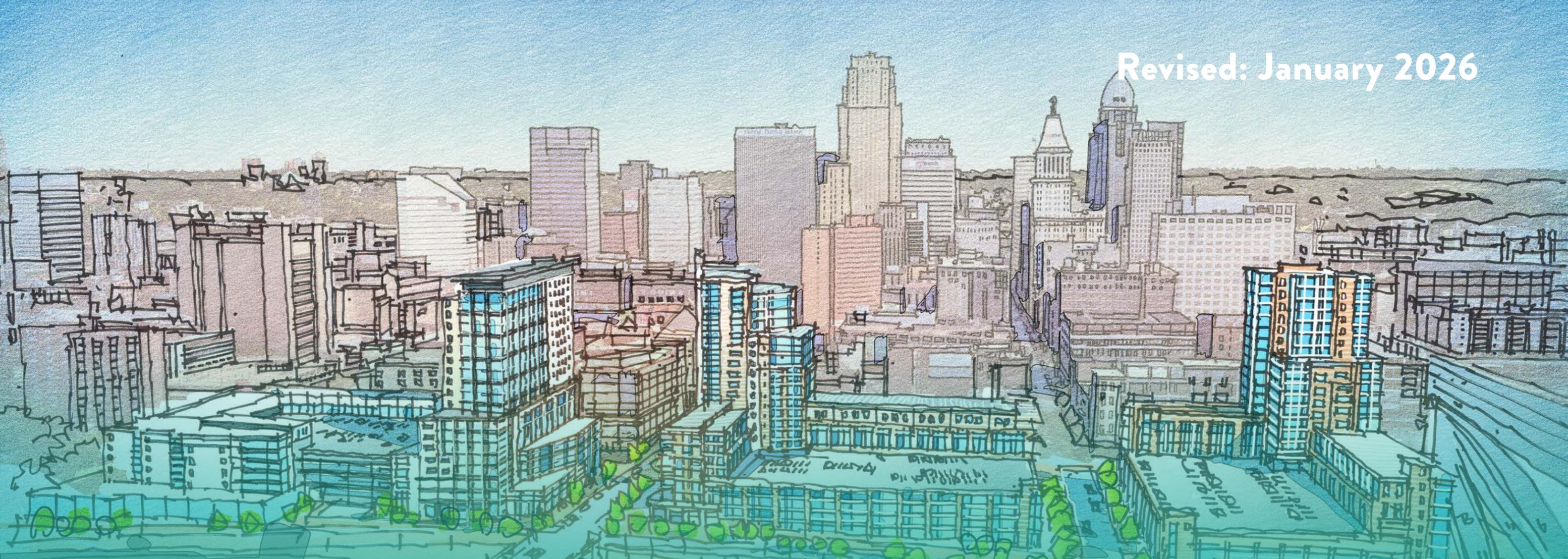


Revised: January 2026



# REVIVE CINCINNATI UPDATE

**I-75 and Mill Creek Corridor**

Cincinnati, Ohio



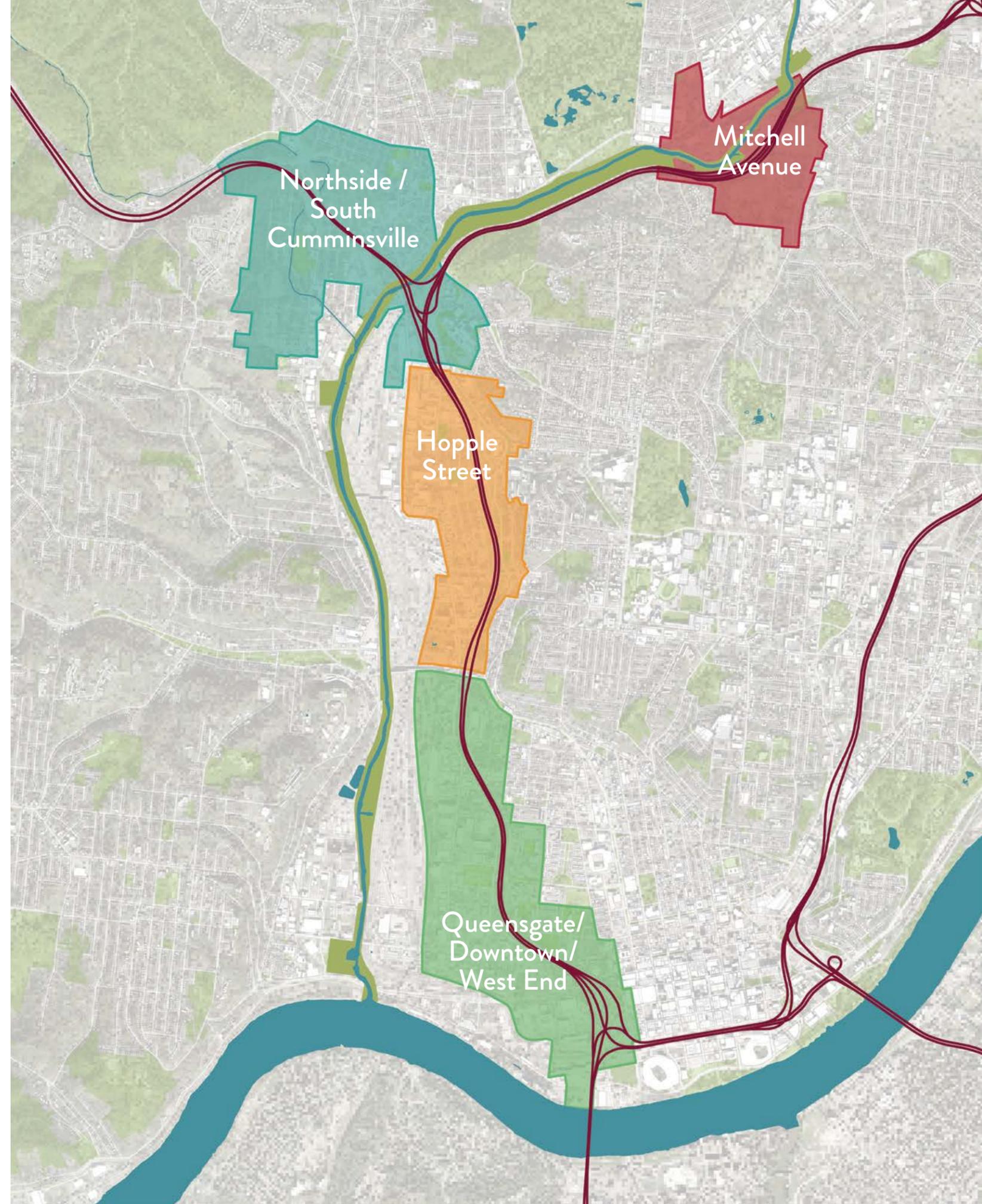
An architectural sketch of a city street scene. The foreground shows a street with a crosswalk and a row of green trees. Buildings of various heights and styles line the street, with some featuring blue-tinted windows. In the background, a dense urban skyline is visible under a light blue sky. The overall style is a loose, hand-drawn sketch with soft colors.

# OVERVIEW

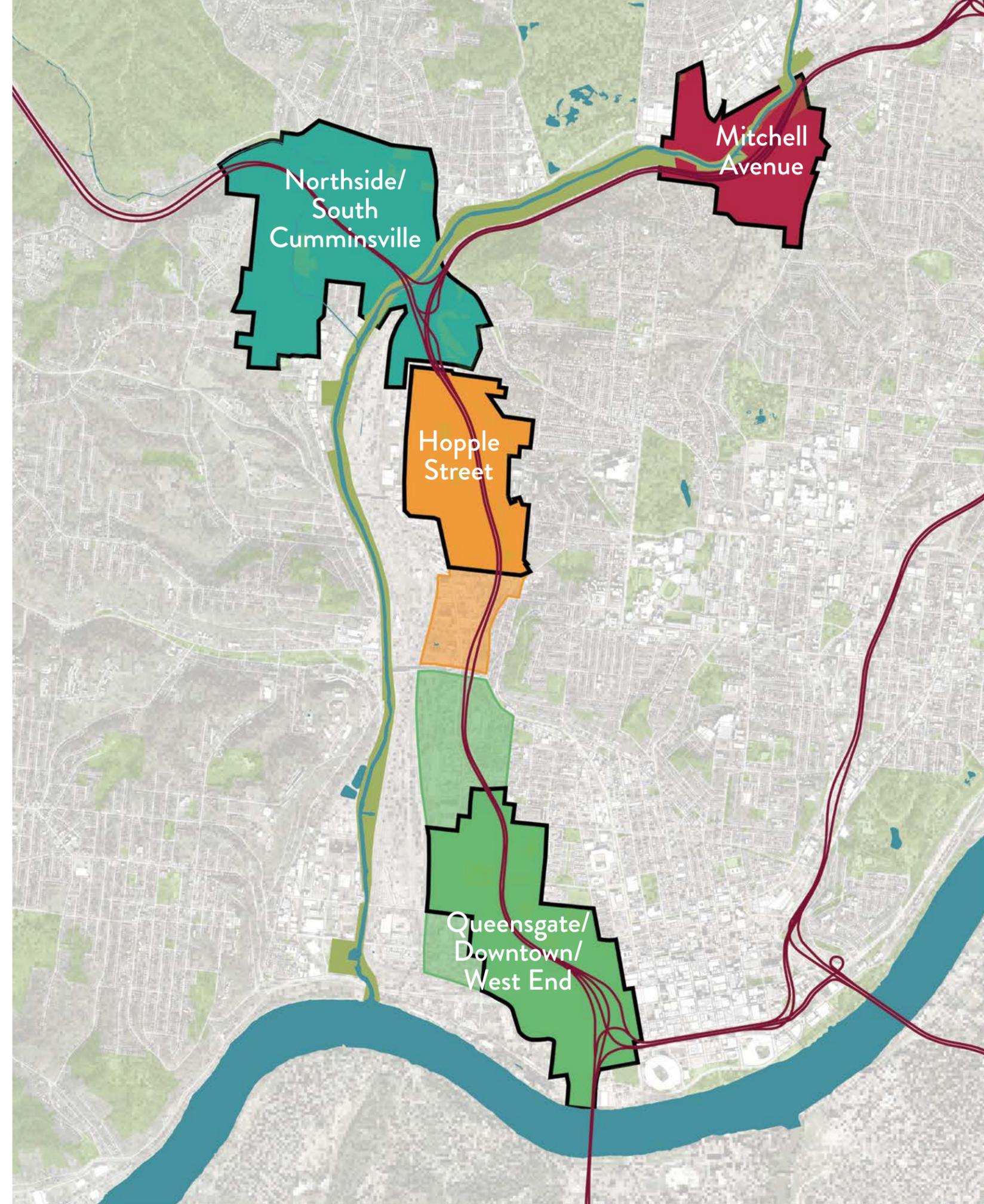
## Project Goals & Process

# 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

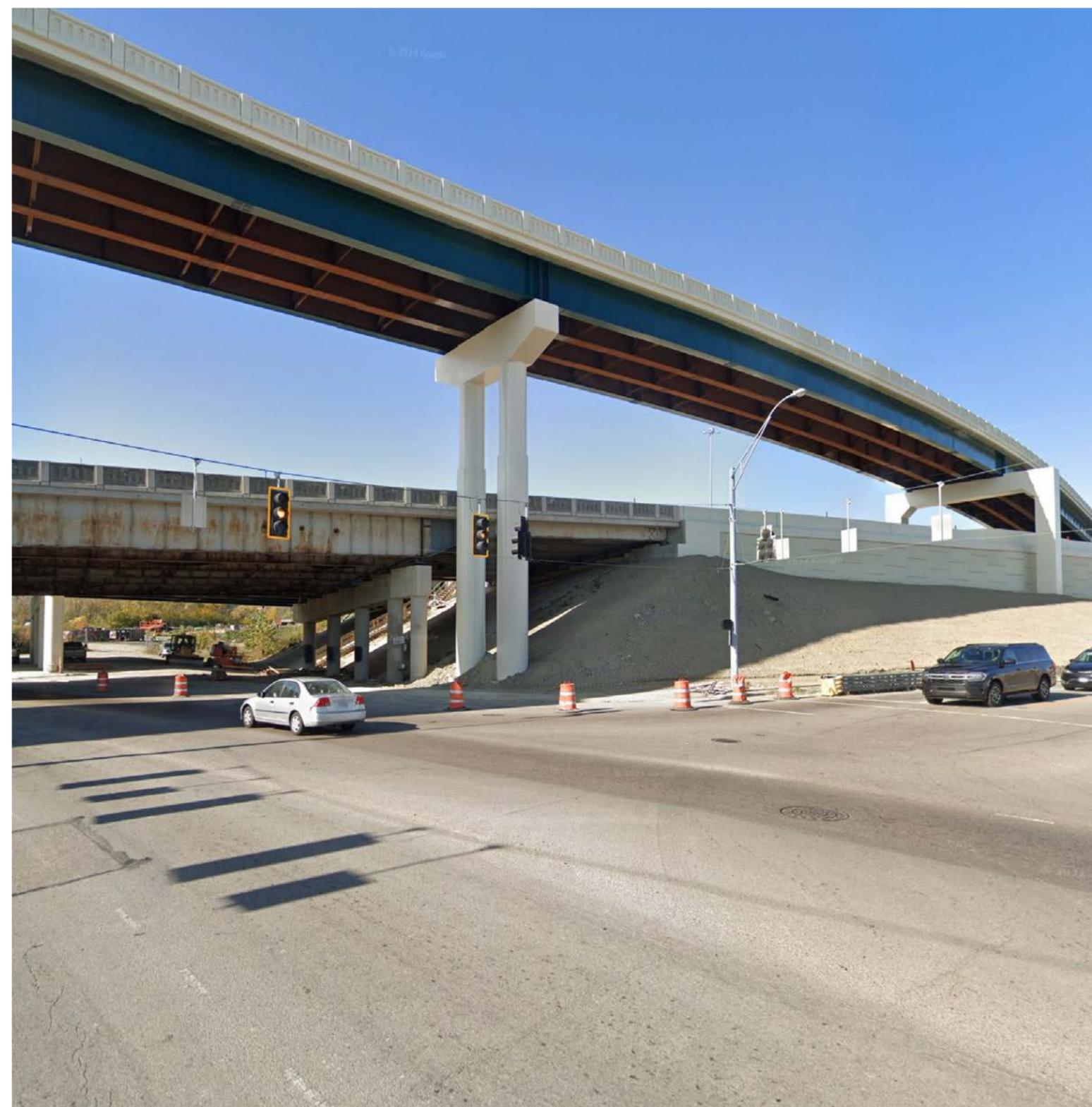


# Update to the Revive Cincinnati Plan (2011)



# What's happened since 2011?

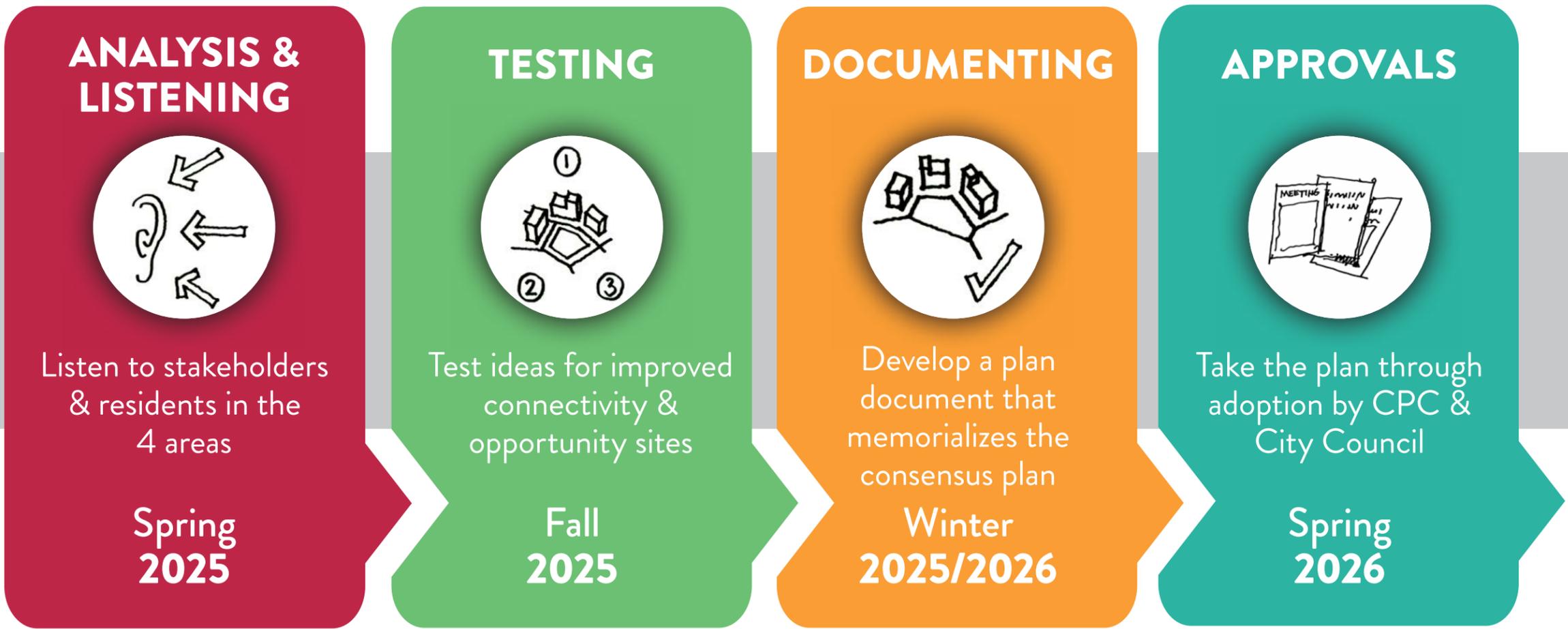
- I-75 interchange improvements have been completed at Mitchell Avenue and I-74.
- The preferred alignments and designs have been fixed for the Brent Spence Bridge and Western Hills Viaduct improvements.
- Neighborhood plans have been updated and projects have completed.



