



The Queens Gateway

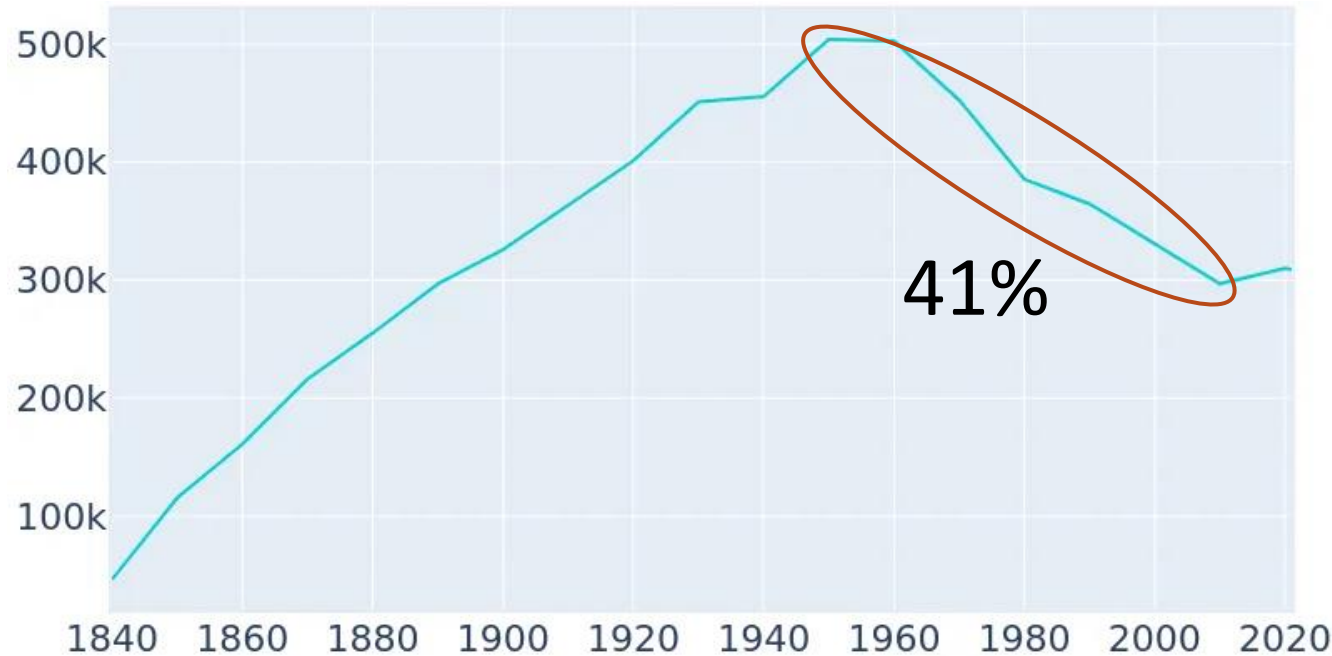
Knitting Together the Potential
Future of Cincinnati's Western
Entrance





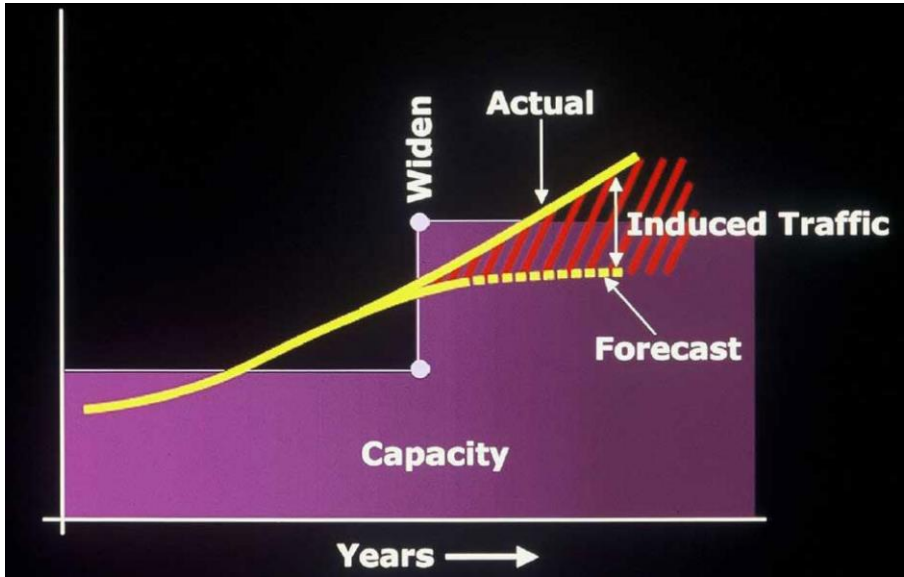


Resulting Population Decline



“...each new highway that cut into a metropolitan area reduced the central city’s population by about 18 percent...”

