

Crescent Springs Gateway Study

March Public Meeting



NKAPC

Northern Kentucky
Area Planning Commission

Task Force Members and NKAPC Staff

- Task Force
 - Roberta (Bobbie) Baker - resident
 - Joe Baker- city attorney
 - Matthew Damon – resident/student
 - Andy Eisner – resident
 - Eric Haaser – bank manager
 - Dawn Johnson – resident
 - Matthew Johnson – resident/student
 - Daniele Longo – resident
 - Bob Mueller – resident
 - Louis Prabell – resident
 - George Ripberger – city employee
 - Mark Rogge – city KCPC representative
 - Scott Santangelo – city council member
 - Scott Siefke – business owner
 - Greg Sketch – resident
 - Bill Toeppen – business owner
 - Tom Vergamini – city council member
- NKAPC Staff
 - Edward Dietrich
 - Project Manager
 - James Fausz
 - Assistant Project Manager
 - Adam Kirk
 - Transportation Engineer
 - Keith Logsdon
 - Deputy Director Long Range Planning
- Market Study
 - GEM Public Sector Services
 - Doug Harnish

What This Plan Is Not

- A quick change
 - Studies typically have a 20 year time horizon
 - This plan could take 30 - 40 years or more to complete

What This Plan Is

- A vision for the redevelopment of the study area
- An opportunity for private/public partnership
- The culmination of a year long effort by concerned residents, business owners, and city government representatives
- Anticipates that existing uses will remain conforming until redevelopment occurs.

Reasons for the Study

- Improve unplanned development
- Improve efficiency of land use
- Improve zoning
- Improve access

Aerial Maps of Study Area

Overview of historical changes within the
Crescents Springs Gateway Study Area

Study Area 1974



Study Area 1990



Study Area 1995



Study Area 1999



Crescent Springs Gateway Study



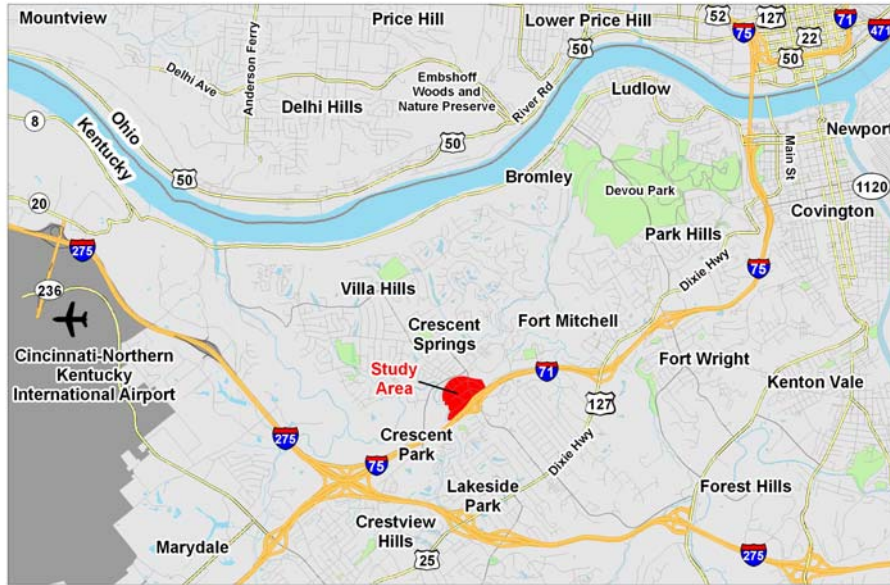
Study Area 2007



Crescent Springs Gateway Study



Current Study Area Assets



Location

Between downtown and airport



Major interstate highway
Interchange

Easily accessible by a large
number of people

Part of a larger commercial area

Current Study Area Assets continued

- High Median Household Incomes
 - 2008 Crescent Springs \$73,361
 - 2008 Metro \$56,479
 - 2008 U.S. \$52,599
- High Traffic Volume
 - 32,500 vehicles a day on Buttermilk Pike
 - Compared to 27,500 on Houston Rd.

Current Study Area Limitations

Limited ingress/egress

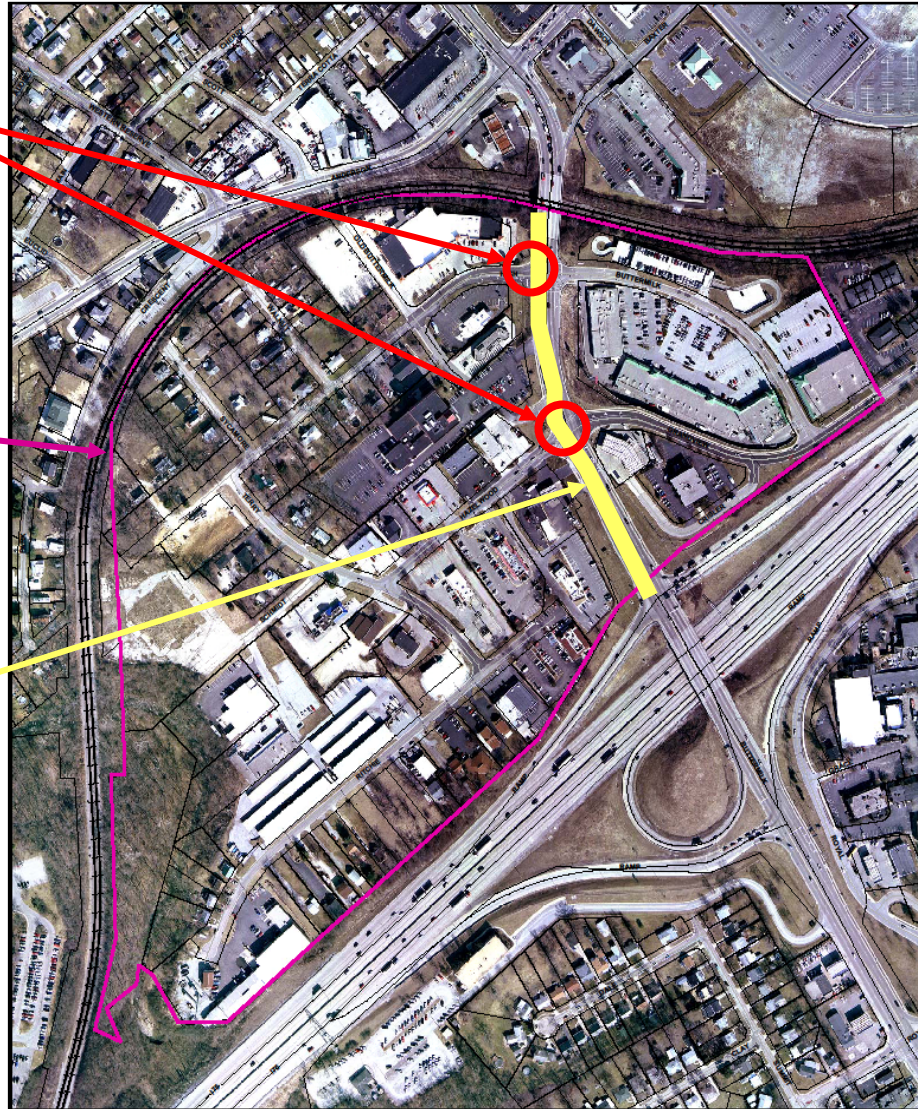
Approx. 2000 vehicles/hour
Limits available building
space

