

October 2025



REVIVE CINCINNATI UPDATE

I-75 and Mill Creek Corridor

Cincinnati, Ohio

UDA
URBAN DESIGN ASSOCIATES

SB Friedman
Development Advisors

city of
CINCINNATI

BLUME
COMMUNITY PARTNERS

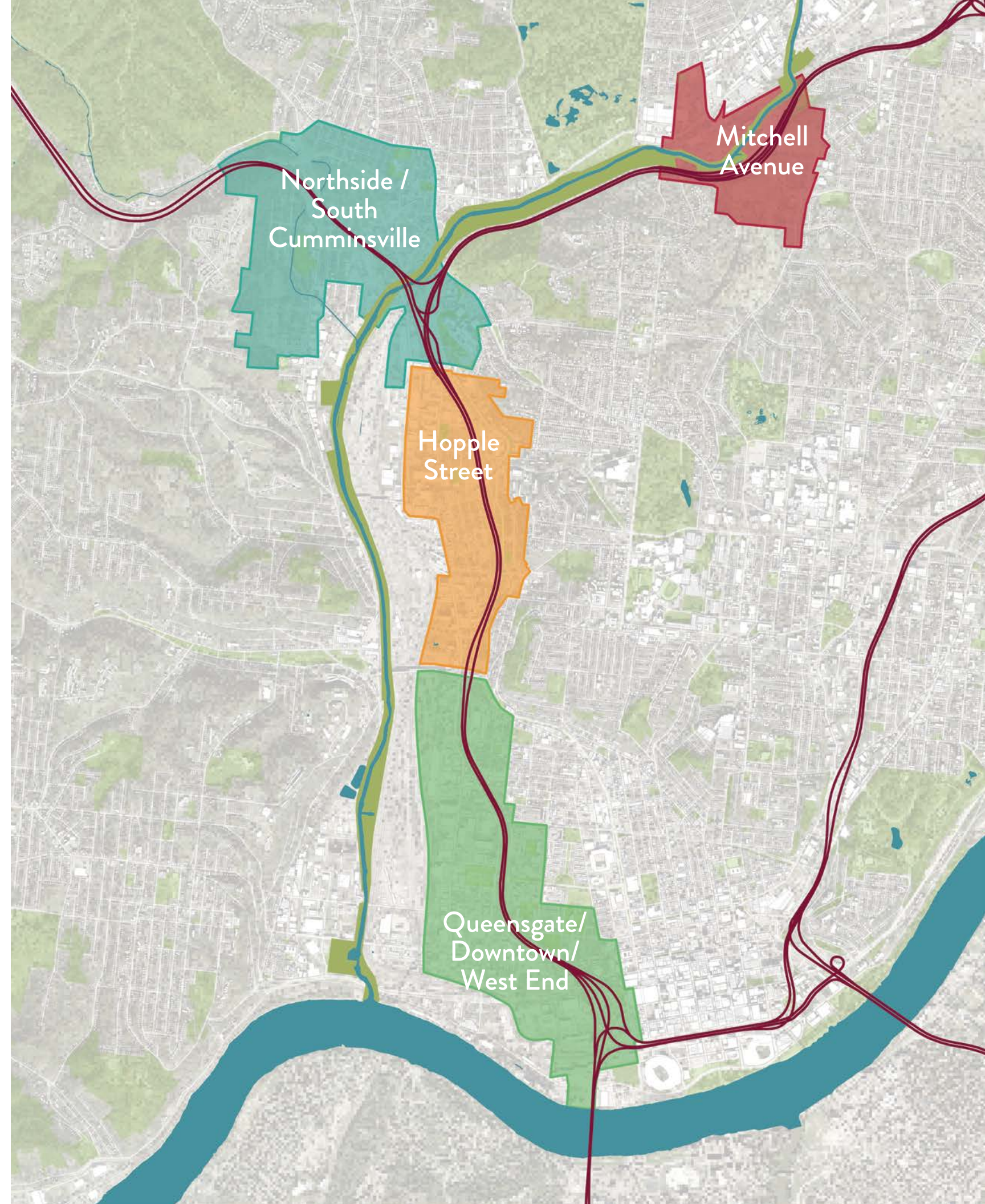
The background is a watercolor illustration of a city skyline. In the foreground, there's a river or canal with a bridge. The city is filled with various buildings, some with blue-tinted windows. The overall style is artistic and sketchy.

OVERVIEW

Project Goals & Process

Project Intent

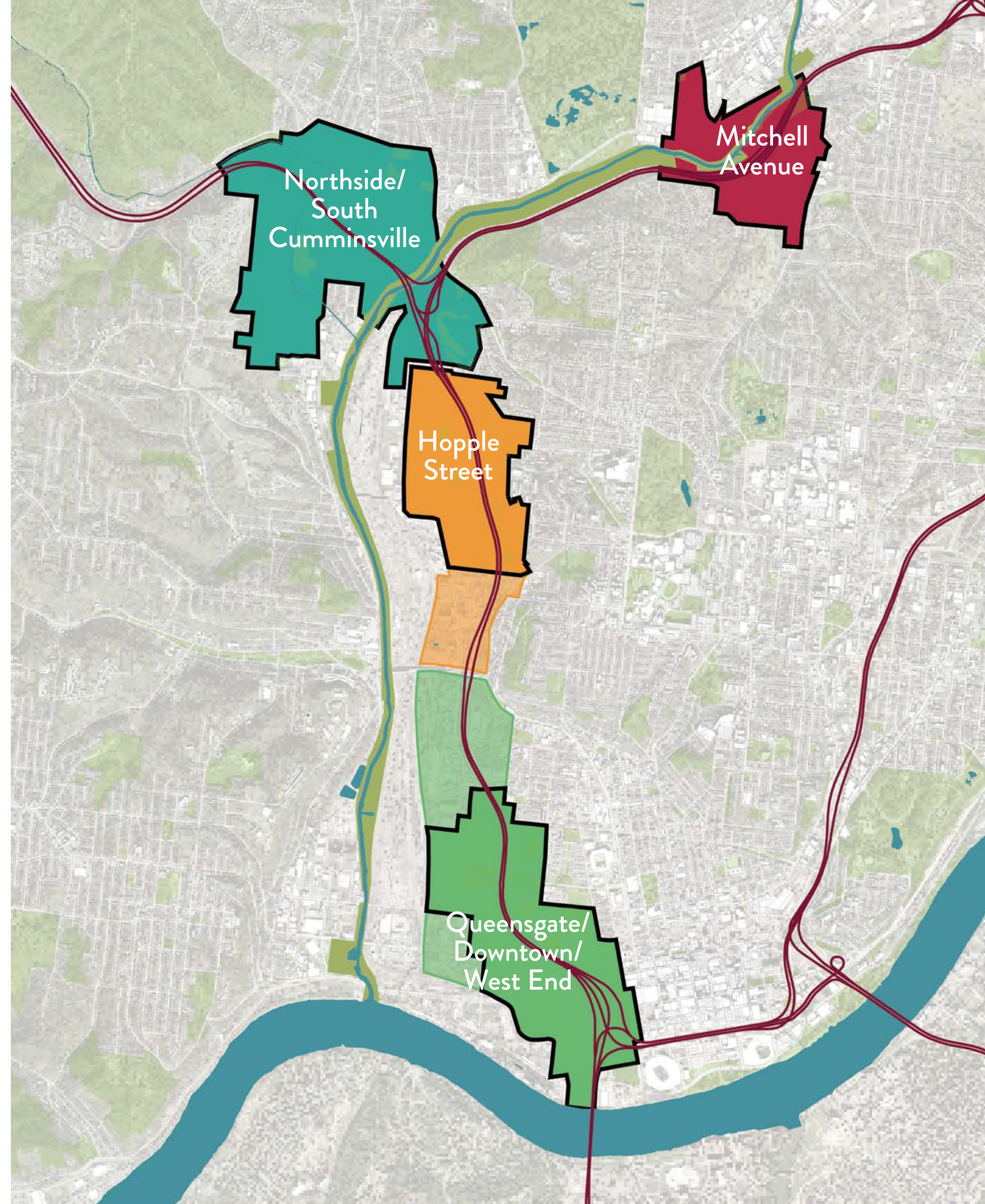
1. Reconnect walking and biking connections between and within neighborhoods
2. Plan for development opportunities on unused or remnant ODOT land
3. Bring positive economic development to the neighborhoods adjacent to I-75 as a result of the improvements
4. Identify priorities for future investments



Update to the Revive Cincinnati Plan (2011)

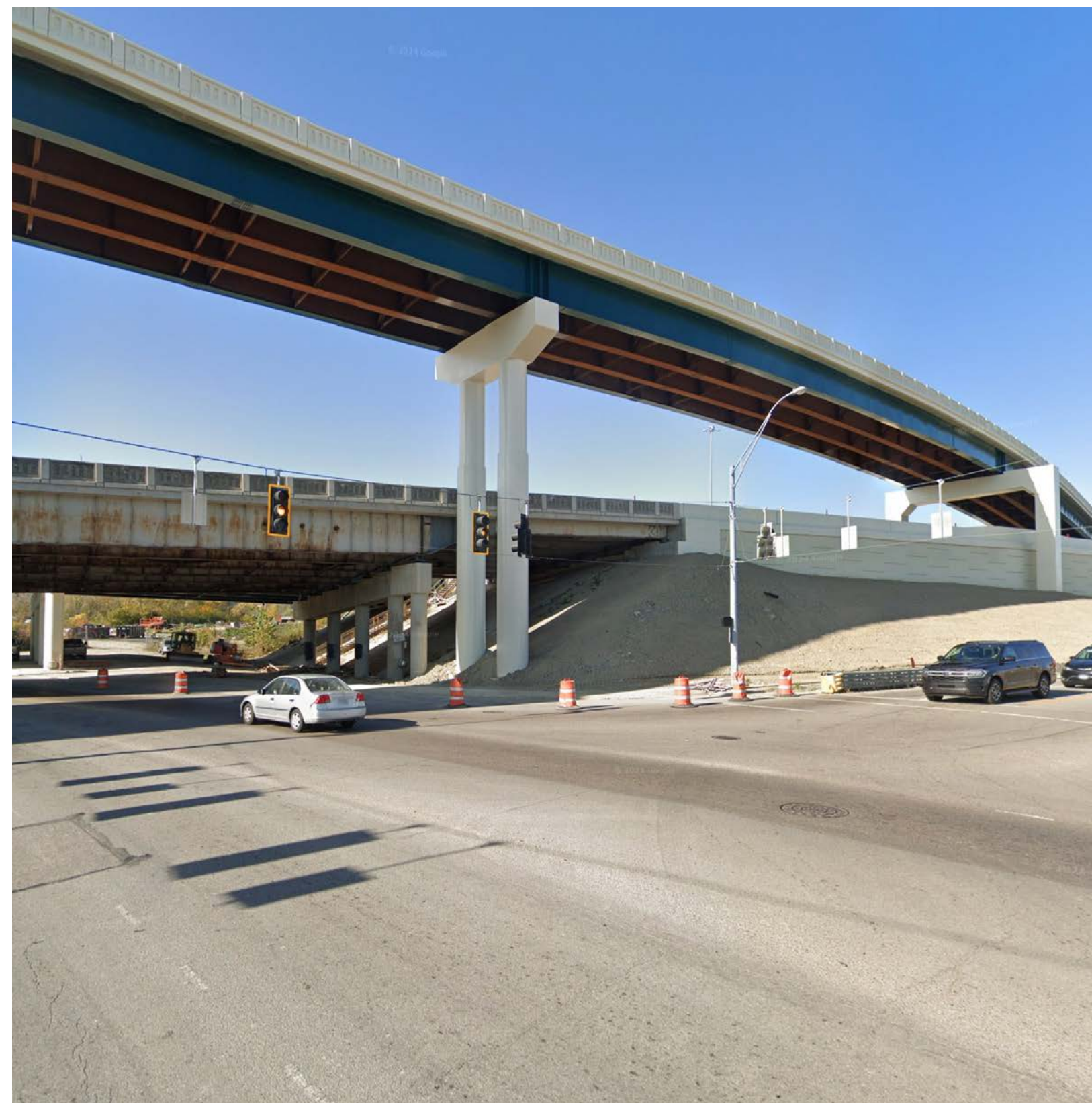
REVIVE CINCINNATI:
NEIGHBORHOODS OF THE LOWER MILL CREEK VALLEY

Cincinnati, Ohio **URBAN DESIGN ASSOCIATES**
FEBRUARY 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



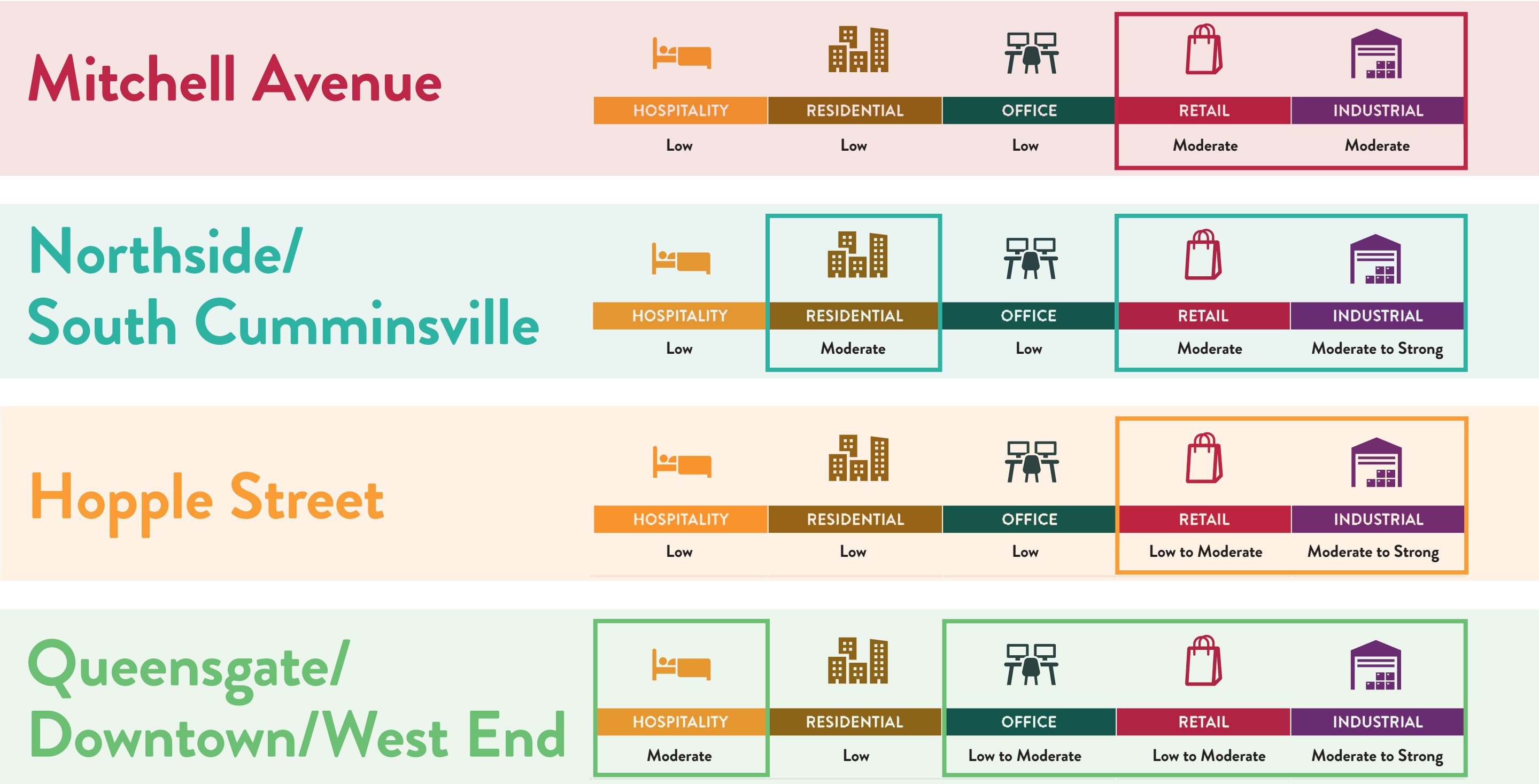
What We Heard from Community & Stakeholders

- **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?