# Project Team



# Plan Update Process



**We are here!**

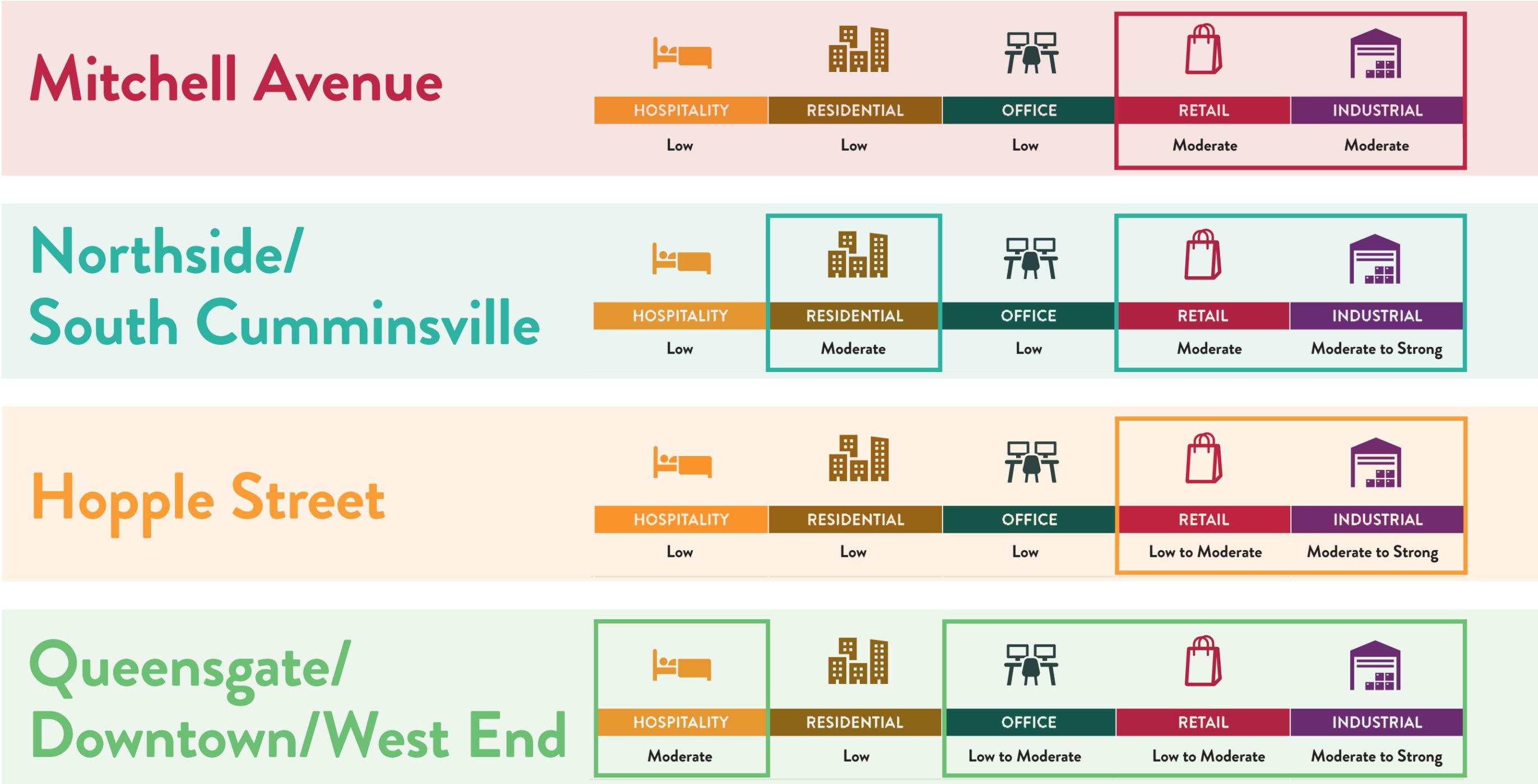
# What We Heard from Community & Stakeholders

- **PEDESTRIAN & BICYCLE SAFETY** — calming streets, adding trees, improved sidewalks & crosswalks, bike lanes and trails
- **REGIONAL TRAIL CONNECTIVITY** — access to the CROWN, Mill Creek, grocery stores, transit centers, etc.
- **IMPROVED LANDSCAPES** — Trees, shade, and green
- **DIVERSE HOUSING OPTIONS** — rental and homeownership, different building types, higher density, mixed-use with ground floor retail
- **MORE COMMUNITY AMENITIES** — grocery stores, pharmacies, restaurants, etc.
- **FILL IN THE GAPS** — Reuse of vacant buildings and infill vacant lots

# Market Potential – What uses are viable today?



# Market Potential – What uses are viable today?



# 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



# What about Housing?

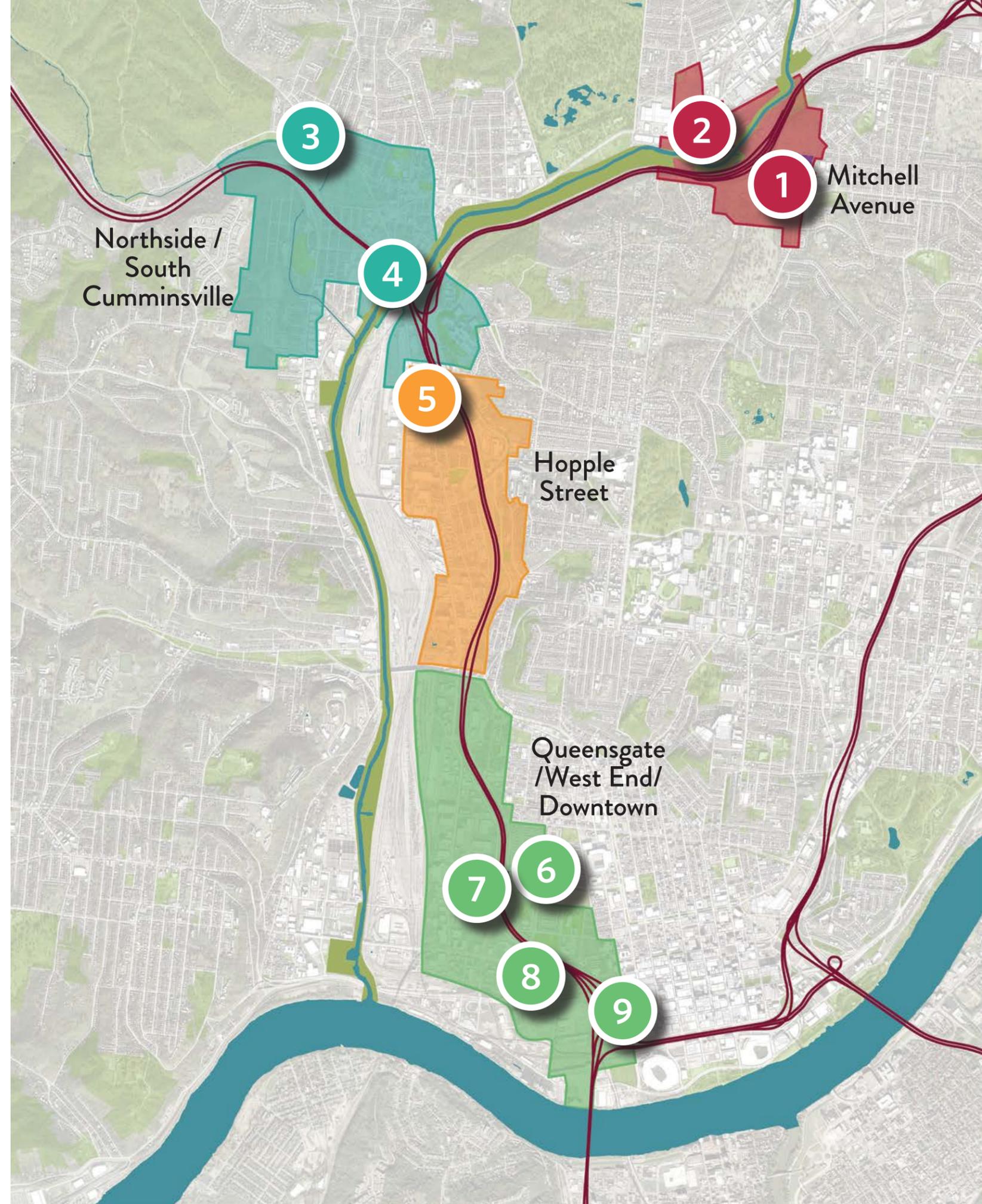
## Housing is needed across the City

- Much of the study area consists of residential neighborhoods — Northside, South Cumminsville, Camp Washington, West End, and Downtown
- Some opportunity sites are ideal for housing, and others are better suited for jobs, retail, or community amenities
- Housing will likely require subsidy in these areas. As places become more desirable, housing development should become more market viable.



# Opportunity Sites

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



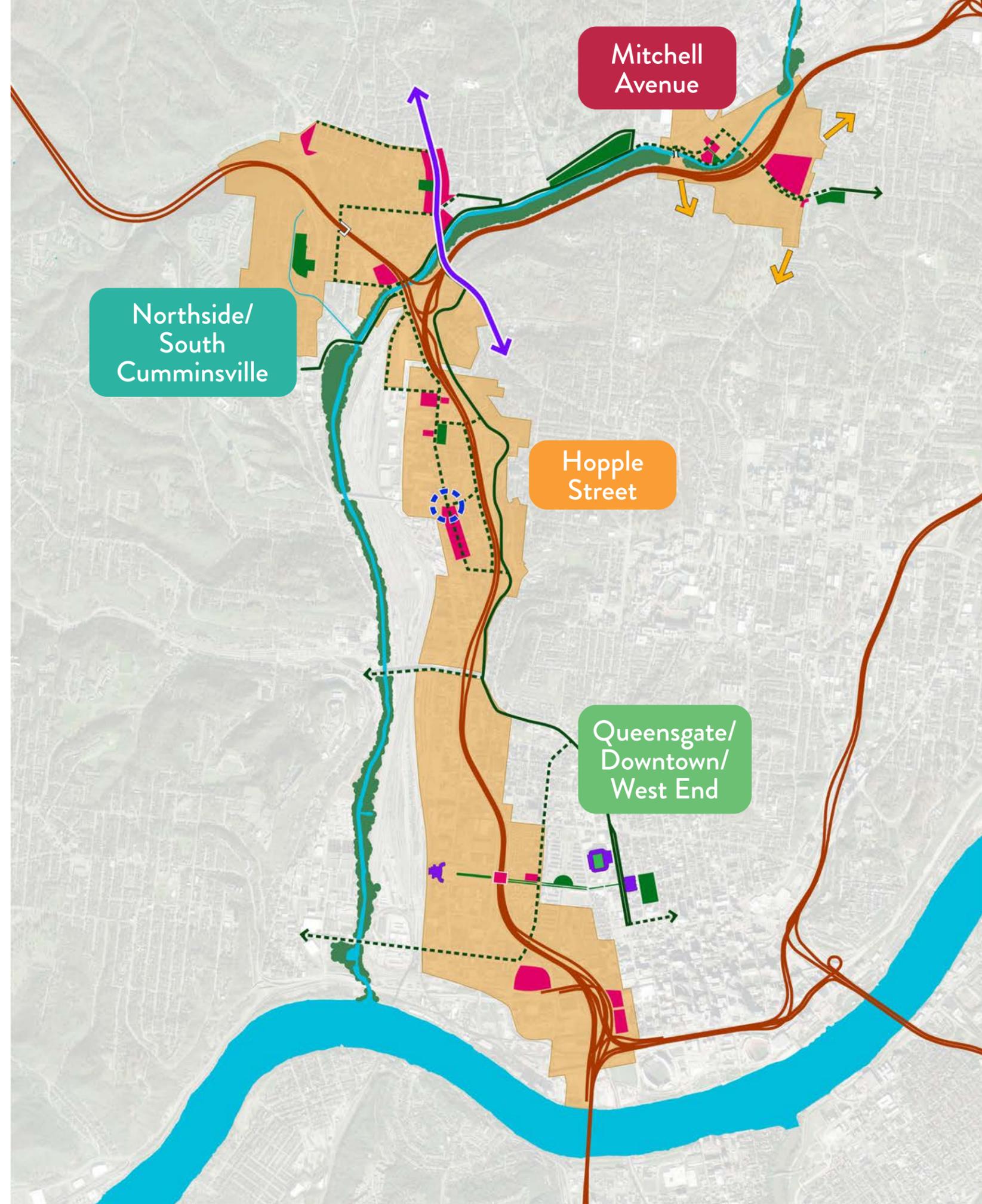
# Streets & Open Space Improvements

## 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/South Cumminsville Avenue

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



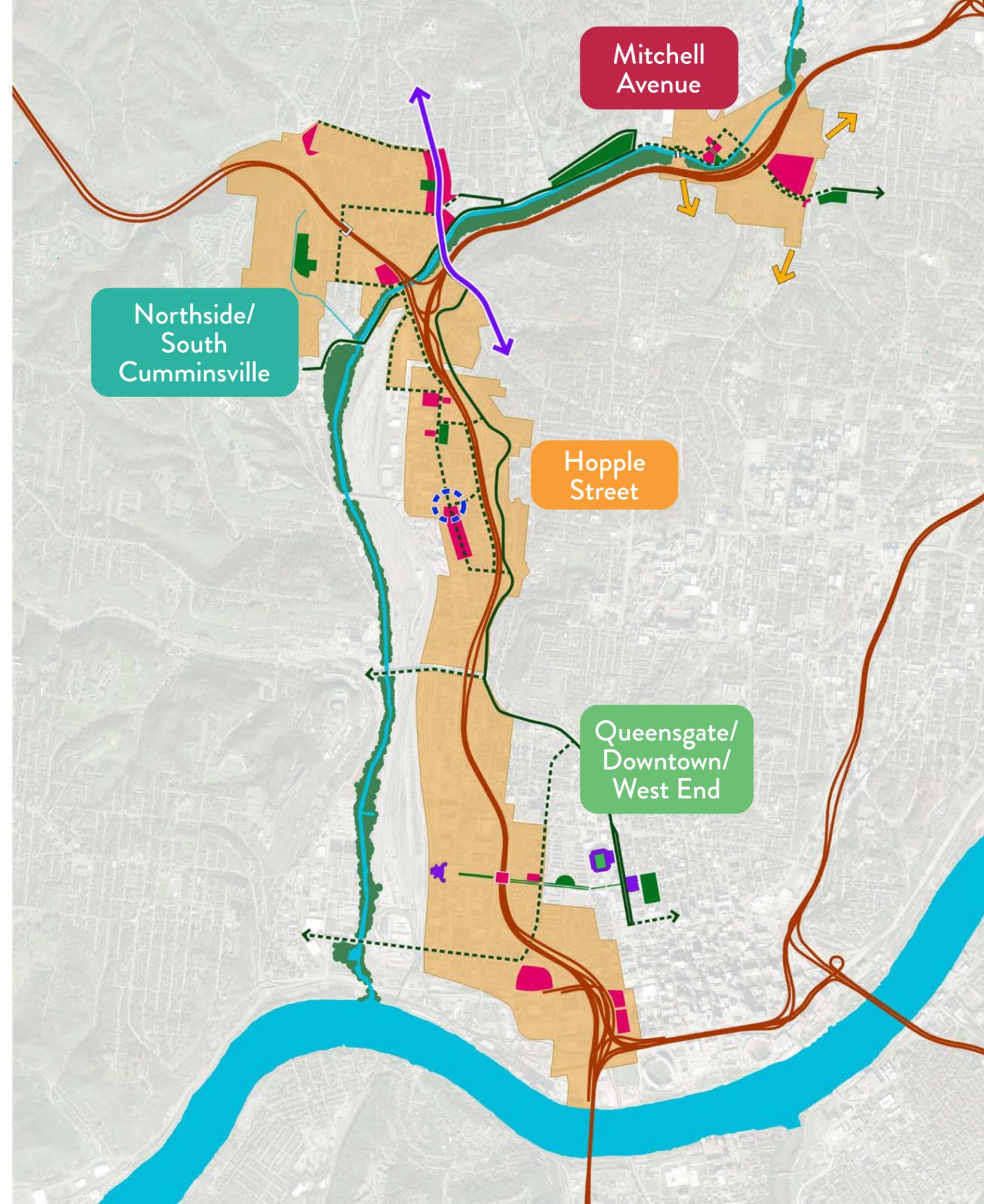
# Streets & Open Space Improvements

## 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, Downtown, & West End

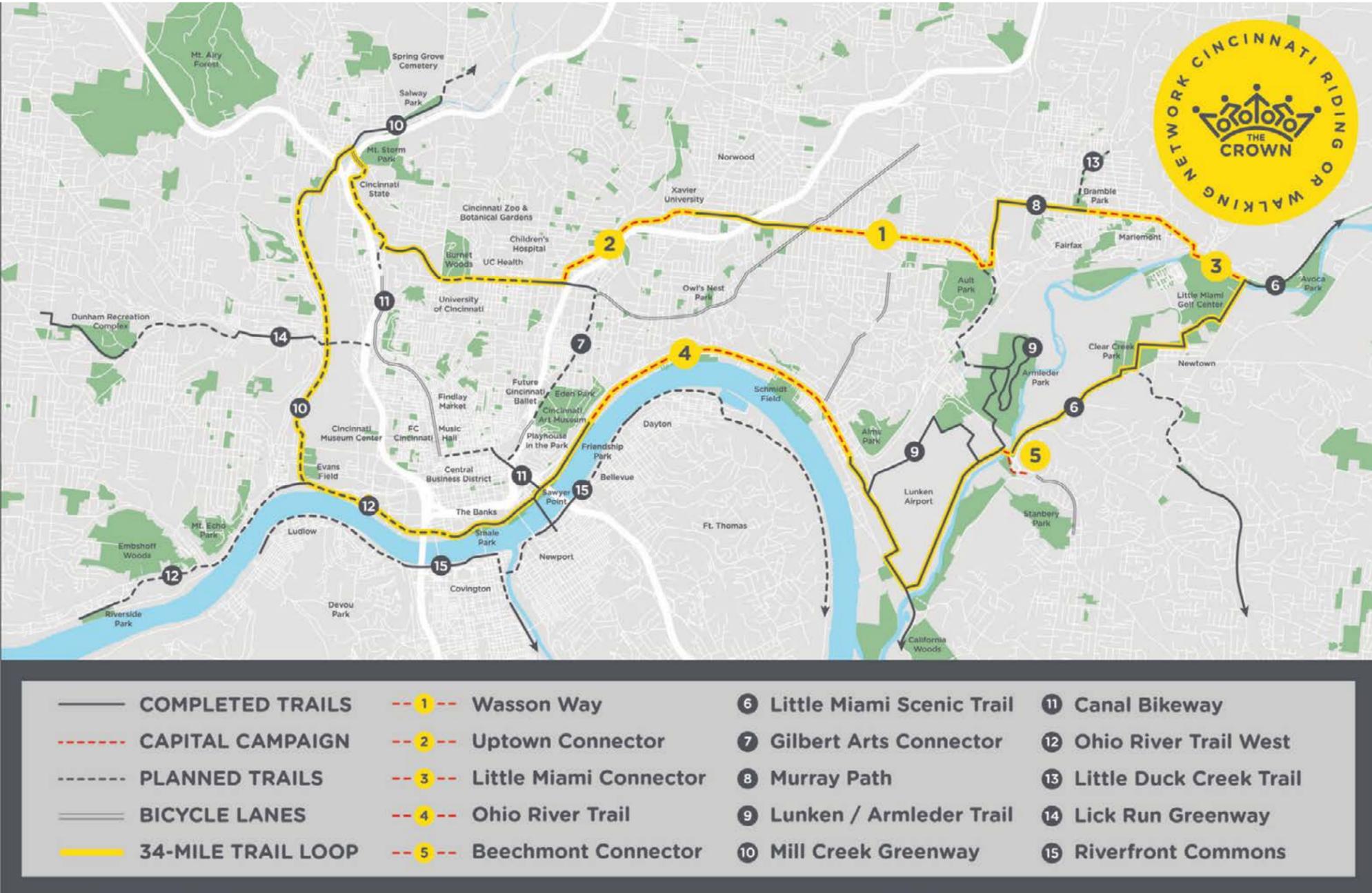
11. Design the Ezzard Charles Highway Cap to Better Support Retail
12. Connect streets through Queensgate over time as properties transition to improve the pedestrian environment
13. Trees, shade, & landscaping
14. Connect Union Terminal/Cincinnati Museum Center with Music Hall (streetscape & streetcar)