Already Developed

Increases cost of new
development

High Traffic Volume

reduces desire to frequent
Study Area



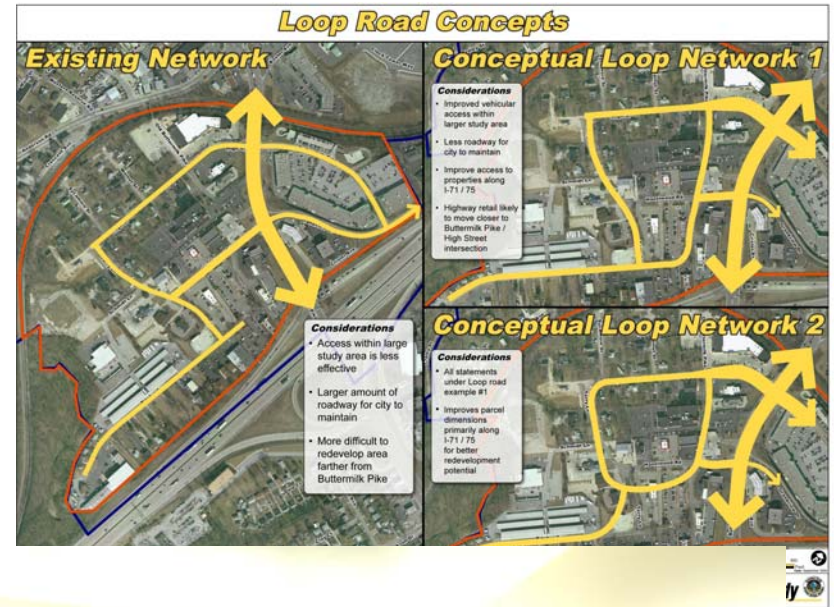
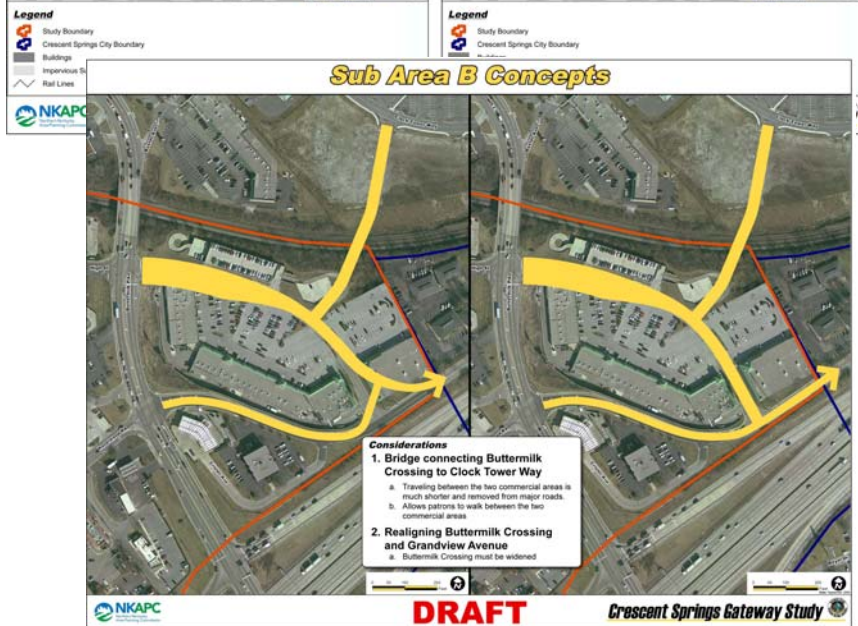
Current Study Area Limitations continued

Large number of small lots
Increases complexity of
redevelopment

Inefficient internal road
system
Difficult to reach some
locations reducing
redevelopment potential