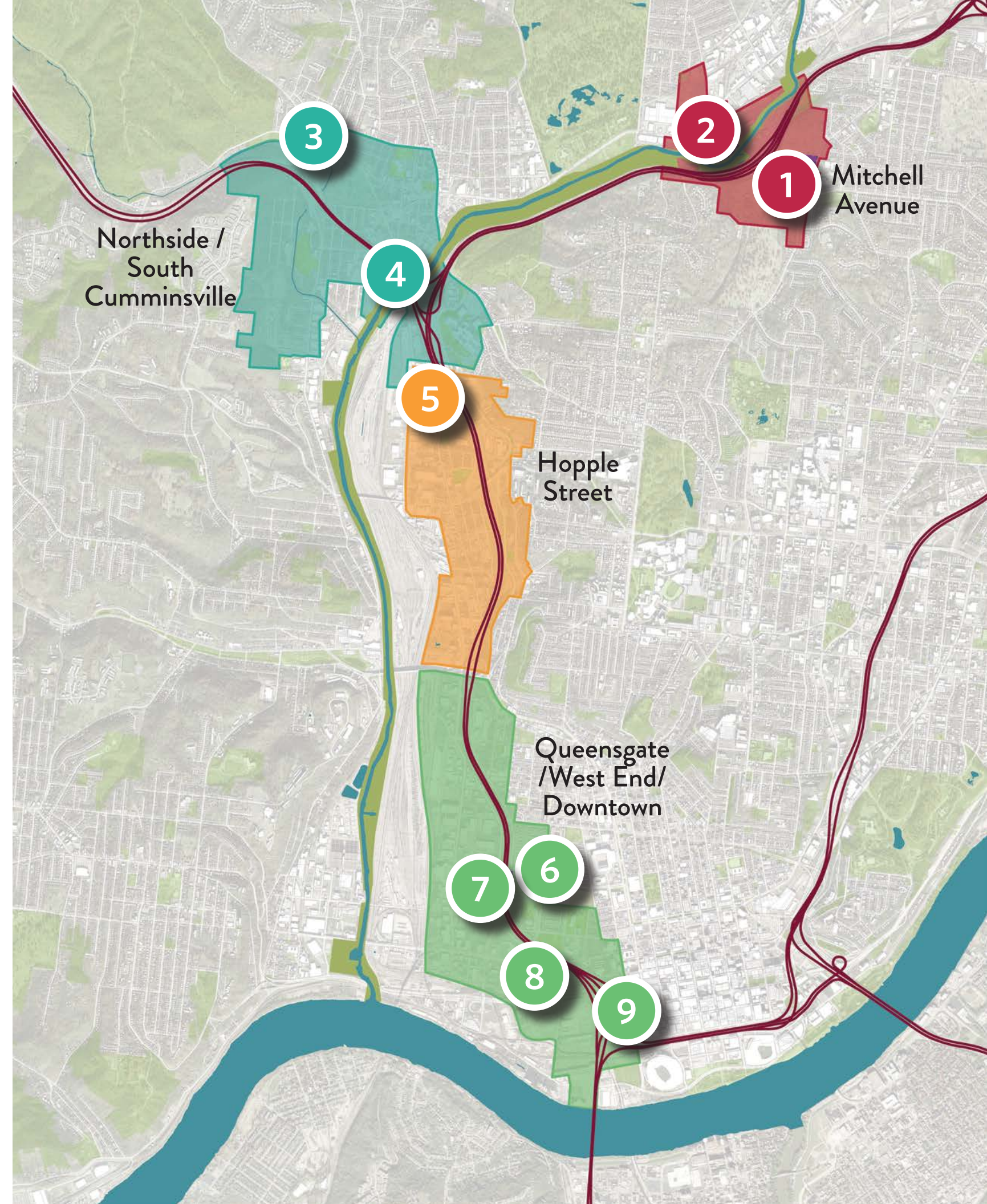
Housing is needed across the City

- 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



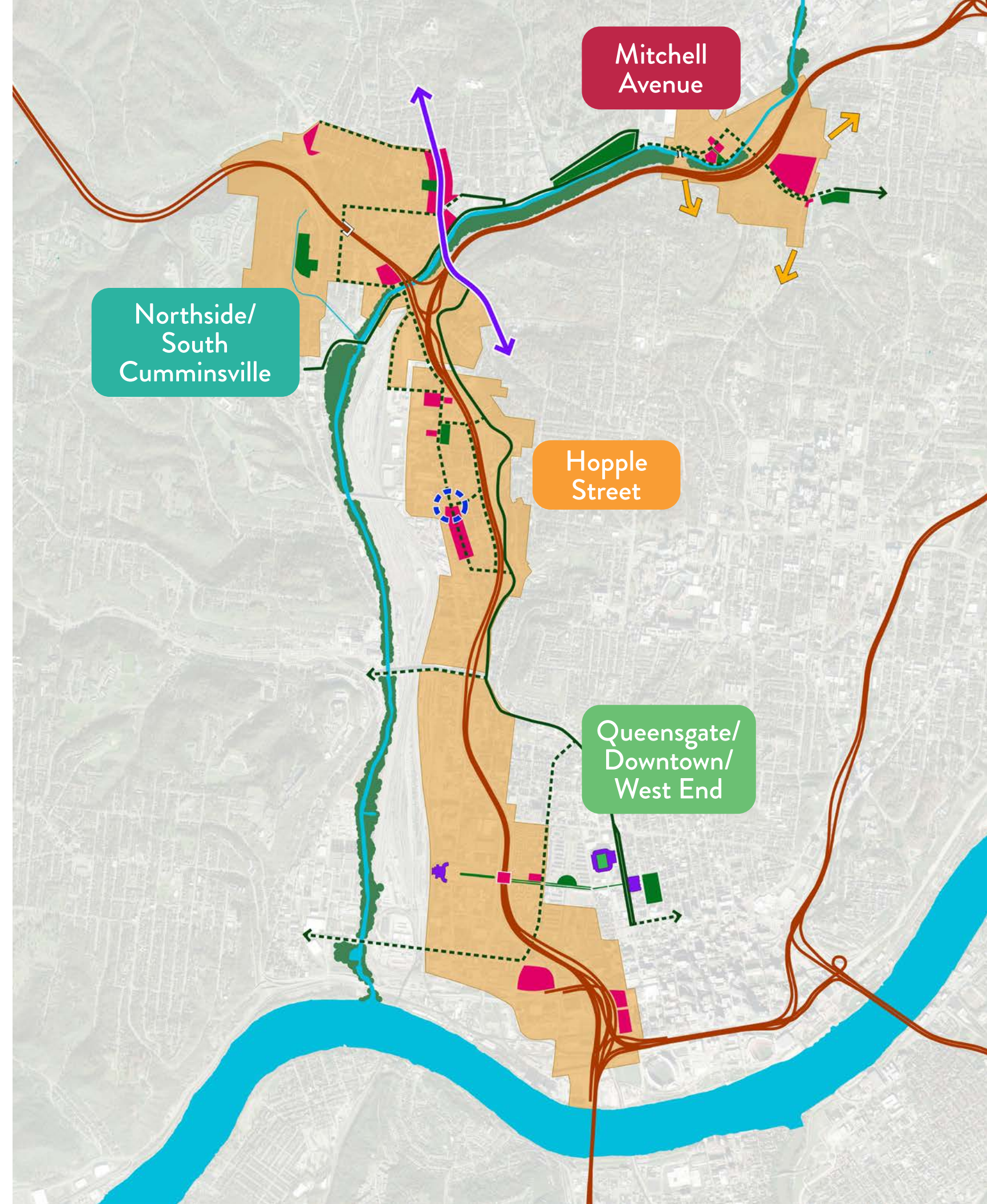
Streets & Open Space Improvements

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



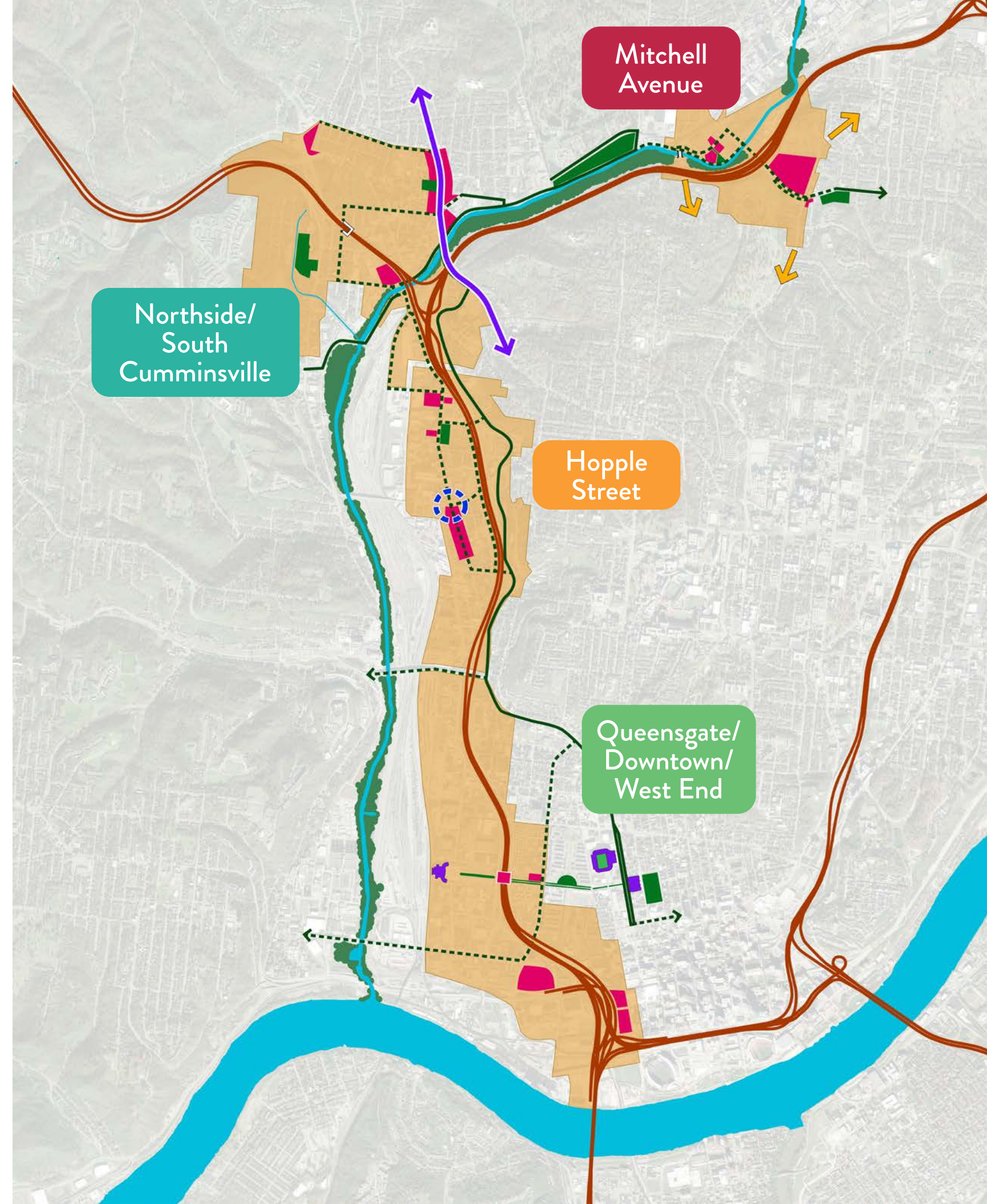
Streets & Open Space Improvements

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

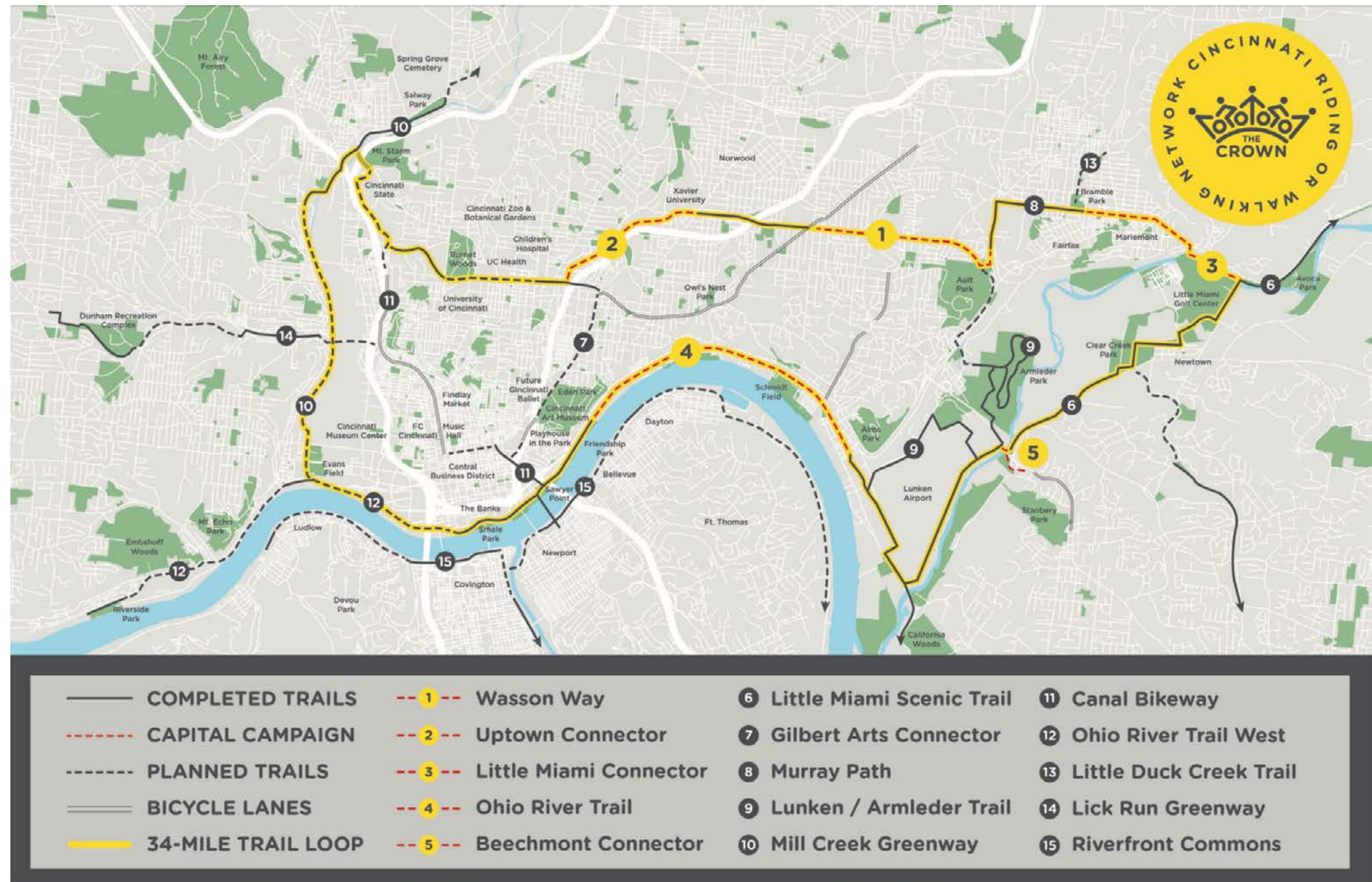
11. Design the Ezzard Charles Highway Cap to Better Support Retail
12. Connect streets through Queensgate over time as properties transition to improve the pedestrian environment
13. Trees, shade, & landscaping
14. Connect Union Terminal/Cincinnati Museum Center with Music Hall (streetscape & streetcar)



REGIONAL CONNECTIVITY

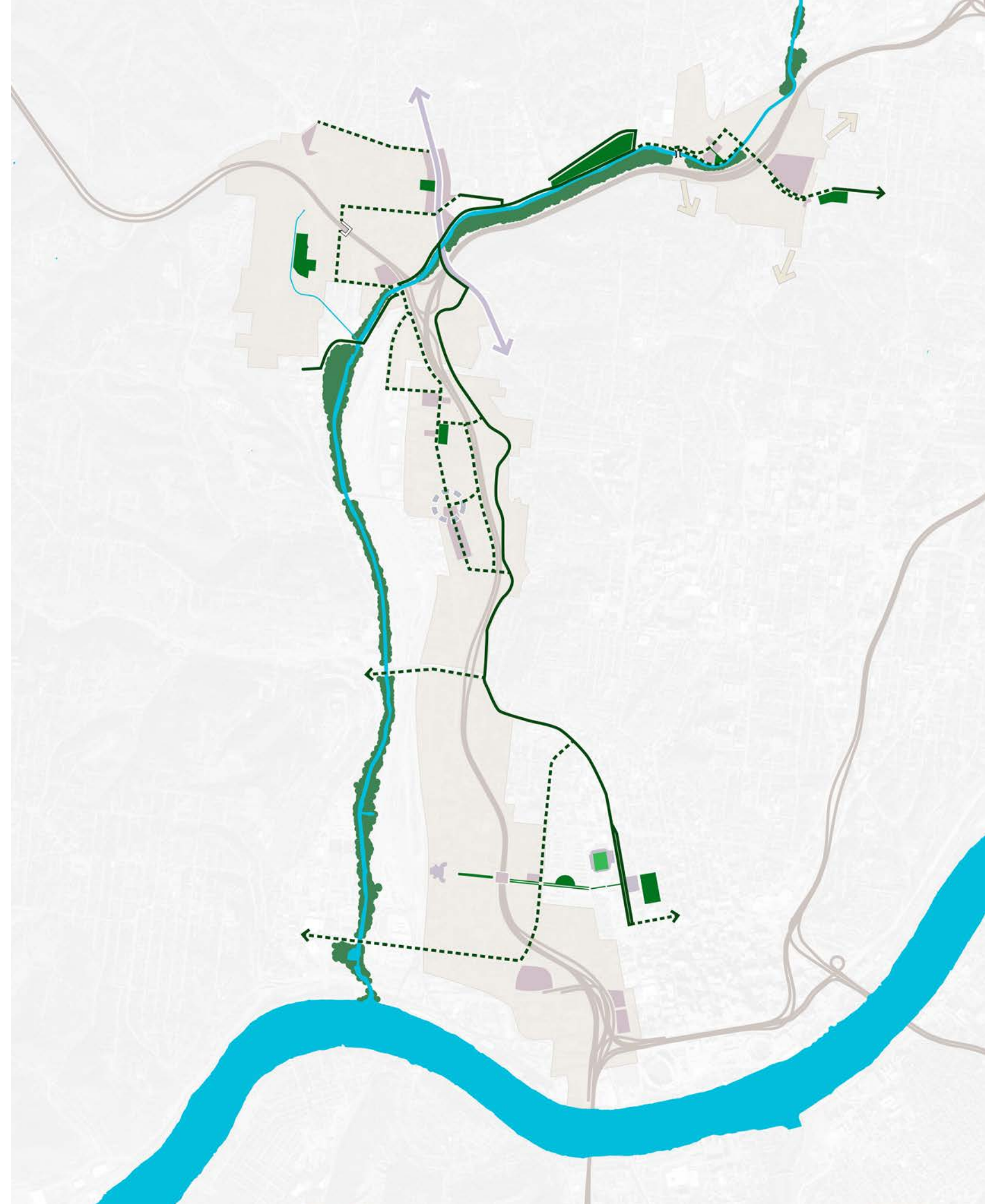
The CROWN

- 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

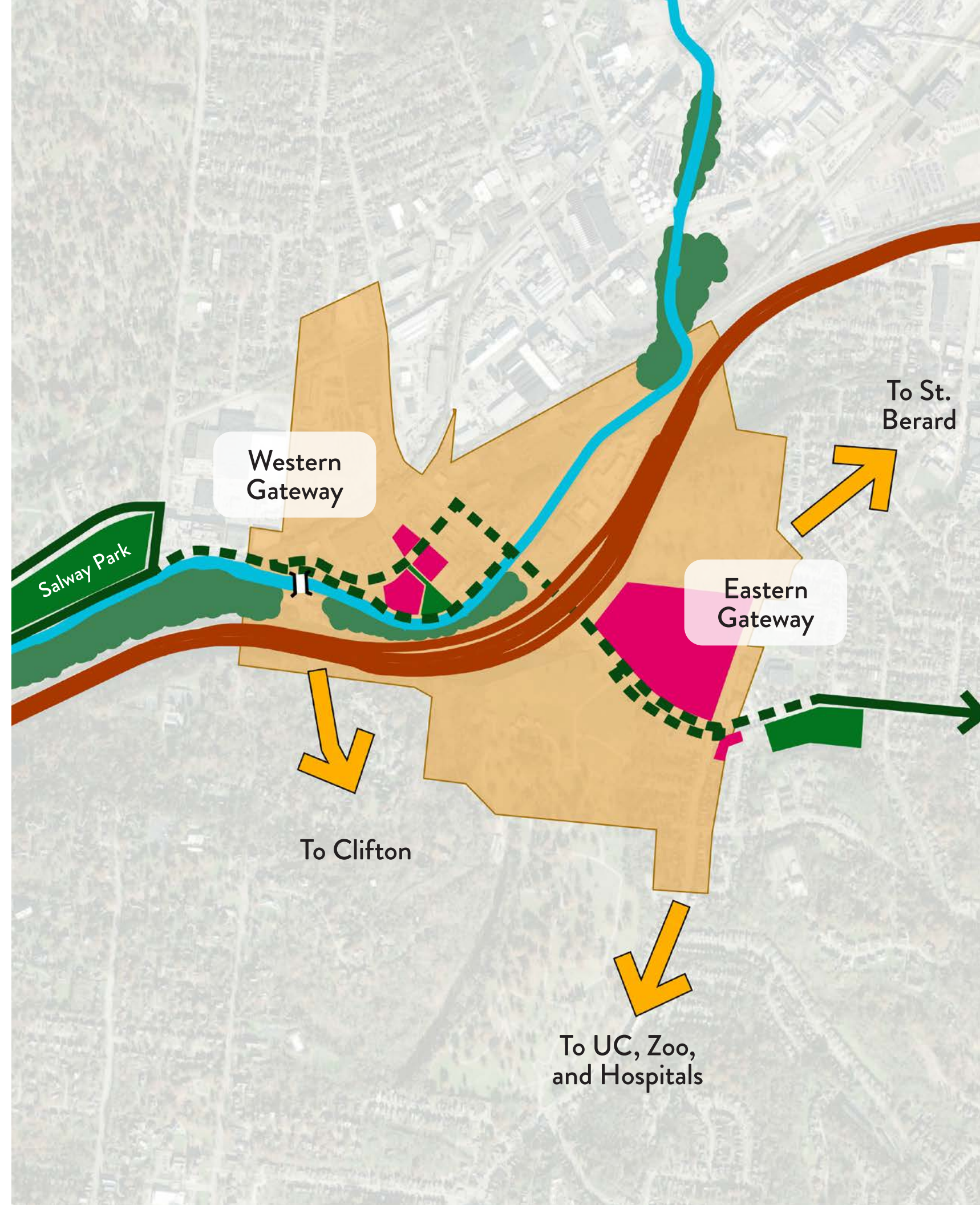
- Connect all opportunity sites and destinations through connected walking and bicycling trails
- Connect to the CROWN and Mill Creek Greenway
- Bring people from the regional trails into business districts