# REGIONAL CONNECTIVITY

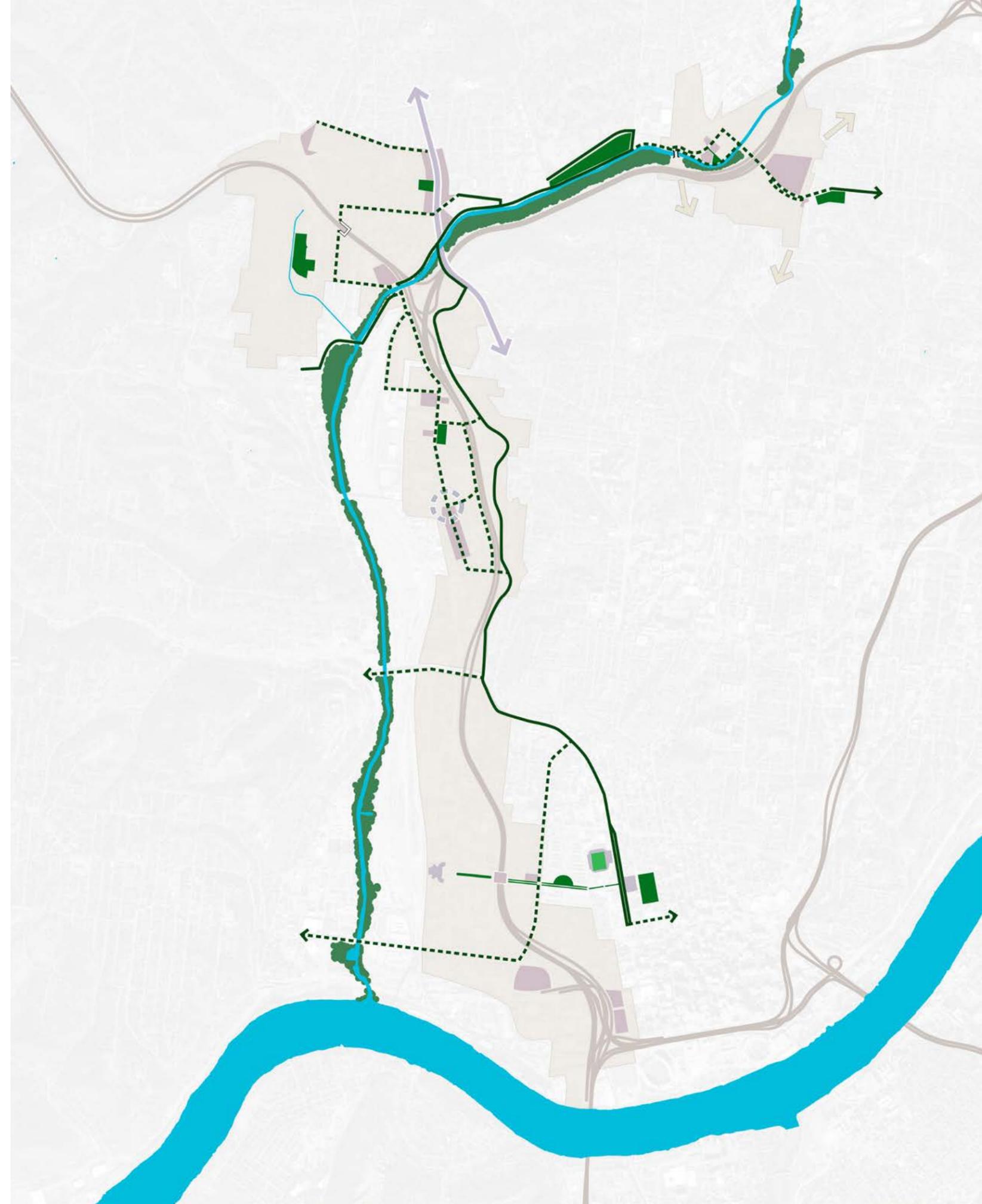
# The CROWN

- 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

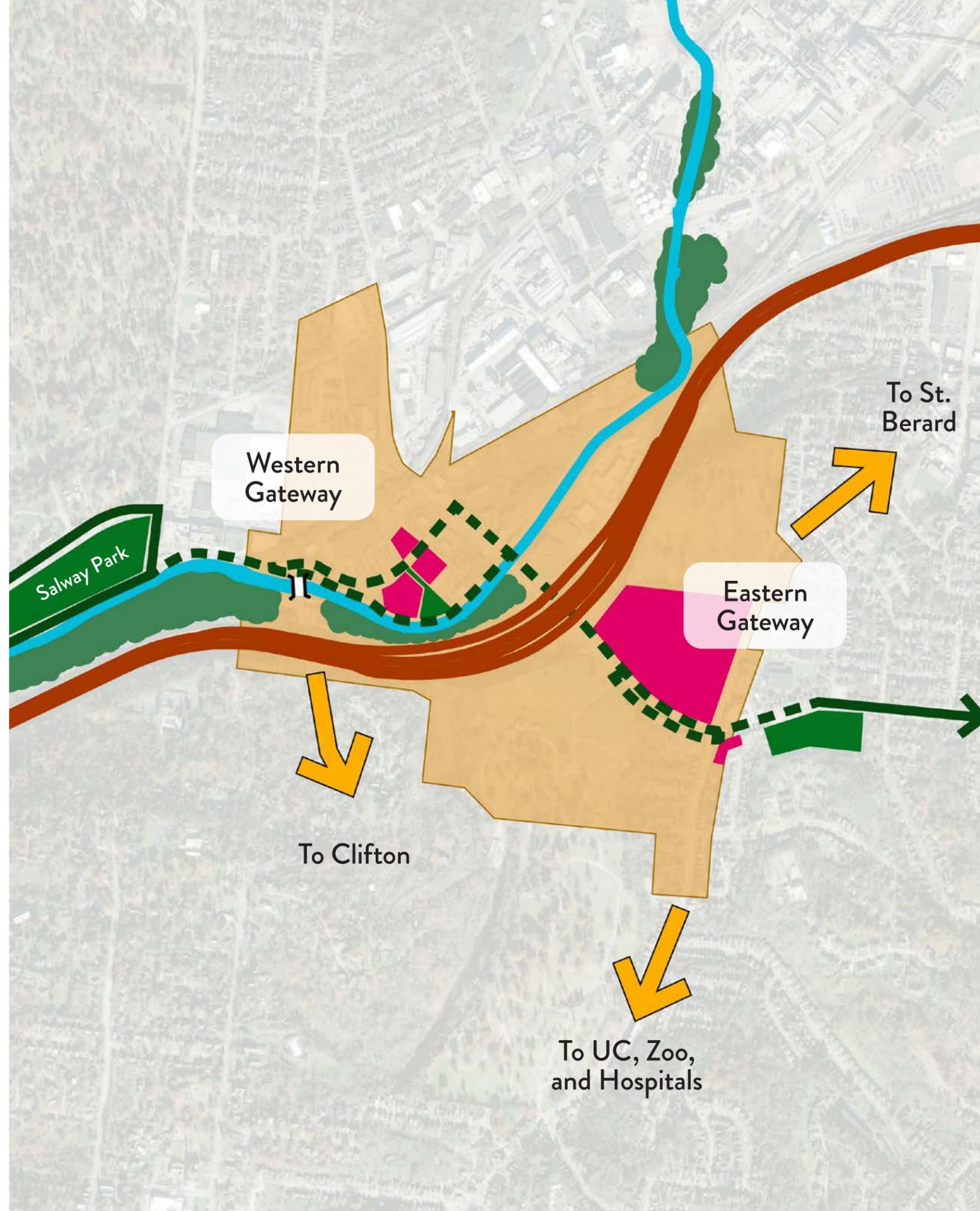
- Connect all opportunity sites and destinations through connected walking and bicycling trails
- Connect to the CROWN and Mill Creek Greenway
- Bring people from the regional trails into business districts



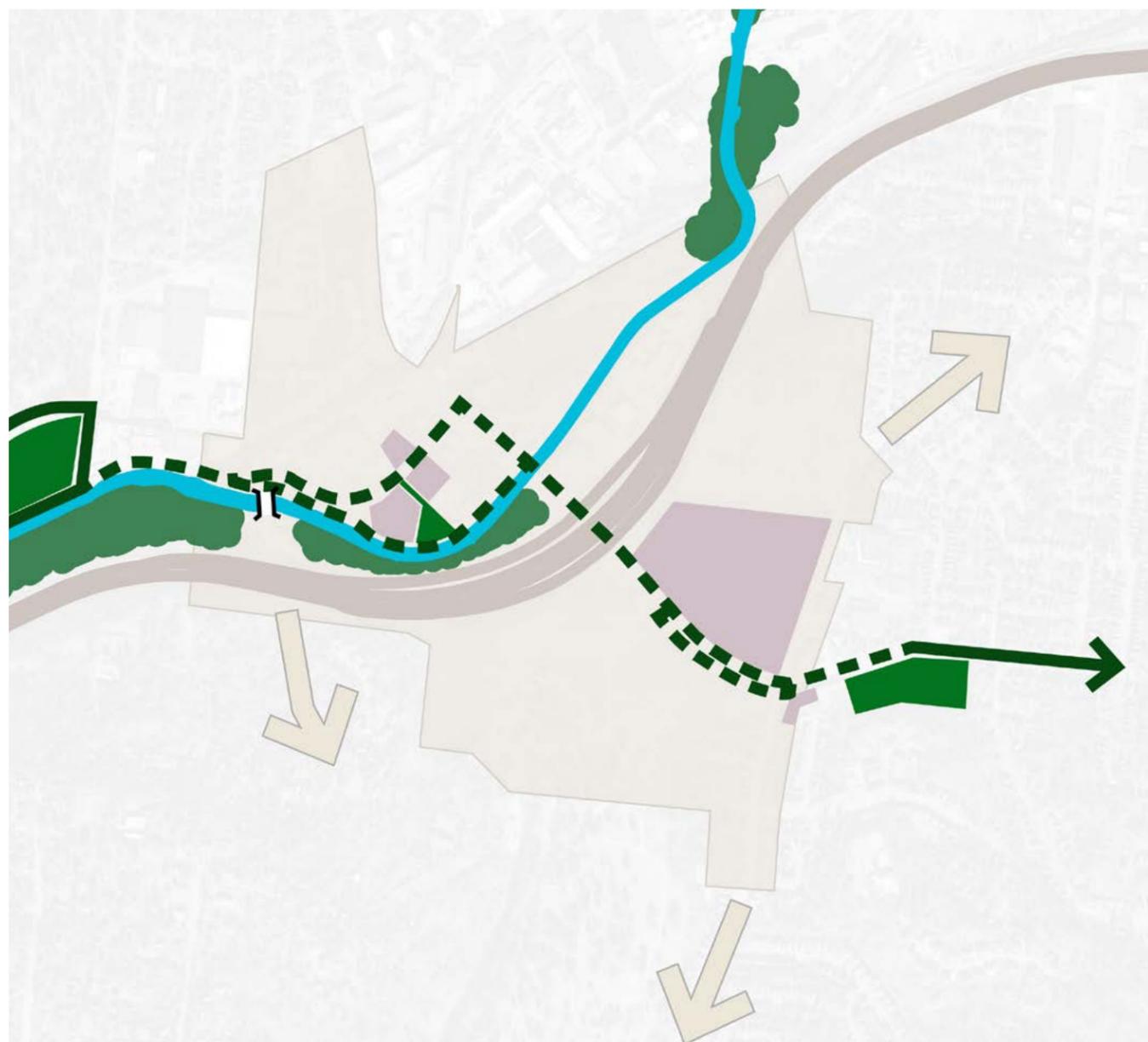
MITCHELL  
AVENUE

# Mitchell Avenue Priorities

1. Improve the streetscape and pedestrian safety at Vine & Mitchell
2. Develop an Eastern Gateway (at Vine & Mitchell) with retail, middle income homeownership infill housing, and mixed-use
3. Naturalize and Improve Access to Mill Creek
4. Connect the Mitchell Avenue area to regional amenities through bike/pedestrian trails
5. Develop a Western Gateway between Kenard Street and Mill Creek) with placemaking retail and gathering space



# Connect Mitchell Avenue Area To Regional Amenities Through Bike & Pedestrian Trails



- Create a deeper setback on the northern side of Mitchell for a wider sidewalk
- Improve the crosswalks and intersections at Vine & Mitchell, Kessler & Mitchell, Mitchell & Kenard, and Kenard & Clifton
- Extend the Mill Creek Greenway along the creek from the end of Salway park to Mitchell Avenue to provide an off-street option
- Ensure residents can bike safely to Kroger

# Improve The Streetscape And Pedestrian Safety At Vine & Mitchell Street Intersection



- As retail and residential sites redevelop, create a deeper setback to allow for wider sidewalks
- Improve the crosswalks and intersections at Vine & Mitchell and Kessler & Mitchell
- Conduct traffic analysis to determine whether any lane reductions are possible
- Improve signage for eastbound traffic on Mitchell Avenue at Vine Street
- Connect to the bike lane further east on Mitchell Avenue

# Eastern Gateway at Vine & Mitchell



- Support existing homeowners in the Kessler Avenue area by building new homes for middle-income residents
  - Townhouses, Duplexes, and Triplexes
- As retail along Mitchell Avenue naturally redevelops, create a more aesthetically pleasant form:
  - Deeper setback to accommodate a wider sidewalk with trees
  - Limit curb cuts and require buildings to front the street
- Redevelop the southeast corner of Mitchell & Vine with mixed-use development

# Eastern Gateway at Vine & Mitchell – TODAY



Vine St

Mitchell Ave

# Eastern Gateway at Vine & Mitchell – TOMORROW

Multi-family Residential  
w/ Corner Retail

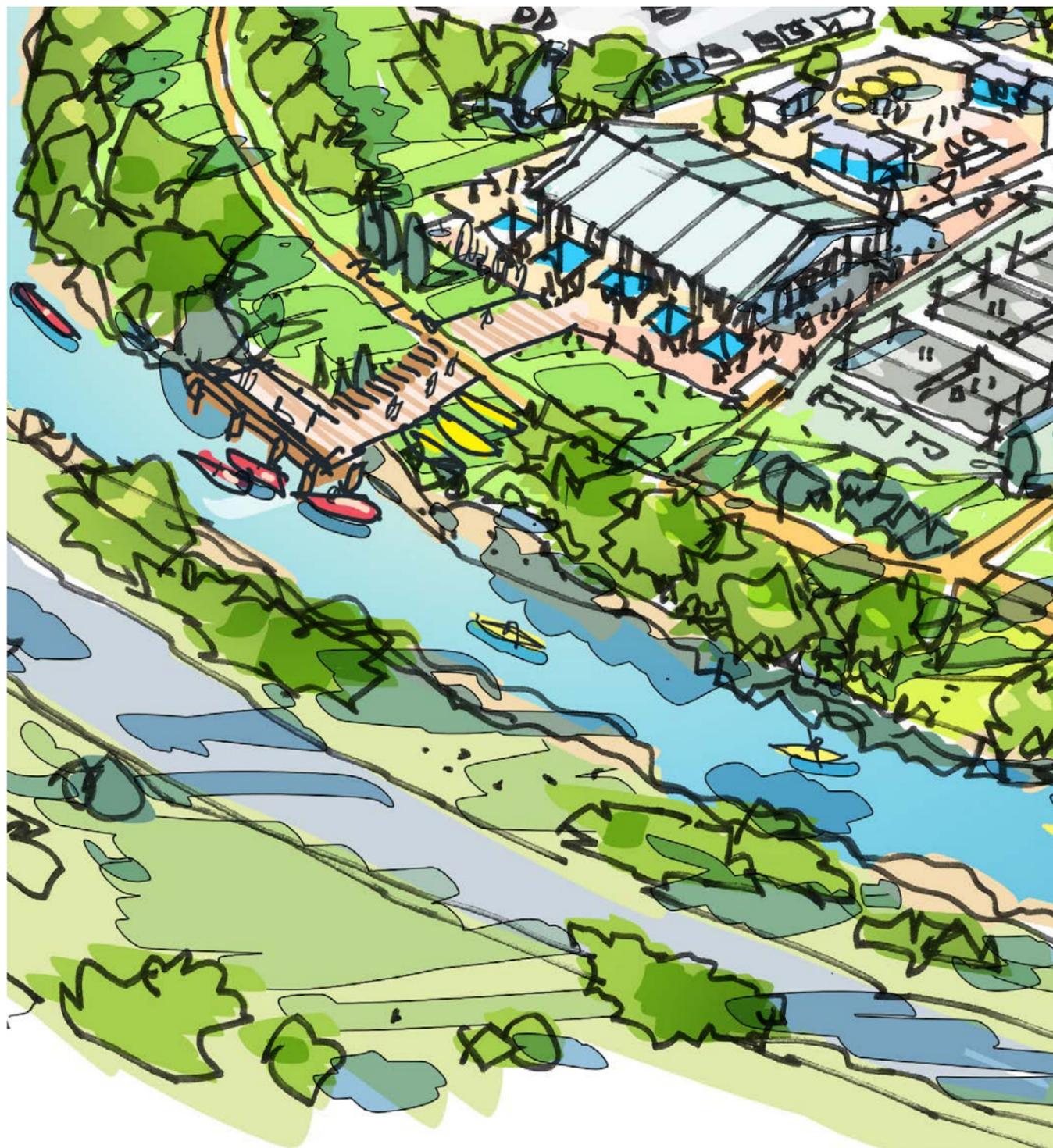


Vine St

Mitchell Ave

CSO/NF  
VPA / 2025

# Naturalize and Improve Access to Mill Creek



- In key locations, Mill Creek should be naturalized to transform the concrete channel into an asset for the community
- Flood control capacity would be maintained, but the creek could be designed to make it more inviting
- In key places, it may be possible to have gentle slopes to the bank of the creek, making kayak launches possible
- The Mill Creek Greenway trail should be extended along the north side of the creek from Salway Park to Mitchell Avenue