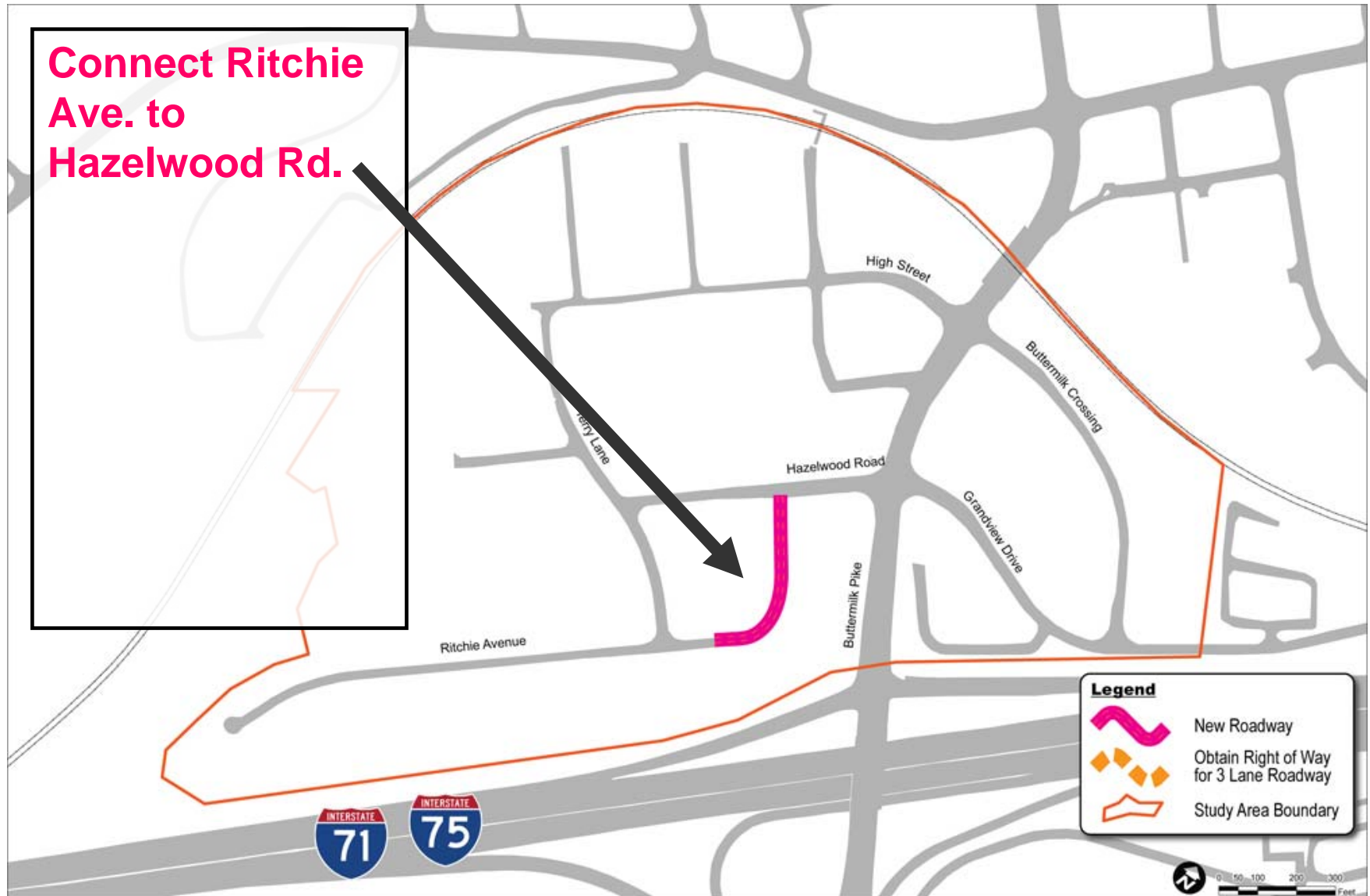
Study History



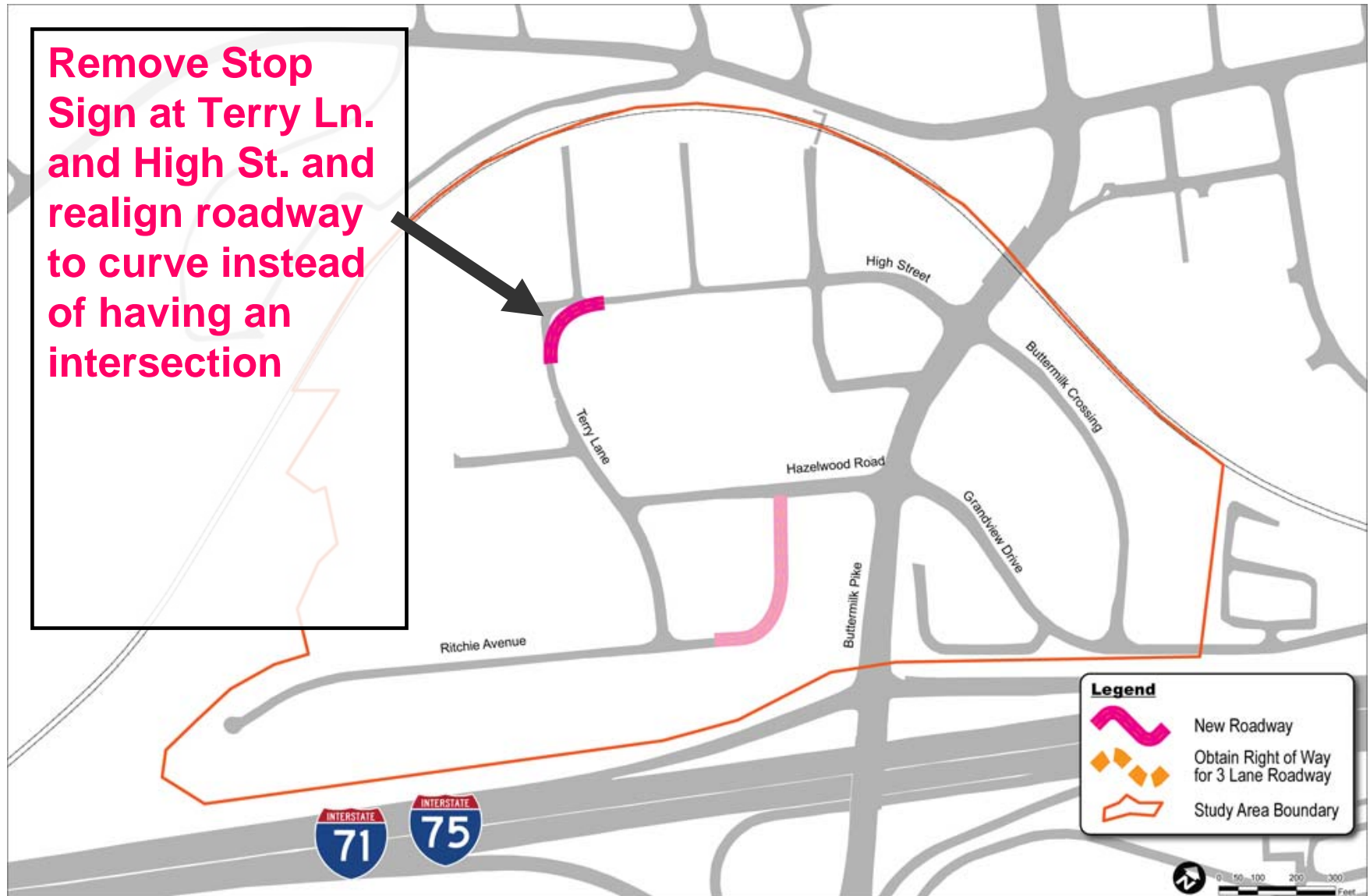
Implementation Timeframe

- Short Term – Anticipate item **should start** in 5-10 years
- Mid Term – Anticipate item should start in 10-15 years
- Long Term – Anticipate item should start in 15-20 years
- Ongoing – Item can start as early as possible and continue for many years