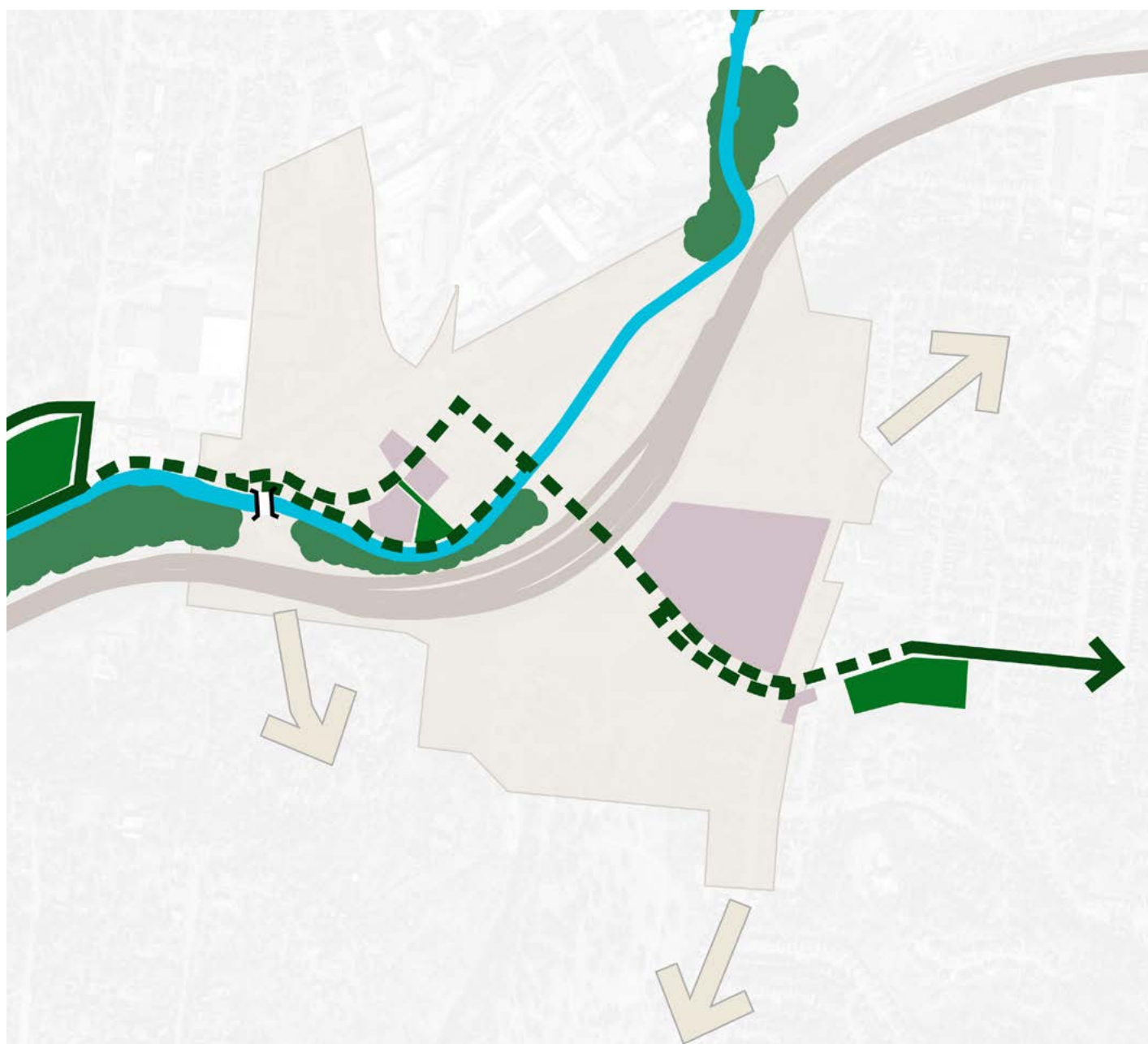
MITCHELL
AVENUE

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



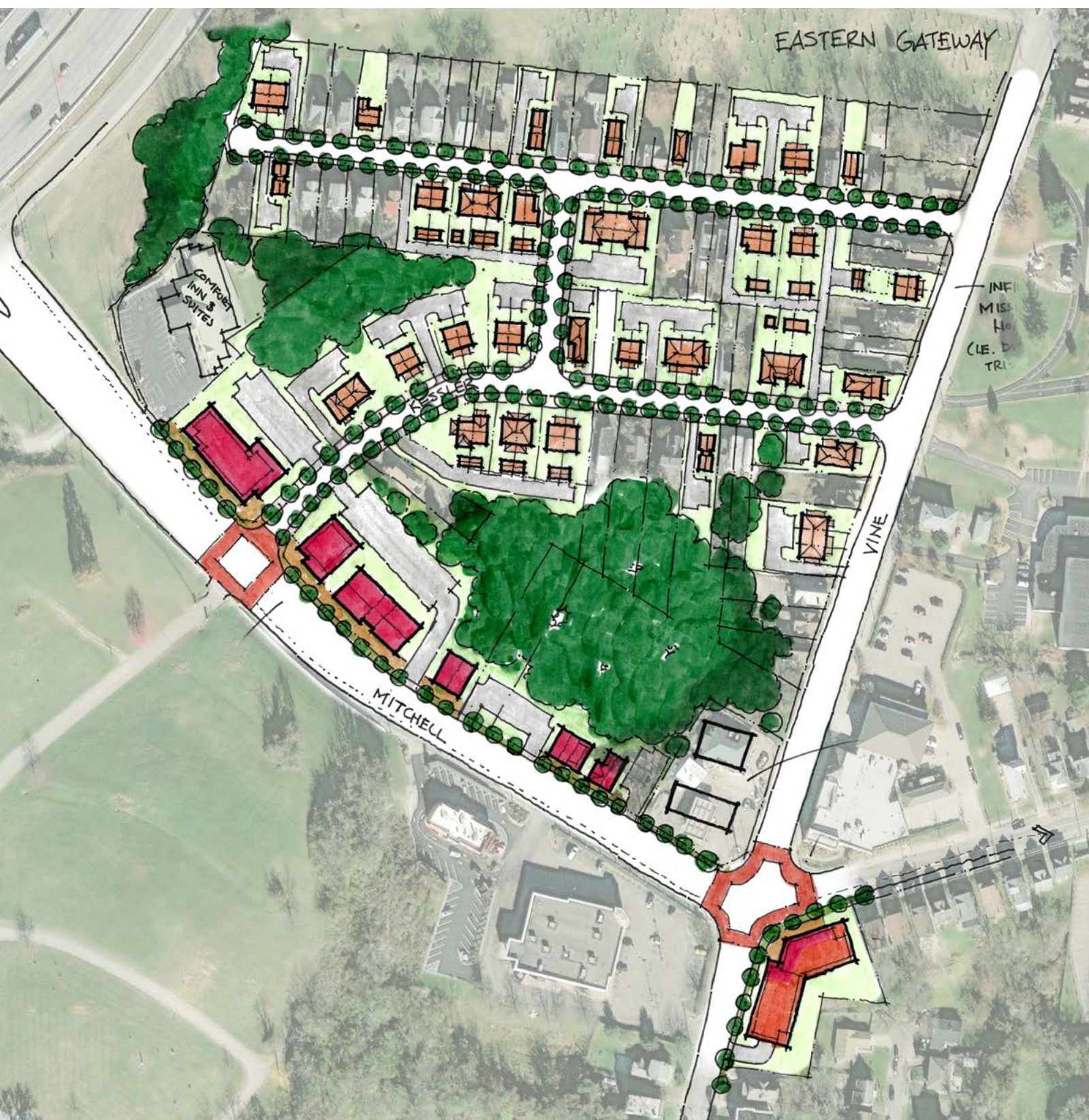
- Create a deeper setback on the northern side of Mitchell for a wider sidewalk
- Improve the crosswalks and intersections at Vine & Mitchell, Kessler & Mitchell, Mitchell & Kenard, and Kenard & Clifton
- Extend the Mill Creek Greenway along the creek from the end of Salway park to Mitchell Avenue to 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



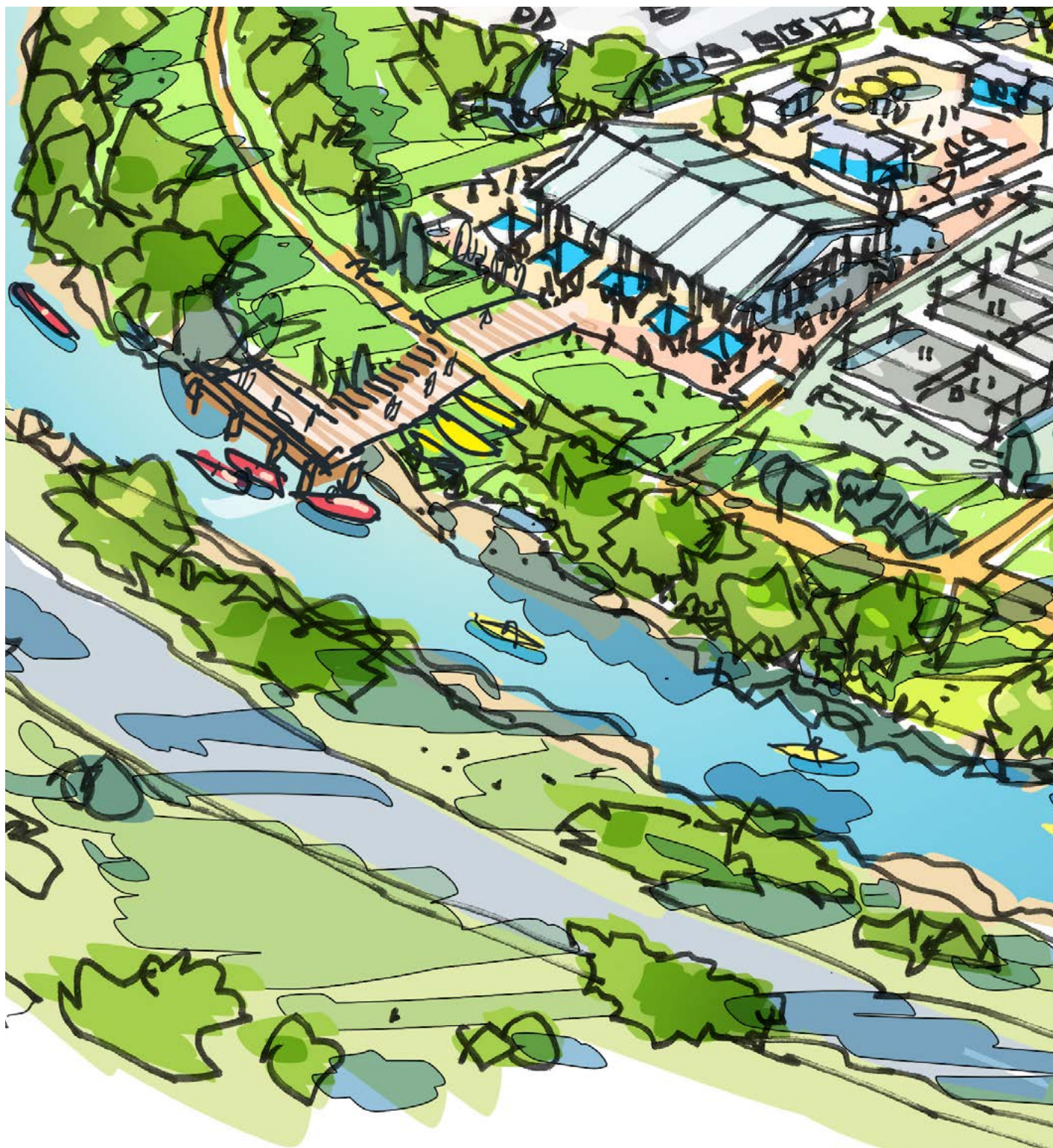
Multi-family Residential
w/ Corner Retail

Vine St

Mitchell Ave

CSOVI
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

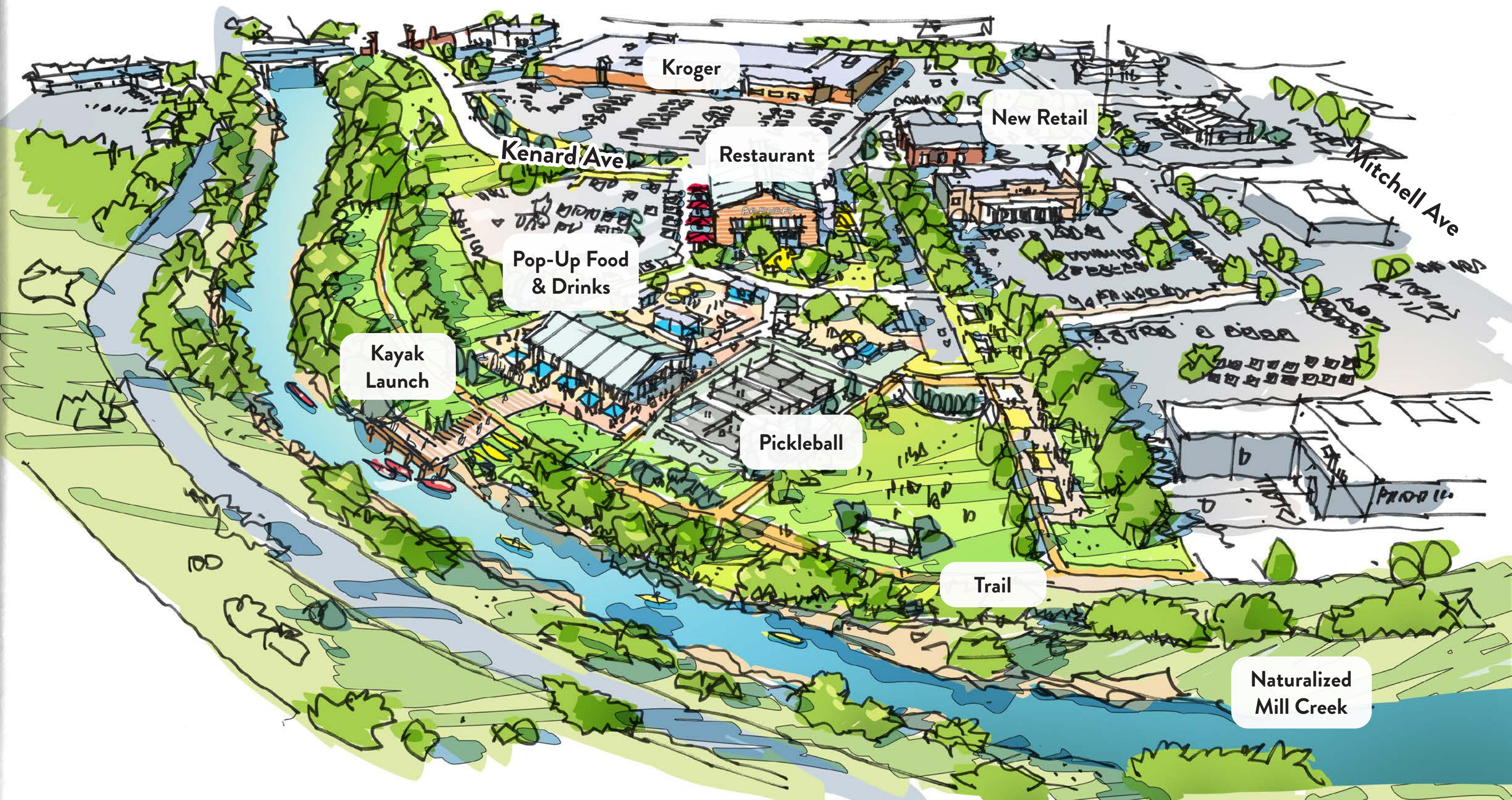


- Naturalize Mill Creek to create an amenity that will draw people to this area
- Build a pedestrian and bicycle trail between Salway Park and Mitchell Avenue along the creek
- Create new retail out-parcels on under-utilized parking lots (the corner of the Kroger parking lot, the vacant land between 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



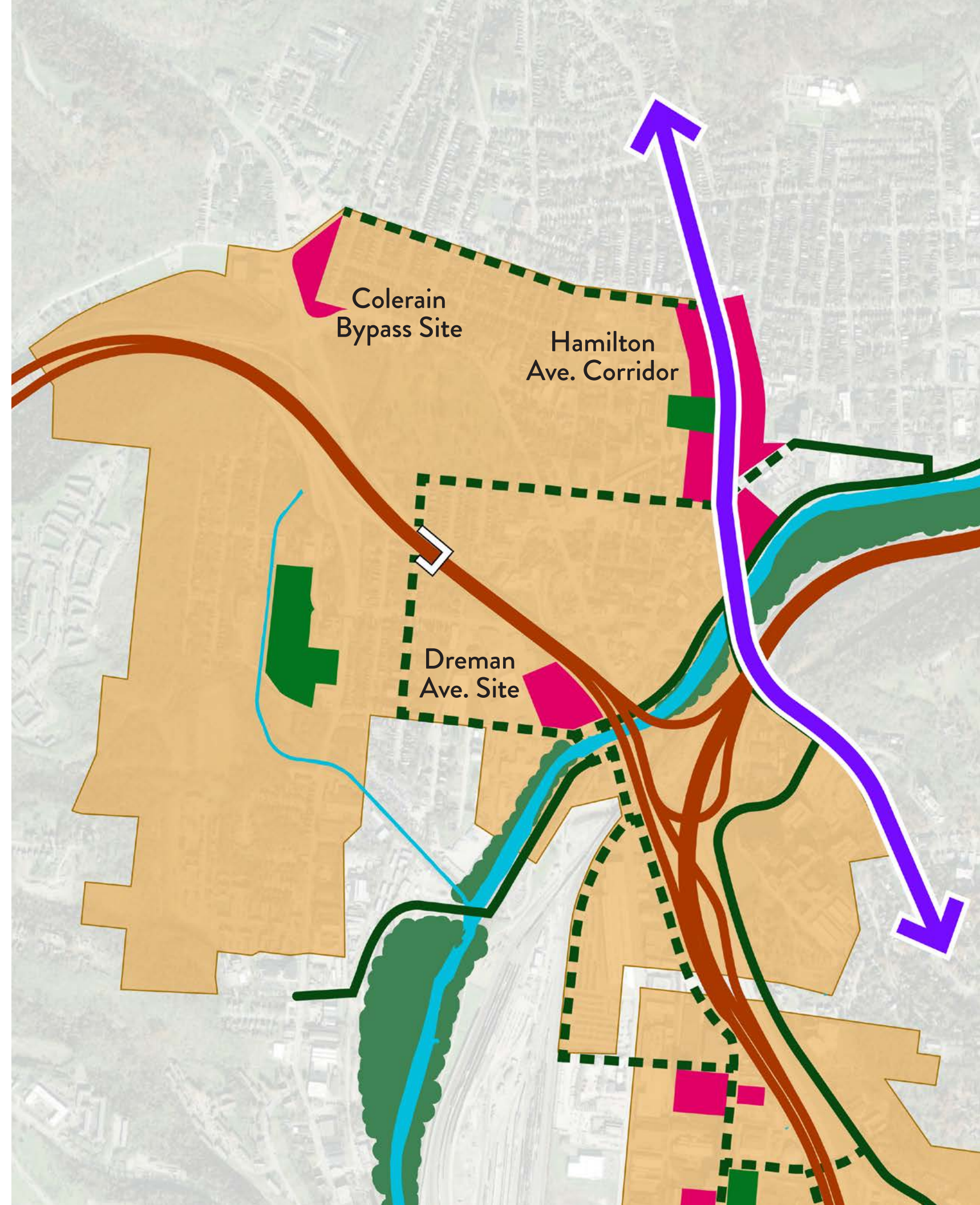
Western Gateway – TOMORROW



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



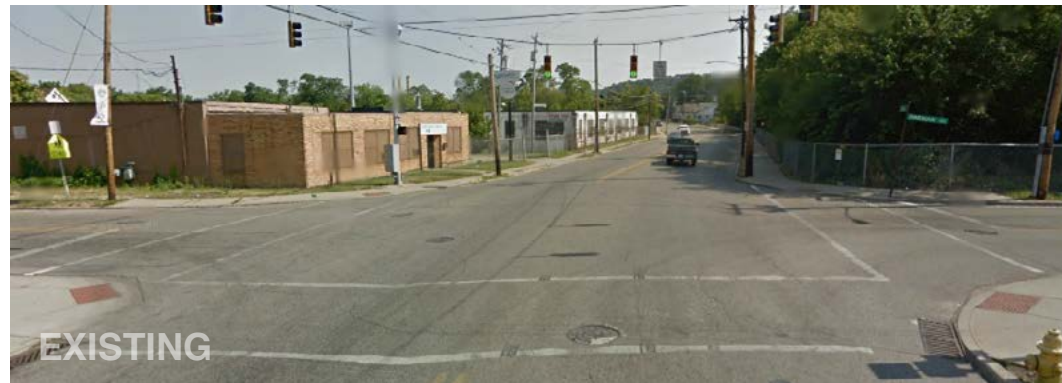
Traffic calming, streetscape, and lighting on Beekman, Elmore, and Spring Grove Avenue