# Western Gateway at Kenard Avenue

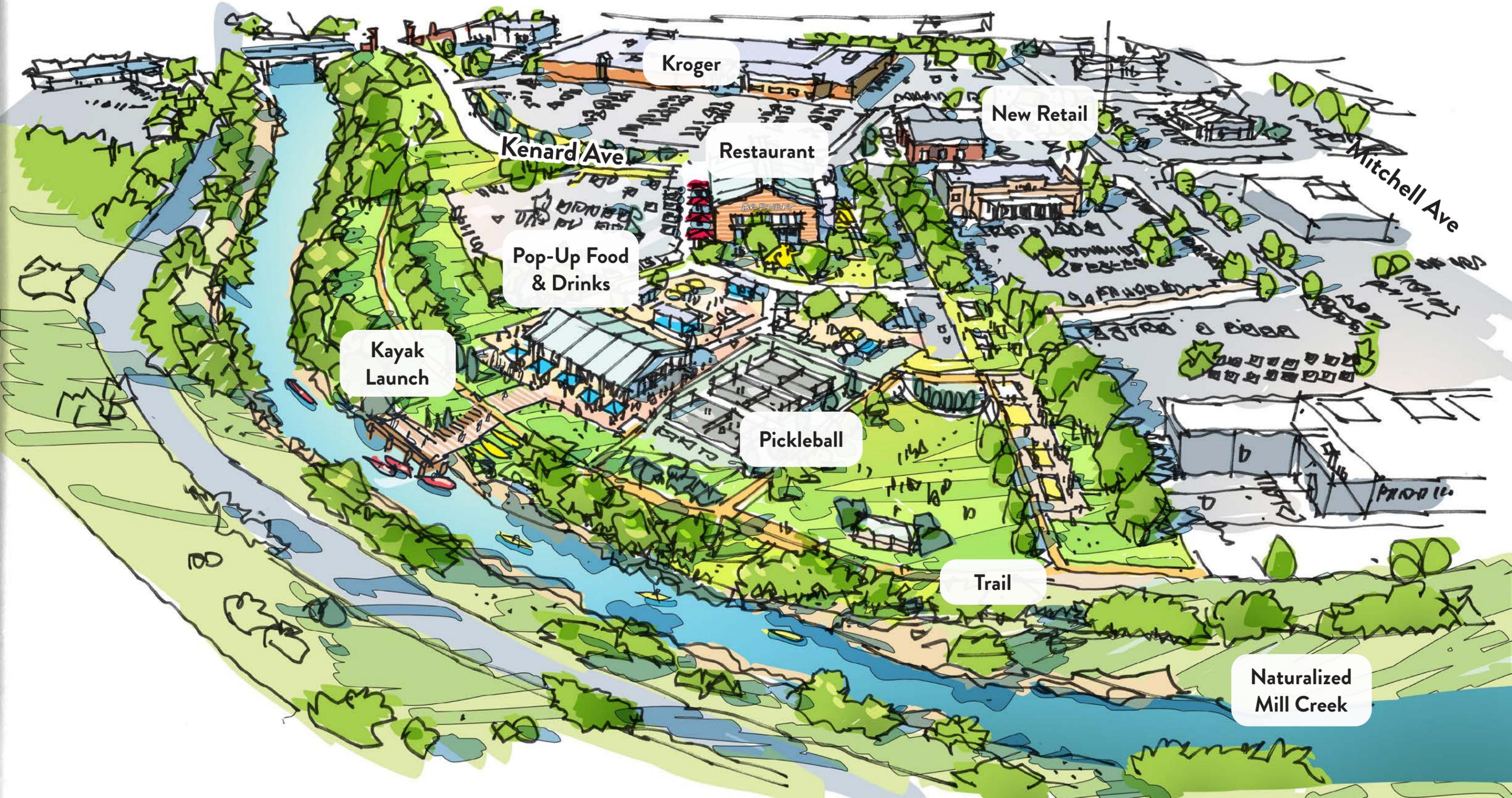


- Naturalize Mill Creek to create an amenity that will draw people to this area
- Build a pedestrian and bicycle trail between Salway Park and Mitchell Avenue along the creek
- Create new retail out-parcels on under-utilized parking lots (the corner of the Kroger parking lot, the vacant land between Kenard Avenue and Mill Creek)
- Develop a family-friendly destination (brew pub, outdoor games, pop-up coffee shops, entertainment, kayak launch, etc.)

# Western Gateway – TODAY



# Western Gateway – TOMORROW



Kroger

New Retail

Kenard Ave

Restaurant

Mitchell Ave

Pop-Up Food & Drinks

Kayak Launch

Pickleball

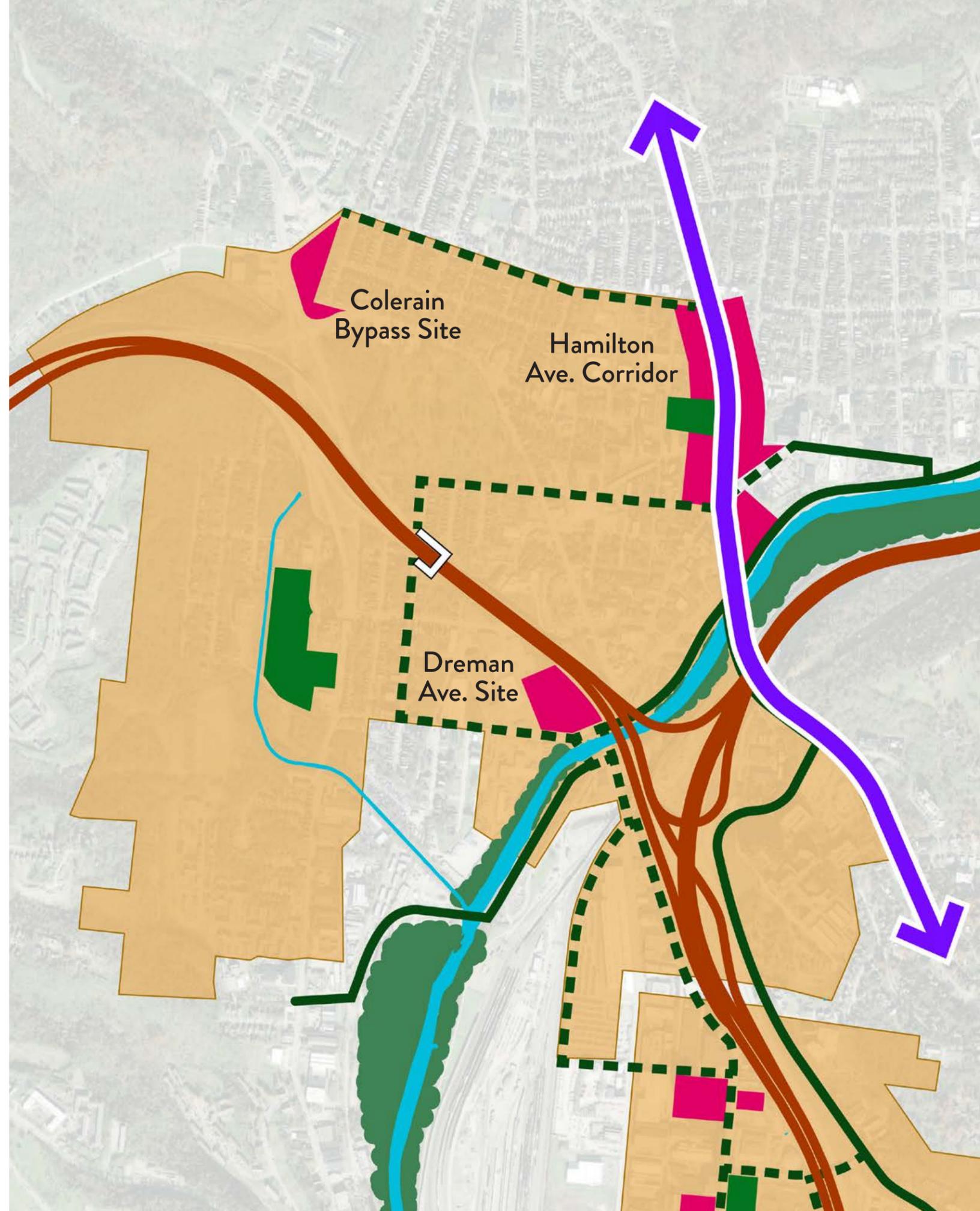
Trail

Naturalized Mill Creek

**NORTHSIDE  
& SOUTH  
CUMMINSVILLE**

# Northside/ South Cumminsville Priorities

1. Traffic calming, streetscape, and lighting on Beekman, Elmore, and Spring Grove Avenue
2. Implement the Knowlton's Corner Plan
3. Develop the Colerain Bypass Site (at Colerain & Virginia) with new housing
4. Improve Bike Connections to the Mill Creek Greenway, the CROWN, & the Northside Transit Center
5. Build a new bike and pedestrian bridge over Mill Creek and develop the Dreman Avenue ODOT Parcel as destination recreation



# Traffic calming, streetscape, and lighting on Beekman, Elmore, and Spring Grove Avenue

## BEEKMAN STREET CORRIDOR REVITALIZATION PLAN

### PROPOSALS: Physical/Design

#### Walkability

Design for safer streets that are intended for all users. Improving the accessibility and streetscape along Beekman Street and the major corridor intersections will help ensure comfort and safety for all intended users. Encourage businesses to have their buildings “watch over street” to reduce the perception of crime. This can be done by un-boarding and un-barring doors and windows, removing babed wire and advocating for police foot patrols and/ or substation.



BEEKMAN ST- DREMAN AVE INTERSECTION



# Implement the Knowlton's Corner Plan



- Improve pedestrian connections, intersections, & crosswalks
- Build parks & parklets
- Connect to the Transit Center
- Develop neighborhood-serving retail

# Colerain Bypass Site at Colerain & Virginia



- Develop a range of housing types on this site
- Plant trees along the streets and build a wide sidewalk protected from the fast-moving traffic
- Include a small playground or neighborhood park at the end of Hanfield Street that can serve the new development and the existing neighborhood
- Evaluate whether lane reductions and traffic calming can be done on Virginia and Colerain Avenues to make this site safer for pedestrians

# Colerain Bypass Site – TODAY



Virginia Ave

Colerain Ave

# Colerain Bypass Site – TOMORROW



Townhouses

Playground

Community Space

Multi-Family Residential

Virginia Ave

Colerain Ave

Hanfield Park

# Dreman Ave ODOT Site – TODAY

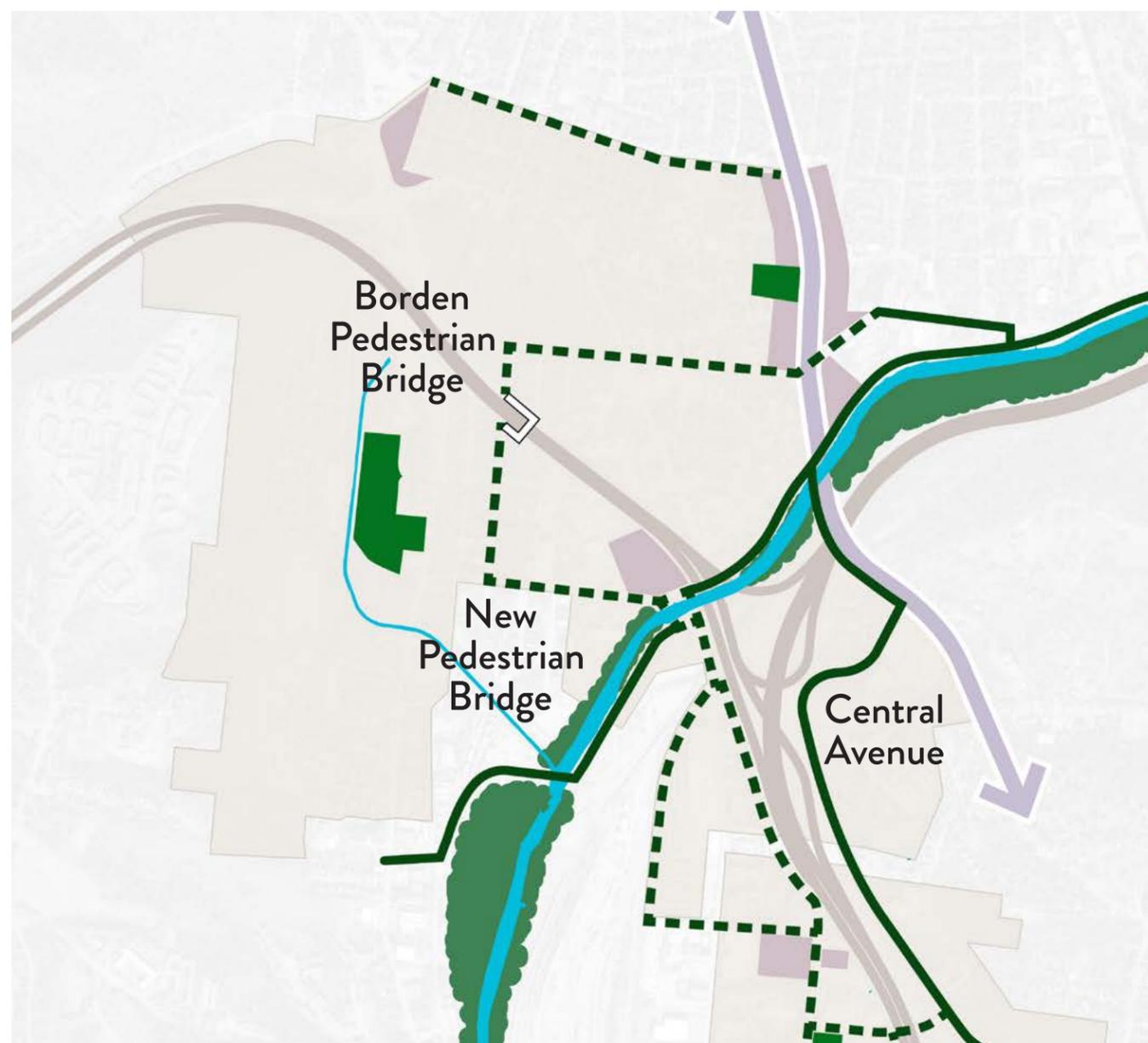


I-74

Dreman Ave Extension to Spring Grove Ave

Mill Creek

# Improve Bike Connections to the Mill Creek Greenway, the CROWN, & the Northside Transit Center



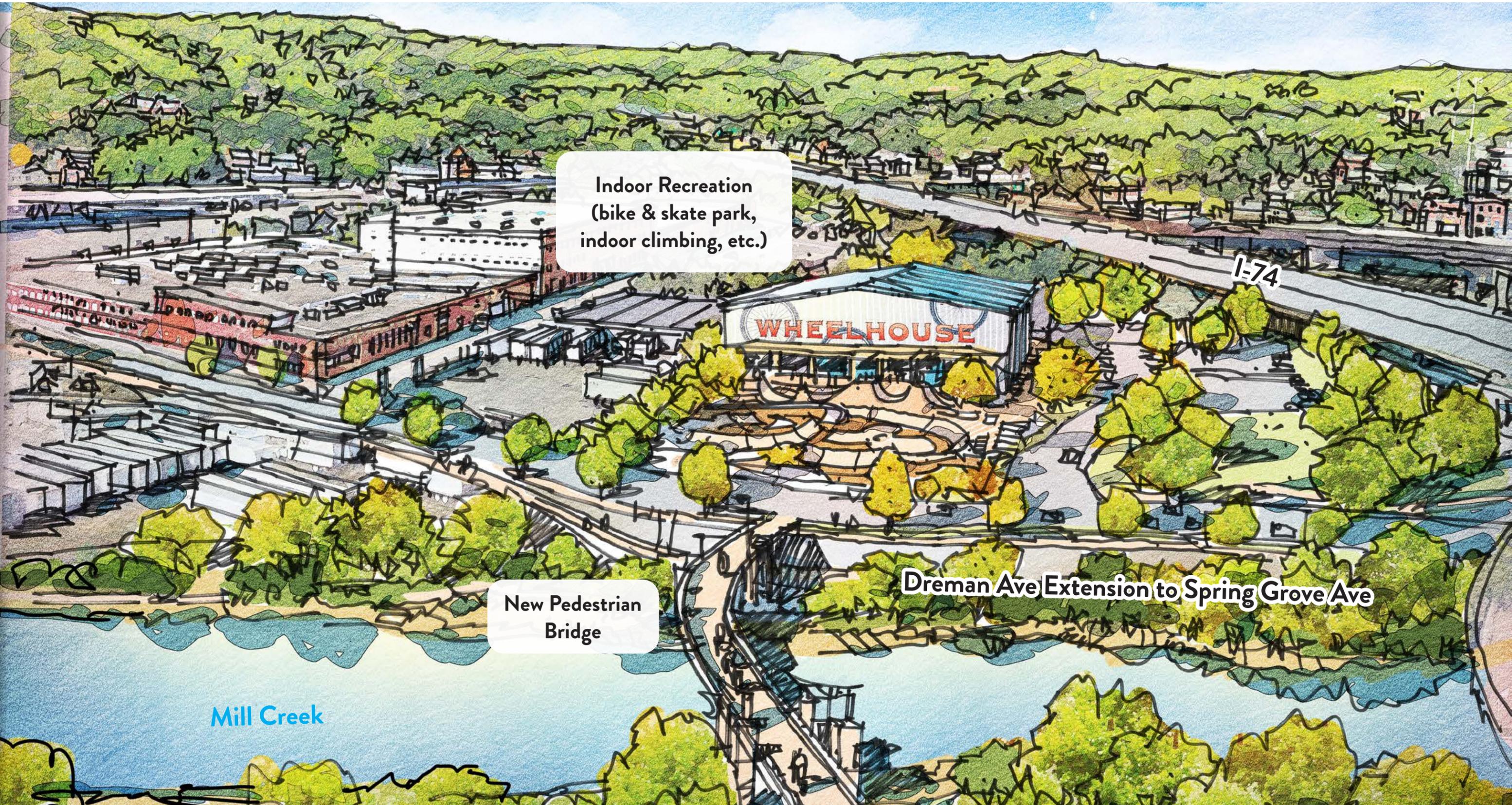
- Create a new intersection to allow pedestrian and cyclists on the Mill Creek Greenway to cross Spring Grove Avenue at Colerain to connect to the trail on the west side of Spring Grove
- Build a new bridge over the Mill Creek at Dreman Avenue to connect to the trailhead
- Create dedicated walking and biking routes along Hoffner and Old Ludlow Avenue to the Transit Center

# Dreman Avenue ODOT Parcel



- Extend Dreman Avenue to connect to Spring Grove Avenue
- Build a new pedestrian bridge over the Mill Creek to connect to the Mill Creek Greenway trailhead
- Reclaim the former highway ramp site for non-residential development that would support and serve the neighborhood, such as:
  - Indoor recreation (bike/skate park, rock climbing gym, indoor skydiving, trampoline park, etc.)
  - Uses that would generate jobs & employment

# Dreman Ave ODOT Site – TOMORROW



Indoor Recreation  
(bike & skate park,  
indoor climbing, etc.)