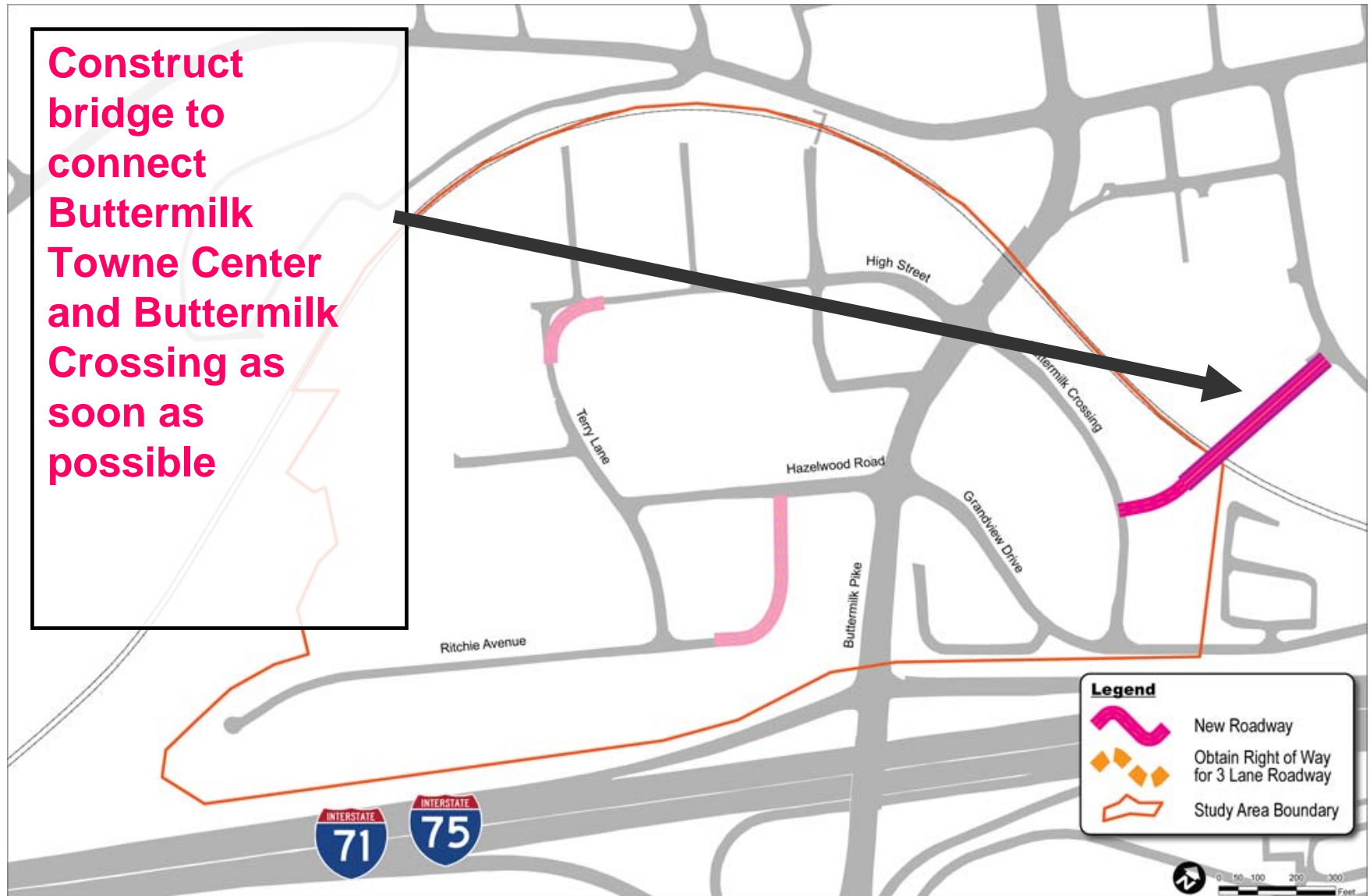
Short Term Roadway Network Changes



Short Term Roadway Network Changes

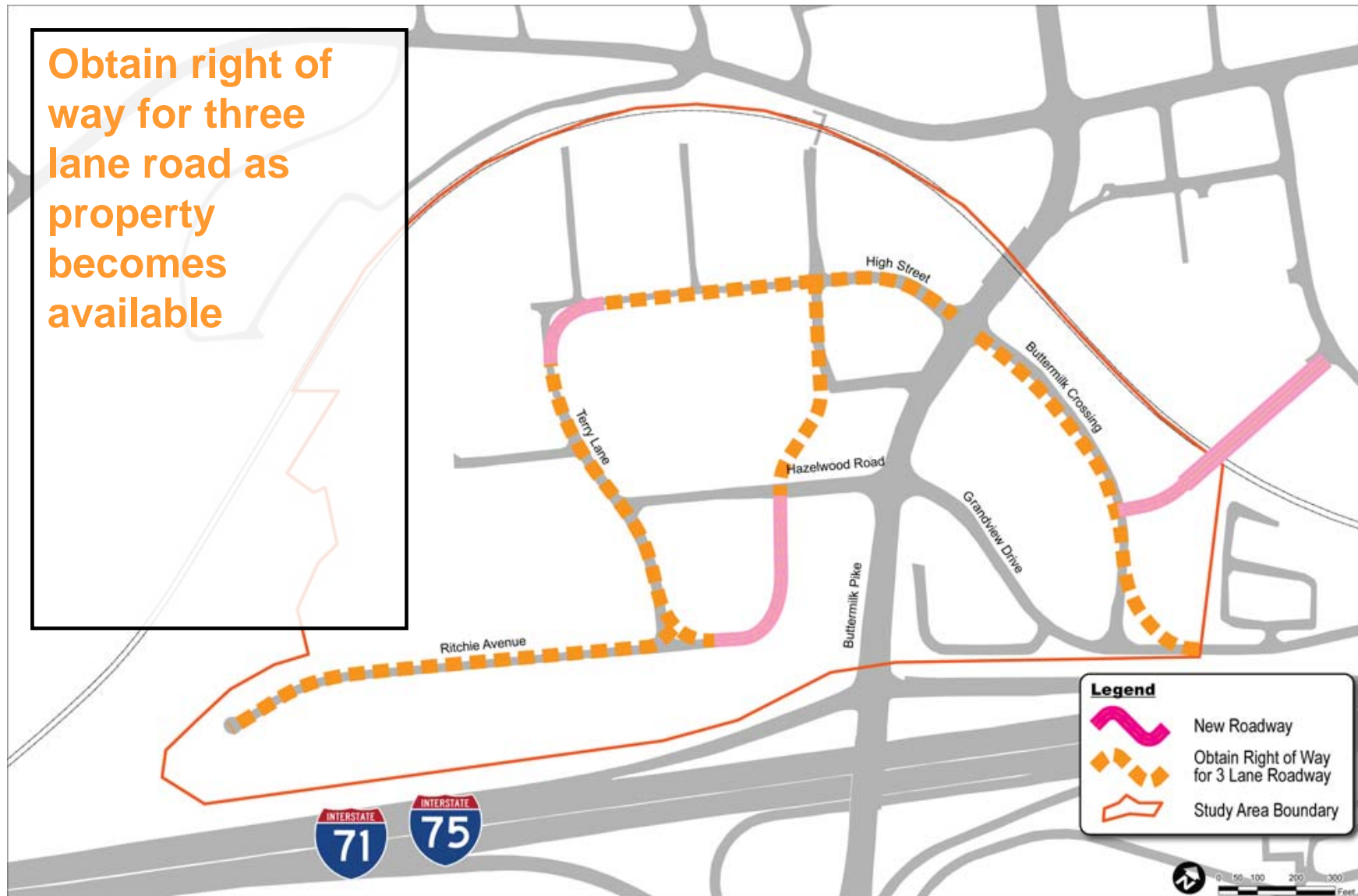


Short Term Roadway Network Changes

