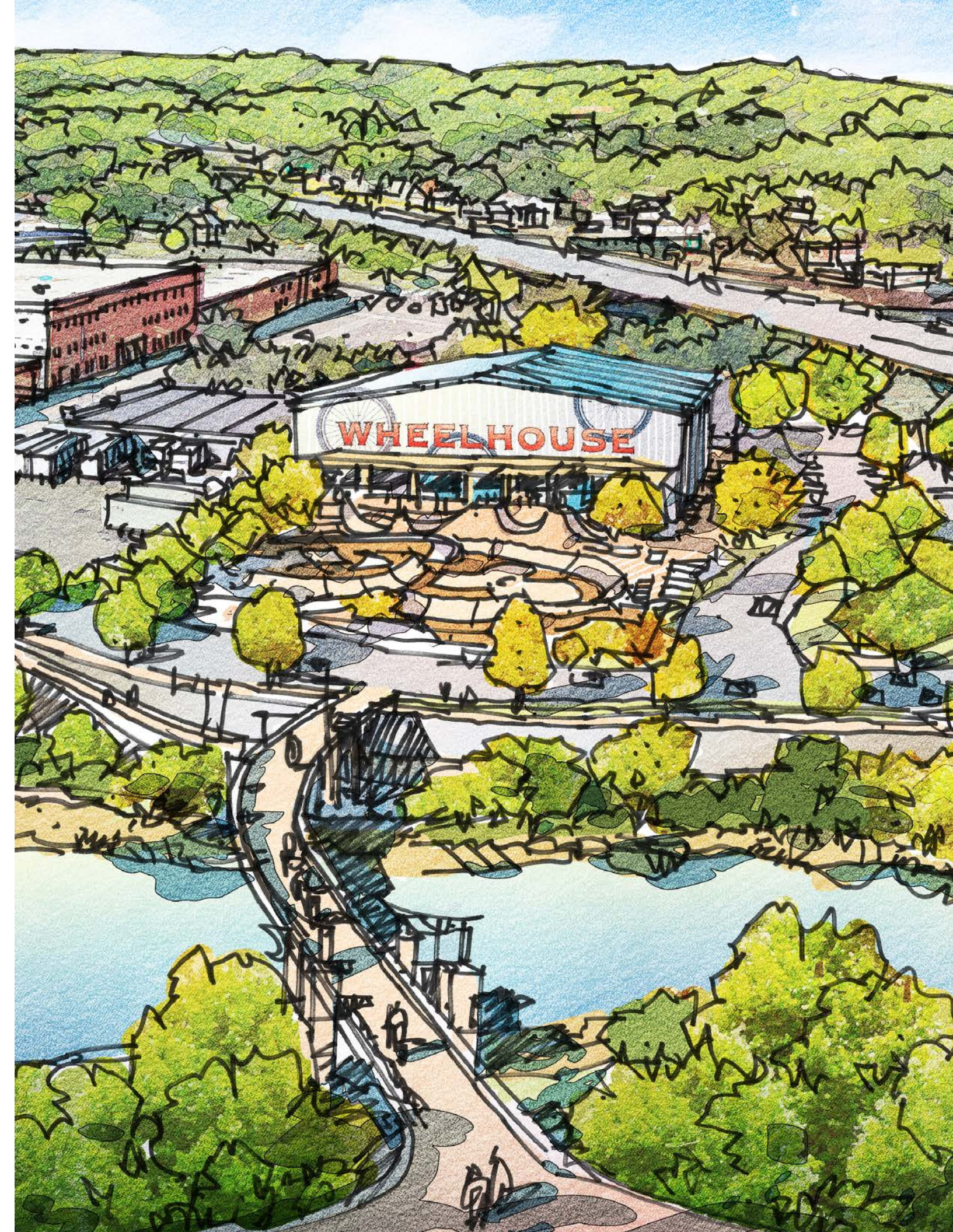
- Community budget requests
- Smaller planning studies to look at key areas in more detail
- Acquisition of key sites
- Working with other partners to develop parcels (City OSG, The Port, CDCs, other developers)
- Applying for grants
- Coordinating infrastructure investments by DOTE/MSD with real estate investments
- Coordination with partners interested in activating natural spaces and greening the city (Experience Mill Creek, Mill Creek Conservancy, Keep Cincinnati Beautiful, etc.)



NEXT STEPS

We want to hear from you!

- What ideas did you like?
- What ideas did you not like?
- What other ideas do you have?

