

Crescent Springs Small Area Study

Task Force Meeting Minutes

Location: NKAPC Commission Chambers

Tuesday, November 18, 2009, 6:00 – 7:30 P.M.

ATTENDANCE:

Bobbie Baker – Crescent Springs Resident Residing within Study Area
Jim Collett – Mayor of Crescent Springs
Dawn Johnson – Crescent Springs Resident
Louis Prabell – Crescent Springs Resident
George Ripberger – Crescent Springs City Employee
Mark Rogge – Crescent Springs Resident / KCPC Representative
Scott Santangelo – Crescent Springs City Council Member
Scott Siefke – Co-owner of Crescent Springs Business within Study Area
Greg Sketch – Crescent Springs Resident
Tom Vergamini – Crescent Springs City Council Member
Edward Dietrich – NKAPC – Project Manager
James Fausz – NKAPC

ABSENT:

Ben Bratton – Local Resident
Joe Baker – Crescent Springs City Attorney
Bobby Chipman – Crescent Springs Resident Residing Within Study Area
Barrie Creamer – Crescent Springs Resident Residing within Study Area
Matthew Damon – Crescent Springs Resident / Student at Villa Madonna Academy
Andy Eisner – Crescent Springs Resident
Eric Haaser – Crescent Springs Resident
Matthew Johnson – Crescent Springs Resident / Student at Covington Latin
Daniele Longo – Crescent Springs Resident
Bob Mueller – Crescent Springs Resident
Bill Toebben – Owner of Crescent Springs Business within Study Area

1. OPENING COMMENTS, MEETING DATES, AND APPROVAL OF MINUTES

Mr. Dietrich started the meeting at 6:05 p.m. by asking for approval of the minutes. Ms. Baker made a motion to approve the minutes, Chairperson Vergamini seconded and the motion passed unanimously.

2. REVIEW OF OCTOBER MEETING FINDINGS

Mr. Dietrich entered into a discussion of topics covered at the October meeting for task force members who could not attend. He elaborated by stating that task force members present at the previous meeting had reached consensus on key points after lengthy discussions. The points agreed upon included:

- Making Hazelwood right-in, right-out in the more distant future
- Creating the loop road concept in Sub Area A incrementally through a series of phased steps
- Constructing a bridge between Buttermilk Towne Center and Buttermilk Crossing
- Some level of realignment of Buttermilk Crossing and Grandview
 - Making Buttermilk Crossing the primary roadway through the area

Chairperson Vergamini reminded the task force that the loop road concept and access management controls is in use locally near the Meijer and Best Buy development just off Houston Road in Florence.

Mr. Fausz added the idea of phasing the entire plan would be very important to its successful implementation. He elaborated by saying staff felt it would be beneficial to take a series of maps showing phasing of the plan and timeframes for when implementation might be expected. Ms. Baker felt showing the changes in phases would go a long way toward alleviating the fears of current residents and business owners. Mr. Dietrich finished by stating staff felt the last phase of the project would likely be changing Hazelwood to right-in, right-out.

3. LAND USE

Mr. Dietrich entered into a discussion of the different types of land uses that could be appropriate for Sub Area A. He began by explaining the three types of uses staff felt were most appropriate for the area including:

- Industrial (Gray)
 - Land use that generates lower traffic numbers to offset limited access into Sub Area A
- Mixed Use (Purple)
 - Land use that allows for retail and office uses but excludes highway commercial
- Commercial Retail / Service (Orange)
 - Land use dedicated toward highway commercial uses