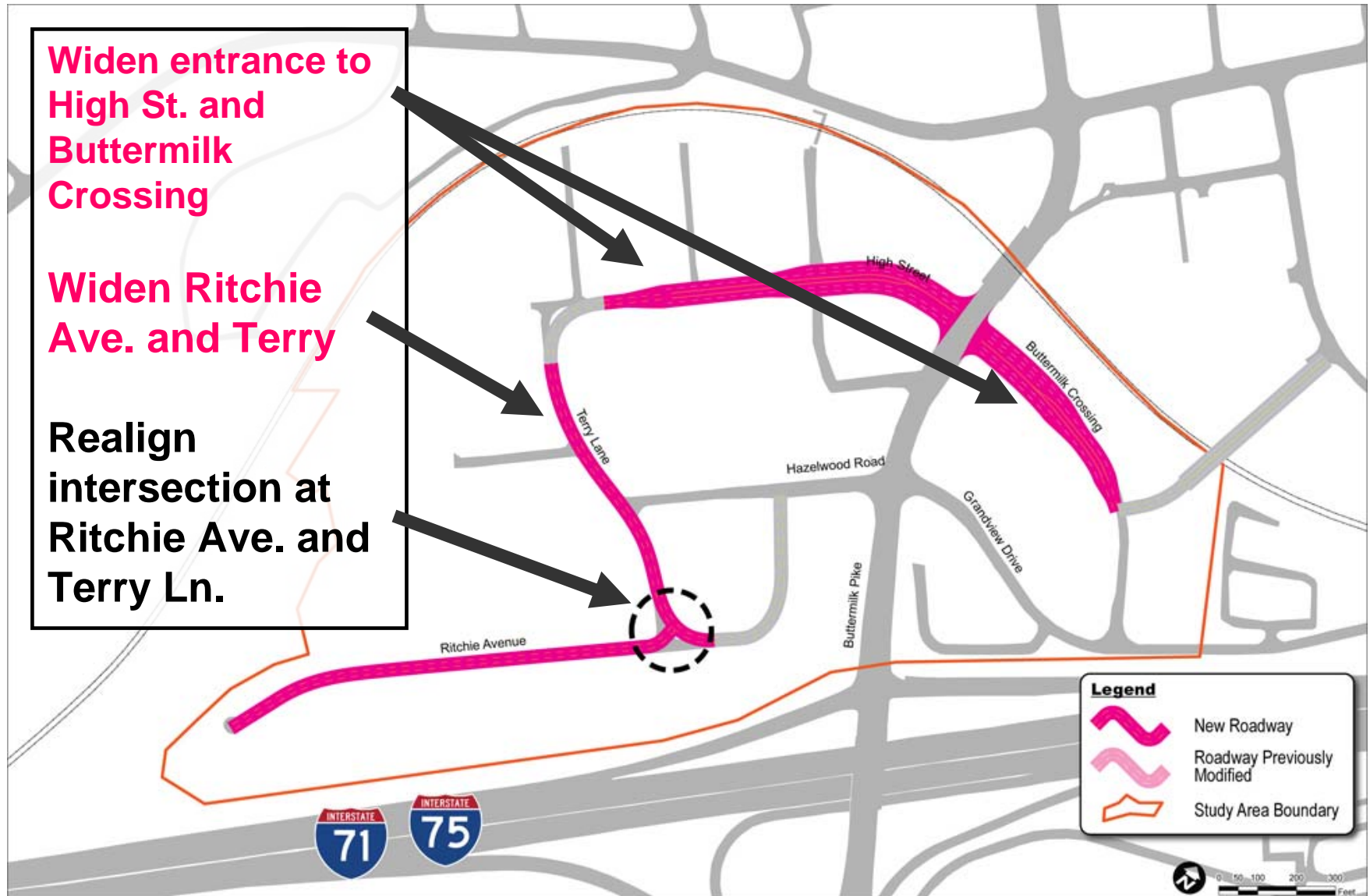


Ongoing Roadway Network Changes

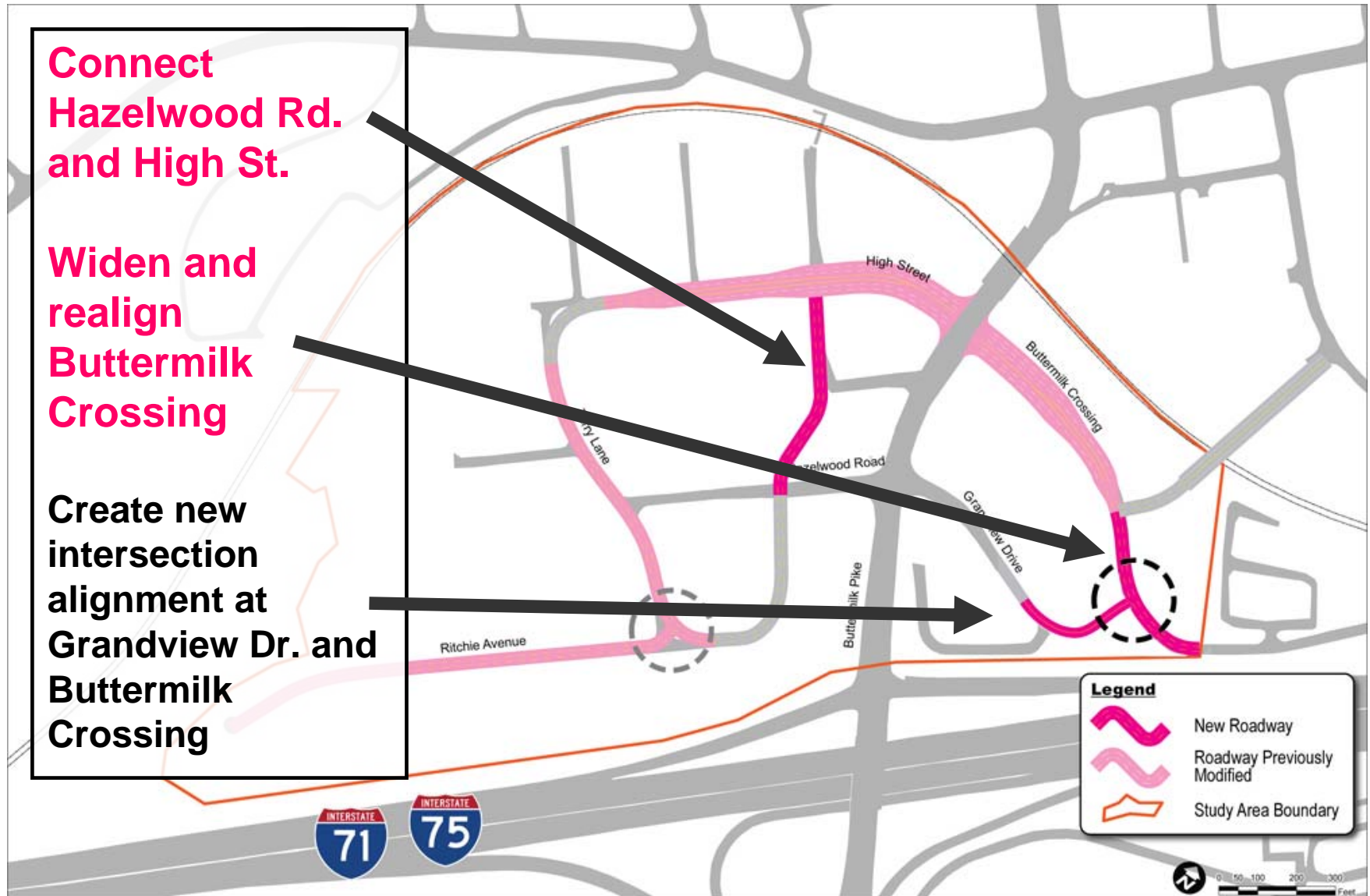
Obtain right of way for three lane road as property becomes available