- Edward Glaeser



A Policy on Geometric Design of Highways and Streets

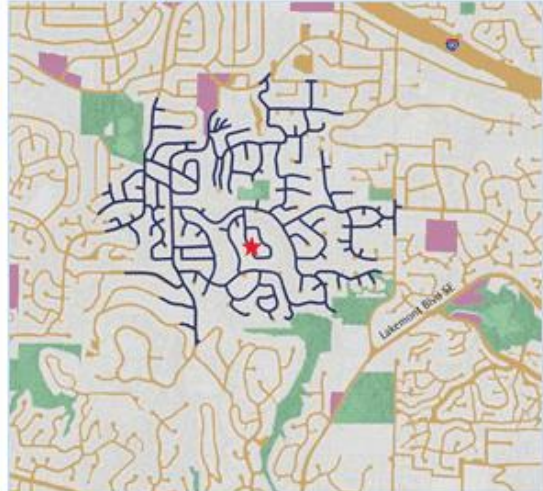
THE GREEN BOOK 2018
7th Edition

One-Mile Walk in a Compact Neighborhood



A one-mile walk in [Seattle's Phinney Ridge](#) takes you through a grid-like street network with a mix of residences and businesses.

One-Mile Walk in a Sprawling Suburb



A one-mile walk in [Bellevue, WA](#) with cul-de-sacs and winding streets has few shops and services within walking distance.

Maps courtesy of Lawrence Frank & Co. and the Sightline Institute.



"The street is the river of life
of the city, the place where
we come together, the
pathway to the center."

- William Whyte

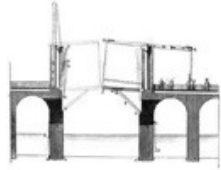


The Value Add...

- Building Great Places Drives Value:
 - Increase in site desirability
 - Can drive value in ground level activation
 - Retail
 - Community Space
 - Builds in Long Term Resiliency
 - Contributes to the community
 - Valuation
 - Activation
 - Experience







Public Interest Projects, Inc.
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Land Consumed (Acres):	34.0	00.2
Total Property Taxes/Acre:	\$ 6,500	\$634,000
City Retail Taxes/Acre:	\$ 47,500	\$ 83,600
Residents per Acre:	0.0	90.0
Jobs per Acre:	5.9	73.7

Saturday, February 5, 2011

Public Infrastructure Cost Per Dwelling Unit*

\$ 15,956

\$ 28,042



The \$12,086 difference in costs means more tax dollars spent on suburban households
result is less money for public green space, schools, transportation networks, and basic services

* Florida Department of Community Affairs Study, by James Duncan AICP & Associates