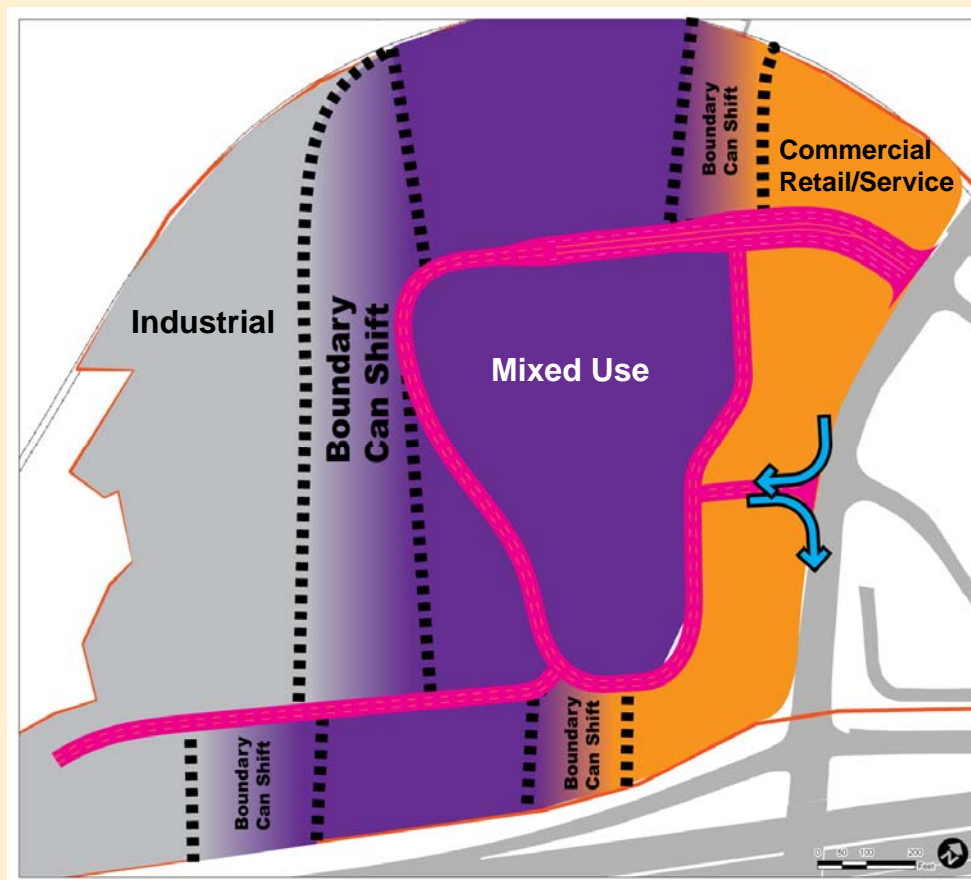


Illustration of Potential Land Uses in Sub Area A

Much discussion centered on the potential industrial area on the western area of Sub Area A. Mr. Dietrich explained this area was needed to help offset the traffic generated from the Commercial Retail / Service area near Buttermilk Pike and that zoning would only allow industrial uses with lower traffic generation. He elaborated by stating less industrial land would be necessary if the task force decided to reduce the amount of Commercial Retail / Service because of the differences in traffic generation. He reminded the task force the number of vehicles that could utilize the High Street intersection was approximately 2,000 vehicles per hour. He also stated balancing the uses would be critical to creating a successful plan.

Hotels were also discussed as a possible use in the industrial area. The task force felt that most of the traffic generated by hotels would be in the late evening or other off-peak times. Mr. Baker questioned why the city would want hotels since they have limited employees, generally take large amounts of land, and generate low taxes for the landmass. Mr. Rogge stated he believed a hospitality tax could be enacted by the city to capture some of the revenue.

Mr. Siefke stated he believed many different uses could be accommodated if building appearance was regulated. Mr. Dietrich answered design guidelines are helpful and the idea would be discussed in more detail in the December meeting.

The task force also discussed the specific boundaries on the map and ultimately decided it would be beneficial to illustrate areas that allowed shifts between uses. The task force believed it would be advantageous to show these shifting areas because the amount of land needed to balance traffic generation could only be identified as development progressed. The task force also indicated they would like to see approximately the same amount of land dedicated to highway retail, roughly 6 acres.

Mr. Dietrich indicated staff felt Sub Area B should be classified completely as Mixed Use.

4. WRAP UP

Mr. Dietrich reminded the task force the meeting date for December had changed to December 16, 2009 at 6:00 p.m. He mentioned that design guidelines, streetscape, green infrastructure, and signage would likely be on the agenda for the December meeting.

The meeting ended at approximately 7:45 p.m.