Mid Term Roadway Network Changes

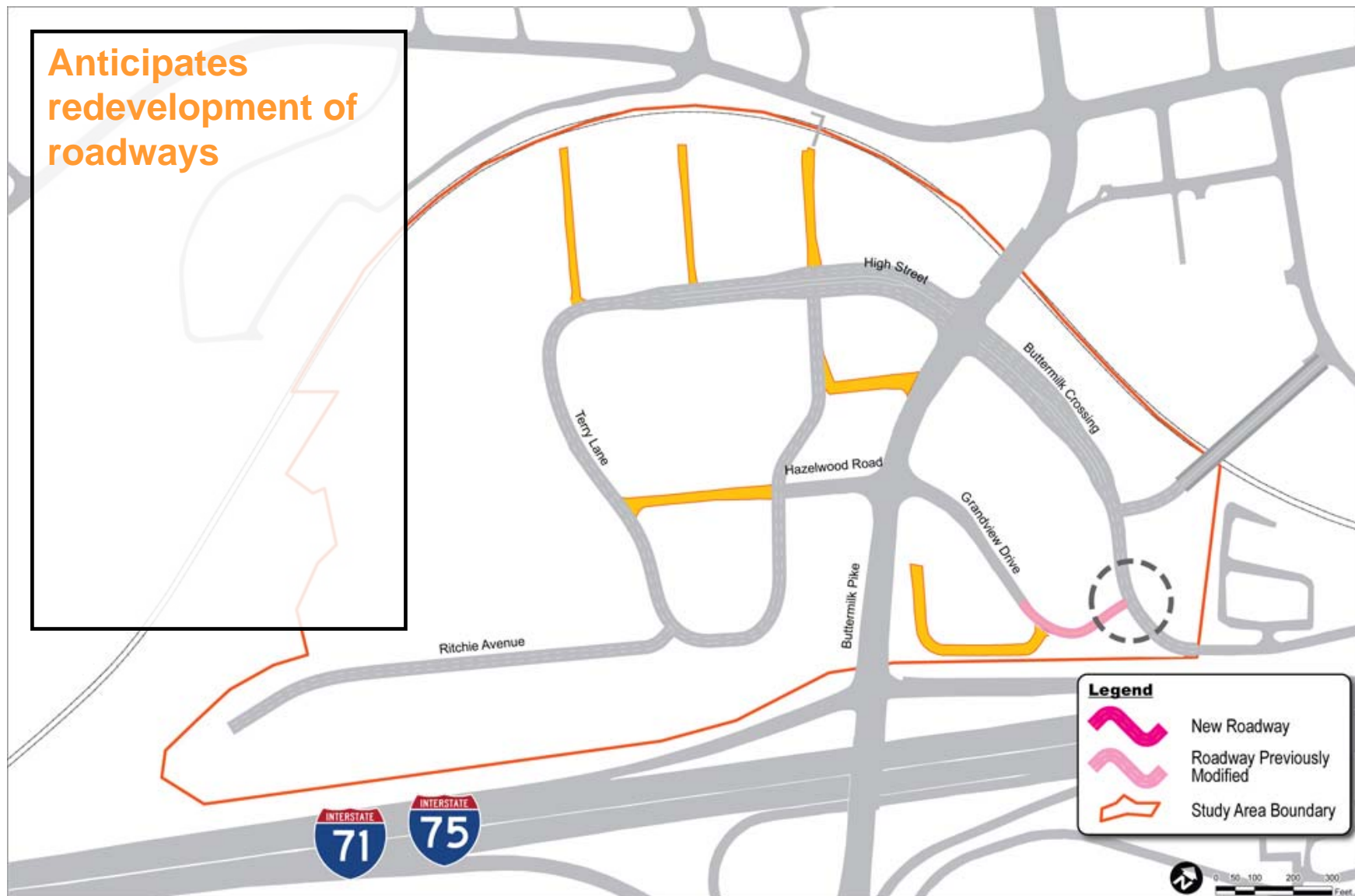


Mid Term Roadway Network Changes



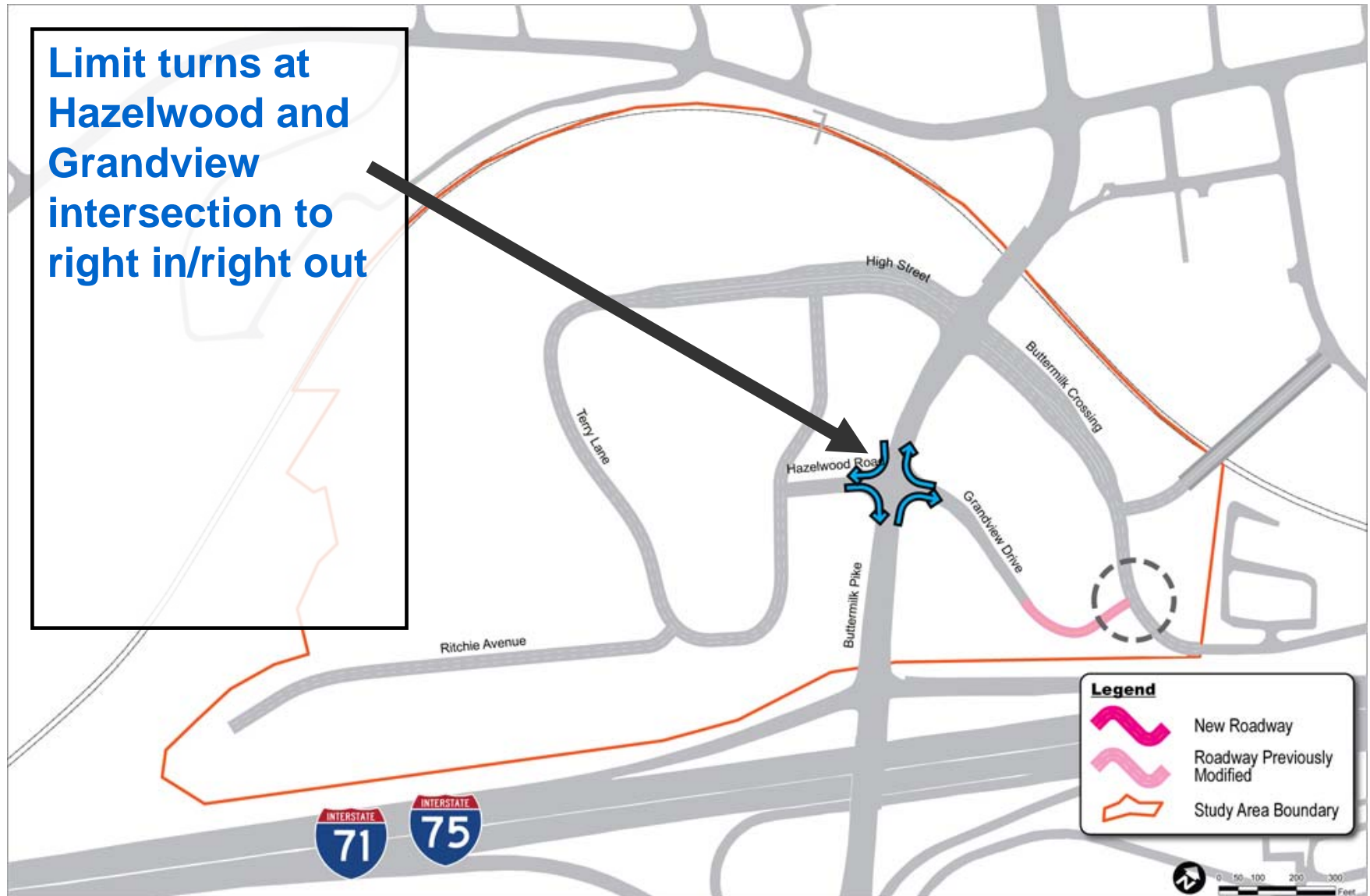
Ongoing Roadway Network Changes

Anticipates
redevelopment of
roadways

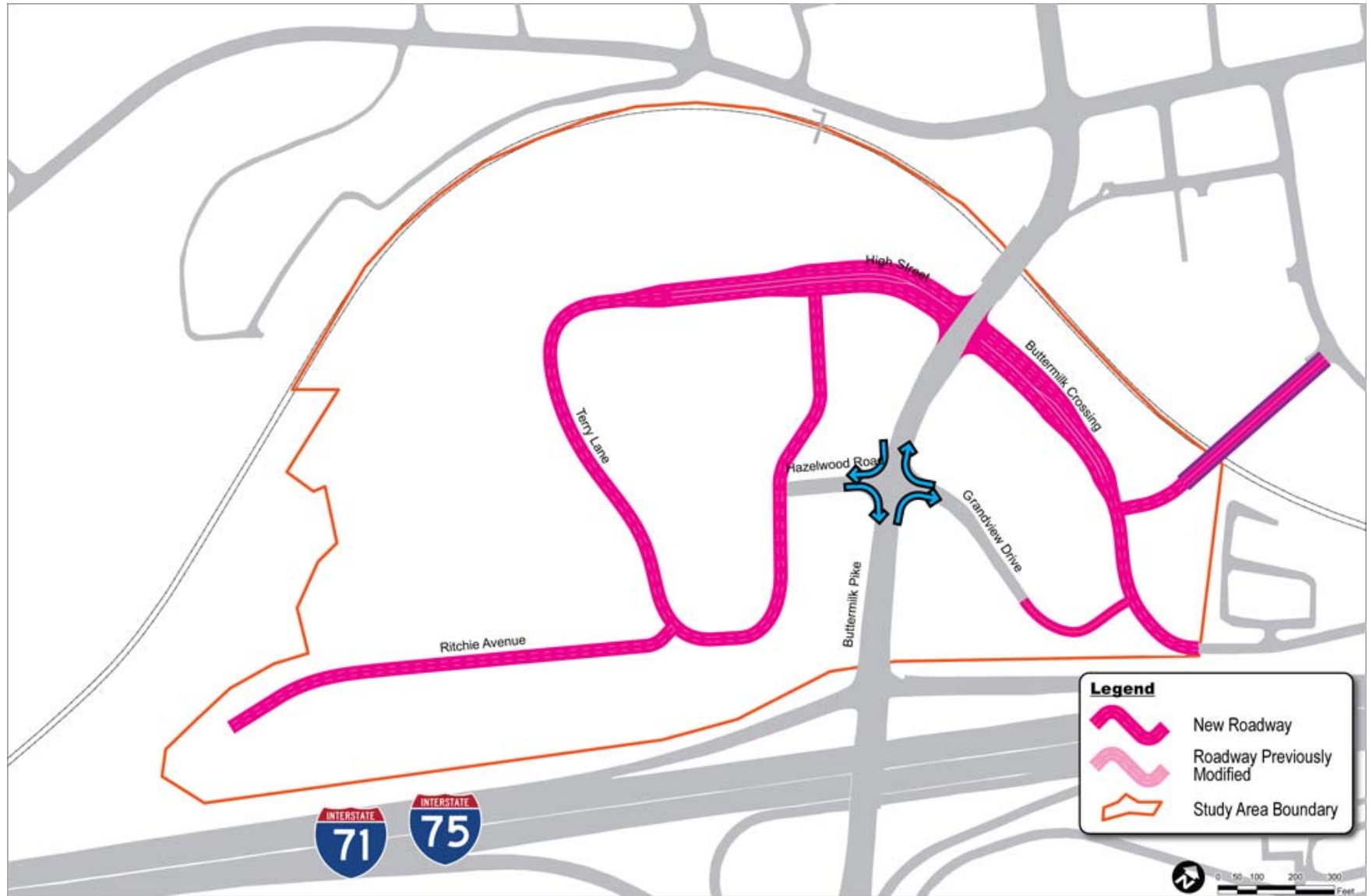


Long Term Roadway Network Changes