New Pedestrian  
Bridge

Dreman Ave Extension to Spring Grove Ave

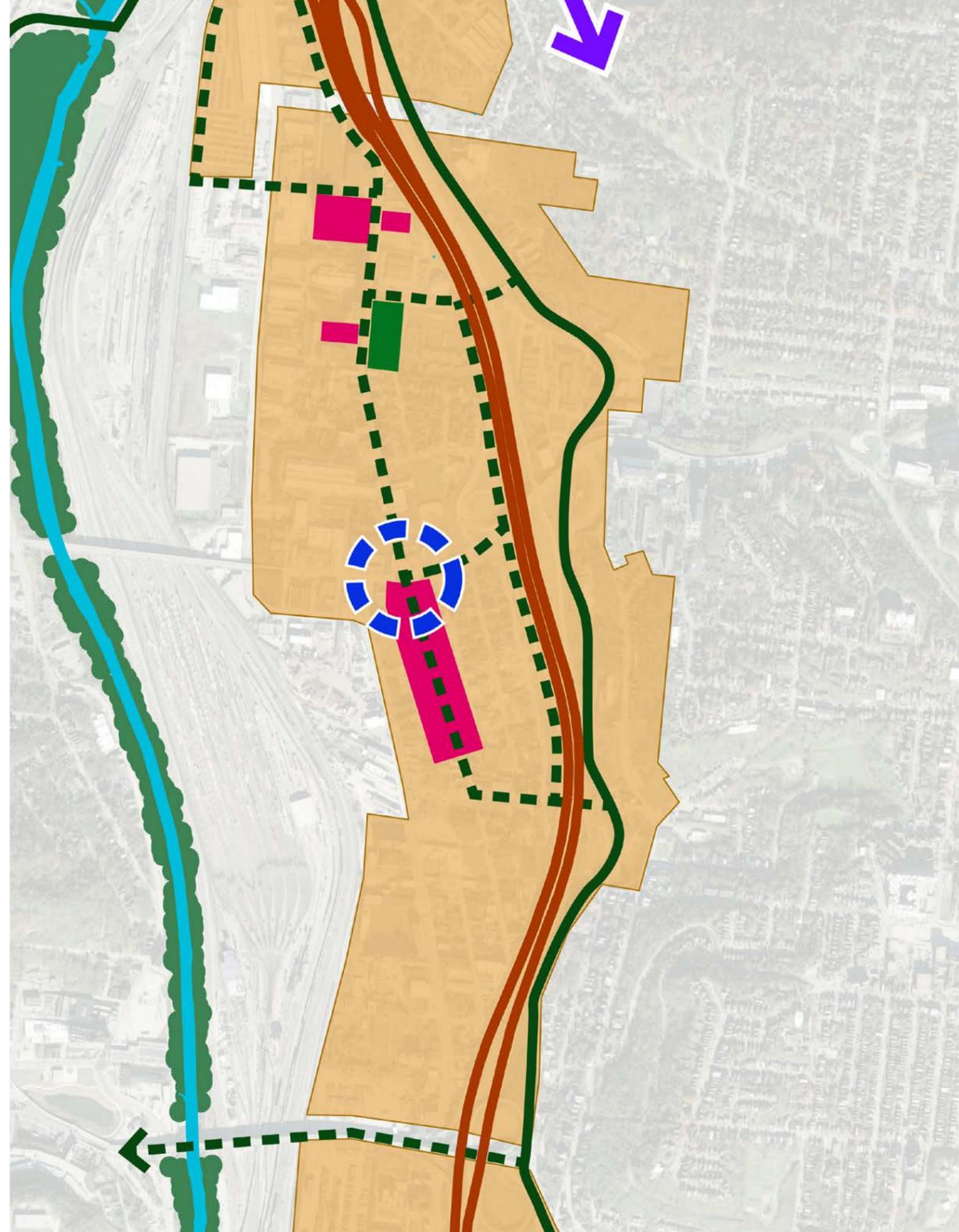
Mill Creek

I-74

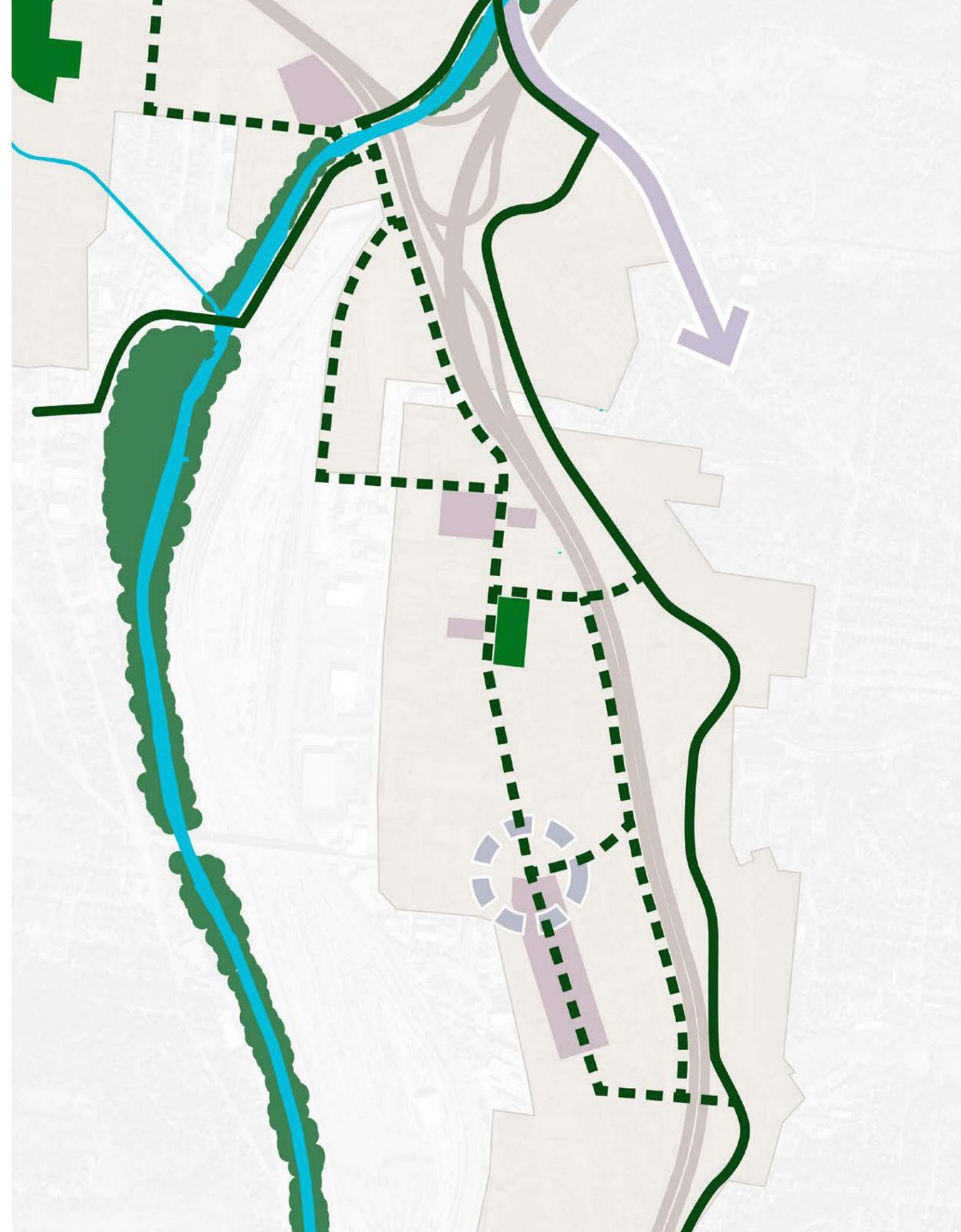
**HOPPLE STREET**

# Hopple Street Priorities

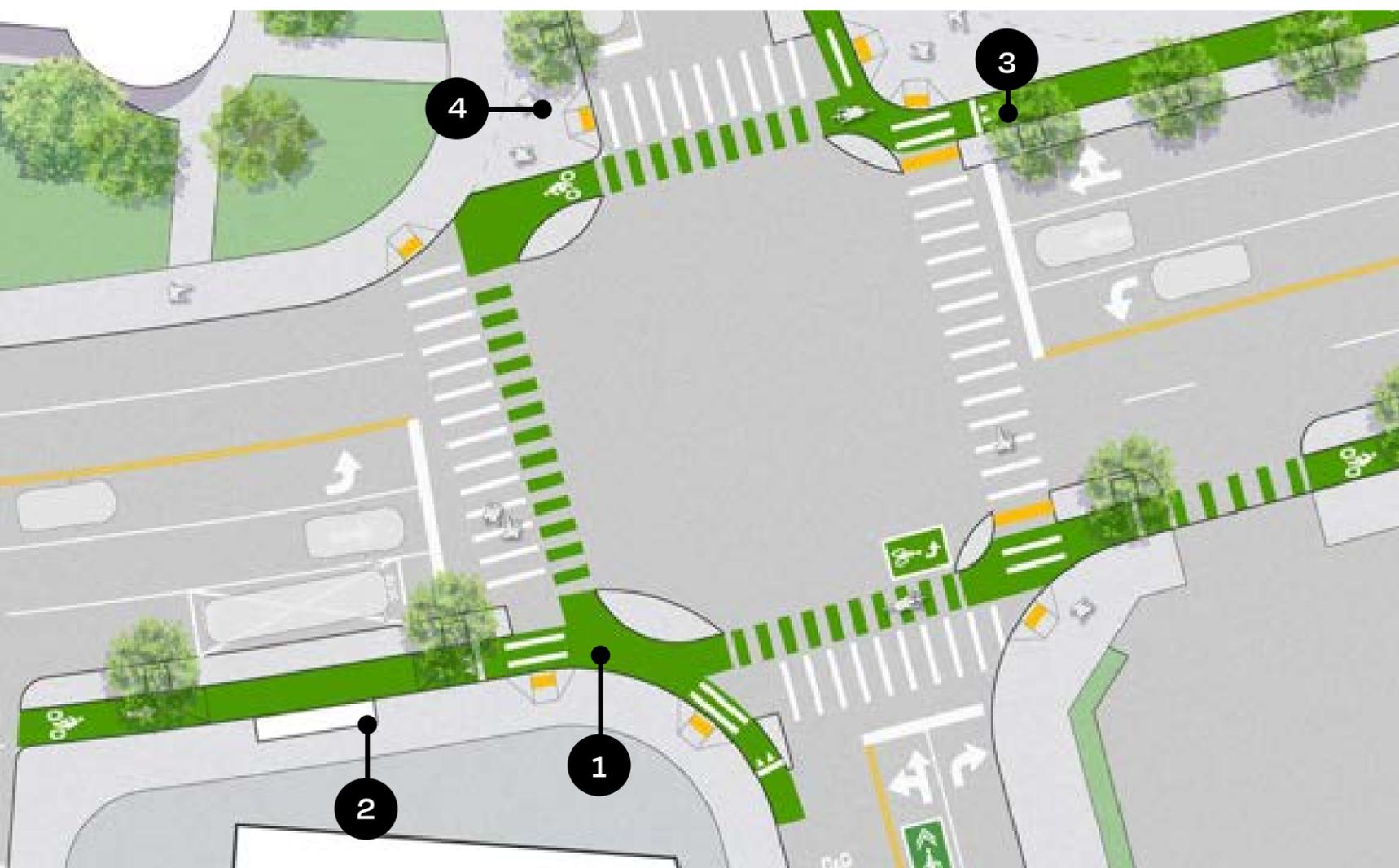
1. Traffic calming & pedestrian/bike improvements at Colerain & Hopple Street
2. Landscaping, art, and trail along I-75
3. Activate Valley Park
4. Activate the business district with a focus on art, streetscapes, and maker space
5. Adaptive reuse of the Crosley Building and development of the surrounding vacant land



# Connect the Colerain Business District to the Trail System



# Traffic calming and pedestrian & bike improvements at Colerain Avenue & Hopple Street



## Short-Term

- Add painted curb extensions to reduce the distance of pedestrian crossings
- Install in-lane bus boarding platforms
- Close the slip planes
- Add planters at the curb extensions

## Long-Term

- Reduce travel lane widths
- Install protected bike lanes at the intersection
- Add seating and bus stop shelters
- Add street trees and curb barriers
- Build wider sidewalks

# Sound barriers, landscaping, and trail along I-75



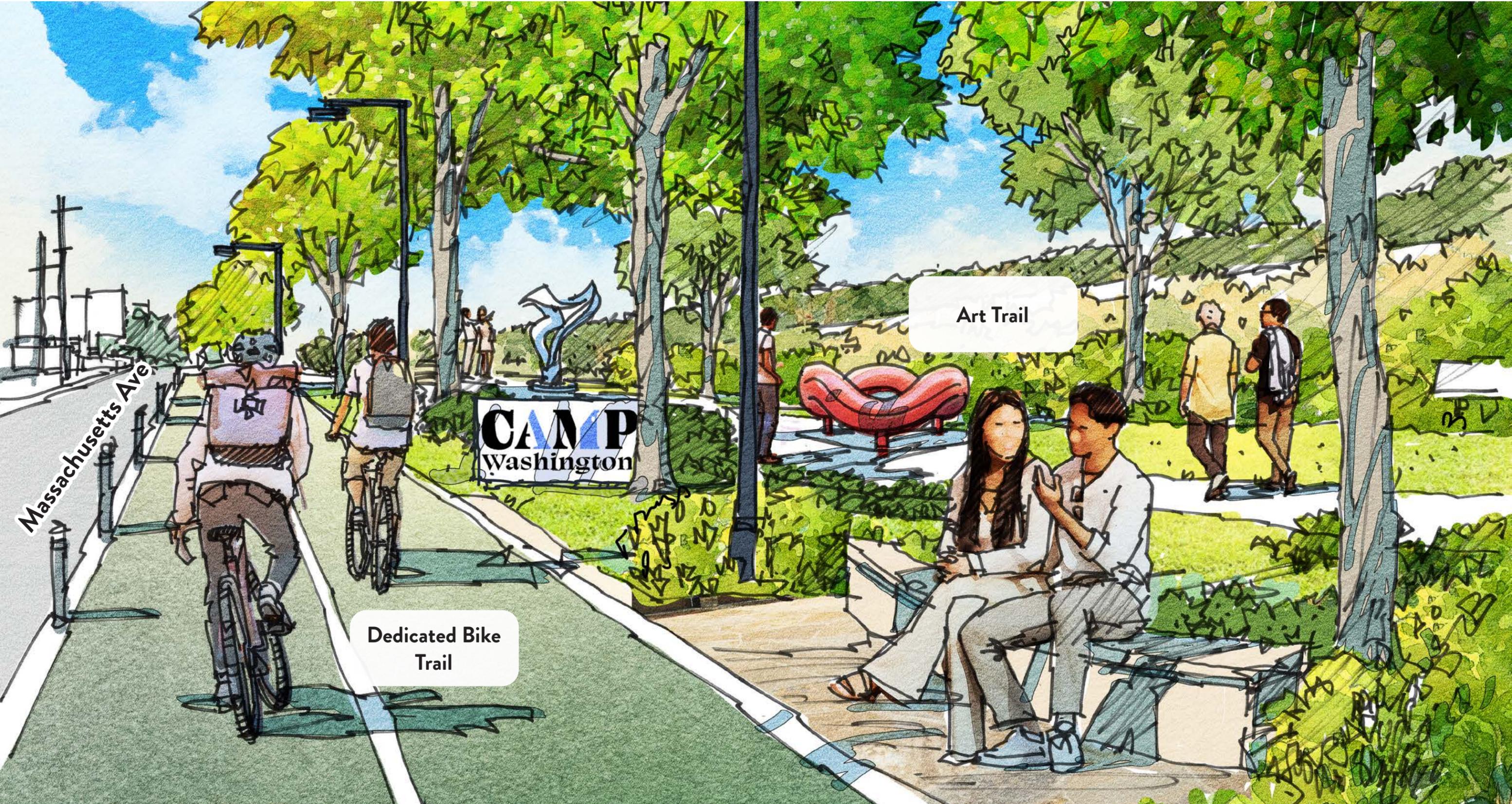
- The ODOT-owned land between Massachusetts Avenue and I-75 is overgrown and doesn't screen the highway
- The Camp Washington community envisions this area as an amenity with trees, public art, and walking and biking trails