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

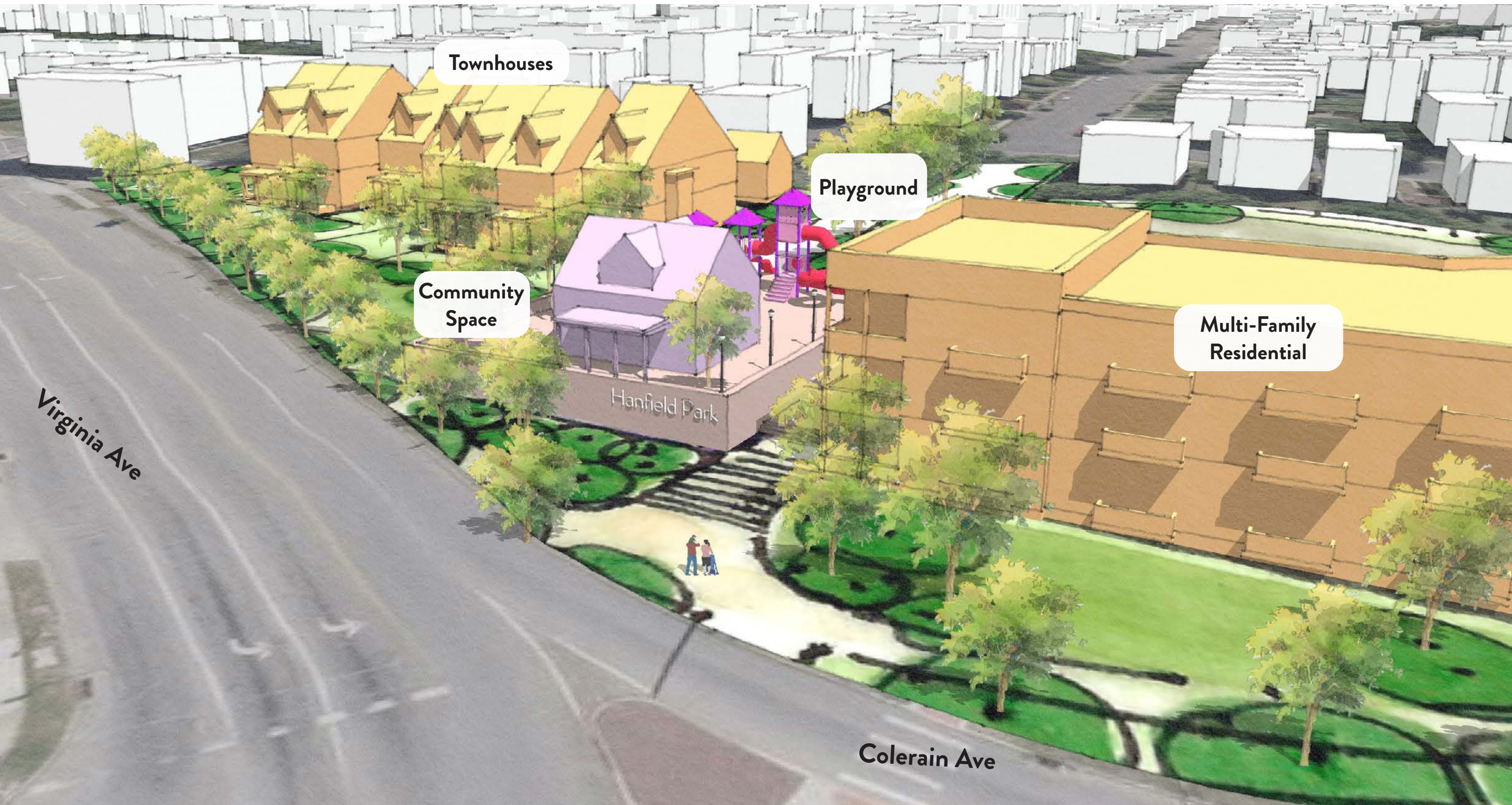


- Develop a range of housing types on this site
- Plant trees along the streets and build a wide sidewalk protected from the fast-moving traffic
- Include a small playground or neighborhood park at the end of Hanfield Street that can serve the new development and the existing neighborhood
- Evaluate 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



Colerain Bypass Site – TOMORROW



Townhouses

Playground

Community
Space

Multi-Family
Residential

Virginia Ave

Colerain Ave

Hanfield Park

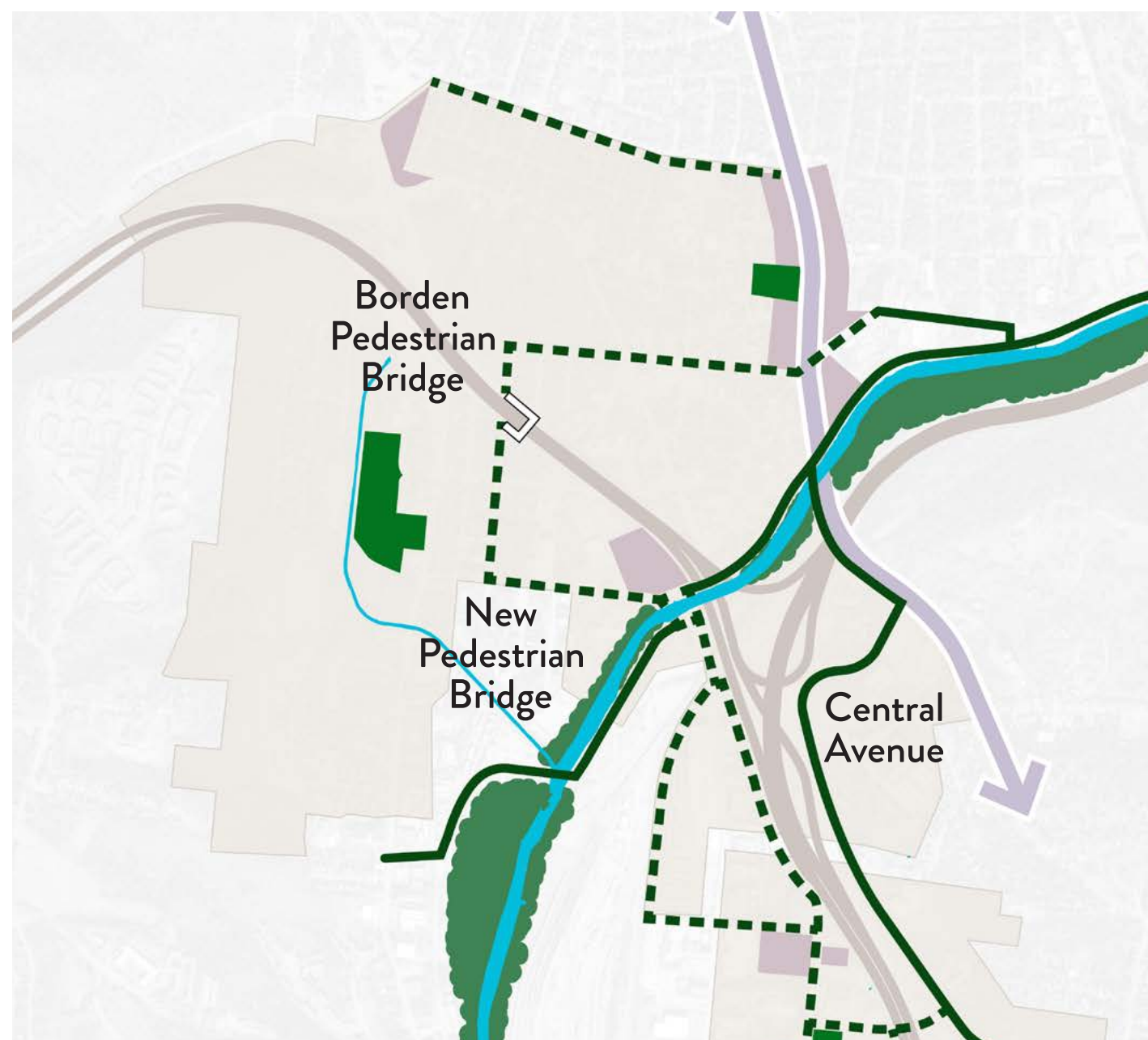
Dreman Ave ODOT Site – TODAY



Dreman Ave Extension to Spring Grove Ave

Mill Creek

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



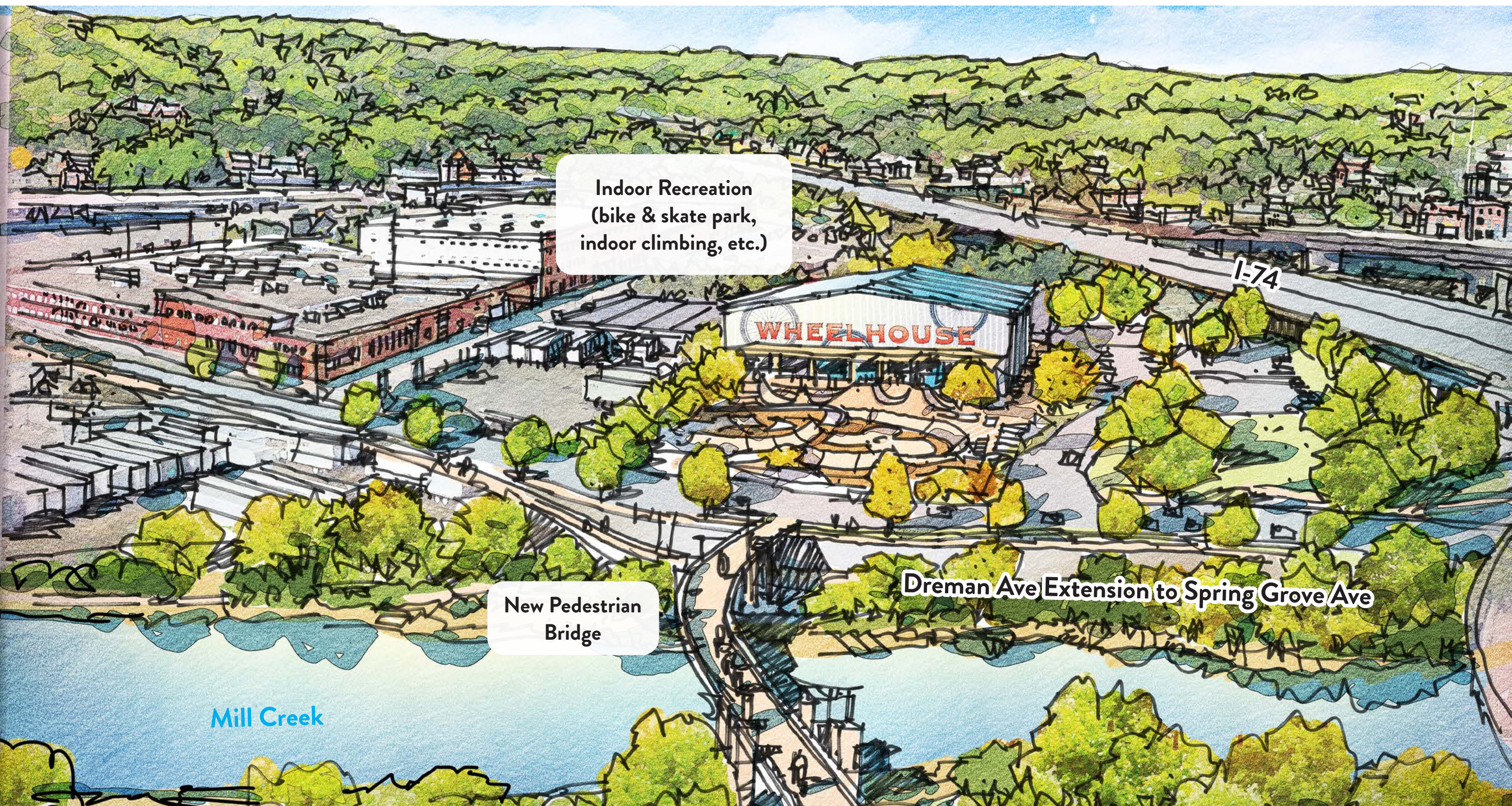
- Create a new intersection to allow pedestrian and cyclists on the Mill Creek Greenway to cross Spring Grove Avenue at Colerain to connect to the trail on the west side of Spring Grove
- Build a new bridge over the Mill Creek at Dreman Avenue to connect to the trailhead
- Create dedicated walking and 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.)

I-74

WHEELHOUSE

New Pedestrian
Bridge

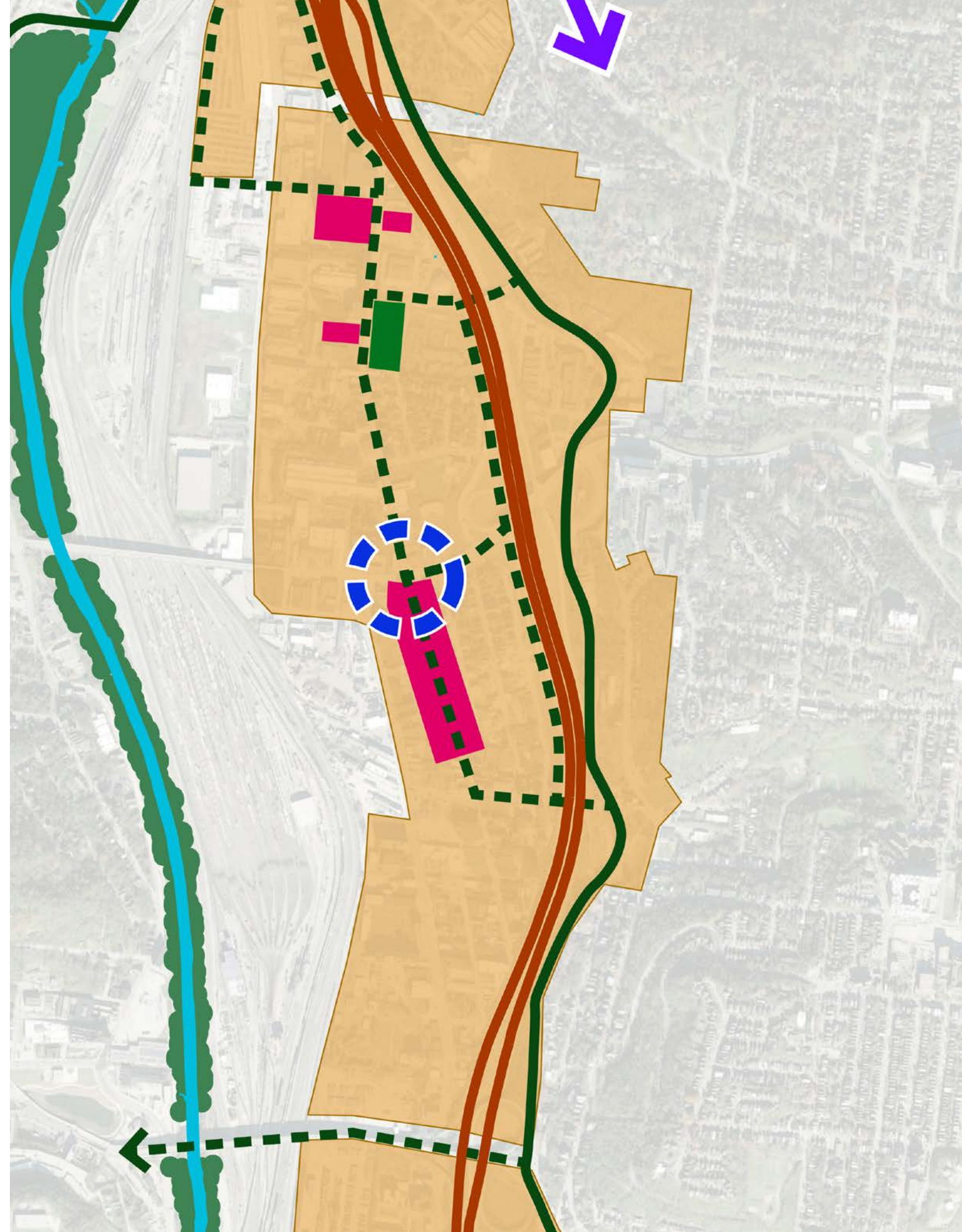
Dreman Ave Extension to Spring Grove Ave