2021 Property & Sales Tax per Acre

Bothell, WA

Shopping Center Area

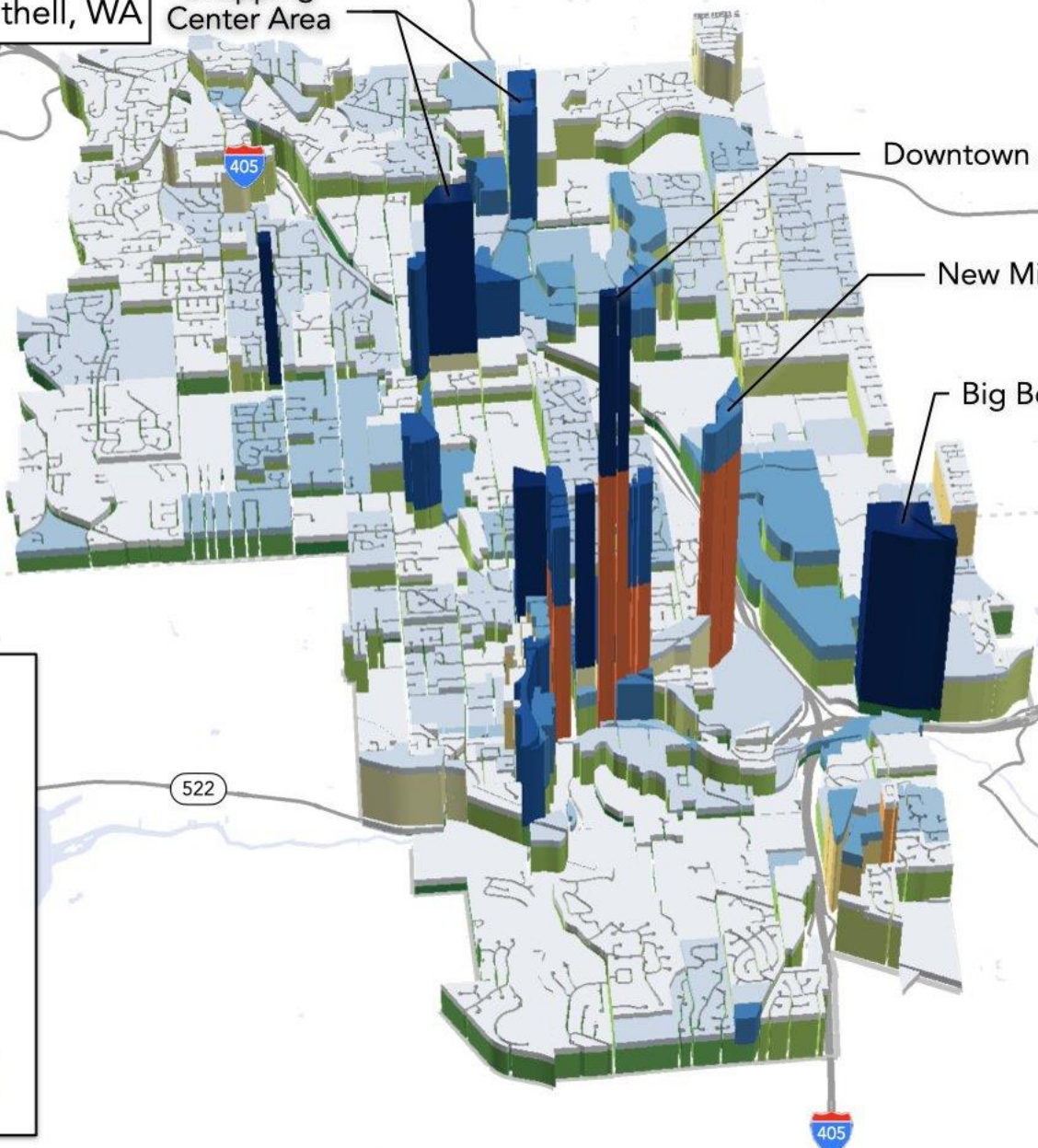
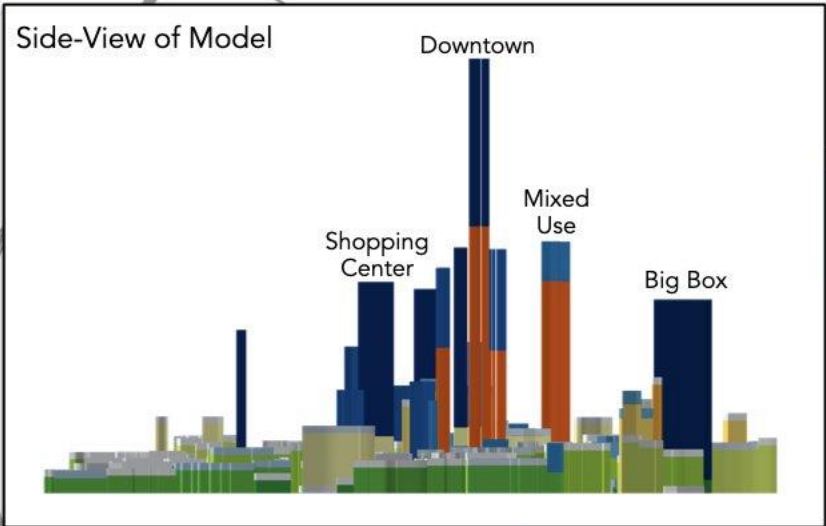
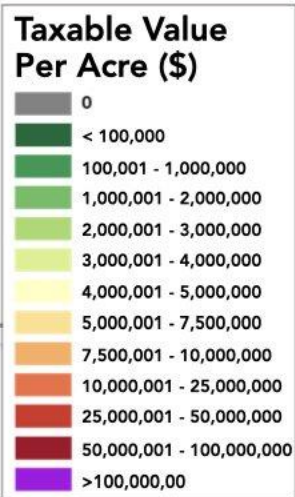
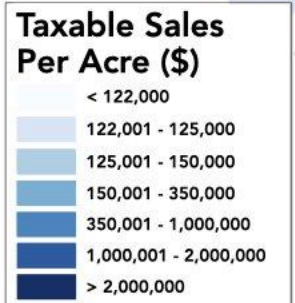
Downtown Area

