

Crescent Springs Small Area Study

Task Force Meeting Minutes

Location: NKAPC Commission Chambers

Tuesday, August 26, 2009

6:00 – 7:30 P.M.

ATTENDANCE:

Bobbie Baker – Crescent Springs Resident Residing within Study Area

Joe Baker – Crescent Springs City Attorney

Barrie Creamer – Crescent Springs Resident Residing within Study Area

Matthew Damon – Crescent Springs Resident / Student at Villa Madonna Academy

Eric Haaser – Crescent Springs Resident

Dawn Johnson – Crescent Springs Resident

Daniele Longo – Crescent Springs Resident

Bob Mueller – Crescent Springs Resident

Louis Prabell – Crescent Springs Resident

Scott Santangelo – Crescent Springs City Council Member

Tom Vergamini – Crescent Springs City Council Member

Edward Dietrich – NKAPC – Project Manager

James Fausz – NKAPC

Adam Kirk – NKAPC

ABSENT:

Ben Bratton – Local Resident

Bobby Chipman – Crescent Springs Resident Residing Within Study Area

Jim Collett – Mayor of Crescent Springs

Andy Eisner – Crescent Springs Resident

Matthew Johnson – Crescent Springs Resident / Student at Covington Latin

George Ripberger – Crescent Springs City Employee

Mark Rogge – Crescent Springs Resident / KCPC Representative

Scott Siefke – Co-owner of Crescent Springs Business within Study Area

Greg Sketch – Crescent Springs Resident

Bill Toebben – Owner of Crescent Springs Business within Study Area

1. OPENING COMMENTS AND APPROVAL OF MINUTES

Mr. Dietrich started the meeting at 6:07 p.m. by briefly going over the meeting agenda. He then turned the meeting over to Vice Chairperson Santangelo who asked if everyone had the opportunity to look over the minutes and if there were any changes. Seeing no changes Vice Chairperson Santangelo motioned to accept the July minutes and the motion was seconded by Ms. Baker. The motion passed unanimously with Mr. Baker abstaining from the vote.

2. GOALS

Mr. Dietrich next discussed the goals of the study. He displayed the rough version of the goals on screen while Mr. Fausz made revisions in real time with the task force. Through discussion the following vision list of goals were created:

1. *Creatively redevelop the Study Area into well-planned, sustainable, economically viable and productive uses.*
2. *Improve the appearance and functionality of the Study Area in a manner that accommodates all modes of transportation, including bicycles and pedestrians.*
3. *Use green infrastructure elements to improve infiltration of stormwater and improve air and water quality.*
4. *Improve connectivity to adjoining areas for vehicles and pedestrians.*
5. *Design a street system that improves access to the entire Study Area and redesign the intersections to insure maximum traffic capacity while optimizing right of way.*

After revisions were complete the task force agreed to the goals by consensus and moved forward to a discussion of the larger area concept.

3. CONCEPT

Mr. Dietrich entered into a discussion of the idea of a town center, which could fit within the city outside of the study area. He presented the following graphic and suggested the city consider the idea of placing its true “town center” in the vicinity of the Anderson Road and Buttermilk Pike intersection. He noted this area was more suitable than the current study area for these uses and proposed the city may want to study the concept in more detail through a future study. He also suggested the task force not get overly concerned with the details of the concept as it was displayed primarily to show there is an area for more of a town center within the city.