Mill Creek

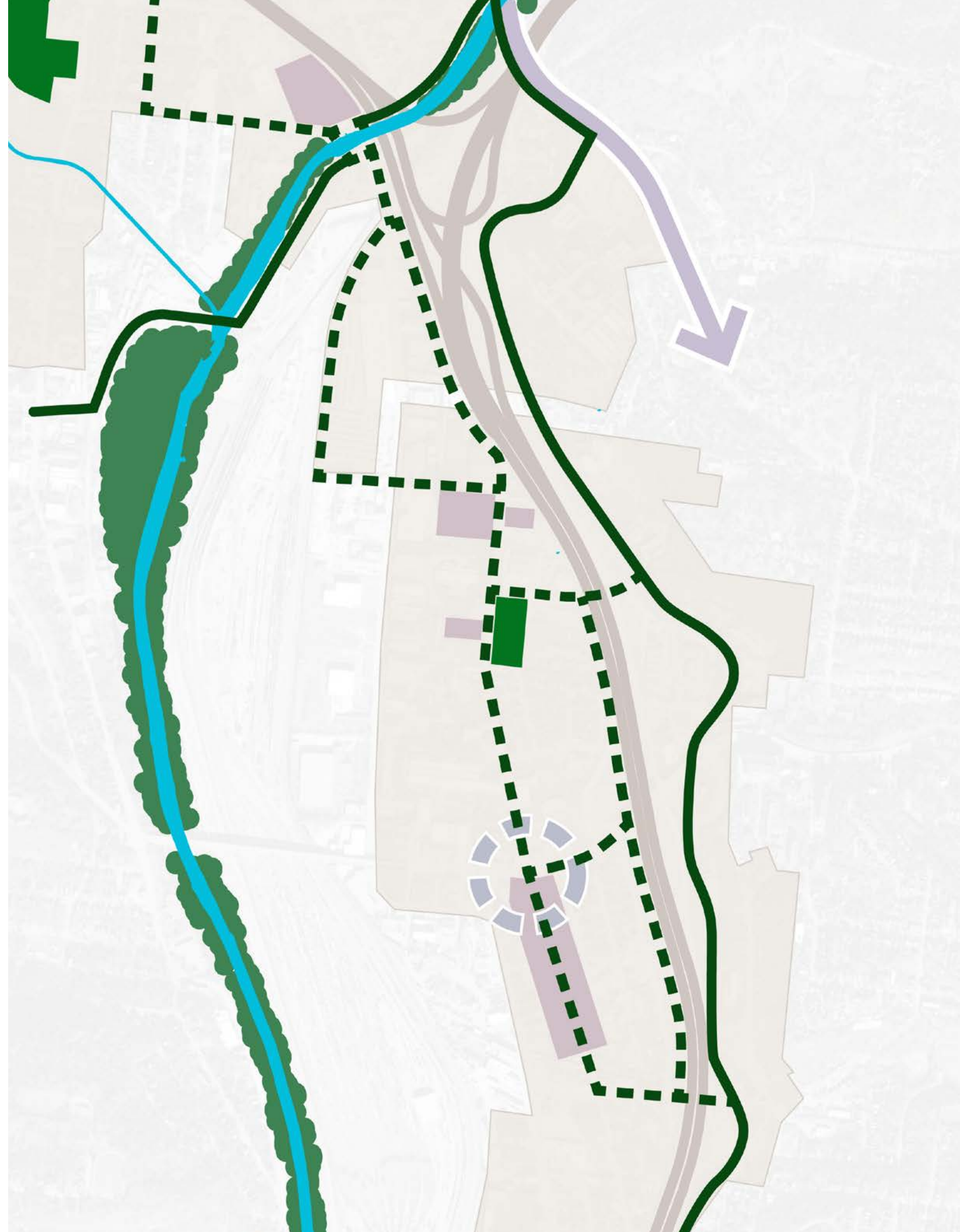
HOPPLE STREET

Hopple Street Priorities

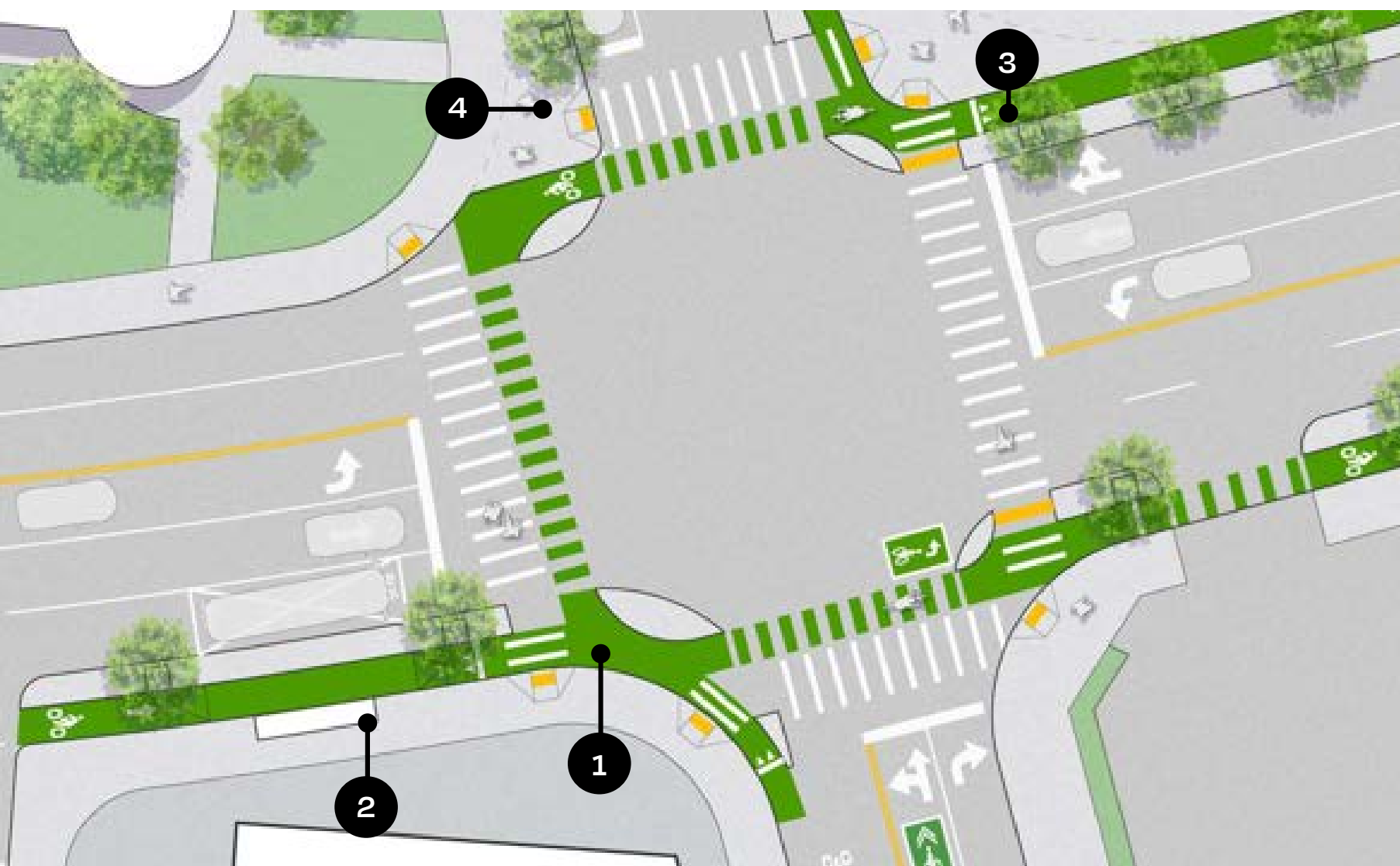
1. Traffic calming & pedestrian/bike improvements at Colerain & Hopple Street
2. Landscaping, art, and trail along I-75
3. Activate Valley Park
4. Activate the business district with a focus on art, streetscapes, and maker space
5. Adaptive reuse of the Crosley Building and development of the surrounding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



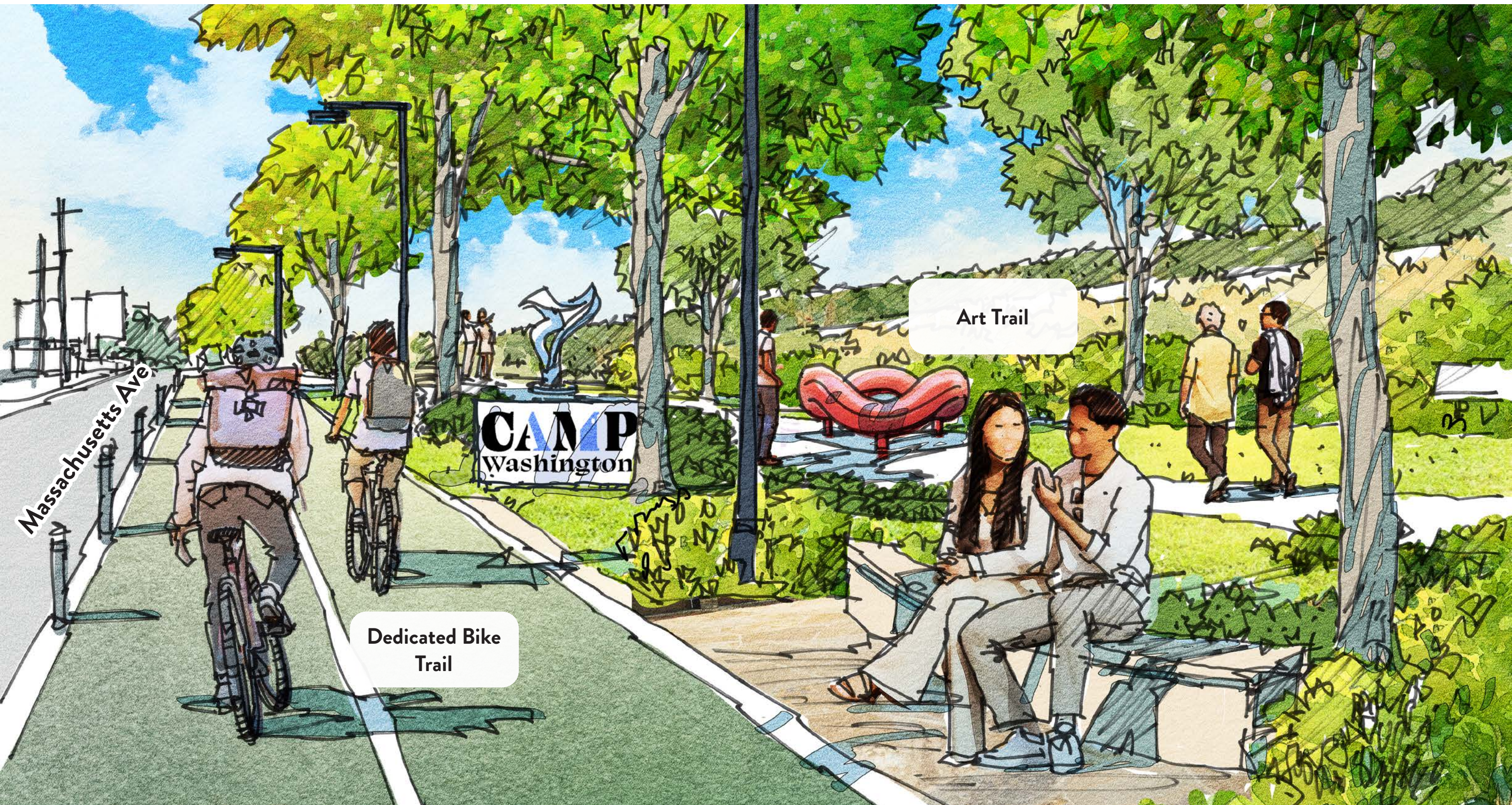
- The ODOT-owned land between Massachusetts Avenue and I-75 is overgrown and doesn't screen the highway
- The Camp Washington community envisions this area as an amenity with trees, public art, and walking and biking trails

Massachusetts Avenue & I-75 – TODAY



Massachusetts Ave

Landscaping, art, and trail along I-75



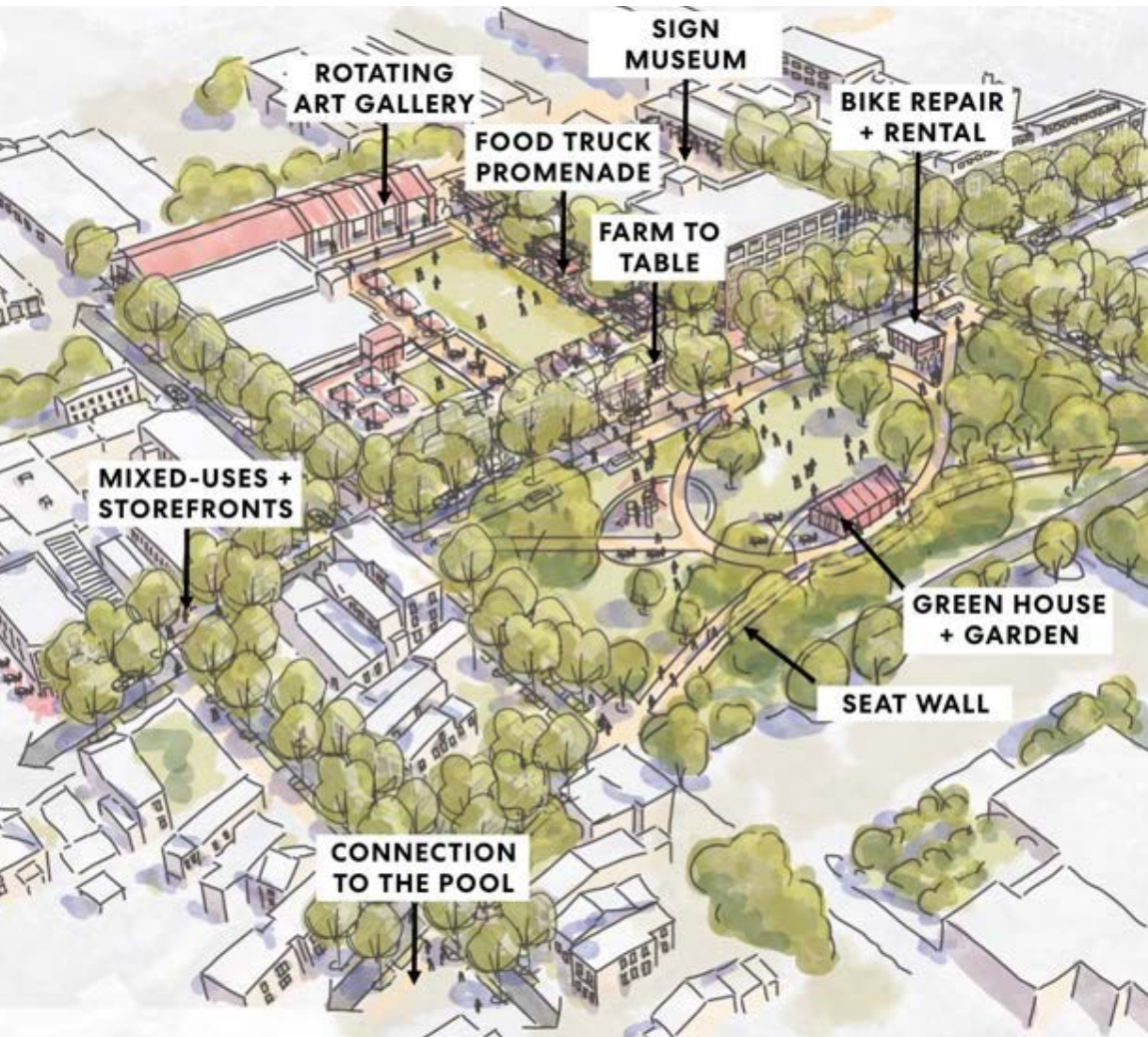
Art Trail

Dedicated Bike
Trail

CAMP
Washington

Massachusetts Ave

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

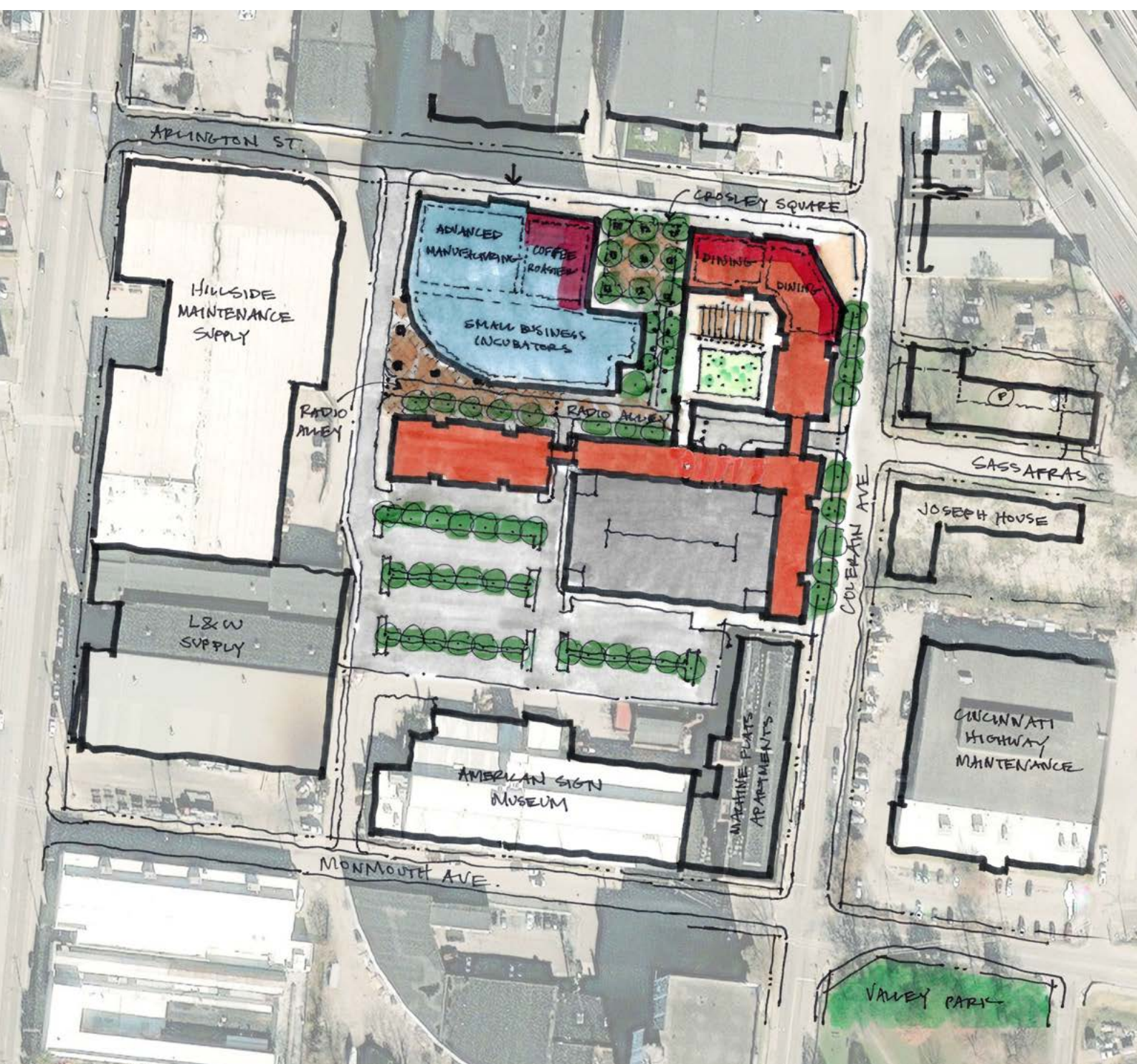


Proposed Interim



- 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

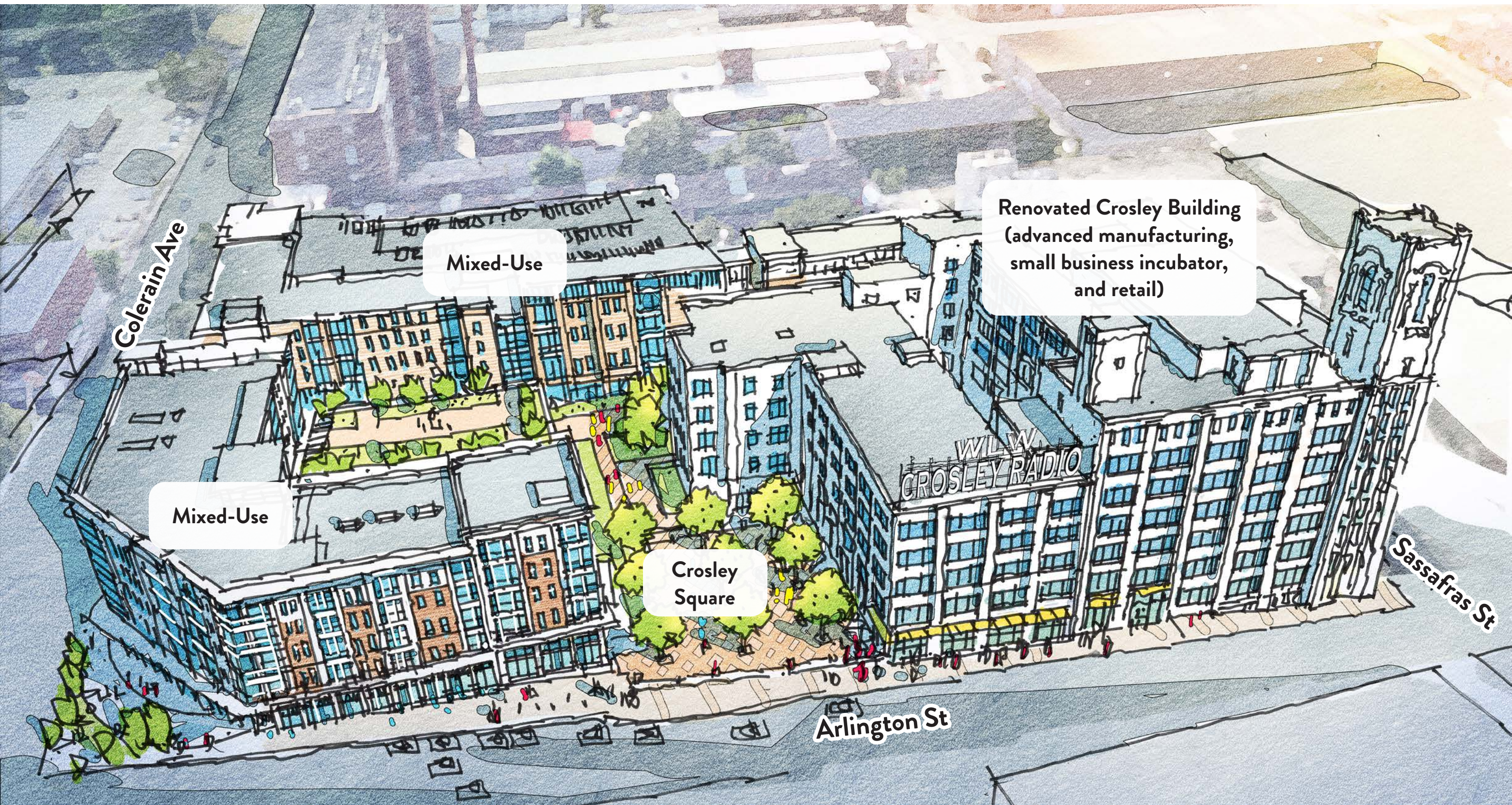


- Restore and reuse the Crosley Building with active uses:
 - Advanced manufacturing
 - Small business incubator
 - Restaurants
 - Office
- Develop the vacant land around the Crosley building with mixed-use residential
- Create vibrant community gathering spaces between the buildings with art and amenities