New Mixed Use

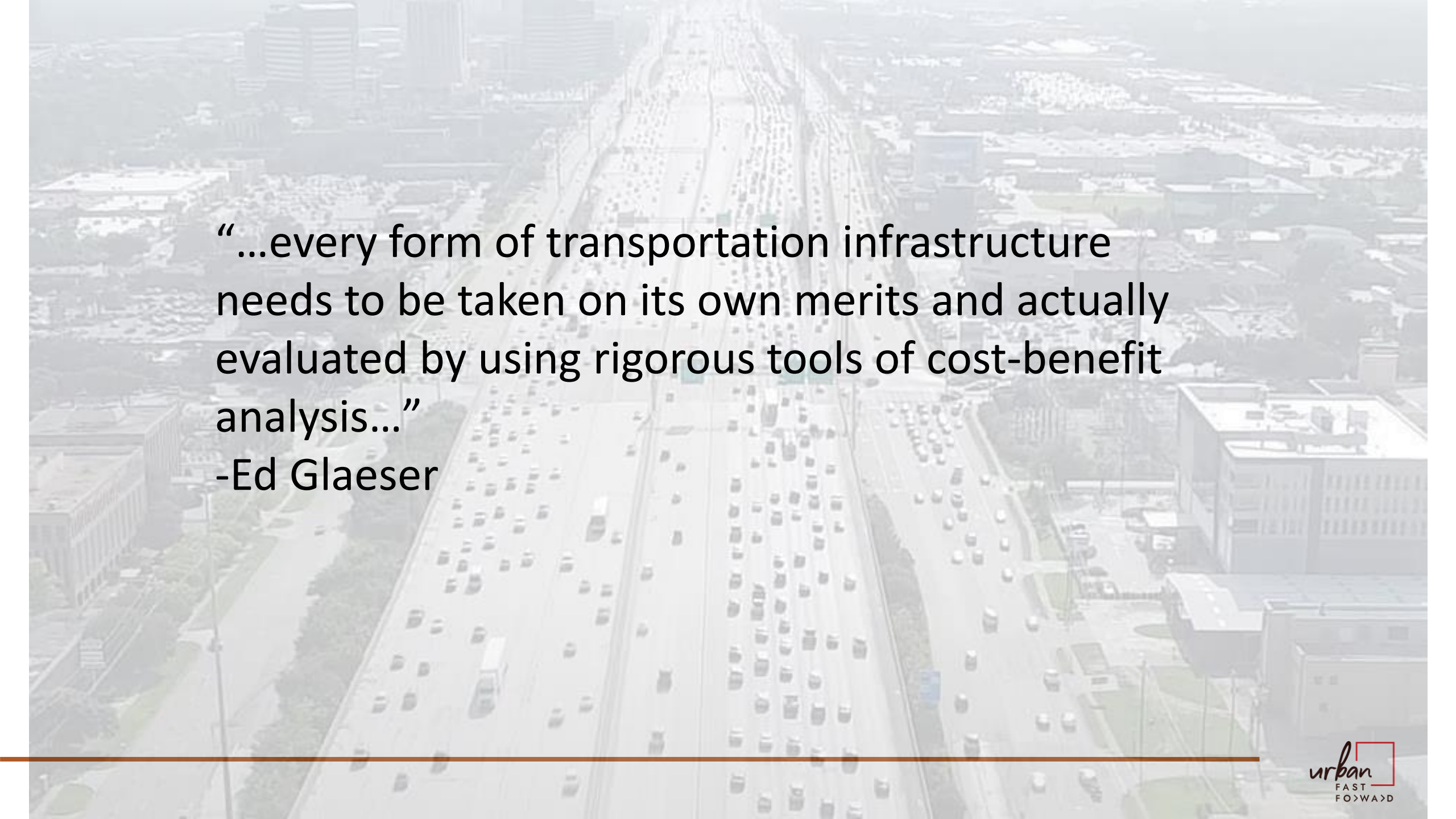
Big Box Area



Snohomish King

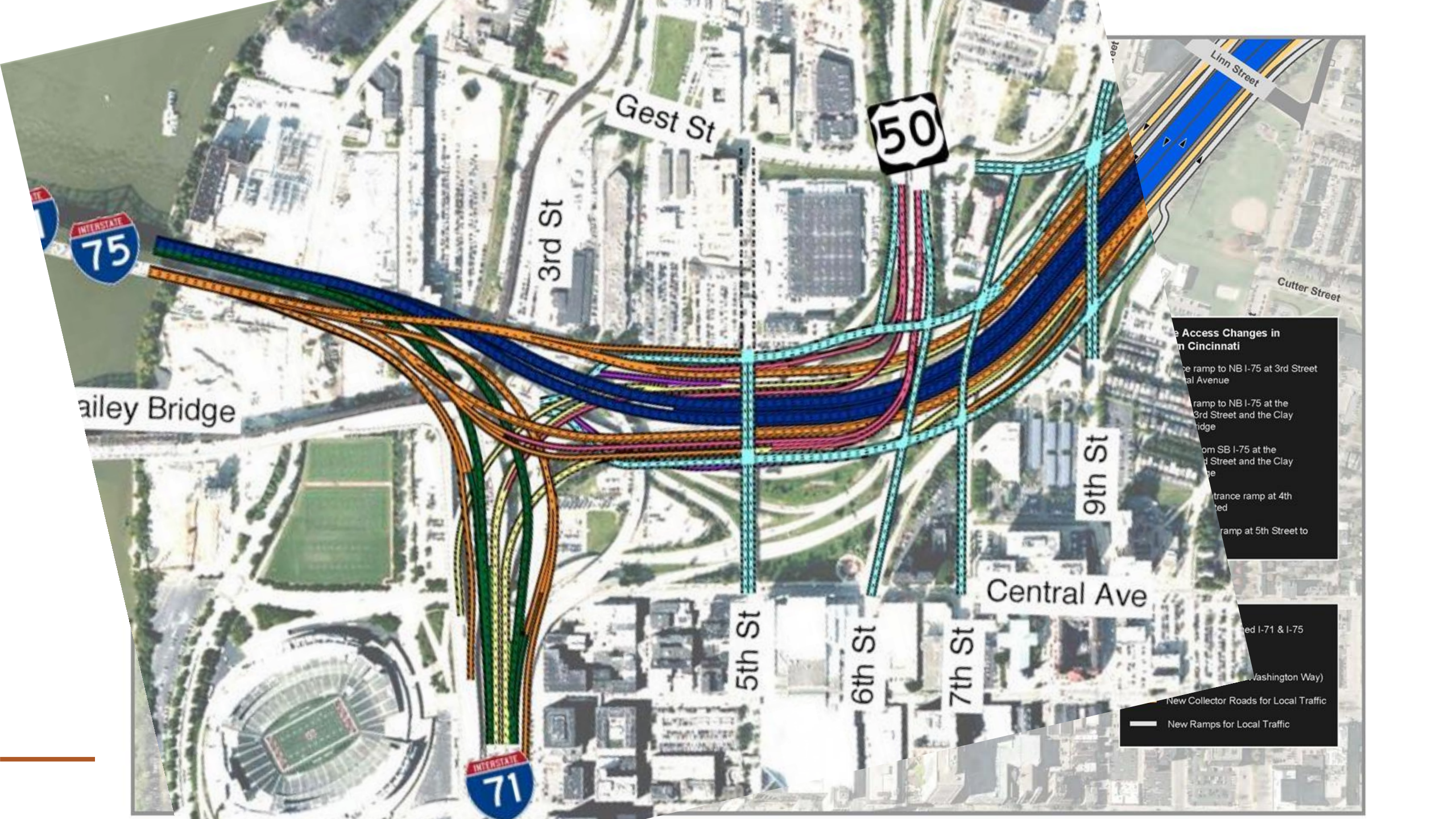


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An aerial photograph of a multi-lane highway in a city, with a semi-transparent text overlay. The highway is filled with cars and a few trucks. The surrounding city buildings and streets are visible in the background.

“...every form of transportation infrastructure needs to be taken on its own merits and actually evaluated by using rigorous tools of cost-benefit analysis...”

-Ed Glaeser



Gest St

50

3rd St

Bailey Bridge

9th St

Central Ave

5th St

6th St

7th St

Linn Street

Cutter Street

71

75

Access Changes in Cincinnati

- New ramp to NB I-75 at 3rd Street and Central Avenue
- New ramp to NB I-75 at the 3rd Street and the Clay Bridge
- New ramp from SB I-75 at the 3rd Street and the Clay Bridge
- New entrance ramp at 4th Street
- New ramp at 5th Street to