# Massachusetts Avenue & I-75 – TODAY



Massachusetts Ave

# Landscaping, art, and trail along I-75



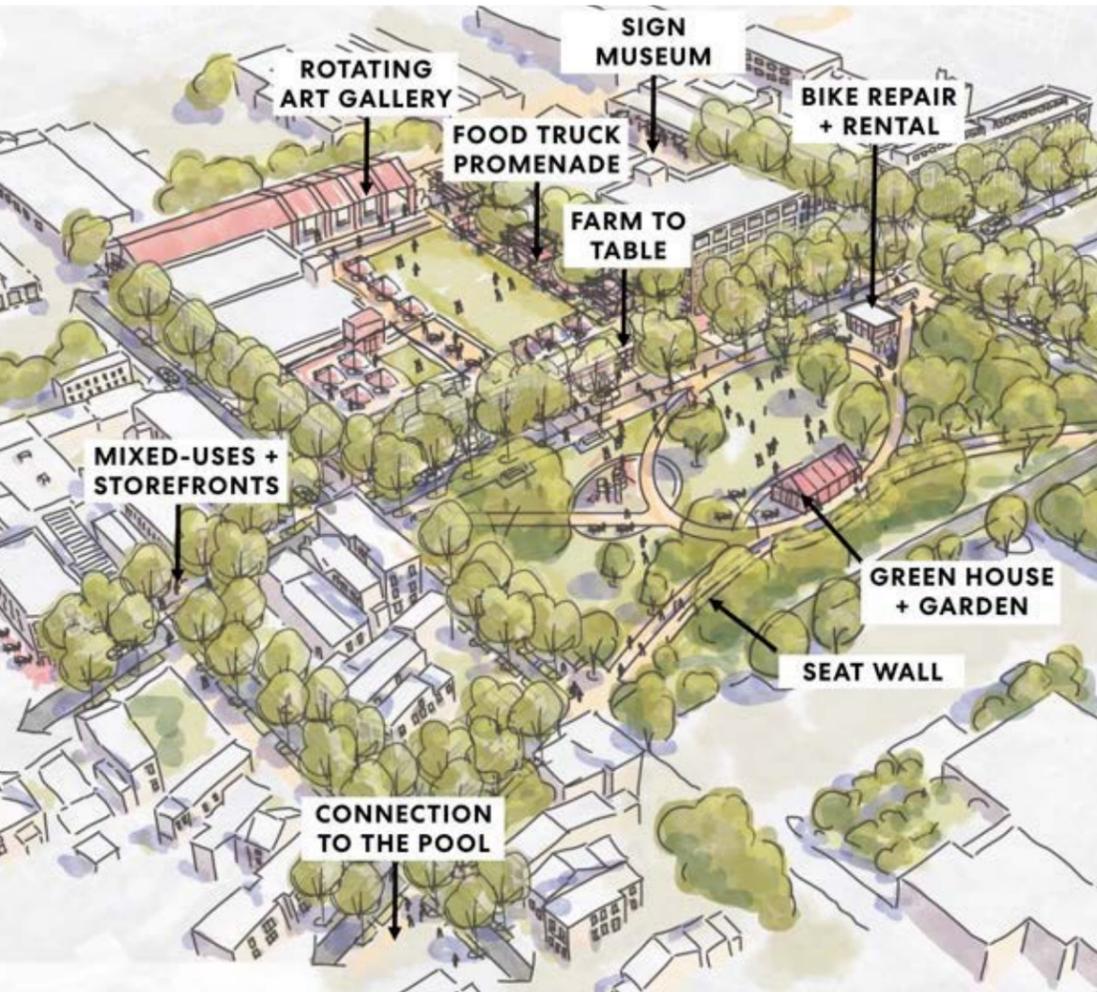
Massachusetts Ave

Dedicated Bike Trail

Art Trail

CAMP  
Washington

# Activate Valley Park



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



# Activate the business district with a focus on art, streetscapes, and maker space

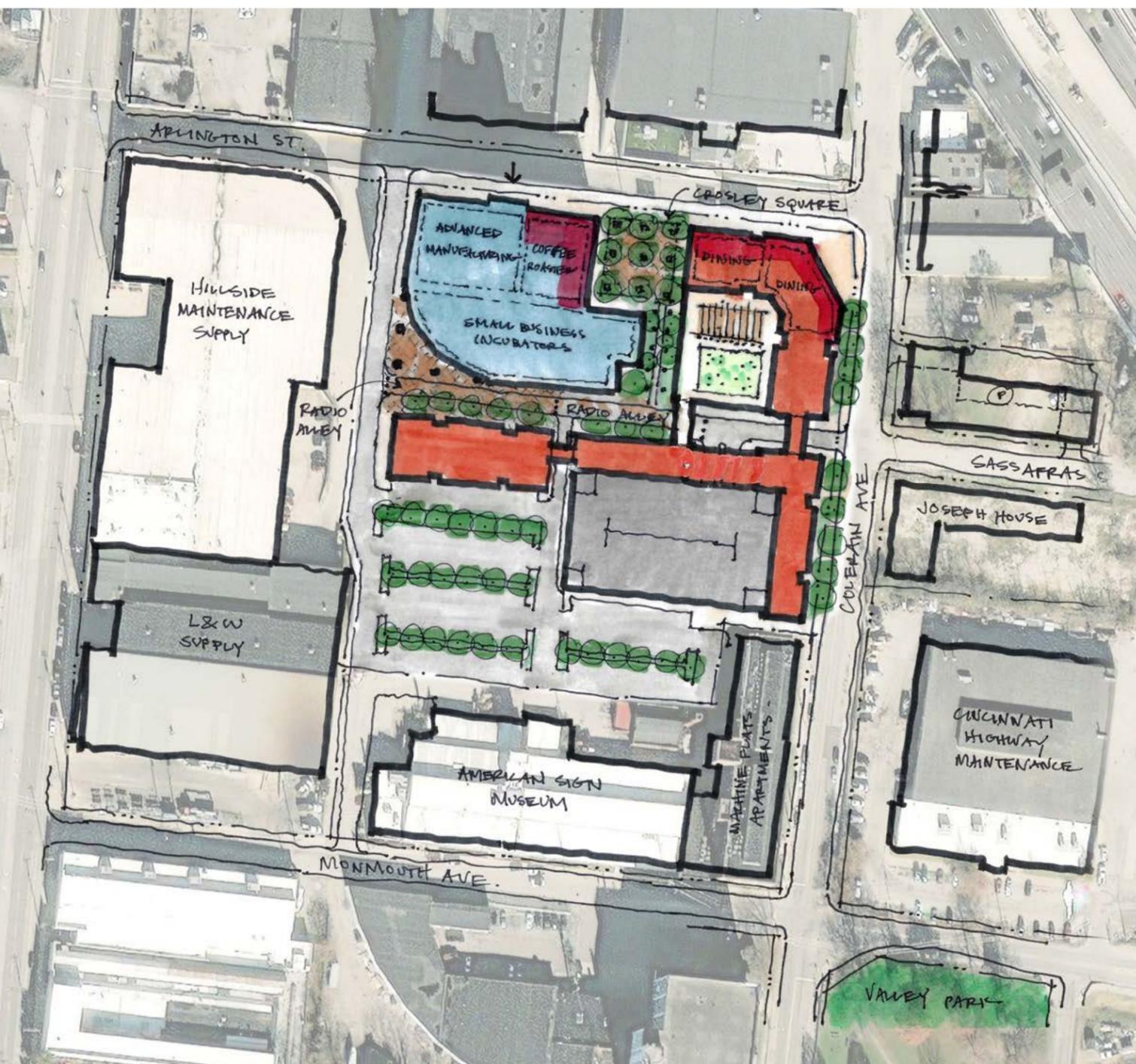


Proposed Interim



- Provide support for renovating existing storefront buildings
- Incentivize small, mixed-use infill and public realm projects
- Strategically position new anchor businesses
- Work with artists to create murals, digital projections, and sculptures
- Bring art, food, seating, plantings, and retail outside
- Activate vacant lots
- Install asphalt art murals on alleys, lots, and festival streets

# Adaptive reuse of Crosley Building and development of surrounding vacant land



- Restore and reuse the Crosley Building with active uses:
  - Advanced manufacturing
  - Small business incubator
  - Restaurants
  - Office
- Develop the vacant land around the Crosley building with mixed-use residential
- Create vibrant community gathering spaces between the buildings with art and amenities

# Crosley Building & Block – TODAY



# Crosley Building & Block – TOMORROW



Mixed-Use

Renovated Crosley Building  
(advanced manufacturing,  
small business incubator,  
and retail)

Mixed-Use

Crosley  
Square

Arlington St

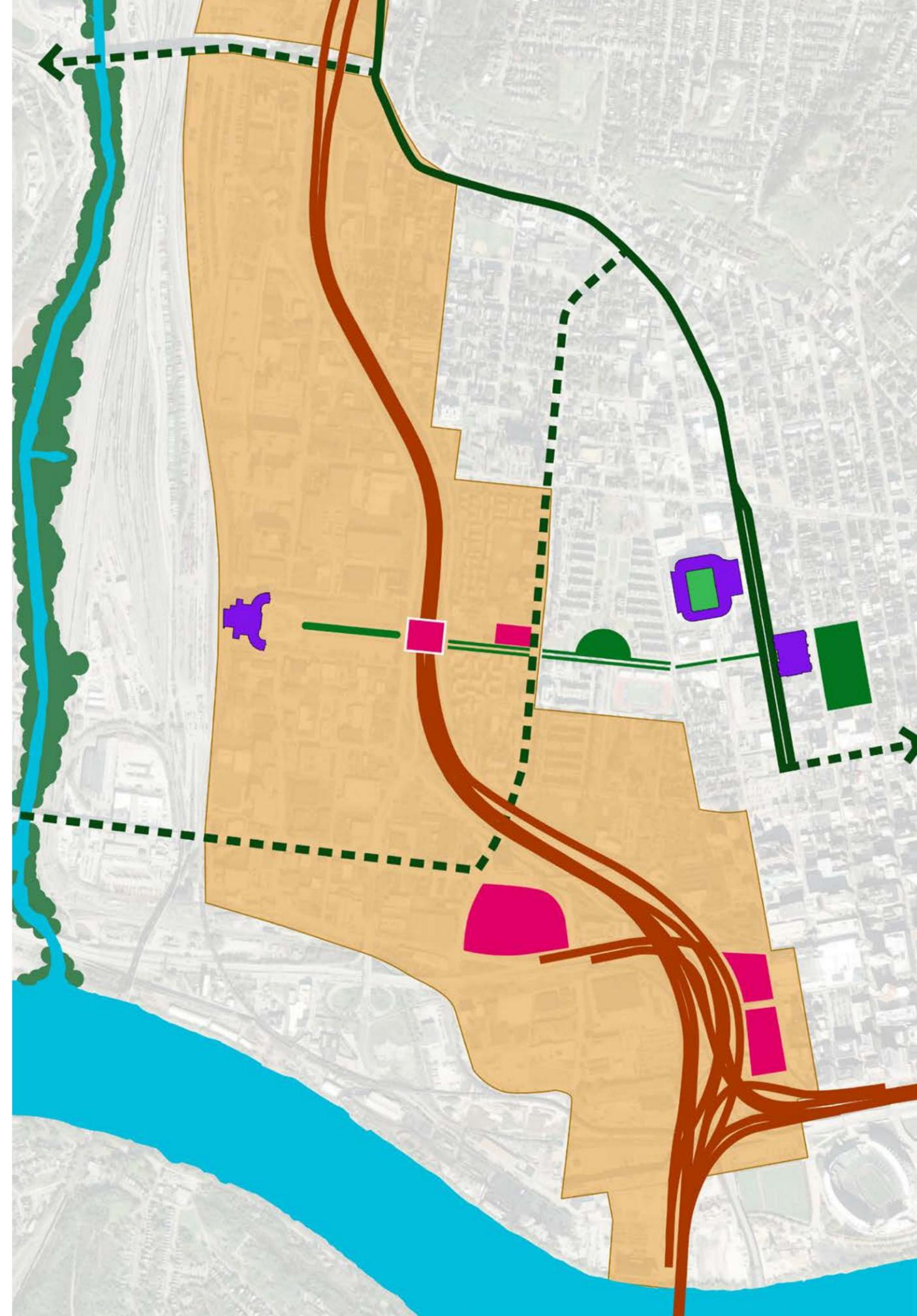
Sassafras St

Colerain Ave

QUEENSGATE,  
WEST END, AND  
DOWNTOWN

# Queensgate, Downtown, & West End Priorities

1. Ezzard Charles & Linn Street housing and retail
2. Strengthen the connection between Union Terminal & Music Hall along Ezzard Charles
3. Ezzard Charles I-75 highway cap
4. Linn & 8th Street block
5. 10-Acre Central Avenue sites



# Ezzard Charles & Linn Street



- Develop homeownership townhouses and community-serving retail, such as a restaurant, at the corner of Linn Street and Ezzard Charles
- Anchor retail development and redevelopment of community assets, such as the ROMAC theater along Linn Street
- Maintain the greenway & view corridor along Ezzard Charles Drive

# Ezzard Charles & Linn Corner – TODAY



# Ezzard Charles & Linn Corner – TOMORROW



Townhouses

Restaurant  
or Retail

Park  
Frontage

Ezzard Charles

Linn St

# Ezzard Charles & Linn Street



- Develop market-rate residential and community-serving retail, such as a restaurant, at the corner of Linn Street and Ezzard Charles
- Anchor retail development and redevelopment of community assets, such as the ROMAC theater along Linn Street
- Maintain the greenway & view corridor along Ezzard Charles Drive
- Developing higher density on this site requires relocating a sewer line, which would add cost

# Ezzard Charles & Linn Corner – TODAY



# Ezzard Charles & Linn Corner – TOMORROW



Residential

Residential

Restaurant  
or Retail

Park  
Frontage

Ezzard Charles

Linn St

# Strengthen the connection between Union Terminal & Music Hall along Ezzard Charles

- Develop uses desired by the West End community along Ezzard Charles to activate the neighborhood and connect to Linn Street, TQL Stadium, and Music Hall
- In the future, explore extending streetcar to Union Terminal



# Ezzard Charles I-75 highway cap



- The Ezzard Charles bridge over I-75 will be built to support two 50-foot decks that can accommodate two-story development
- The goal is to better connect between the Museum Center/Union Terminal and West End

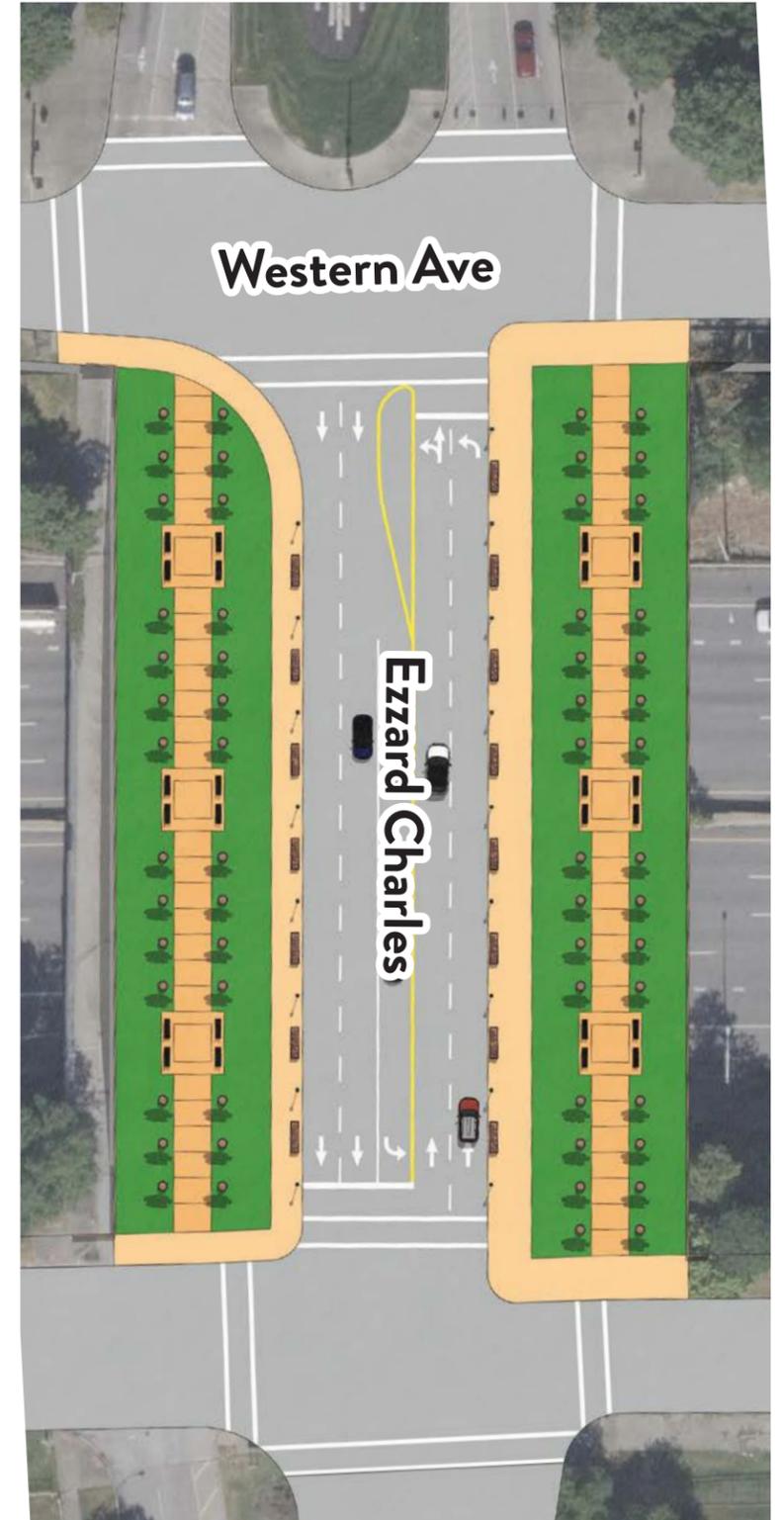
# Ezzard Charles I-75 Cap – No Parking



# Ezzard Charles I-75 Cap – On-Street Parking



# Ezzard Charles I-75 Cap – Greenway

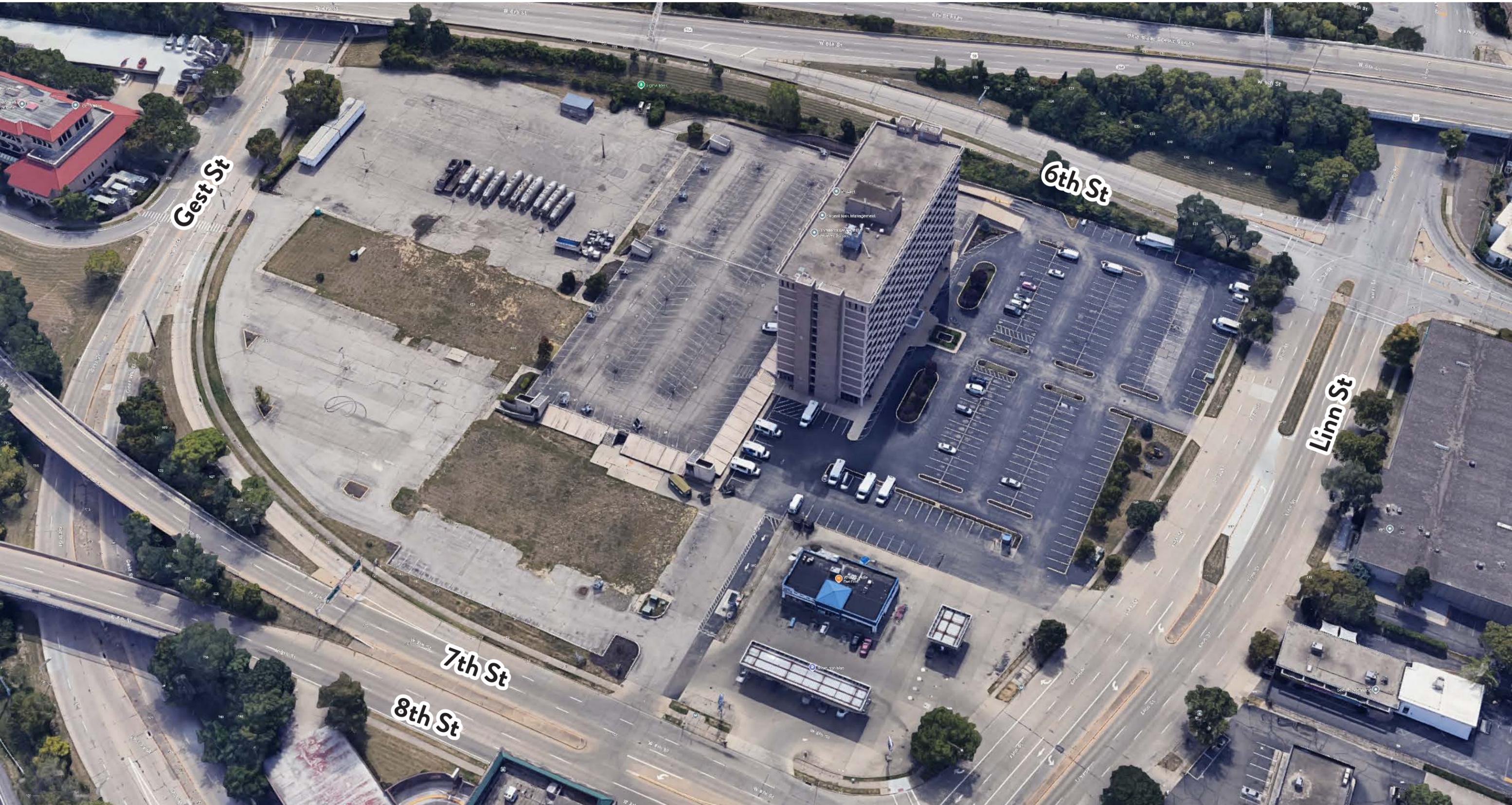


# Linn & 8th Street Block

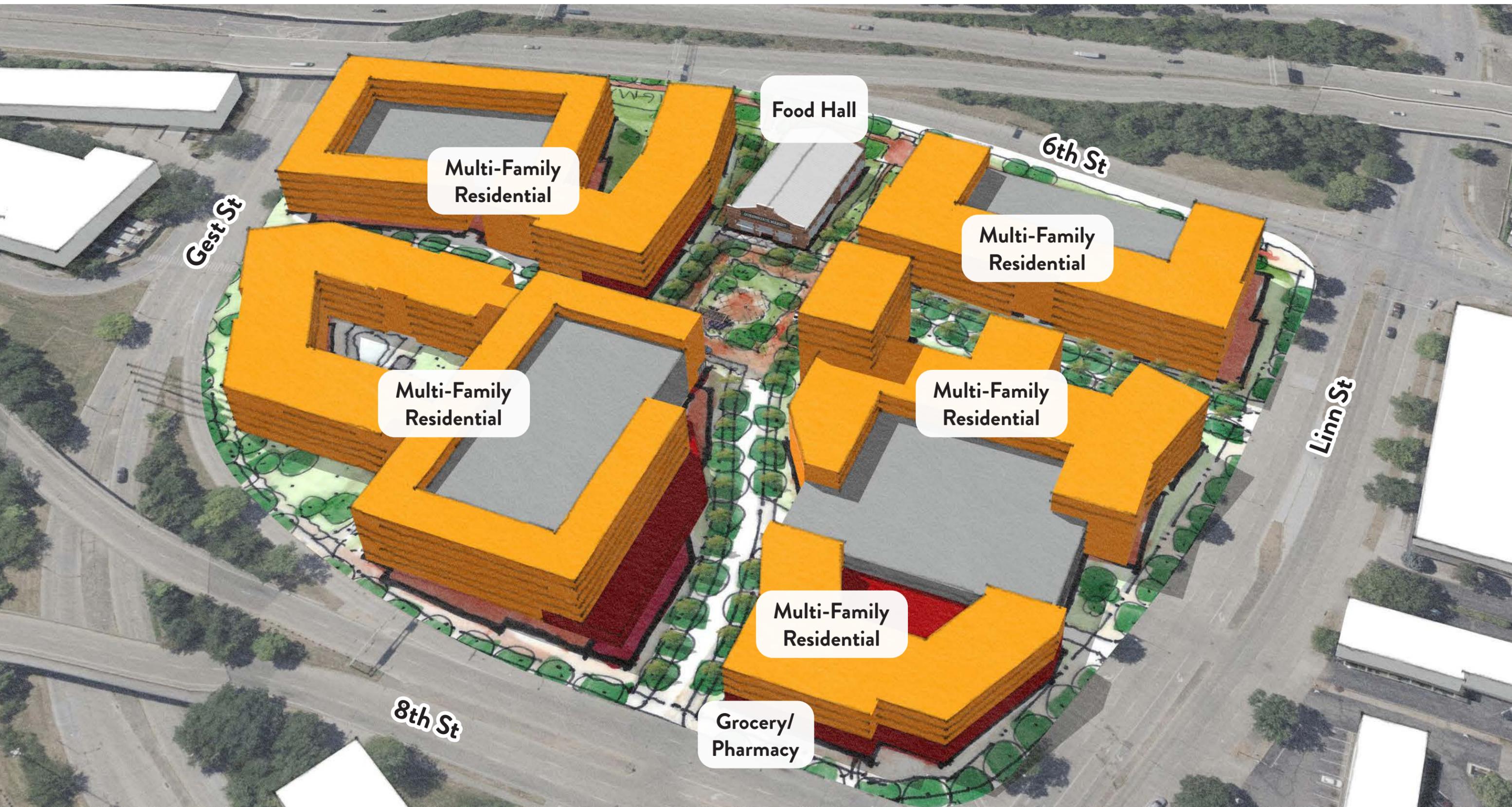


- The former Paycor site is currently vacant in Queensgate. The whole block is nearly 14 acres in total.
- The RAISE grant project will build bicycle lanes and pedestrian improvements along Linn and 8th Street, adjacent to this site.
- After the I-75 reconstruction, this site will be better connected to Downtown, including the opportunity to connect West 7th Street into the site