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

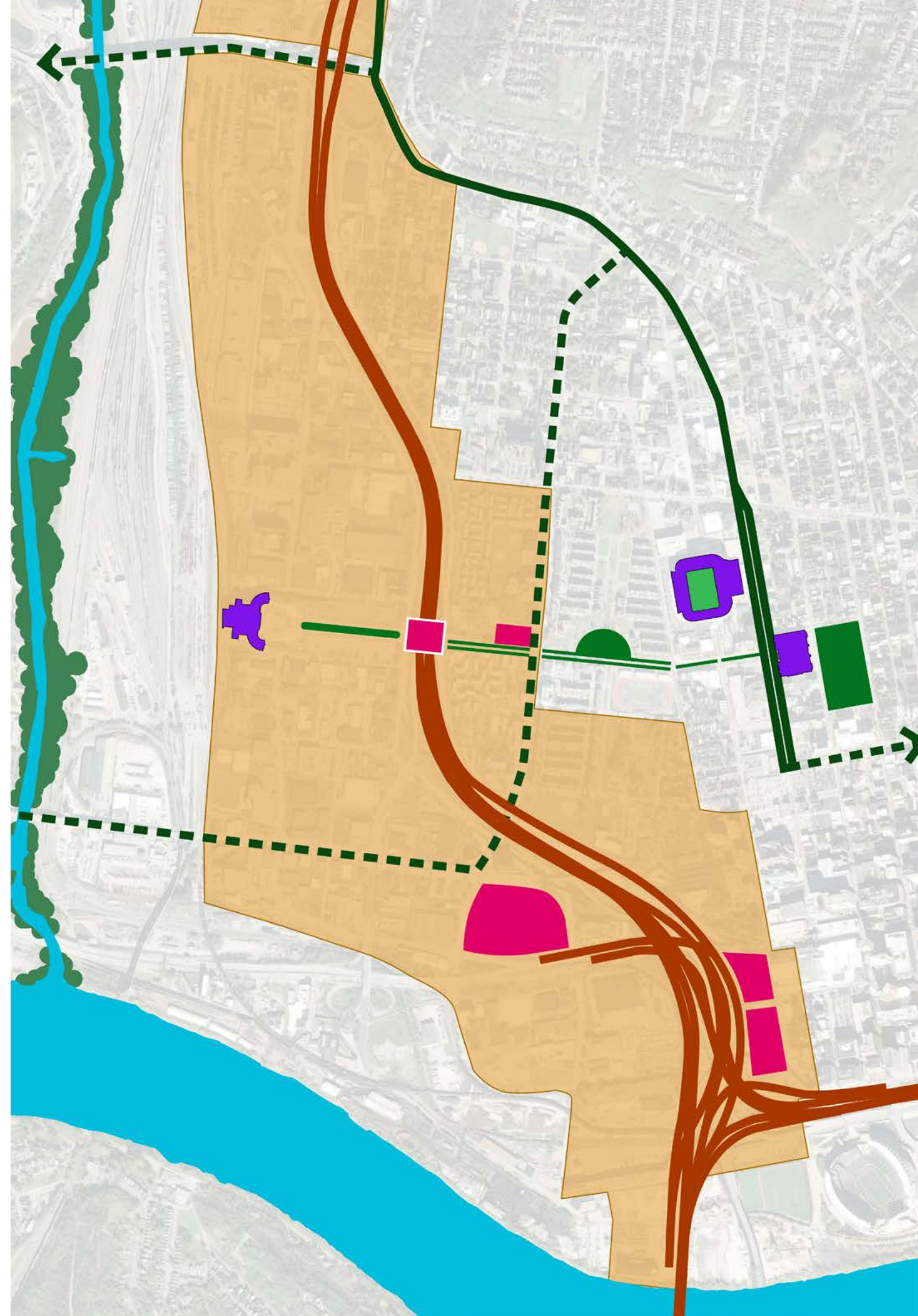
Sassafraus St

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

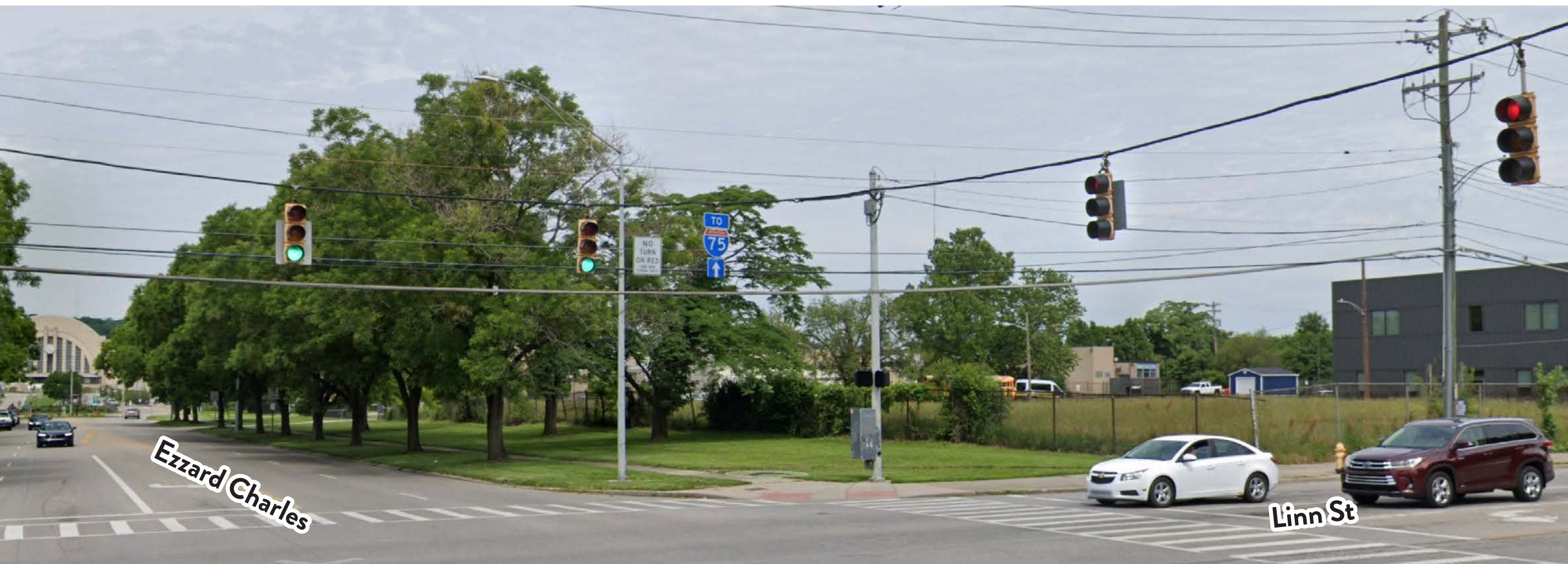


Ezzard Charles & Linn Street



- 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

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

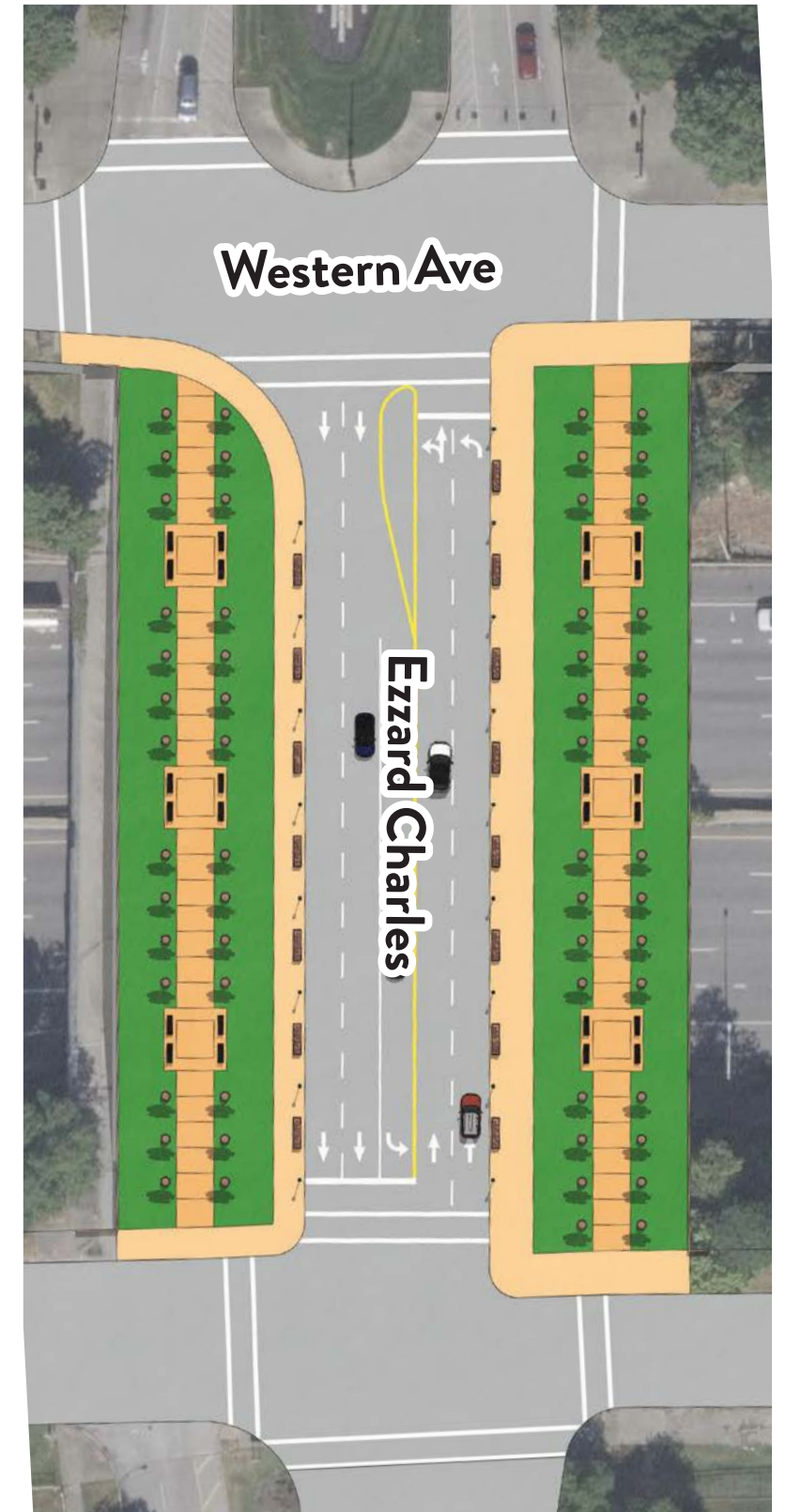
Ezzard Charles I-75 Cap – No Parking



Ezzard Charles I-75 Cap – On-Street Parking



Ezzard Charles I-75 Cap – Greenway

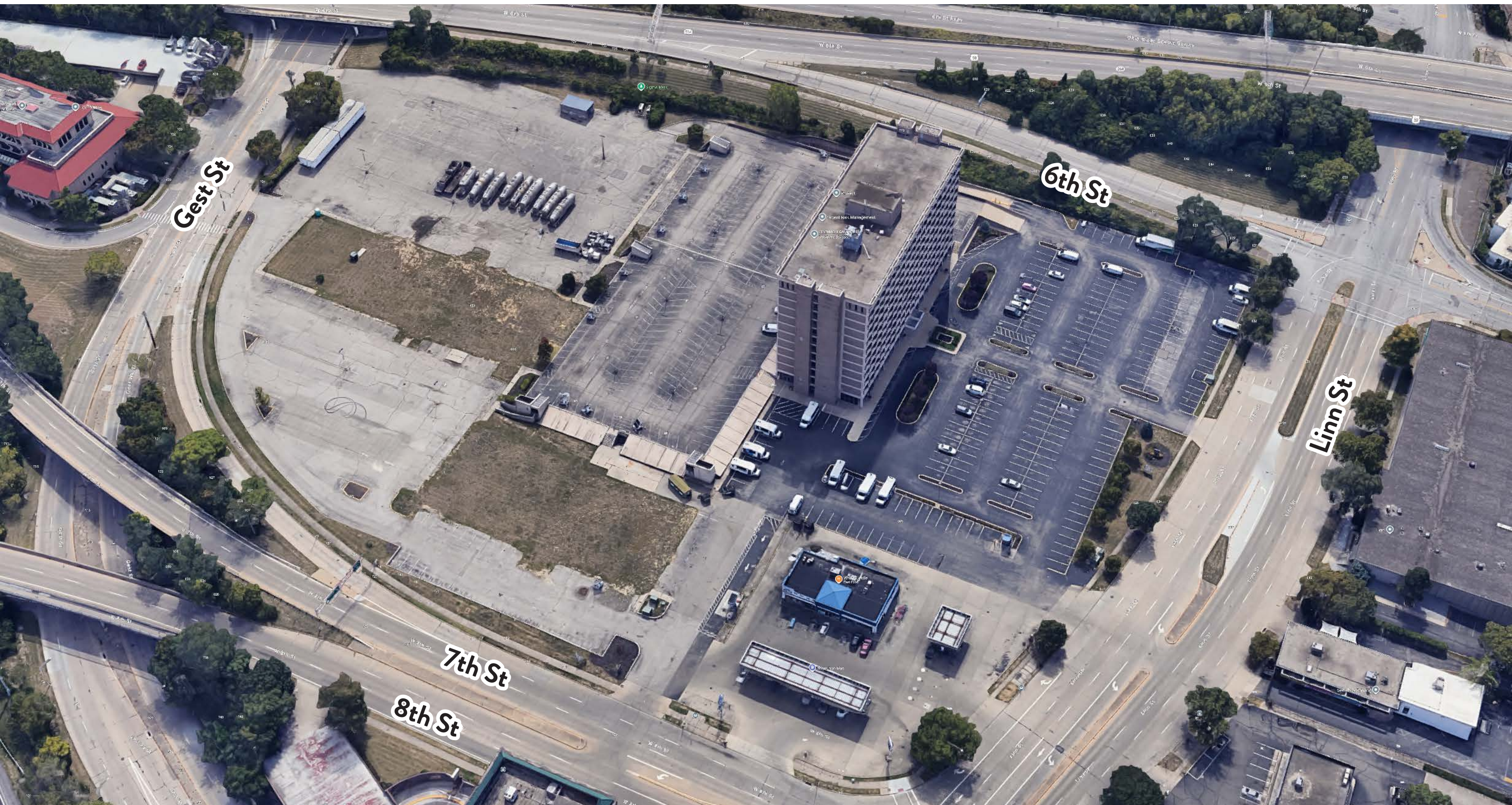


Linn & 8th Street Block

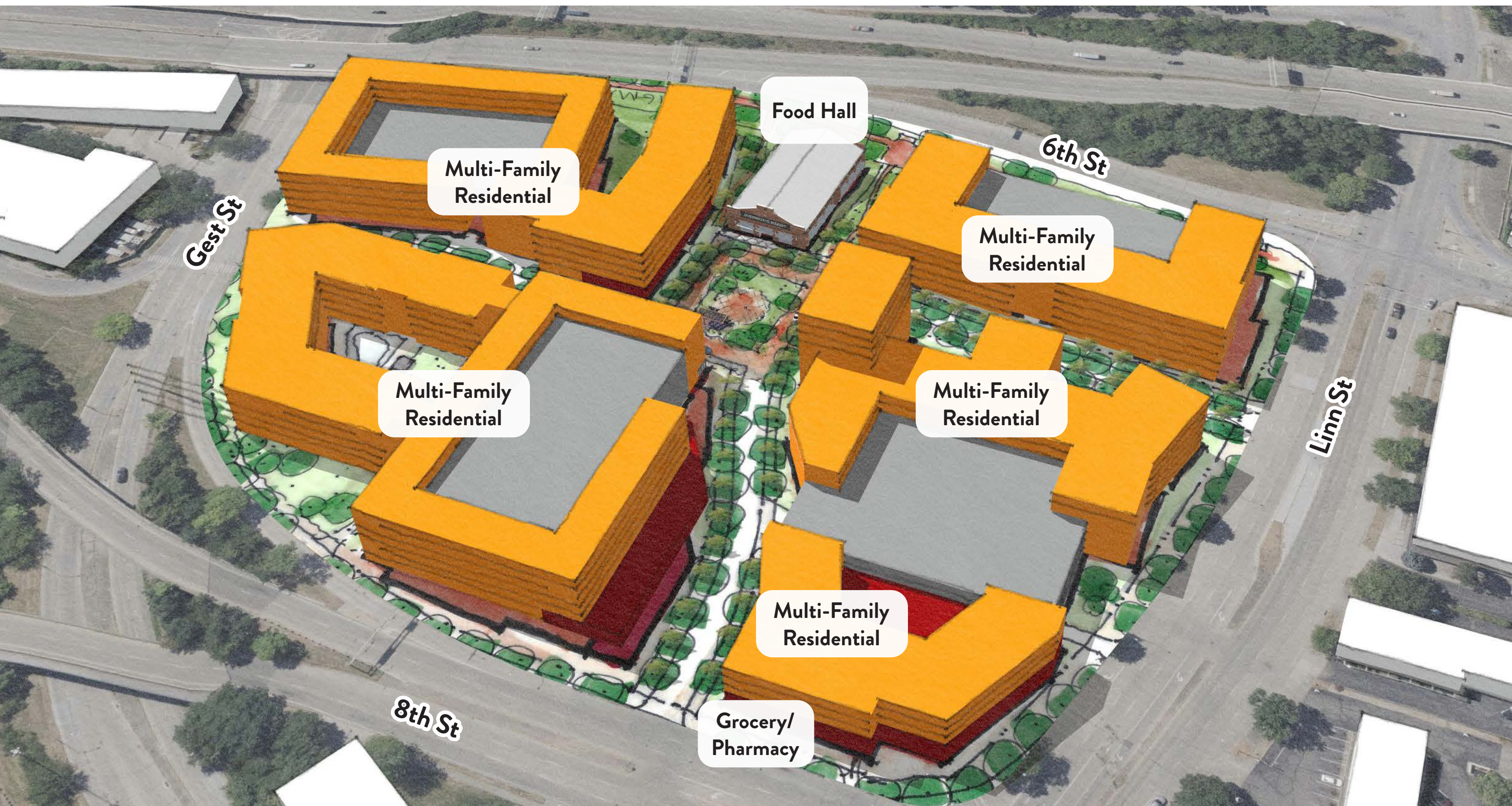


- The former Paycor site is currently vacant in Queensgate. The whole block is nearly 14 acres in total.
- The RAISE grant project will build bicycle lanes and pedestrian improvements along Linn and 8th Street, adjacent to this site.
- After the I-75 reconstruction, this site will be better connected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

Linn & 8th Street – TODAY



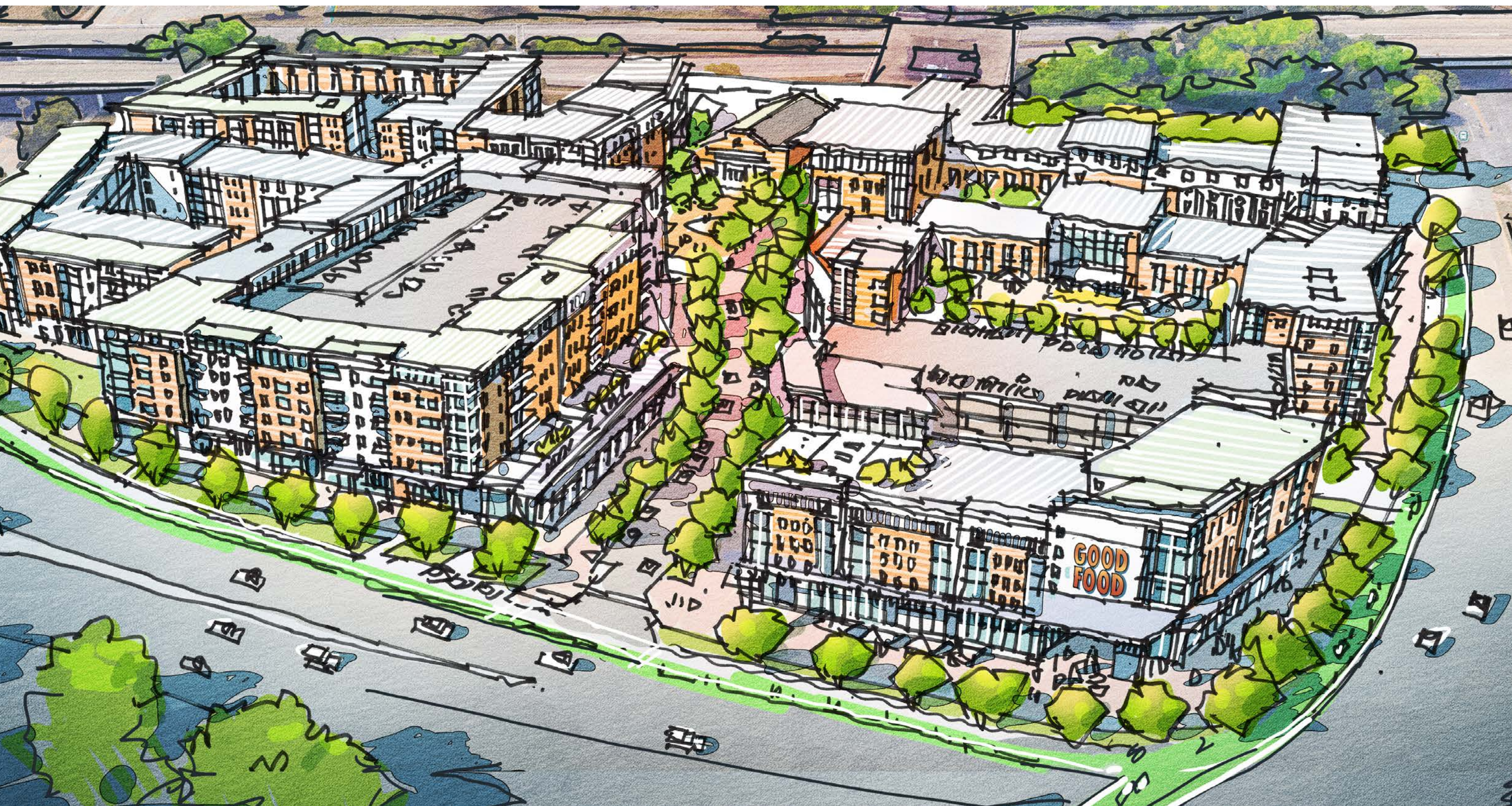
Linn & 8th Street – Mixed-Use Alternative



