

# ***Crescent Springs Gateway Study***

Meeting #5

July 22, 2009



# ***Agenda***

- Call to order
- Approval of Minutes
- Logo colors
- Implementation
- Limitations of the study area
- Vision
- Responses to Questions



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# Logos



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## ***Implementation -Current Property Owners***

- Existing nonconforming structures and uses at time of ordinance adoption will be considered a permitted use.
- Structures can be enlarged and replaced based on all requirements of the zoning district
- Any changes in use must be to a conforming use
- Land area can not be expanded



# Existing Zoning



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## ***Vision - Site Limitations***

- Noise, railroad, vibration
  - Reduces the desirability for residential
- Access Capacity
  - Limits the amount of square footage under roof
- High land acquisition costs
- High site development costs
  - Limits the uses that can be built in the area based on return of investment



# ***Vision - Land Use Calculations***

Scenarios (acres)	Current Zoning sq ft	Typical Suburban Development sq ft	Traffic Analysis sq ft	Highway Retail Acres
<b>Scenario #1</b>				5.4
Office (24)	400,000.00	260,815.50	150,000.00	
Retail (12)	200,000.00	152,704.00	75,000.00	
<b>Scenario #2</b>				9.7
Office (19.3)	330,000.00	210,285.90	60,000.00	
Retail (10.45)	190,000.00	174,919.50	30,000.00	

Currently there is 6.3 acres in Highway Retail use



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# ***Vision - Residential Development Scenario – Multi family***

- 1 acre of land
  - 50% for parking
  - 25% for access, landscaping, etc
  - 25% for building.
- Parking
  - ½ acre = 50 spaces
  - 2.5 parking spaces per residential unit – typical
- Average unit size 2,000 sq. ft
  - 4 units per floor
  - 5 story building = 20 units
  - 250,000 per unit = 5 million
- Land acquisition and prep estimated at 1 million/acre
  - Should not be over 20% of total project cost
- Project is right at profit/no-profit point

Gem Public Service Sector



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# ***Vision Statement***

The Crescent Springs Gateway Study Area will redevelop into a mix of uses that are integral to an overall planned development. Future development may feature office, retail, interstate retail, service or residential elements. These uses will compliment one another and be harmonious in regards to site and architectural design.

Imaginative and thoughtful design within the Study Area will give a unified and impressive entrance into the city.

The Study Area will be highly accessible and inviting for pedestrians, cyclists, transit riders, and automobiles.

Redevelopment barriers will be removed to help make the Study Area an attractive place for developers to create a unique and vibrant gateway to the city. It is understood that the redevelopment of the Study Area will slowly evolve and each improvement, no matter how small, must be crafted with the future in mind.



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# *Goals*

1. Redevelop the Study Area into well-planned, sustainable, economically viable and productive uses.
2. Improve the appearance and functionality of the Study Area by placing buildings close to streets preferably with parking areas in the rear.
3. Use green infrastructure elements to improve infiltration of stormwater and improve air and water quality.
4. Redesign the intersections to insure maximum traffic capacity.
5. Improve connectivity within the Study Area and to adjoining areas by providing an optimal amount of sidewalks, and bikeways.
6. Design a street system that improves access to the entire Study Area while eliminating excess right of way.



# ***Responses to Questions***

- One-way loop road does not change access capacity
- Access road located along railroad increases amount of roadway and decreases land for development
- Hazelwood right-in/right-out could
  - lower property values along Interstate.
  - MAY increase capacity at intersection
  - Need extensive study to know impact



## ***Responses to Questions*** *continued*

- Additional road connection to Erlanger/Crescent Springs does nothing to reduce access problem to and from Buttermilk Pike
  - Problem is with traffic coming and especially exiting the area to the east.
  - There is existing capacity in the system for traffic going to the west
  - Very little traffic coming from the south on Erlanger/Crescent Springs Rd.



# ***Next Meeting***

August 26<sup>th</sup> 6:00 pm

NKAPC Commission Chambers



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