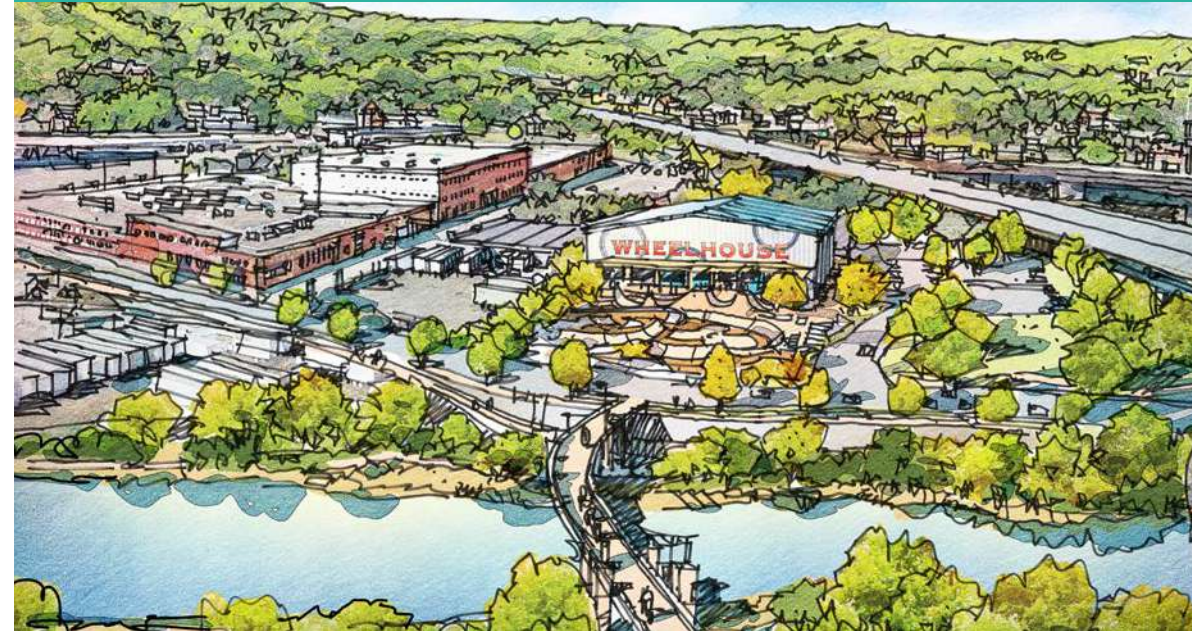


Breakout Discussions — Please Choose One Area

Mitchell Avenue



Northside/South Cumminsville



Hopple Street



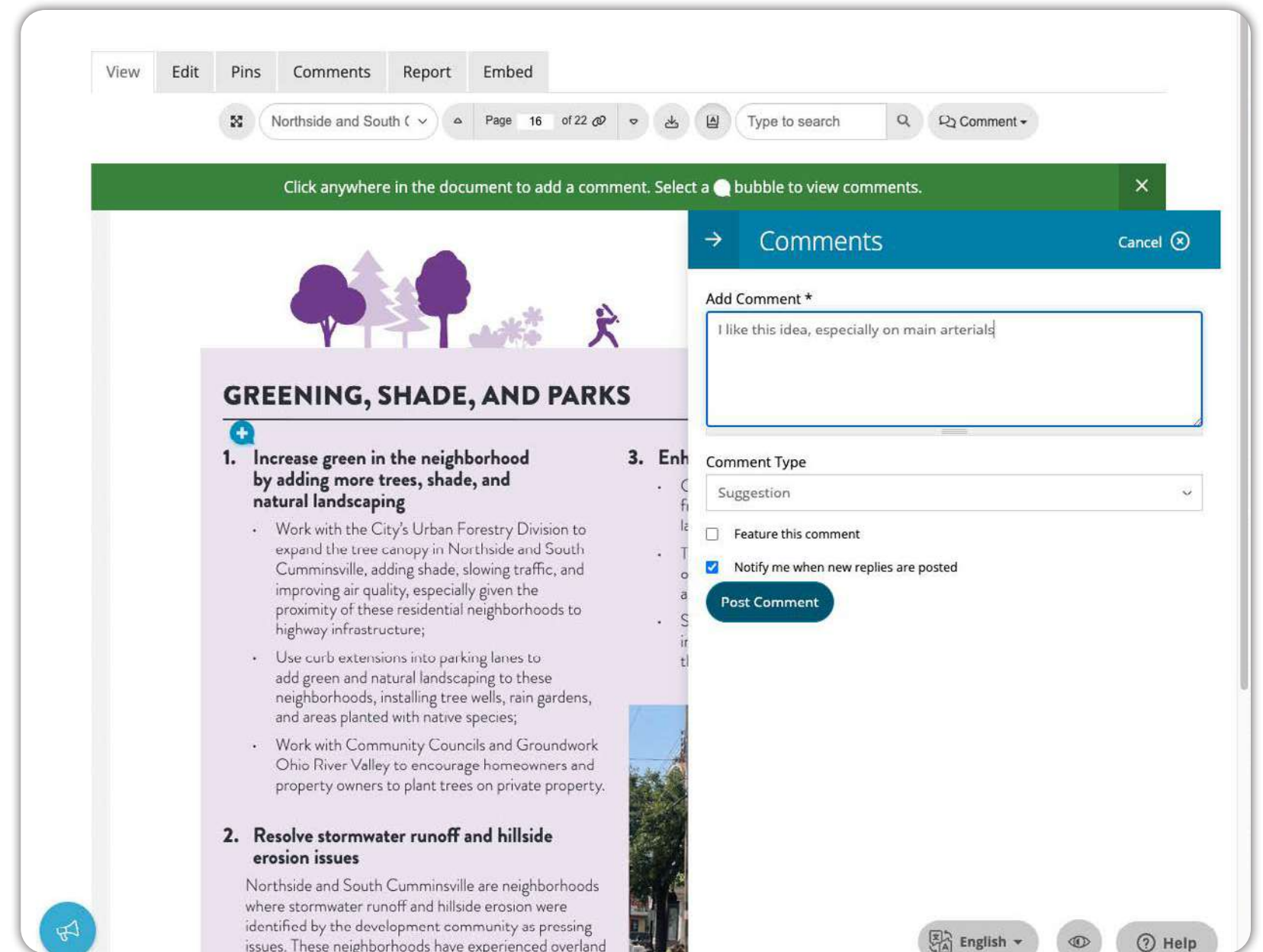