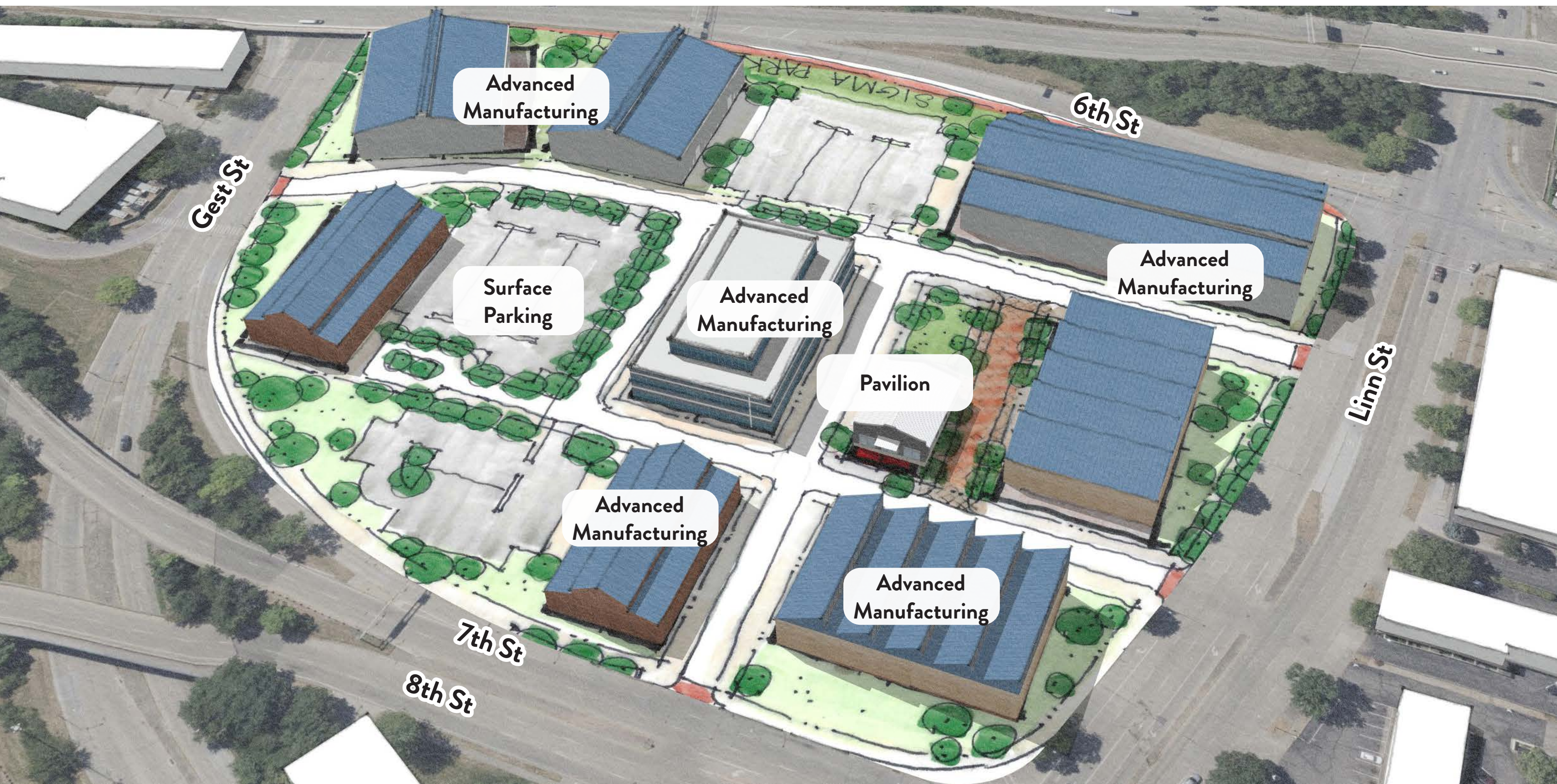
Linn & 8th Street – Mixed-Use Alternative



Linn & 8th Street – Mixed-Use Alternative

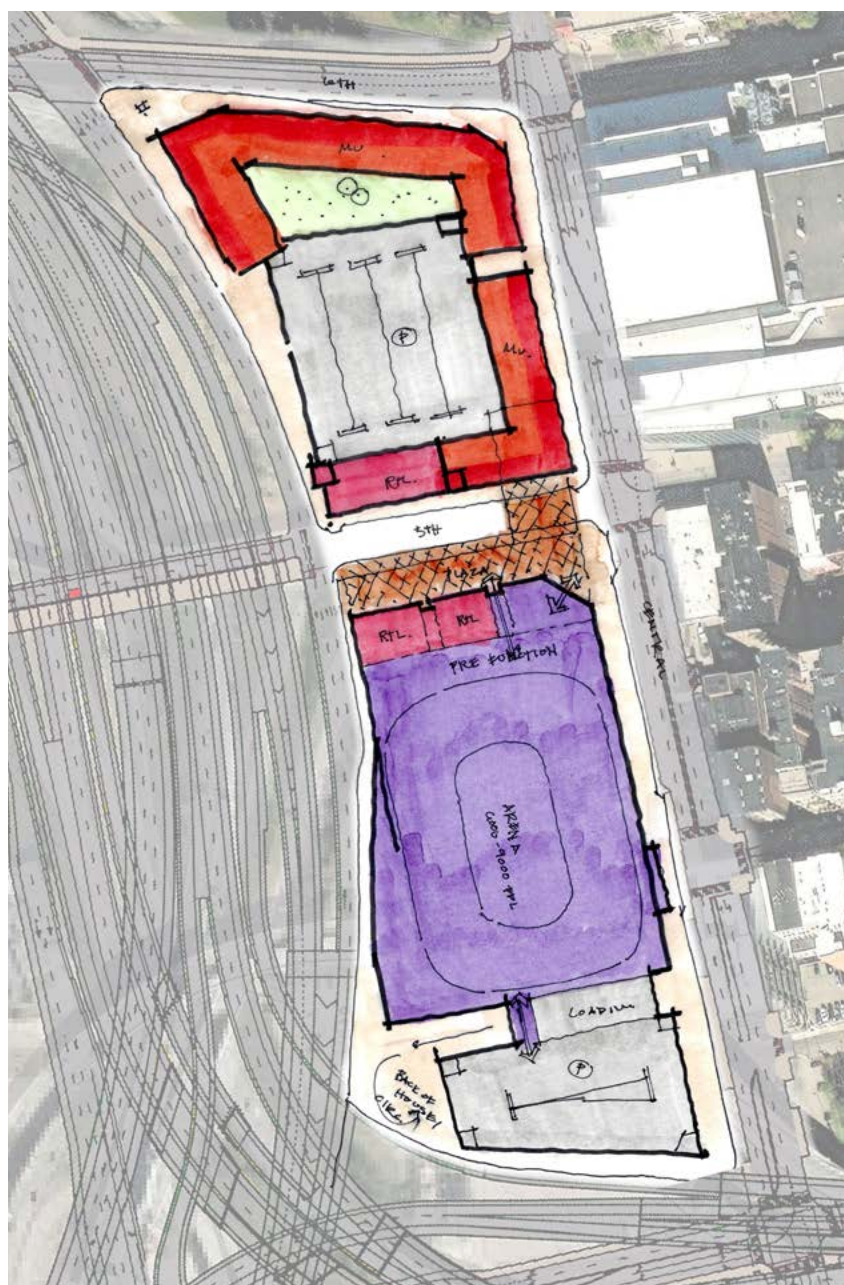


Linn & 8th – Advanced Manufacturing & Jobs Alternative

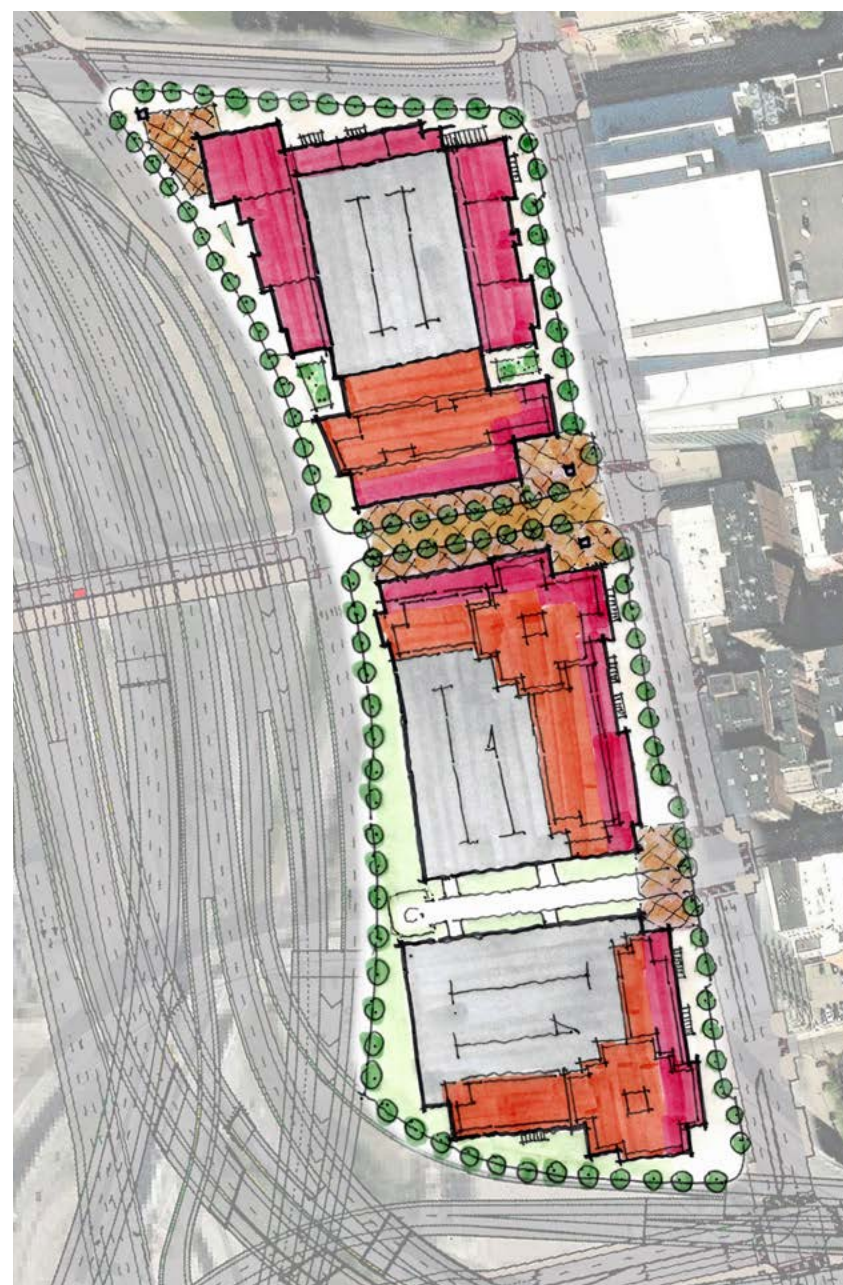


10-Acre Central Avenue Sites

Arena Alternative

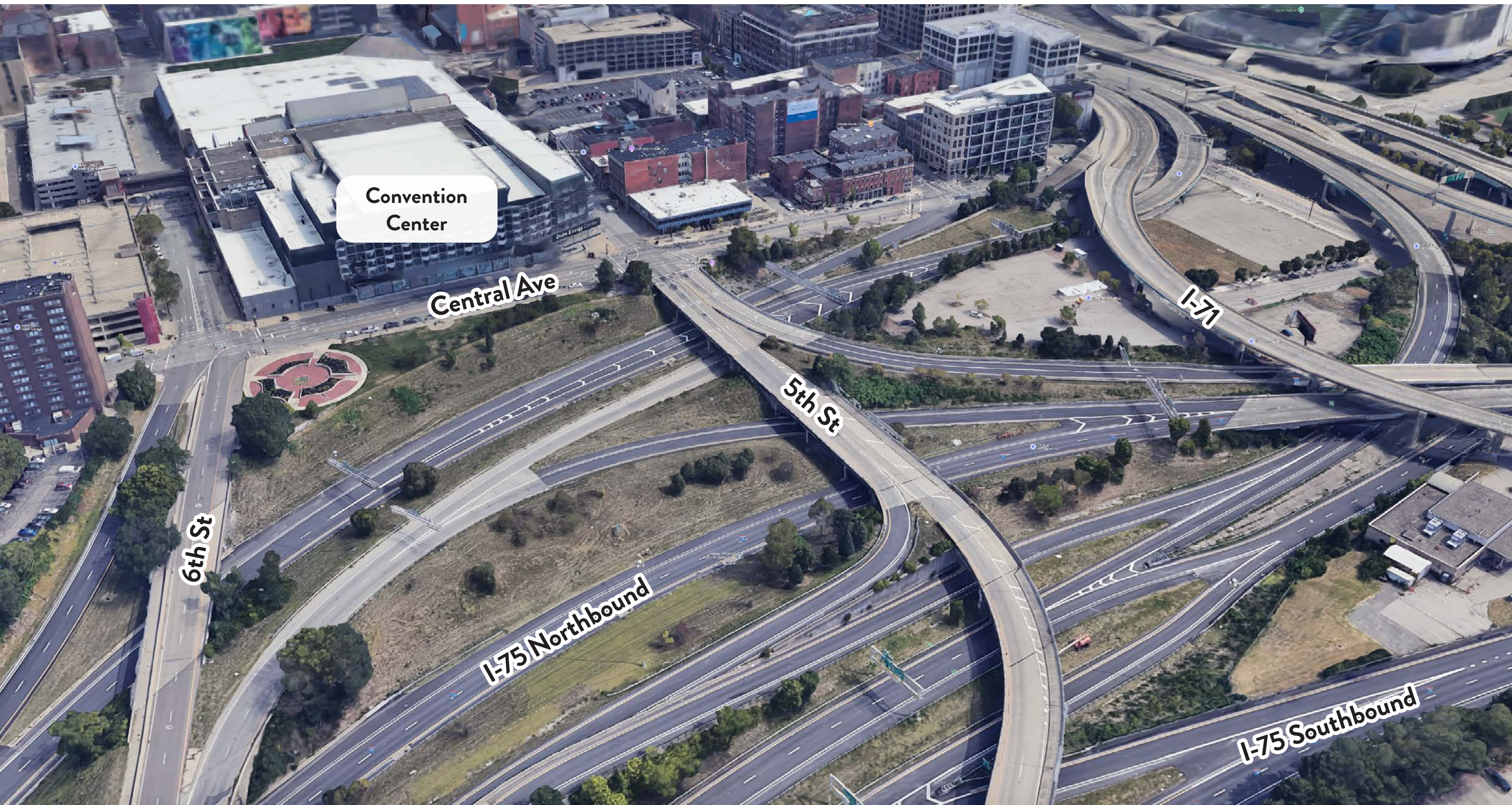


Mixed-Use Alternative

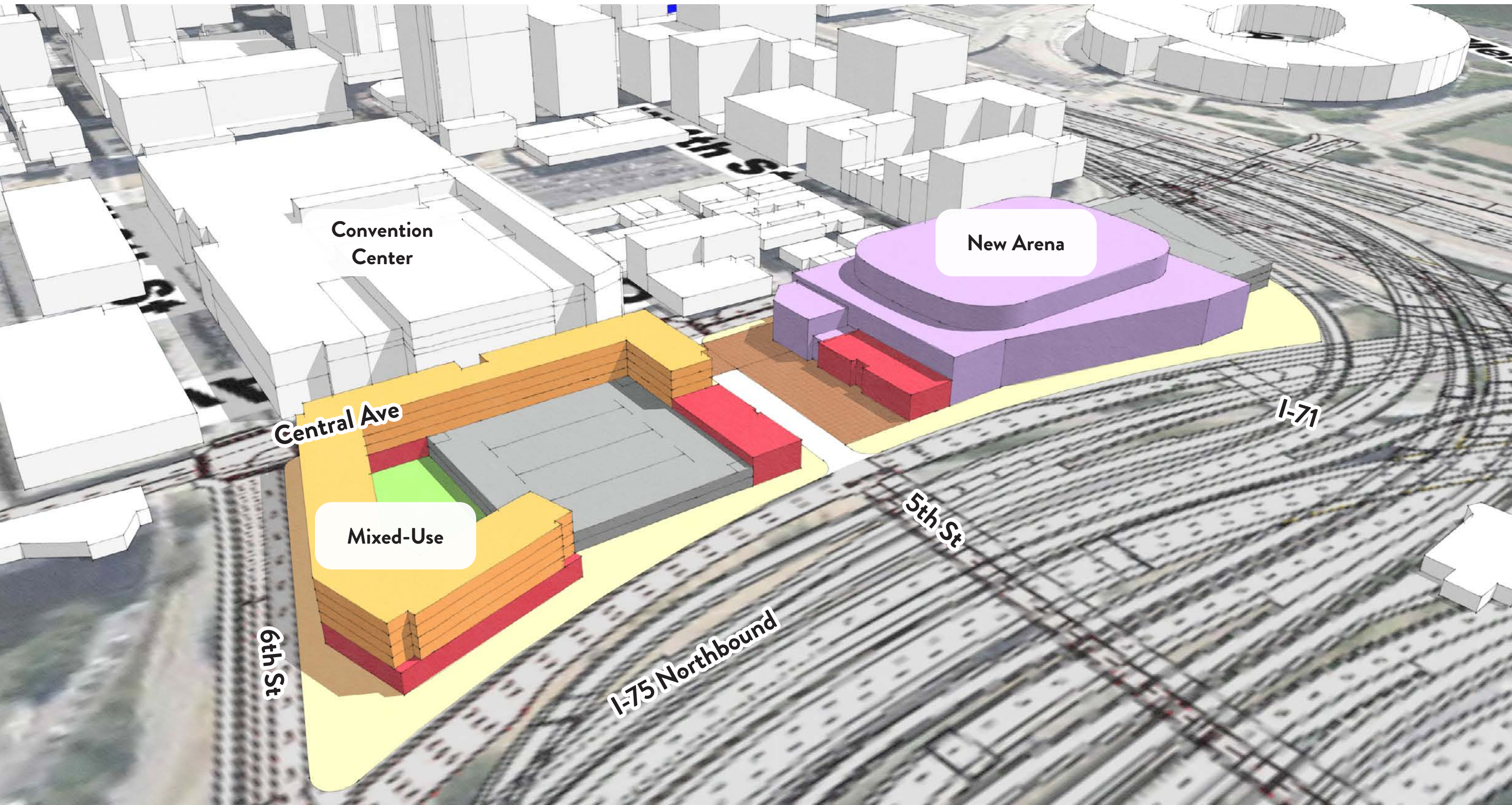


- After I-75 and the Brent Spence Bridge are reconfigured, an additional 10 acres will be available for development adjacent to Central Avenue
- This site offers an opportunity to extend Downtown to the west