# Linn & 8th Street – TODAY



# Linn & 8th Street – Mixed-Use Alternative



Gest St

Multi-Family Residential

Food Hall

6th St

Multi-Family Residential

Multi-Family Residential

Multi-Family Residential

Linn St

Multi-Family Residential

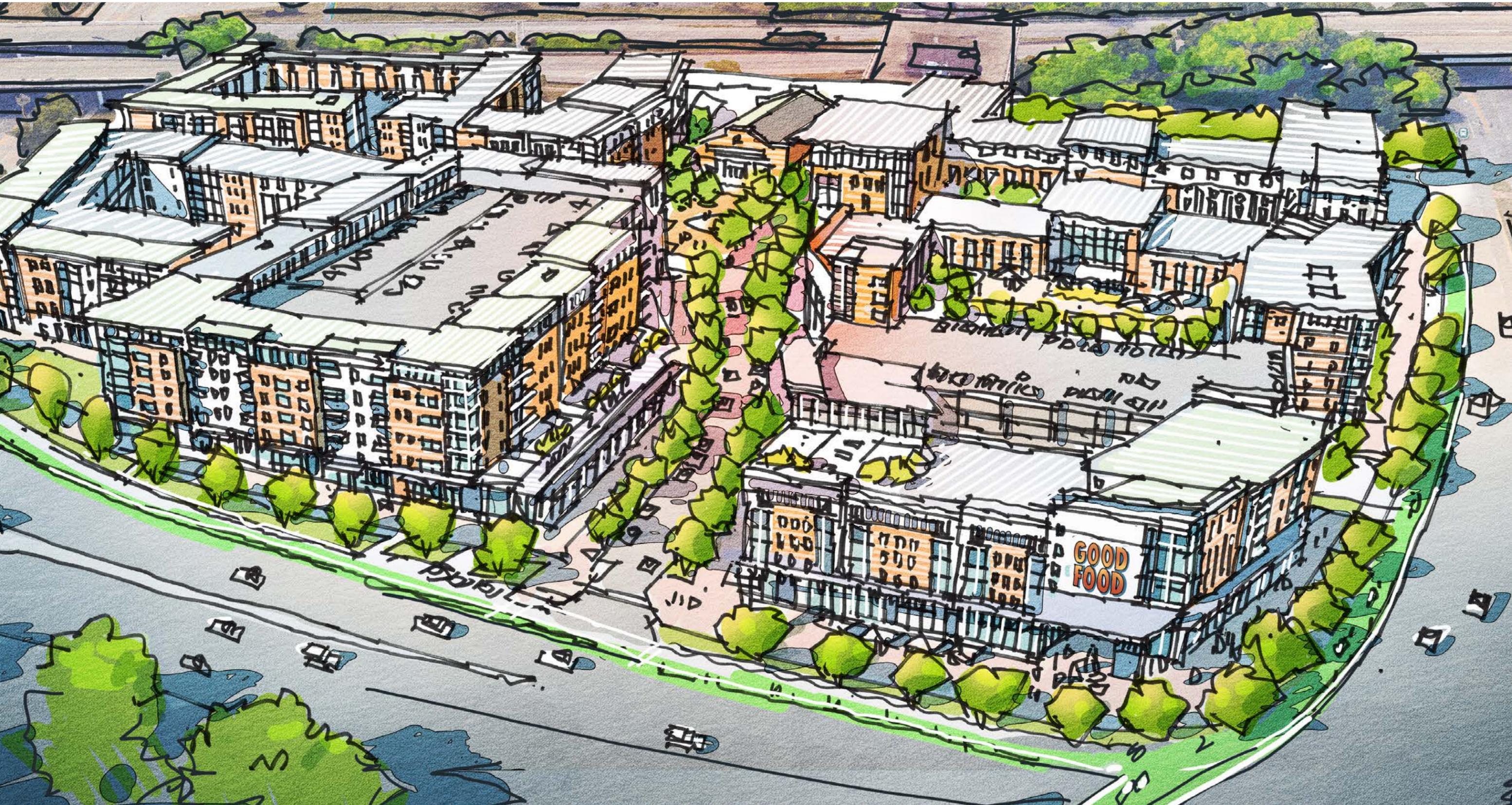
Grocery/ Pharmacy

8th St

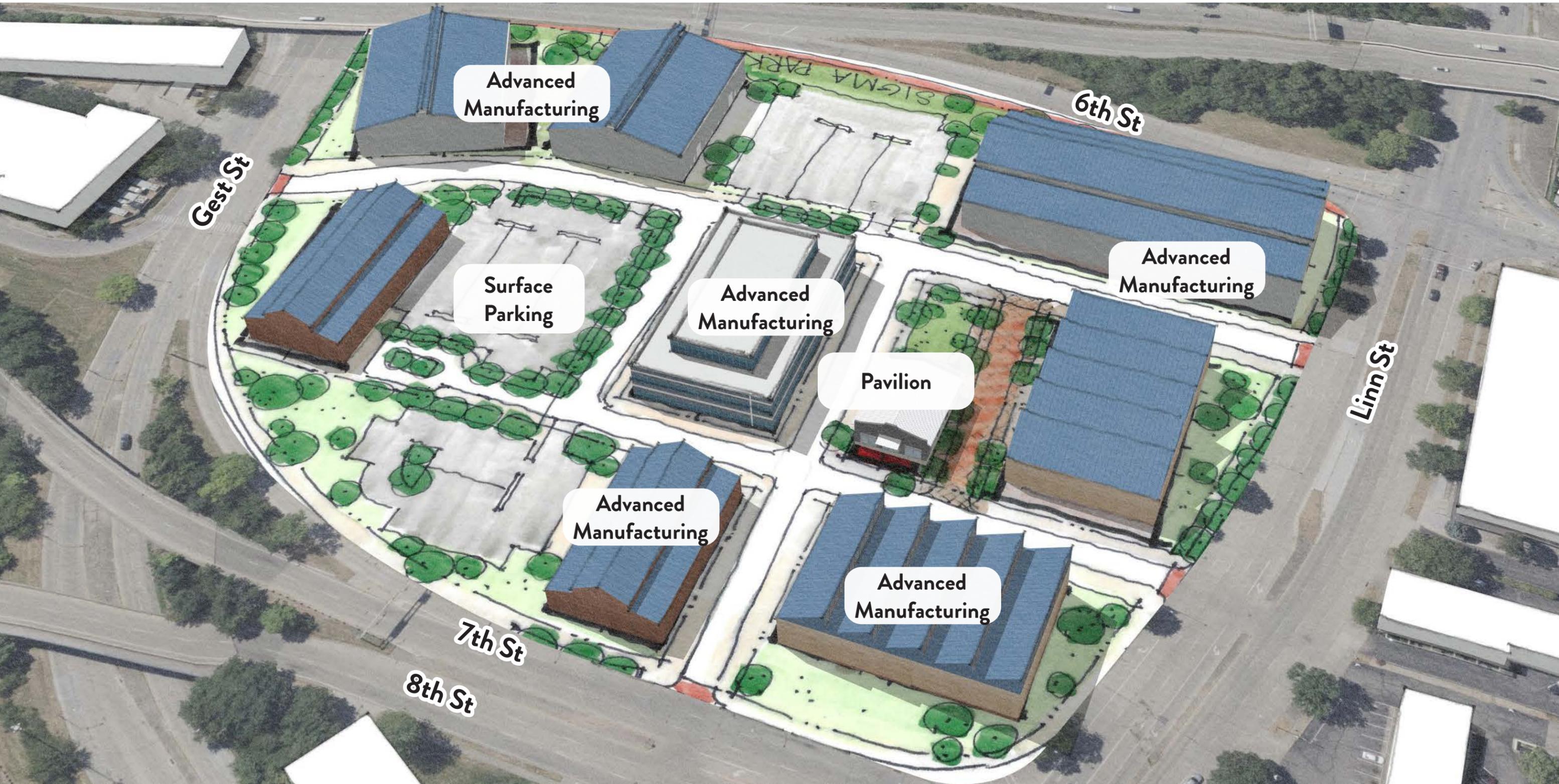
# Linn & 8th Street – Mixed-Use Alternative



# Linn & 8th Street – Mixed-Use Alternative



# Linn & 8th – Advanced Manufacturing & Jobs Alternative



Advanced Manufacturing

6th St

Gest St

Surface Parking

Advanced Manufacturing

Advanced Manufacturing

Pavilion

Linn St

Advanced Manufacturing

Advanced Manufacturing

7th St

8th St

# 10-Acre Central Avenue Sites

## Arena Alternative

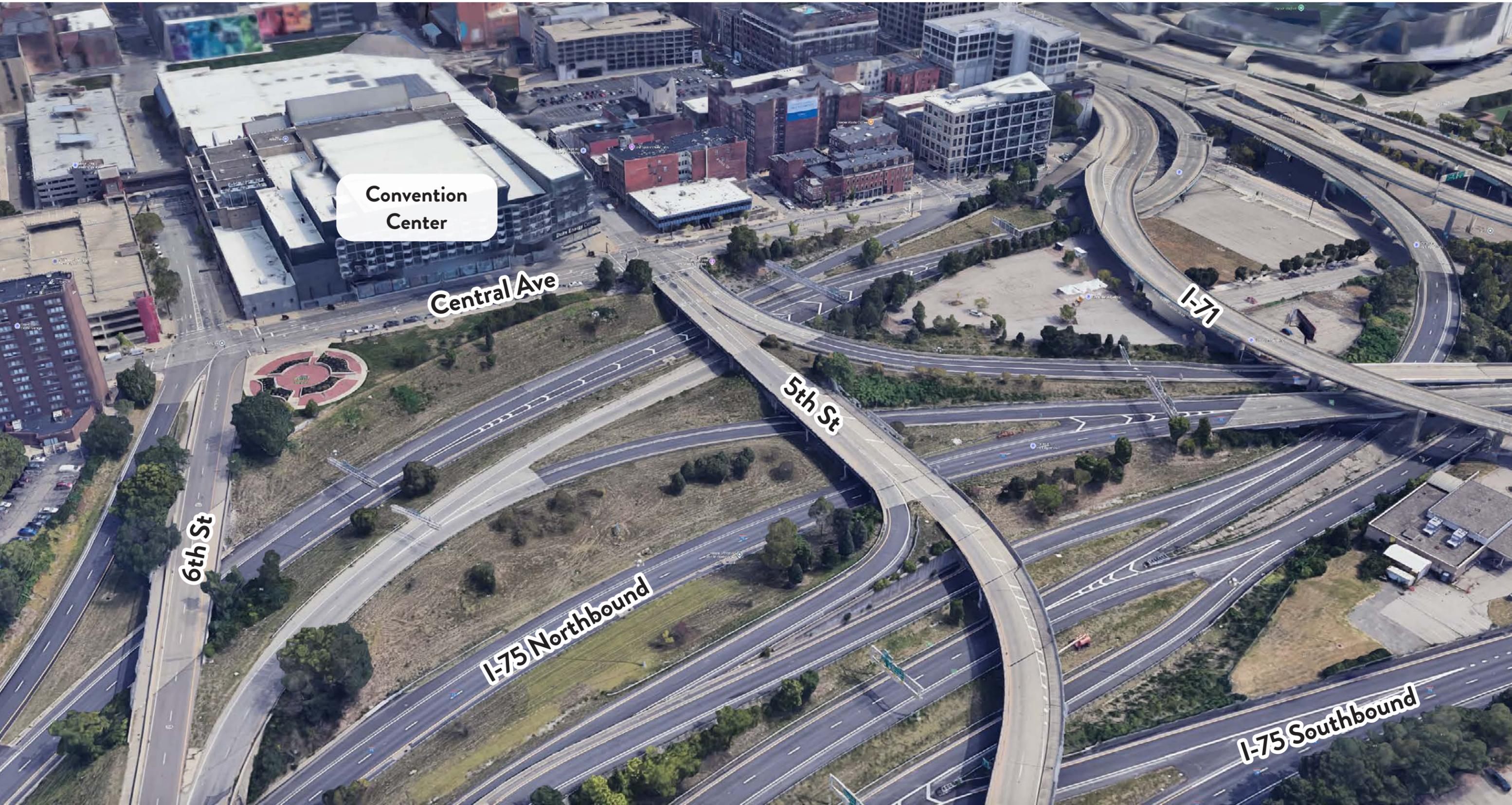


## Mixed-Use Alternative



- After I-75 and the Brent Spence Bridge are reconfigured, an additional 10 acres will be available for development adjacent to Central Avenue
- This site offers an opportunity to extend Downtown to the west