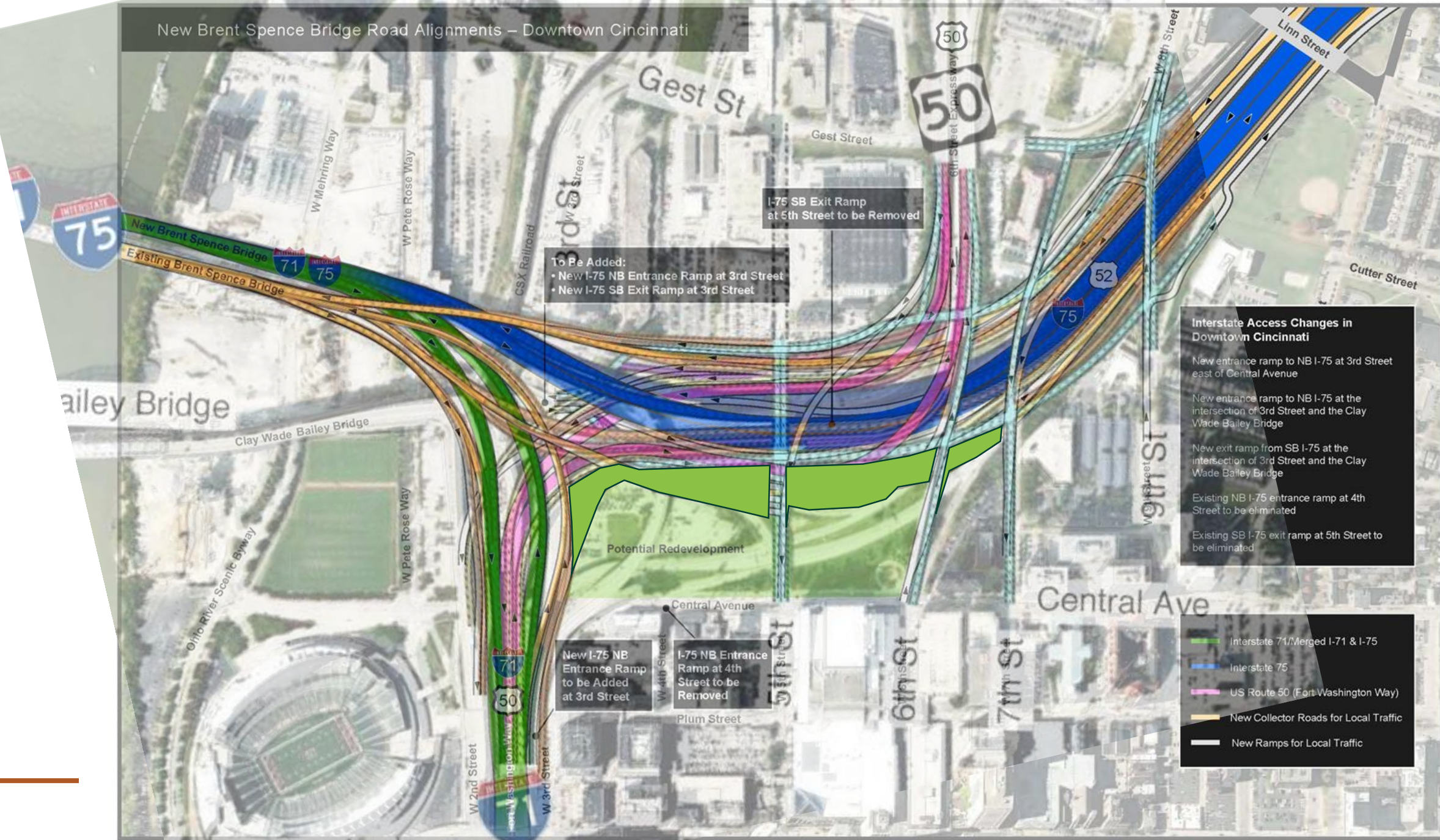
Proposed I-71 & I-75

(Washington Way)

New Collector Roads for Local Traffic

New Ramps for Local Traffic

New Brent Spence Bridge Road Alignments – Downtown Cincinnati



To Be Added:
 • New I-75 NB Entrance Ramp at 3rd Street
 • New I-75 SB Exit Ramp at 3rd Street

I-75 SB Exit Ramp at 5th Street to be Removed

New I-75 NB Entrance Ramp to be Added at 3rd Street

I-75 NB Entrance Ramp at 4th Street to be Removed

Interstate Access Changes in Downtown Cincinnati

New entrance ramp to NB I-75 at 3rd Street east of Central Avenue

New entrance ramp to NB I-75 at the intersection of 3rd Street and the Clay Wade Bailey Bridge