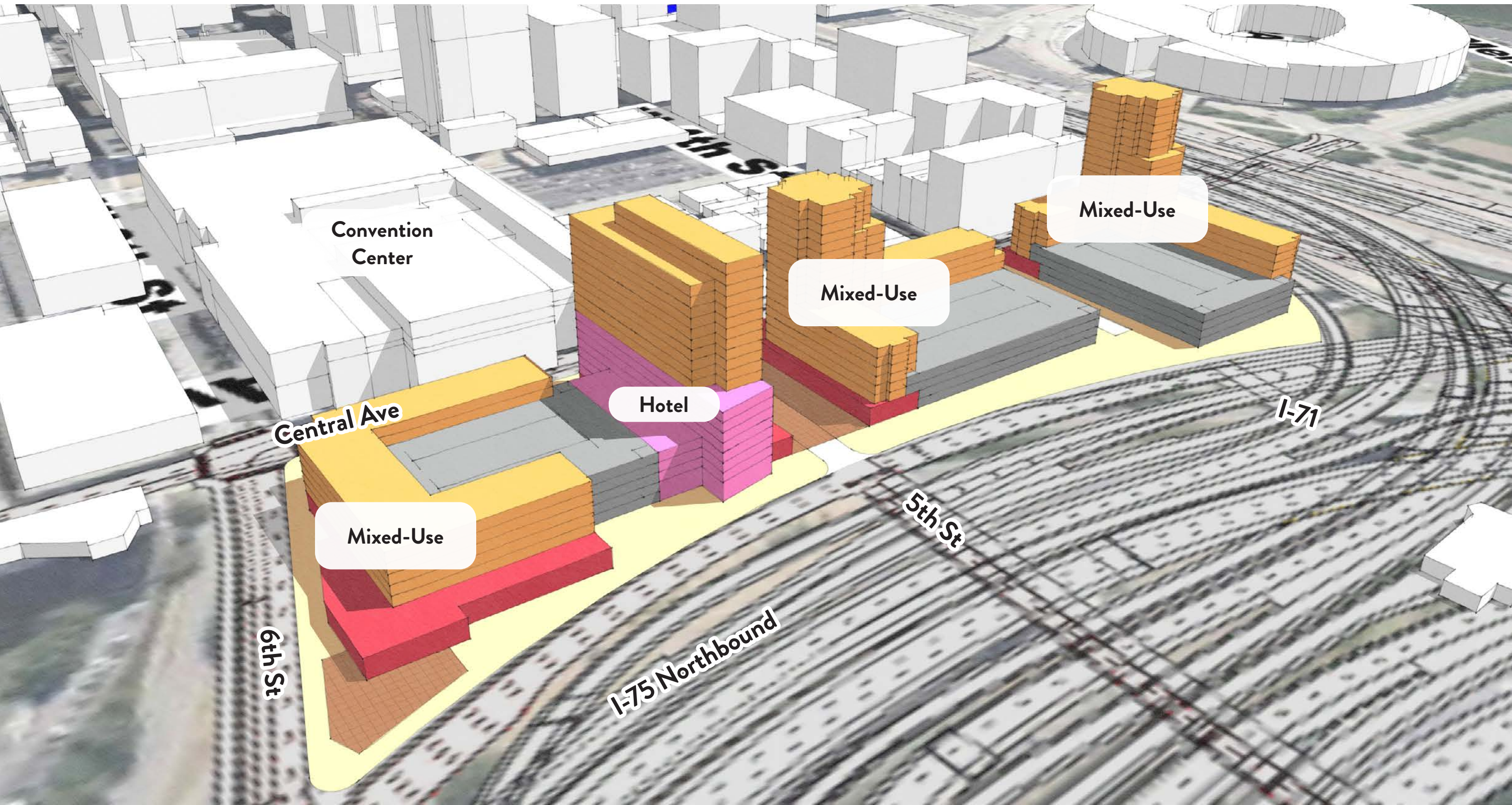
Central Avenue Sites – TODAY



Central Avenue Sites – Arena Alternative



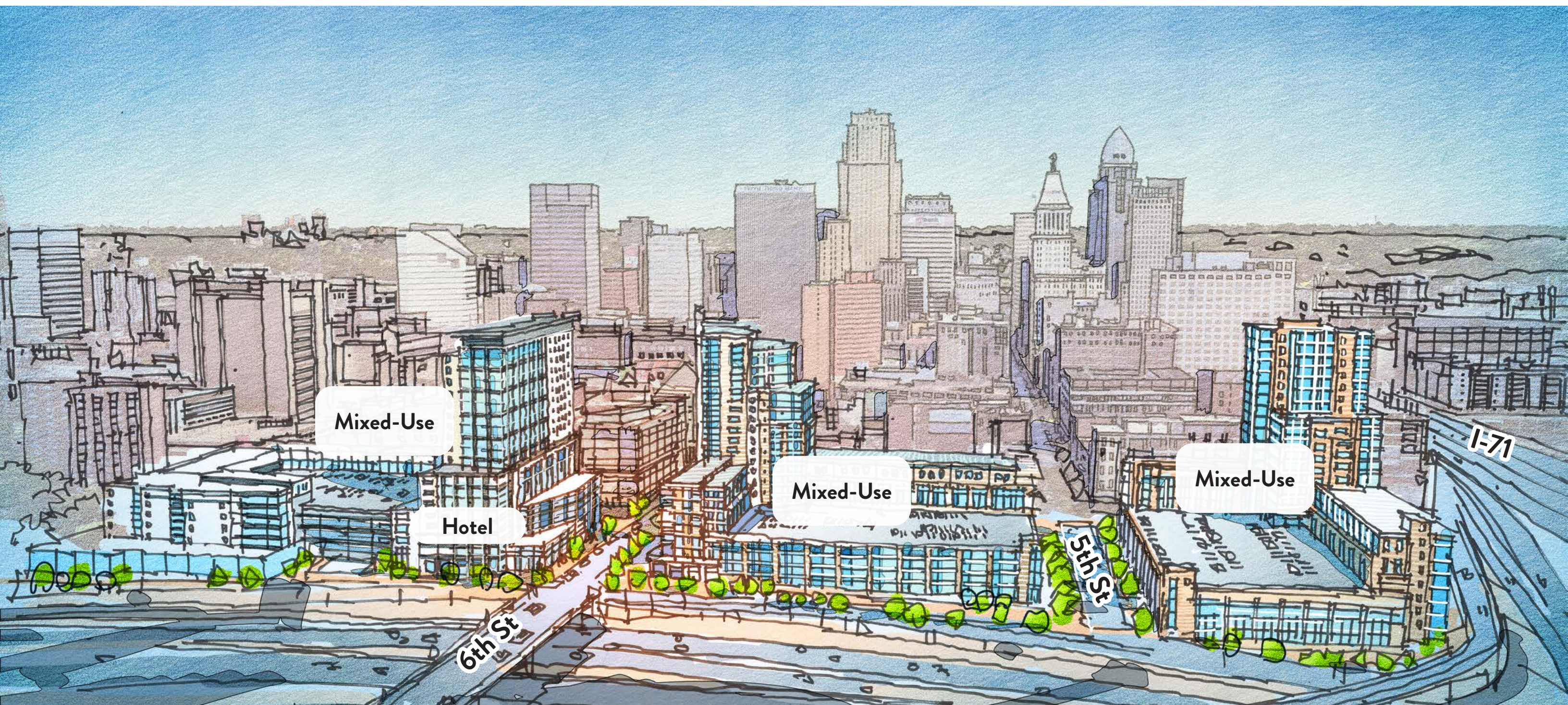
Central Avenue Sites – Mixed-Use Alternative



Central Avenue Sites – TODAY

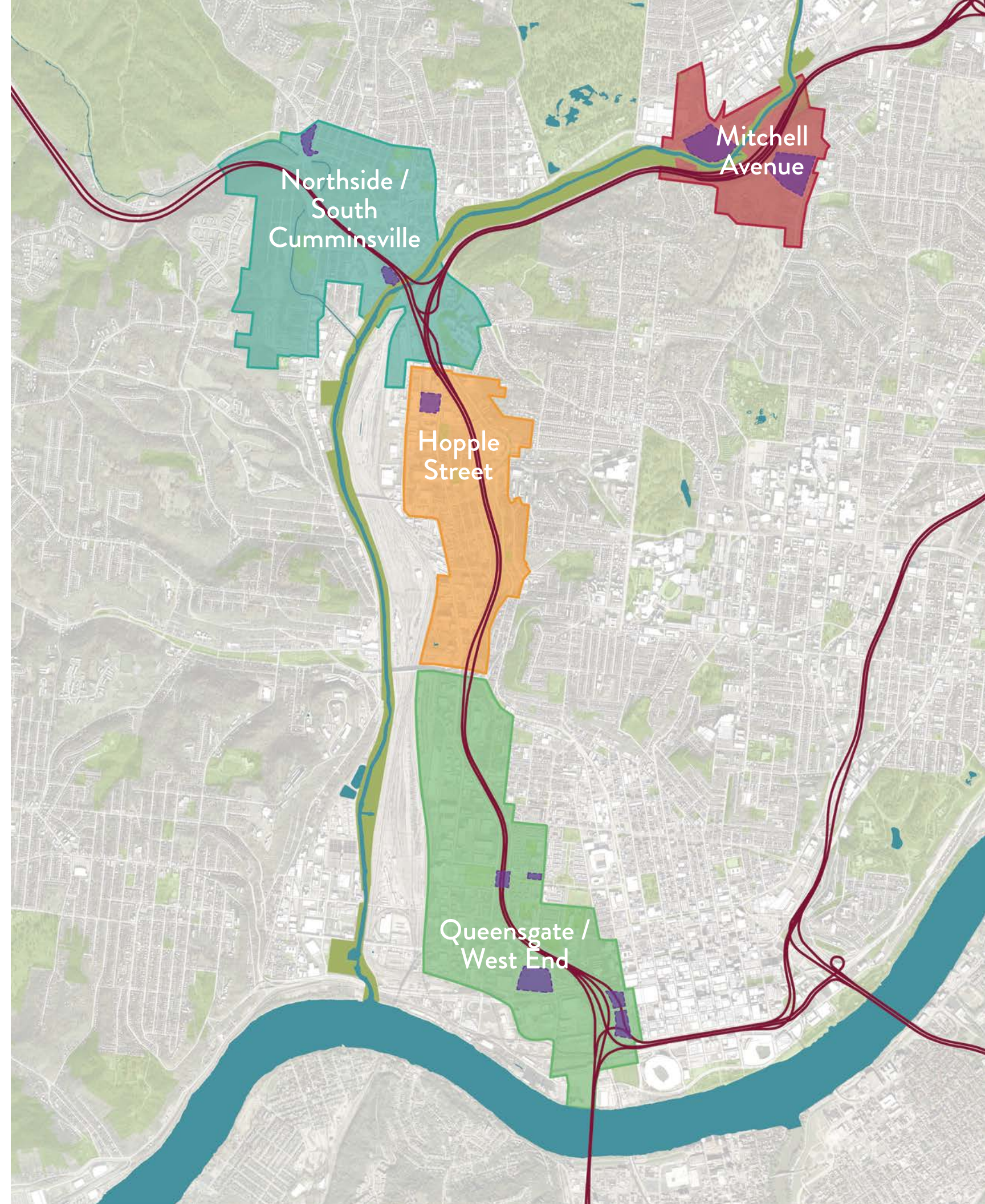


Central Avenue Sites – TOMORROW



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

Breakout Discussions — Please Choose One Area

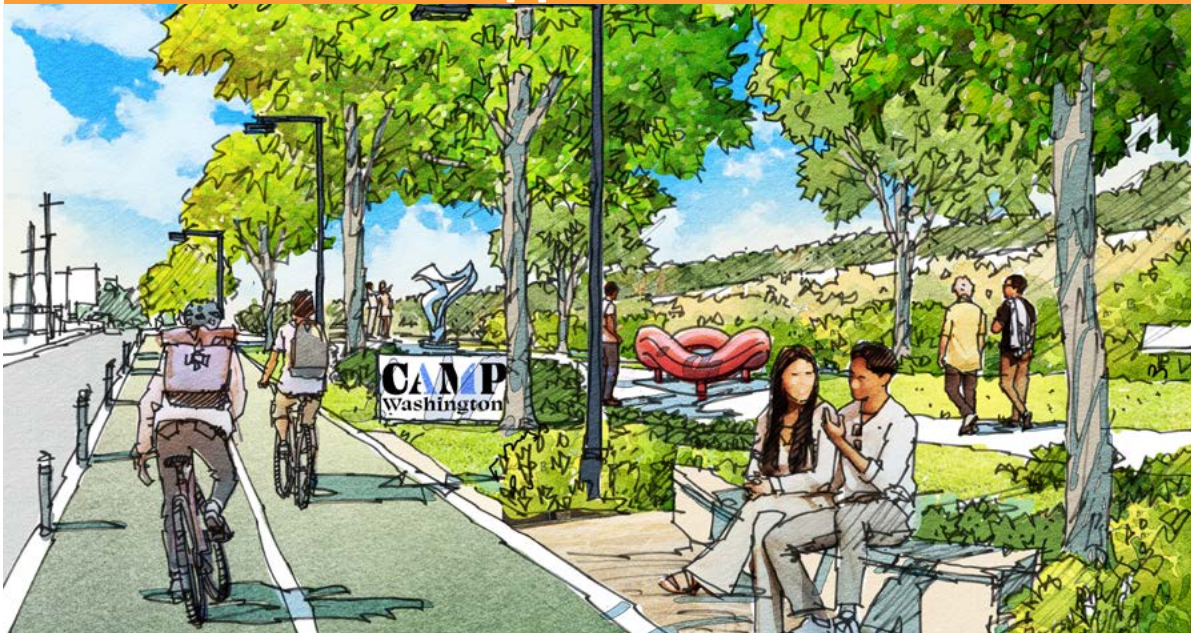
Mitchell Avenue



Northside/South Cumminsville



Hopple Street



Queensgate/Downtown/West End



Exit Survey

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prioritize these projects!

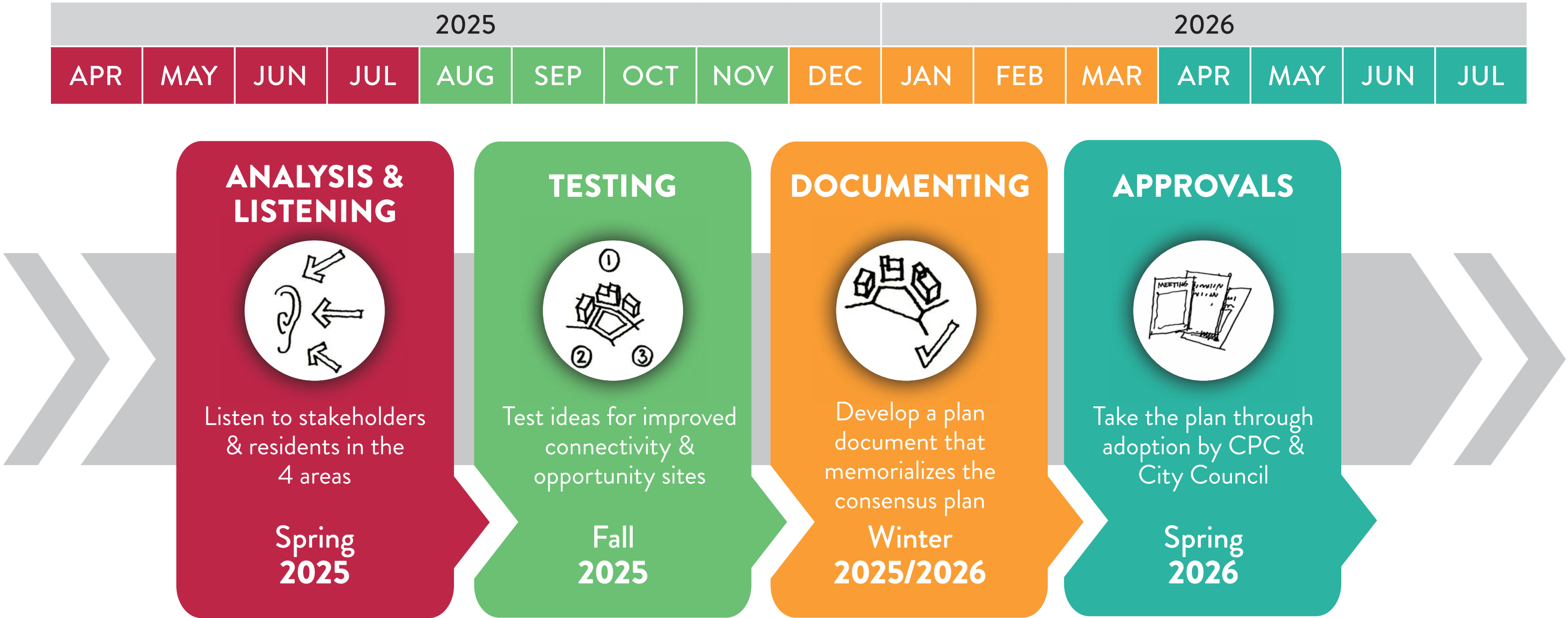
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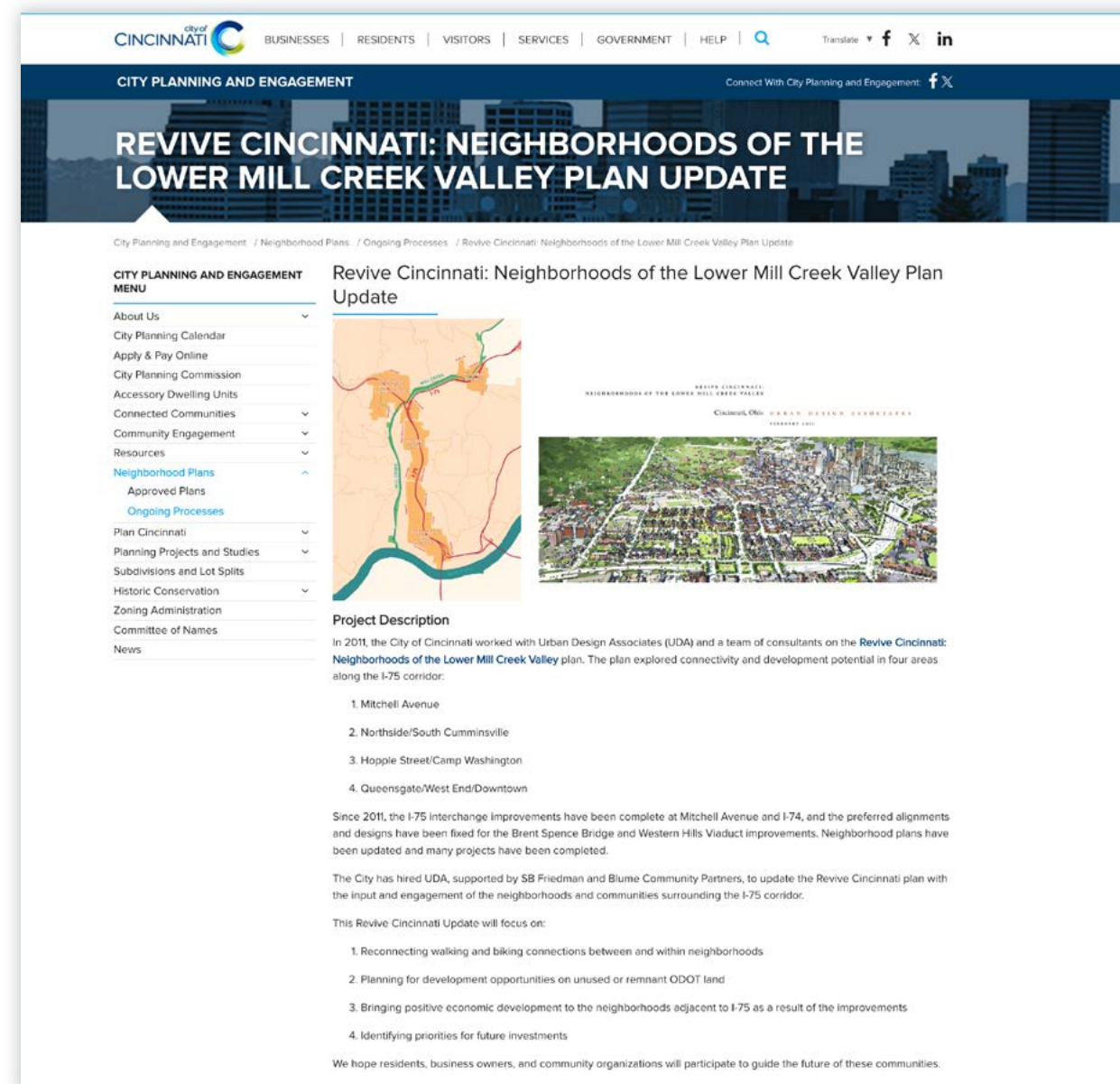
www.surveymonkey.com/r/ReviveCincinnatiSurvey

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



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