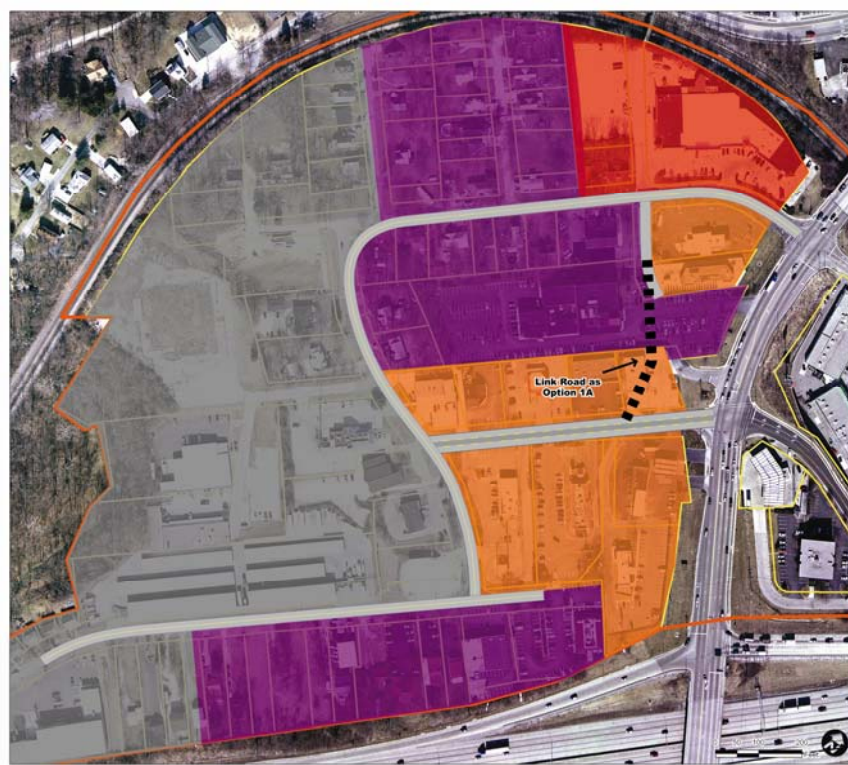
Potential Town Center Area

4. SCENARIOS – GROUP DISCUSSIONS

Mr. Dietrich next discussed the different scenarios staff had prepared and elaborated on how the transportation network for each would affect the area. He let the task force know the scenarios were based on the idea that development is constrained by access into the study area. He also described that each scenario needs to be put into the context of three key issues: the alignment and connectivity of the loop road, whether the Hazelwood / Grandview intersection with Buttermilk Pike should be constrained to right in – right out movements, and how much highway retail the task force desires in the final built environment. The main ideas presented with each scenario are as follows:

a. Scenario 1 and 1A

- No changes to the transportation network
- Industrial land near railroad is needed to offset limited traffic volumes into the area
 - Industrial will have to be low traffic generation
- Adding the connector from High to Hazelwood (dashed line) would likely not change the land use in the study area
- Center of highway retail would be located on Hazelwood



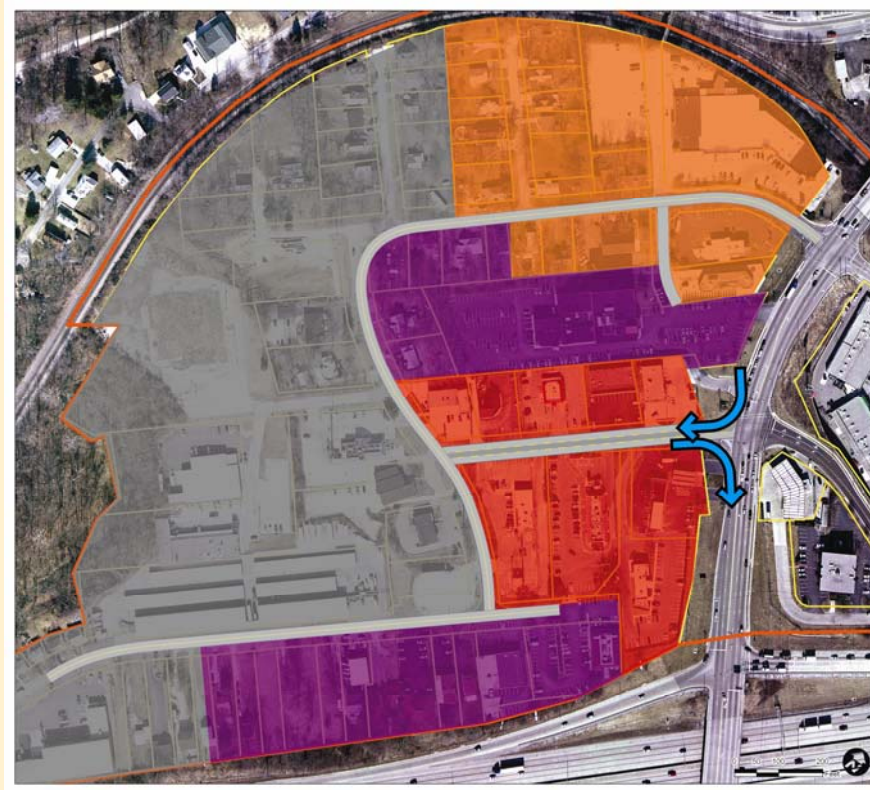
Scenario 1 and 1A

Mr. Prabell asked if the industrial land would have a lot of semi truck traffic going into the study area. Mr. Dietrich replied the uses would need to be geared so there was limited truck traffic. He also mentioned the industrial uses should likely be warehousing or some other type of low volume traffic generator.