Queensgate/Downtown/West End



Provide Comments on the Draft Plan

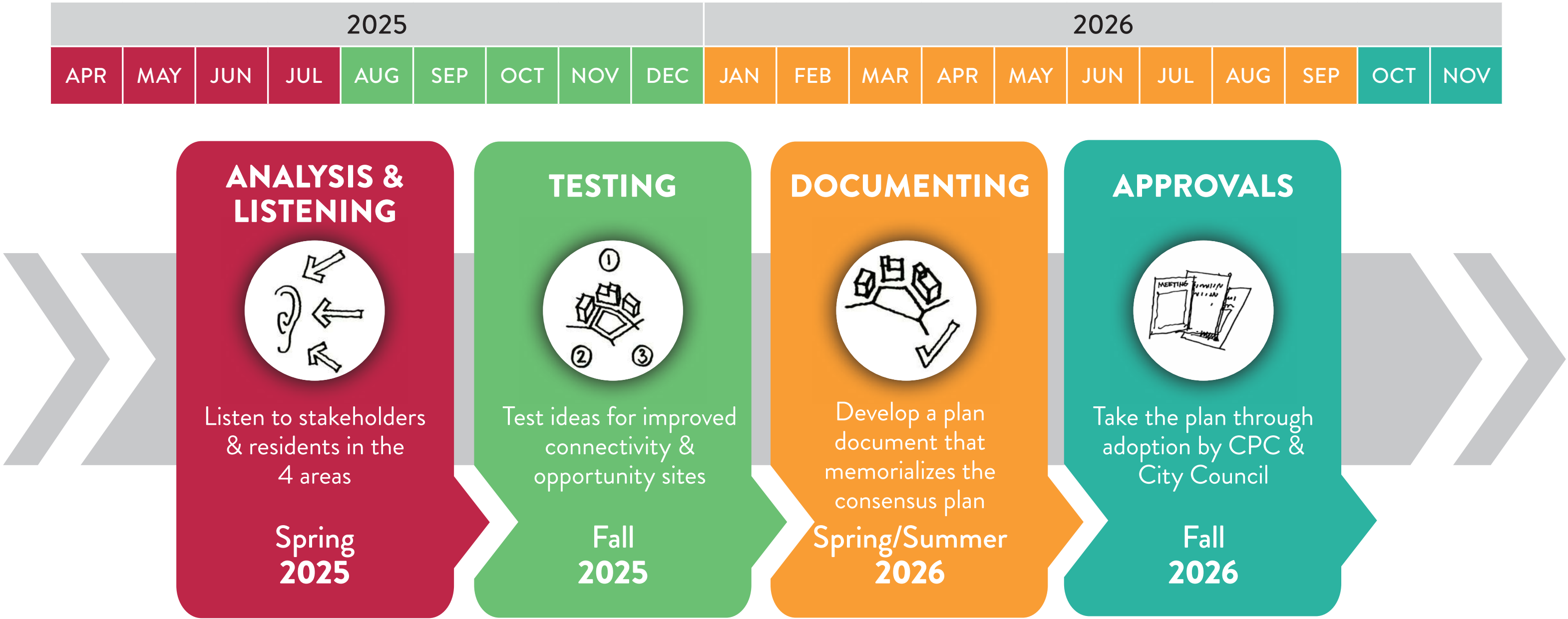


Scan me with your smartphone camera to access the project website!