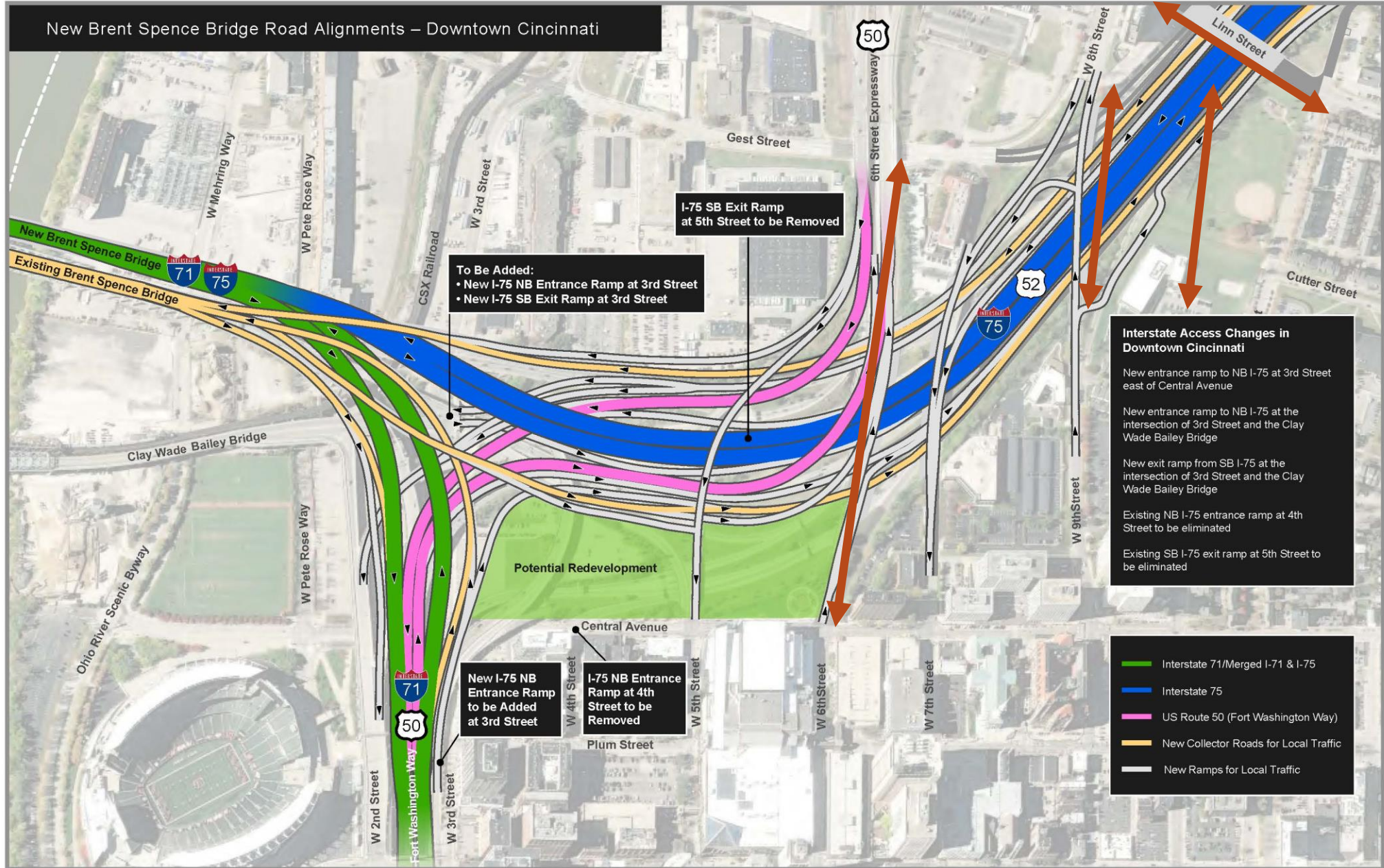
New exit ramp from SB I-75 at the intersection of 3rd Street and the Clay Wade Bailey Bridge

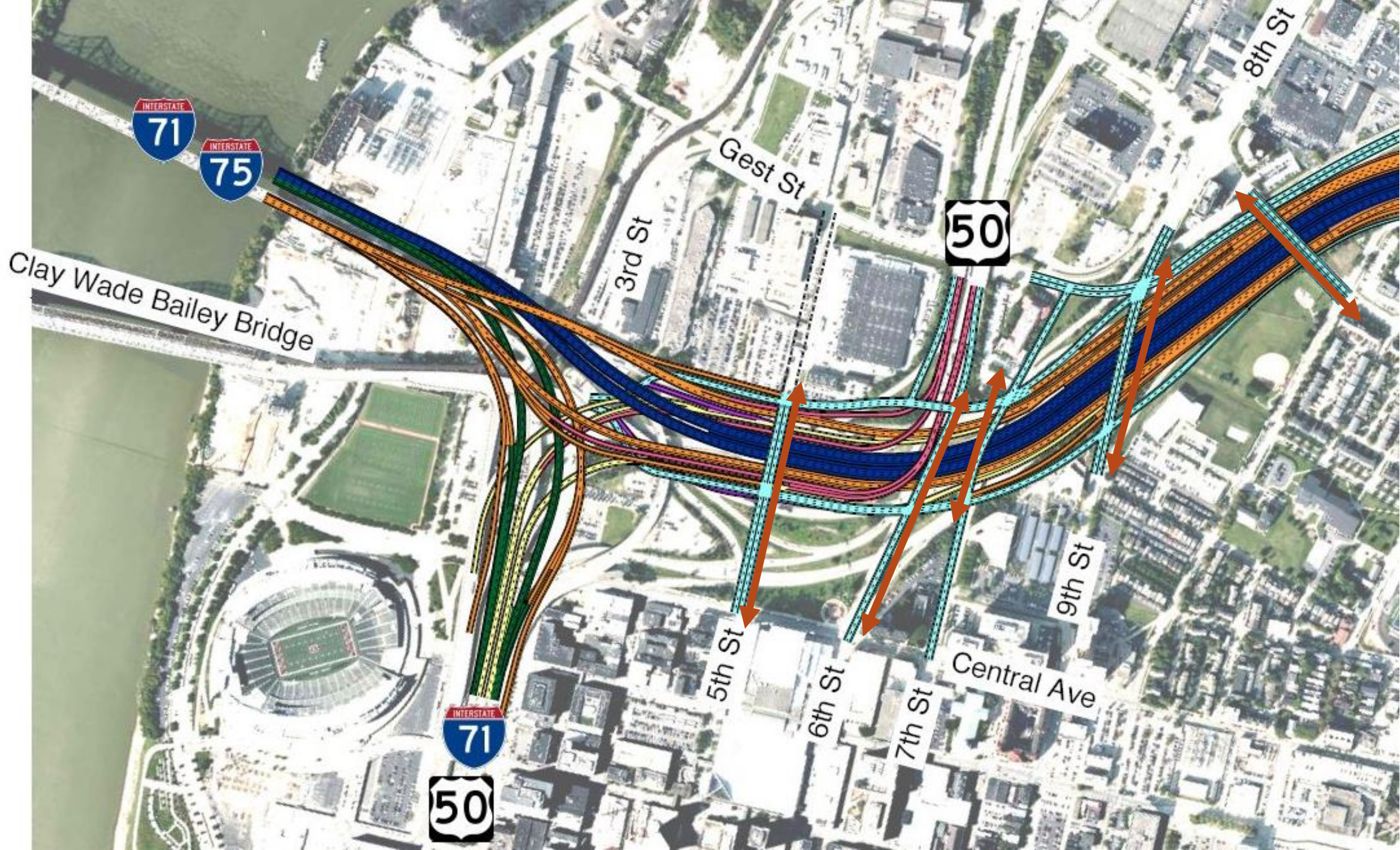
Existing NB I-75 entrance ramp at 4th Street to be eliminated