Mr. Haaser spoke on behalf of Mr. Siefke and stated he would like some sort of bridge connector over the railroad tracks in the southwest section of the study area. Mr. Dietrich stated that a connection in that area currently would not benefit traffic flow and would be cost prohibitive.

b. Scenario 2

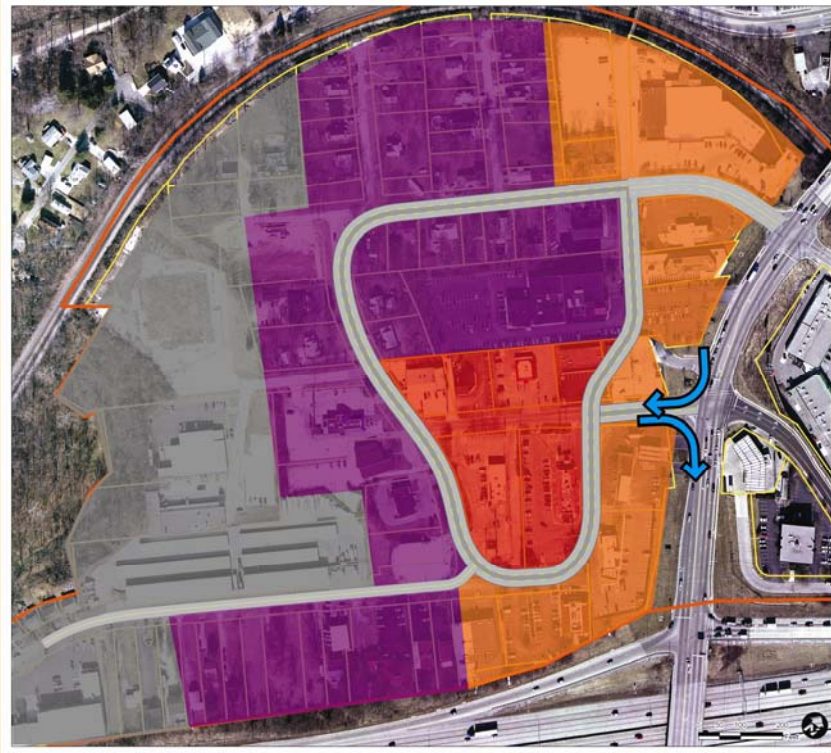
- Changing Hazelwood to right in – right out dramatically changes land use pattern
- Primary entrance into study area is now located on High Street
- Highway retail now locates on High Street in order to have best access into the area
- Commercial (red area) will primarily improve the appearance of the study area



Scenario 2

c. *Scenario 3*

- Loop road mainly follows existing streets
- Allows highway retail to be situated along Buttermilk Pike with access from loop road
- Close curb cuts on Buttermilk Pike and limit access at Hazelwood and High Street intersections
- Creates curved turn from High to Terry