Limit turns at
Hazelwood and
Grandview
intersection to
right in/right out



Final Construction of Roadway Network Changes



Florence Aerial

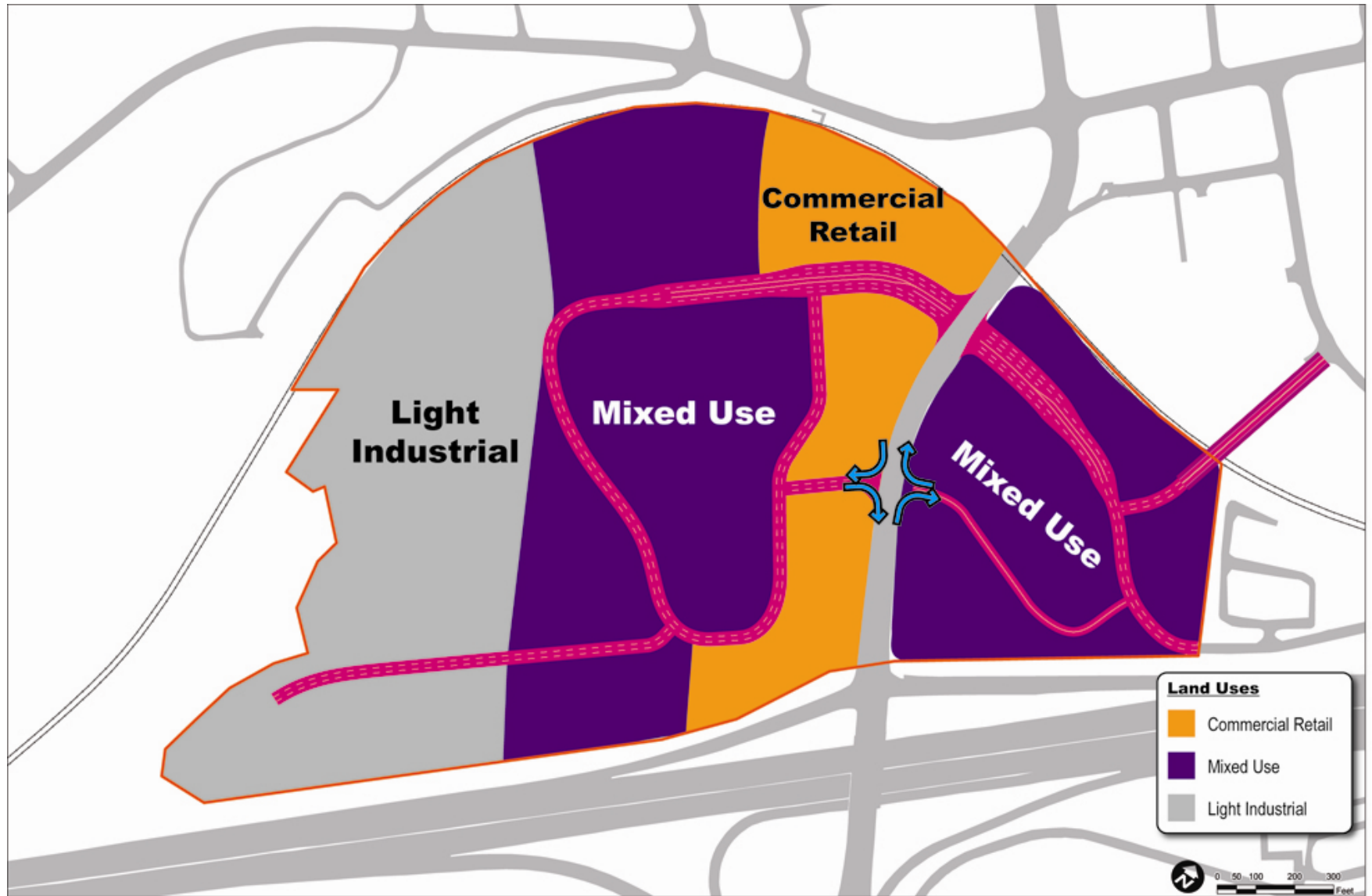


Right-in/Right-out

Signal intersection

Loop road

Recommended Future Land Use