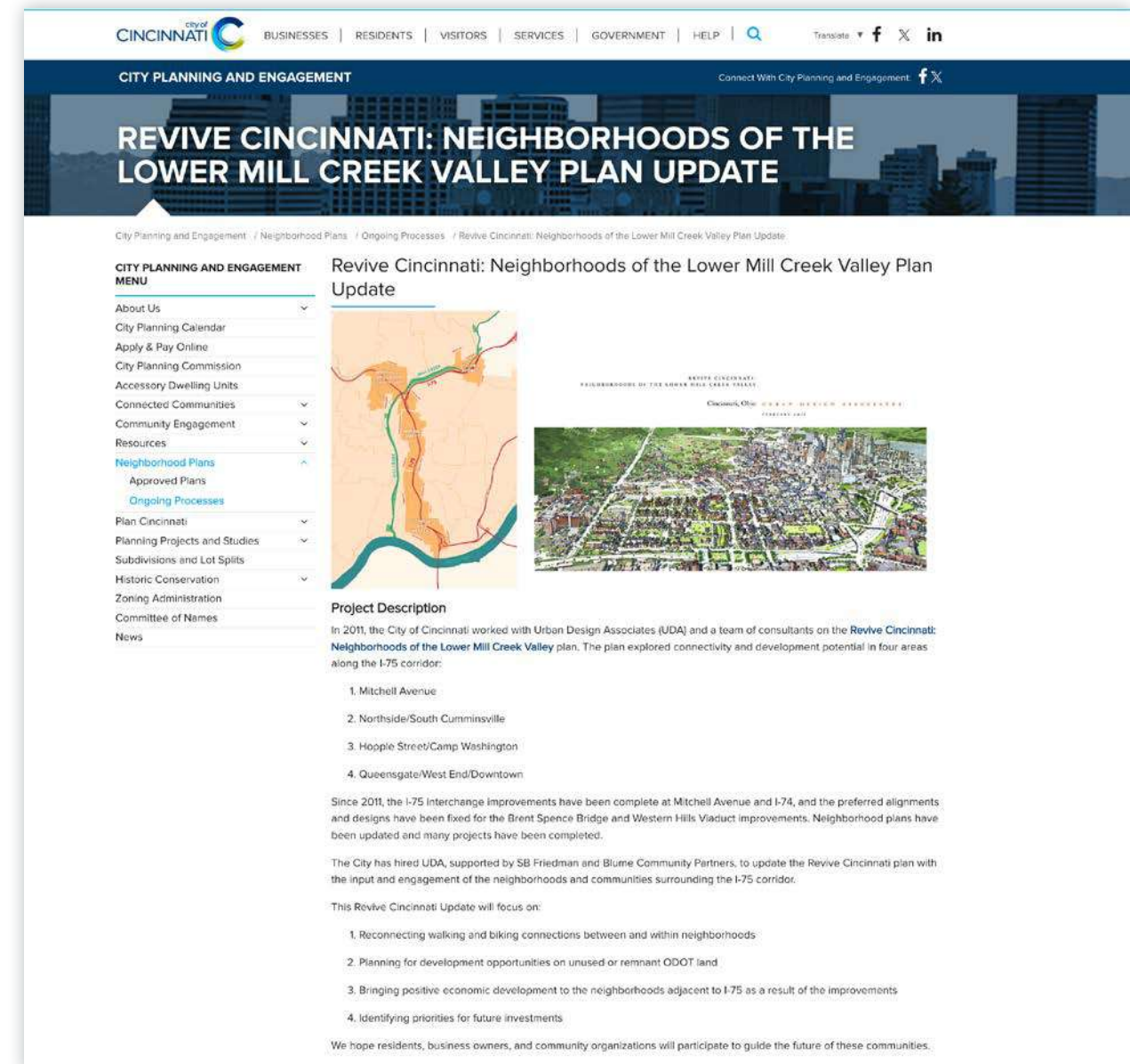
www.cincinnati-oh.gov/ReviveCincinnatiUpdate

Next Steps



Please Visit the Website to Continue Engaging

- Following tonight's meeting, a video recording of the presentation will be posted on the website
- Please share this video with others who may be interested and encourage them to provide comments on the Draft Plan



www.cincinnati-oh.gov/ReviveCincinnatiUpdate



Creating a sense of place through collaboration, context, and community.