# Central Avenue Sites – TODAY



Convention Center

Central Ave

6th St

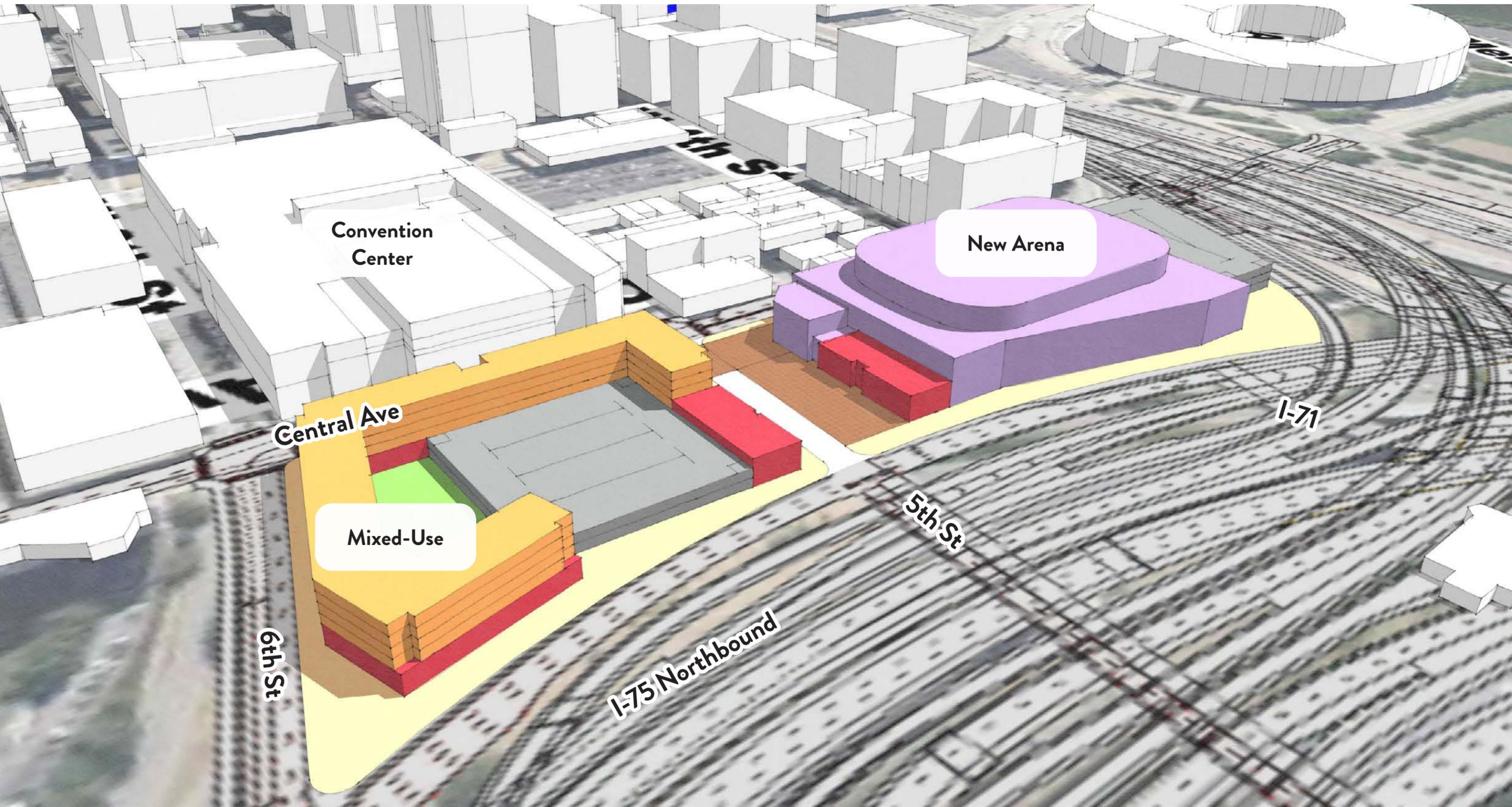
5th St

I-75 Northbound

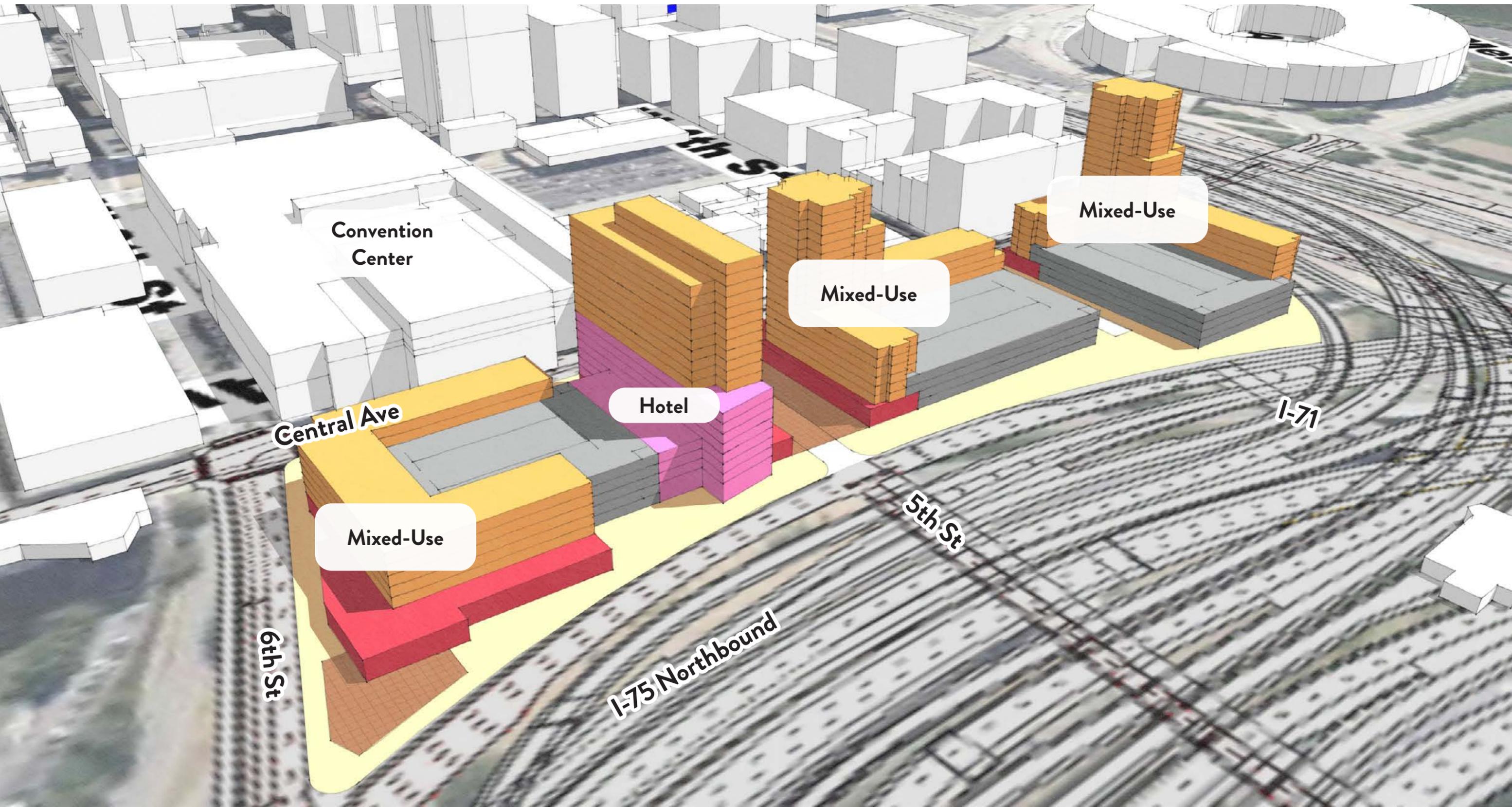
I-77

I-75 Southbound

# Central Avenue Sites – Arena Alternative



# Central Avenue Sites – Mixed-Use Alternative



Convention Center

Mixed-Use

Mixed-Use

Hotel

Mixed-Use

Central Ave

6th St

5th St

I-75 Northbound

I-71

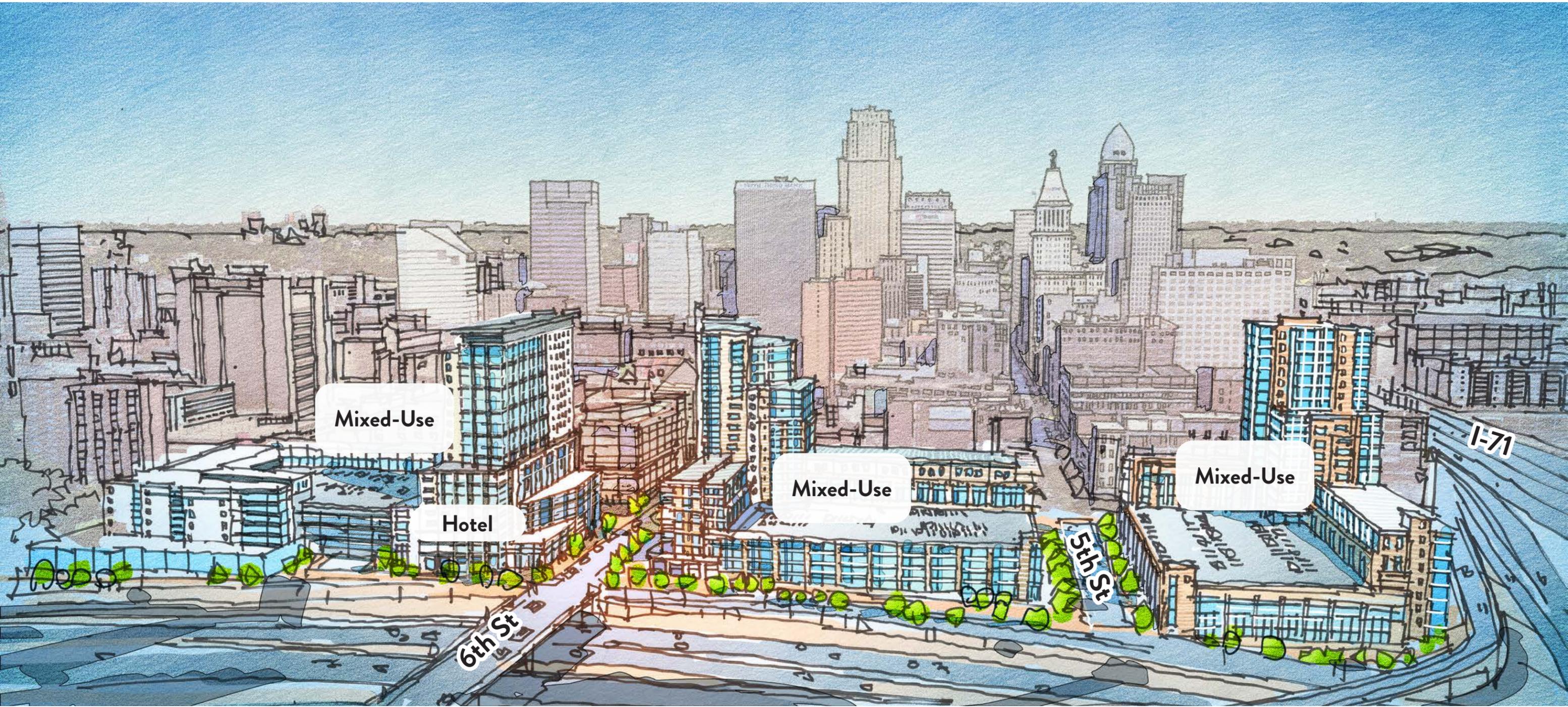
# Central Avenue Sites – TODAY

Untitled Map  
Write a description for your map.

Legend

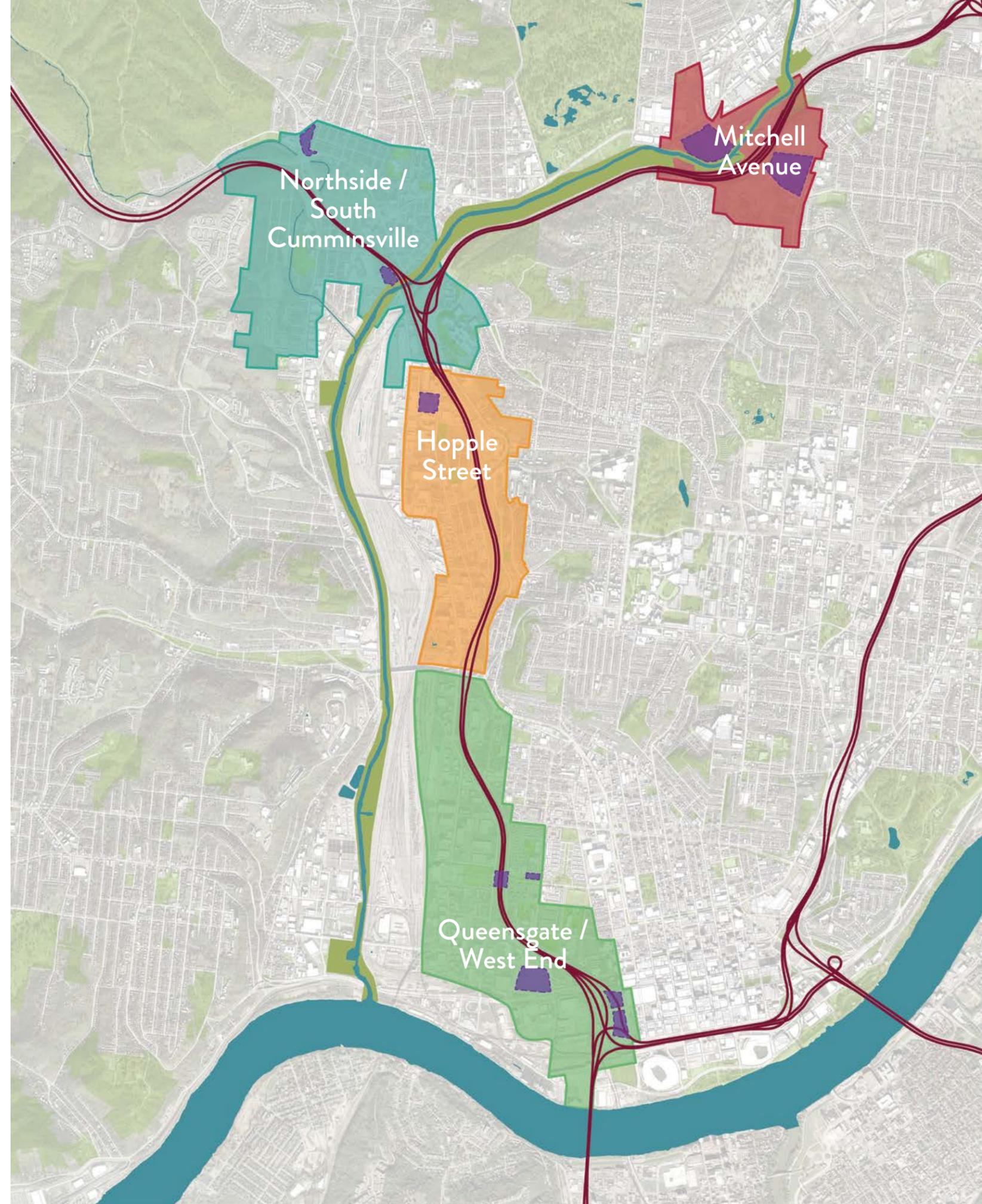


# Central Avenue Sites – TOMORROW



# We want to hear from you!

- What ideas did you like?
- What ideas did you not like?
- What other ideas do you have?
- Exit Survey: what are the priorities in each area?



# Exit Survey

Before leaving today, please help us prioritize these projects!

Scan this QR code with your phone's camera and take the survey



Or follow this link:

**[www.surveymonkey.com/r/ReviveCincinnatiSurvey](https://www.surveymonkey.com/r/ReviveCincinnatiSurvey)**

# Breakout Discussions — Please Choose One Area

Mitchell Avenue



Northside/South Cumminsville



Hopple Street



Queensgate/Downtown/West End



# Exit Survey

Before leaving today, please help us prioritize these projects!

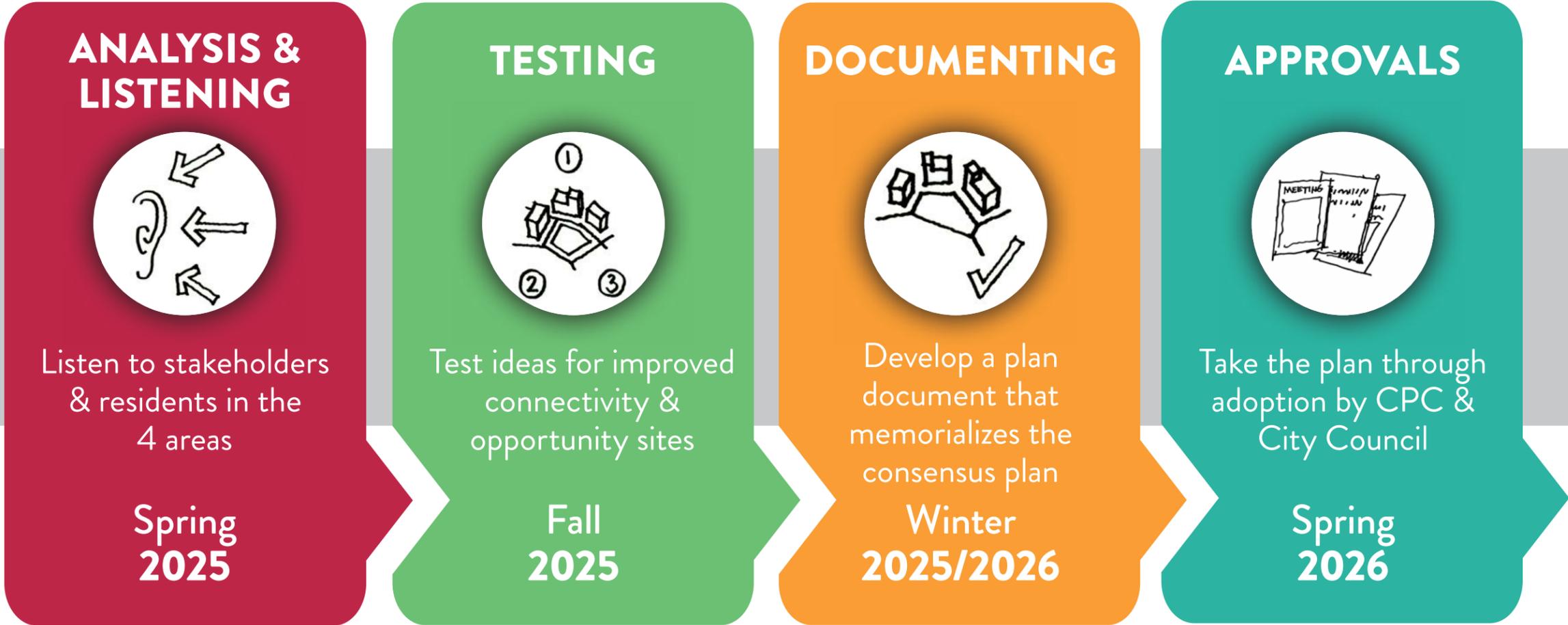
Scan this QR code with your phone's camera and take the survey



Or follow this link:

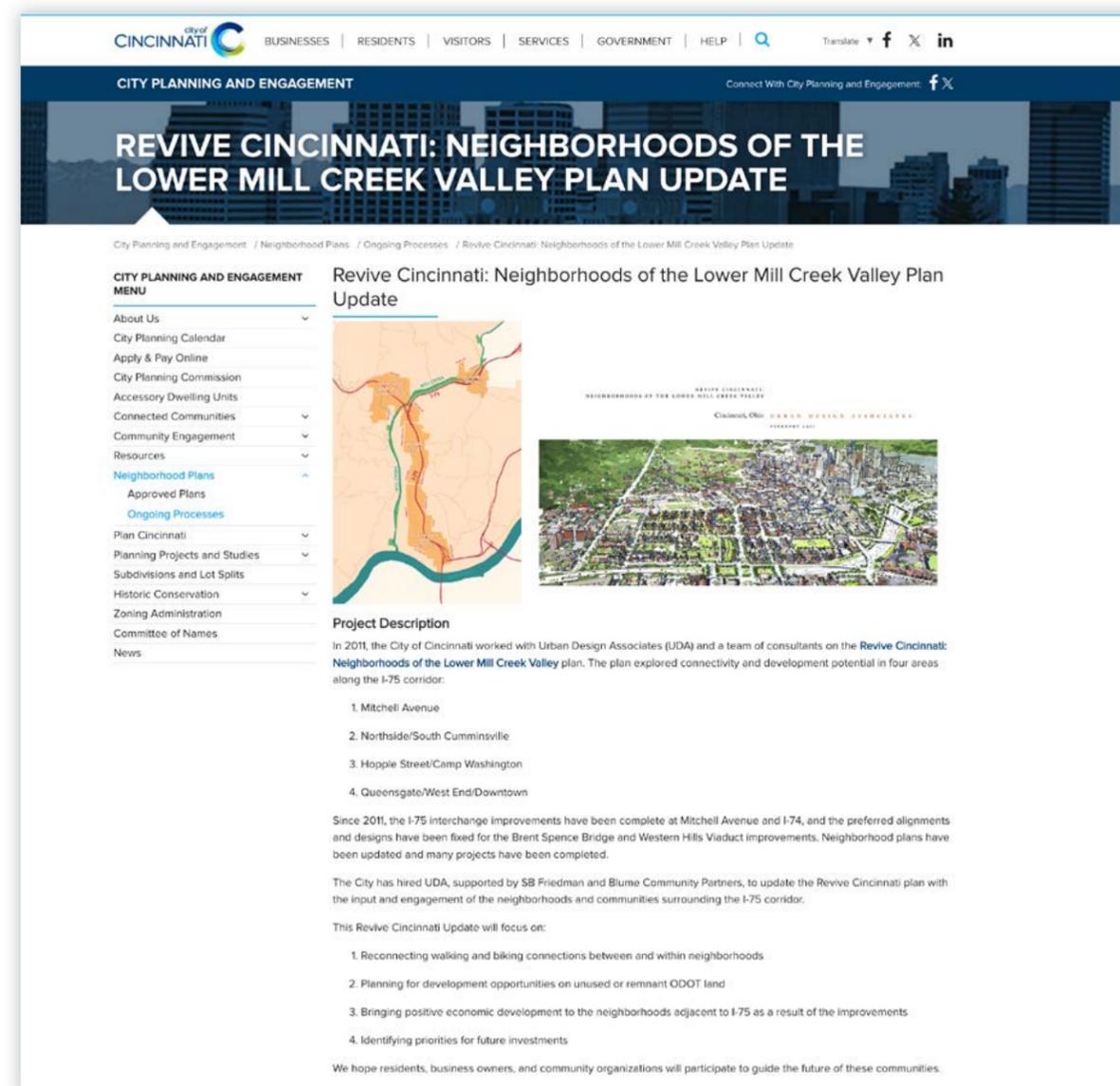
**[www.surveymonkey.com/r/ReviveCincinnatiSurvey](https://www.surveymonkey.com/r/ReviveCincinnatiSurvey)**

# 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 take the survey



[www.cincinnati-oh.gov/ReviveCincinnatiUpdate](http://www.cincinnati-oh.gov/ReviveCincinnatiUpdate)

UDA

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