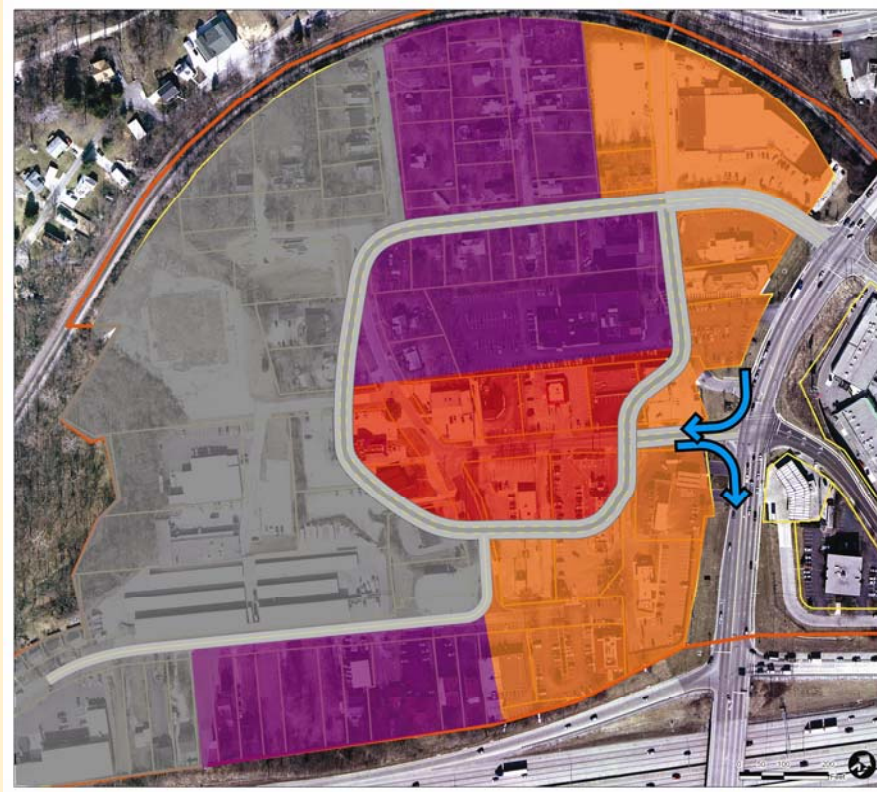


Scenario 3

Ms. Johnson asked if access to properties would be limited from Buttermilk Pike. Mr. Dietrich replied that vehicles would only be allowed to access properties from the loop road.

d. Scenario 4

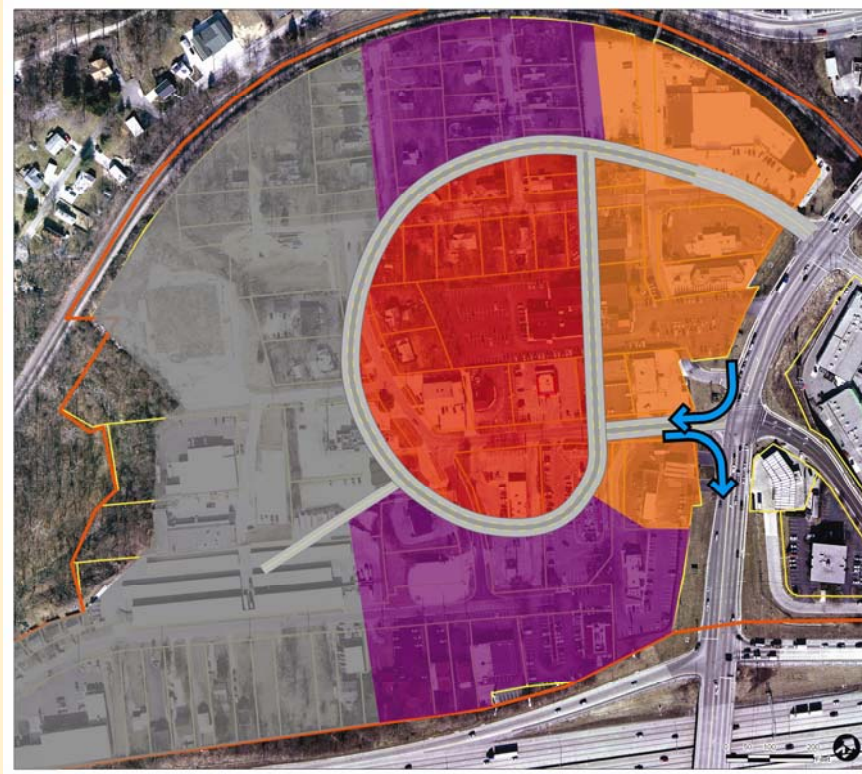
- Modifies alignment of loop road
- Creates curved turn from High to Terry
- Provides more spacing for highway commercial on section of loop road parallel to I-75
- Alignment gives more spacing for commercial and office uses in middle of loop
- Cuts through middle of existing Arby's and McDonald's



Scenario 4

e. Scenario 5

- Cuts through existing Toeppen building
- More ideal for transportation network
- Far out into future
- Section of loop road paralleling Buttermilk Pike provides more ideal spacing for traffic turning from High Street
- Assumes many buildings have been removed over time



Scenario 5

f. Small Area Scenario

- Buttermilk Crossing becomes main intersection and primary road
- Grandview would stop and intersect with Buttermilk Crossing
- Bridge to Buttermilk Towne Center should be included in any variation of the plan
- Current office and gas station site should become all highway commercial