Existing SB I-75 exit ramp at 5th Street to be eliminated

- █ Interstate 71/Merged I-71 & I-75
- █ Interstate 75
- █ US Route 50 (Fort Washington Way)
- █ New Collector Roads for Local Traffic
- █ New Ramps for Local Traffic

New Brent Spence Bridge Road Alignments – Downtown Cincinnati





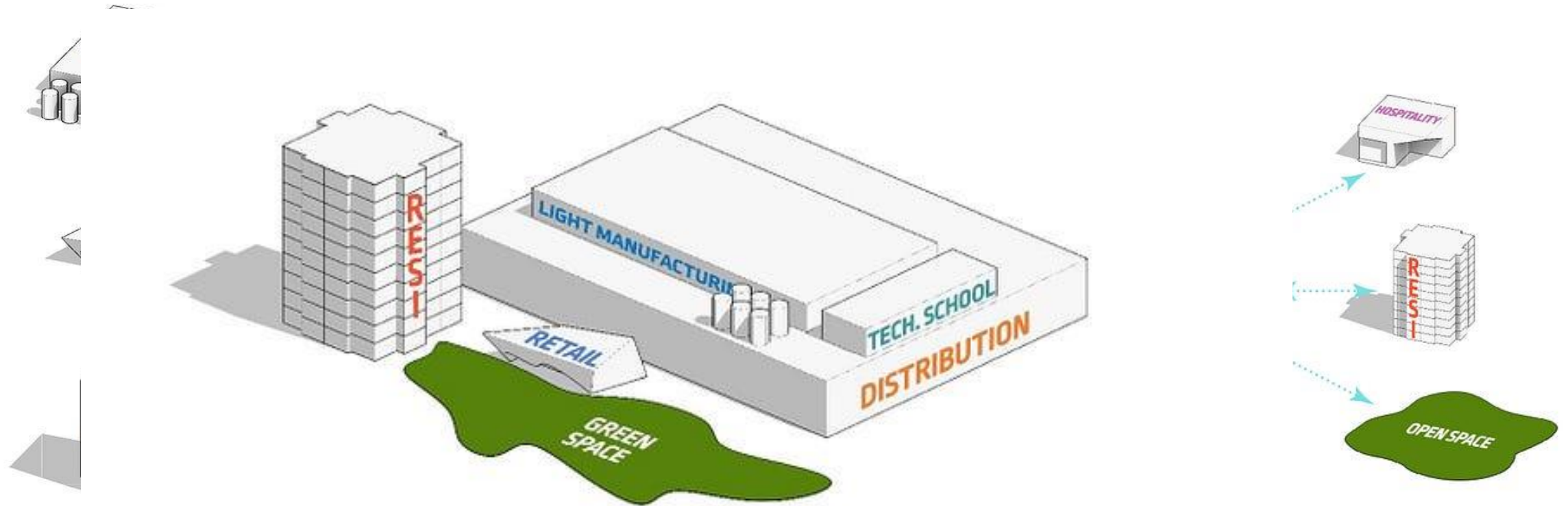
Western Overpass Crossing Lengths

Street	Existing*	ODOT Alt I-W Rev.*	Bridge Forward*
9 th	1066	1066	788
7 th	785	855	640
6 th	1729	1277	626
5 th	N/A	N/A	534
Linn	655	404	382

*Measured In Feet



Industrial Scaling: Old and New



[Via KSS
Architects](#)









How do WE...win?



Thank You!

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Instagram: jyp83