Small Area Scenario

Vice Chairperson Santangelo asked if Buttermilk Crossing had to be widened if the right in – right out at Grandview was implemented. Mr. Kirk explained that widening both High and Buttermilk Crossing would be necessary because the current traffic was spread across two intersections and the new road would become the primary intersection. He also added that Buttermilk Pike would need to be widened on both sides of the intersection to accommodate additional left turn lanes.

g. Task Force Conversation

Ms. Chipman asked why no residential was displayed on any of the scenarios. Ms. Baker stated that in 20 years the residential would likely be gone. Mr. Dietrich added the task force could include residential as a permitted use in any of the land use categories in the form of mixed use. He also explained that the inclusion of residential in any form would be up to the developer and whether or not they could make the use work financially. Vice Chairperson Santangelo reiterated that neither the city nor the task force was forcing the existing residents out of the area. The residents in the study area are and will continue to be welcome for as long as they wish to remain in their homes. He also added that in the future the long term vision of the study does not suggest the area will be ideal for residential only uses. Mr. Dietrich also reminded the task force that any residential only uses in the area would likely have to be high rise multifamily buildings because of the initial purchase price of the land.

Vice Chairperson Santangelo asked if road frontages would be better served with office or commercial uses rather than industrial as depicted in most scenarios. Mr. Dietrich answered that different uses could be allowed along the roadways; however, the amount of land dedicated to more traffic intensive uses still would need to be offset by the use of industrial land. Mr. Kirk added that if industrial was added along the road frontage it would need to be replaced with industrial in another location within the study area.

Ms. Johnson asked how bad the intersections would be at peak drive times with the changes that were shown. Mr. Kirk responded that even with all the improvements traffic would likely be slightly worse than it is today because of the more intense land usage within the study area. He also said that the scenarios that were shown push traffic capacity close to the maximum in order to get the highest and best use of the land.

Vice Chairperson Santangelo suggested the task force might need to step back and figure out how to make the traffic better, not worse. He asked how approaching the area with that idea would affect the design ideas. Ms. Johnson also added that traffic through the study area affected almost everyone in the city and people in Villa Hills because they had to get through the area to get home. Mr. Kirk responded by saying that if everything currently in the study area operated at its highest capacity, traffic volumes would likely push the limits of what the road could carry. He mentioned that if traffic was the number one concern the task force would need to consider alternative lower intensity uses or maybe even a large park in the middle of the study area. He finished by stating this approach is made more difficult and unlikely with the realization that land will be extremely expensive for a developer to begin with and they will be interested in making the highest return possible on the investment. Mr. Dietrich added that if improving traffic on Buttermilk was a primary concern then limiting the amount of highway retail was crucial. Vice Chairperson Santangelo finished the discussion by stating it would be important for the task force to keep the balance of uses in mind as the study progressed because the traffic will not get better unless the study designs it to get better.

Mr. Haaser asked if it would be possible to add access ramps from the study area directly on to the I-71/75 southbound entrance ramps that exist today. Mr. Kirk replied that a change like this would create problems on the interstate instead of on the internal street system of Buttermilk Pike. He added the federal government would not allow this change to be constructed and that regulations are currently being revised to require more space from an interchange to an intersection than is currently permitted.

Mr. Haaser asked if roundabouts could help with the Buttermilk Pike intersections at Hazelwood and/or High Street. Mr. Kirk replied that under the current state policy roundabouts would not be allowed at these intersections because they have too many lanes. He mentioned that, while the policy may change to allow for larger roundabouts, the amount of traffic on Buttermilk Pike would essentially render the exits from the study area ineffective. Essentially, traffic from the study area would be required to wait until there was adequate spacing to turn onto Buttermilk Pike. Through the removal of stoplights, traffic on Buttermilk would be nearly constant because of the high volume and low levels of control. Mr. Fausz suggested that roundabouts would be more appropriate in the intersections along the loop road within the main study area.

Mr. Mueller again brought up the idea of an access over the railroad in the southwest corner of the study area. Mr. Dietrich suggested the concept could be included in text by saying “the idea should be studied in more detail when traffic volumes indicate the connection would be more appropriate.” Mr. Kirk added the connection would help citizens of Crescent Springs get into the study area without having to get onto Buttermilk Pike. He continued by stating the problem is that a majority of the traffic for office and highway commercial will be coming from and returning to the interstate, which would not utilize the bridge at all. Finally he mentioned the bridge would be very high cost for relatively low benefit. Mr. Longo mentioned

traffic today might not warrant the bridge but that in 20 years there could be more intense industrial use along the Dolwick Connector who would want to utilize the study area. Mr. Kirk stated that if more local uses were added in the study area then the connection could be more beneficial to the city.

Mr. Dietrich asked if there were certain scenarios or aspects of the scenarios that task force members liked more than others. Mr. Prabell mentioned that he liked Scenario 3. Vice Chairperson Santangelo commented that he liked the concept of the loop road and felt that it was an important feature. He added that he felt Scenarios 1 and 2 were disconnected and felt like being able to flow through the study area was important. He suggested the concept of the right in – right out at Hazelwood / Grandview helped with the flow in the area as well.

Vice Chairperson Santangelo questioned whether the state would have to be involved with roadway improvements or if a developer would assume the cost. Mr. Kirk stated that typically an impact study would be required through NKAPC's subdivision regulations and once the impacts were determined the city would work to determine who pays for the improvement. Mr. Fausz added that it might be necessary for the city to improve the roadway to stimulate development. In this instance the city would have to assume the costs of the improvement. He suggested that one idea might be to apply for CMAQ (Congestion Mitigation and Air Quality) funds if the improvements could be used to reduce congestion on Buttermilk Pike. Vice Chairperson Santangelo added that under such a scenario phasing the project would be critical to seeing it through to completion.

Ms. Baker asked if congestion was really that bad in the Hazelwood area of Buttermilk Pike. Mr. Kirk replied that congestion is at its worst in this area during the P.M. peak hours (4:00p.m. – 6:00 p.m.). He suggested the task force should decide if they want to design the roadway to accommodate traffic for peak hours or if operating at a lower capacity during those times is acceptable.

Mr. Baker questioned what the right in – right out change at Hazelwood did to traffic at Anderson Rd. Mr. Kirk answered that since much of the traffic entering the study area currently turns at Hazelwood the change would allow for more left turn stacking from High St. back to the Interstate. He also mentioned the bridge on Buttermilk Pike would need to be widened to accommodate dual left turn lanes from eastbound Buttermilk into Buttermilk Crossing. He added that if the bridge was widened he did not expect a significant change in traffic near Anderson.

Mr. Baker asked if allowing left turns from Grandview onto Buttermilk Pike would be beneficial. Mr. Kirk replied a change such as this would be less than an idea since it would still require a traffic signal at Hazelwood.

Mr. Haaser asked if extending cuing lanes from High St. on Buttermilk Pike made the area more attractive. Mr. Baker and Vice Chairperson Santangelo stated they feel the area is currently less attractive for repeat users because of the traffic problems that exist today.

Mr. Mueller asked if a traffic control system would work in the area that allowed lane directions to be changed based on peak hours. Mr. Kirk responded that such systems (local ex. Clay Wade Bailey Bridge) are acceptable if there is a significant difference in directional flows, typically 75% of the roadway capacity one way and 25% the other. He indicated this system would not be ideal for Buttermilk Pike because current flows are roughly split 60% and 40%.

Mr. Dietrich finished by stating the task force did not need to make a decision on these issues right away. The issues were presented so the members could understand the interrelatedness of the issues and begin thinking about what they would like to see in the area. He did mention that eventually they would need to decide on whether Hazelwood should be right in – right out, how much highway commercial was desired and what amount of the loop road would be desired.

Mr. Baker stated that he liked the loop road idea but questioned who would pay for the project. Mr. Dietrich answered by stating the question really got to the root of the issues within the study area. Some examples predominantly followed existing right of way while others required the acquisition of significantly more property.

5. NEXT STEPS AND WRAP UP

Mr. Dietrich asked the task force if they were ready to have a public meeting concerning the project. Chairperson Vergamini and Vice Chairperson Santangelo both felt the study was overdue for a public meeting. Mr. Dietrich suggested conducting a meeting to discuss the existing conditions, traffic / access issues, property value and development issues, as well as other issues.

Mr. Dietrich asked the task force what date would be beneficial for the public meeting. The general consensus was to replace the regularly scheduled September task force meeting, which was set for September 23, 2009. The task force agreed and set the location for the Crescent Springs City Building. [Later the date was revised to October 7, 2009 due to scheduling conflicts].

The meeting ended at 7:39 p.m.