Design Recommendations

- Make the area more attractive and inviting
- Provide a more unified look
- Improve the area for redevelopment
- Enhance the current level of Green Infrastructure

Sub Area A Design Concept

Concept Drawing

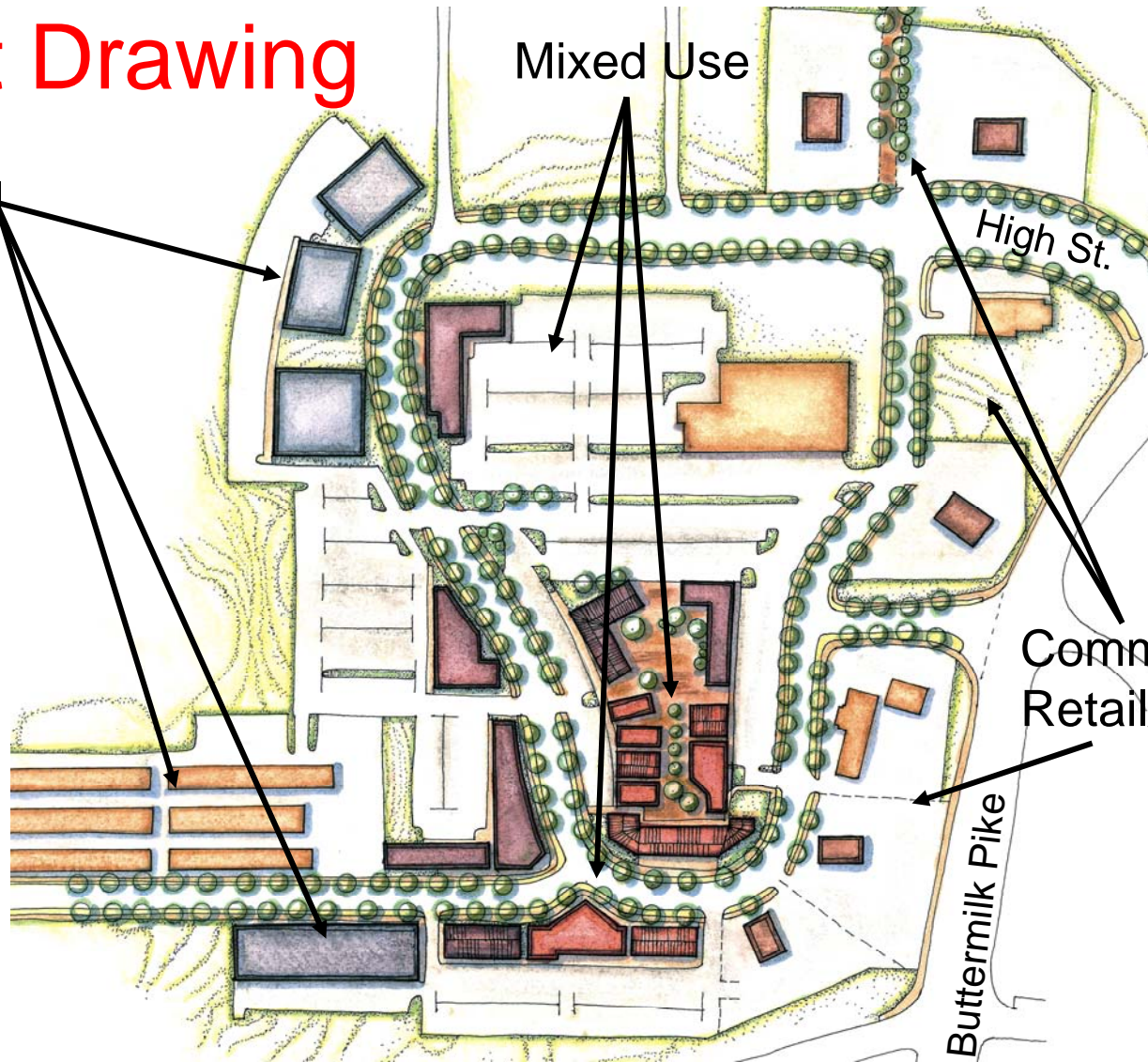
Light Industrial

Mixed Use

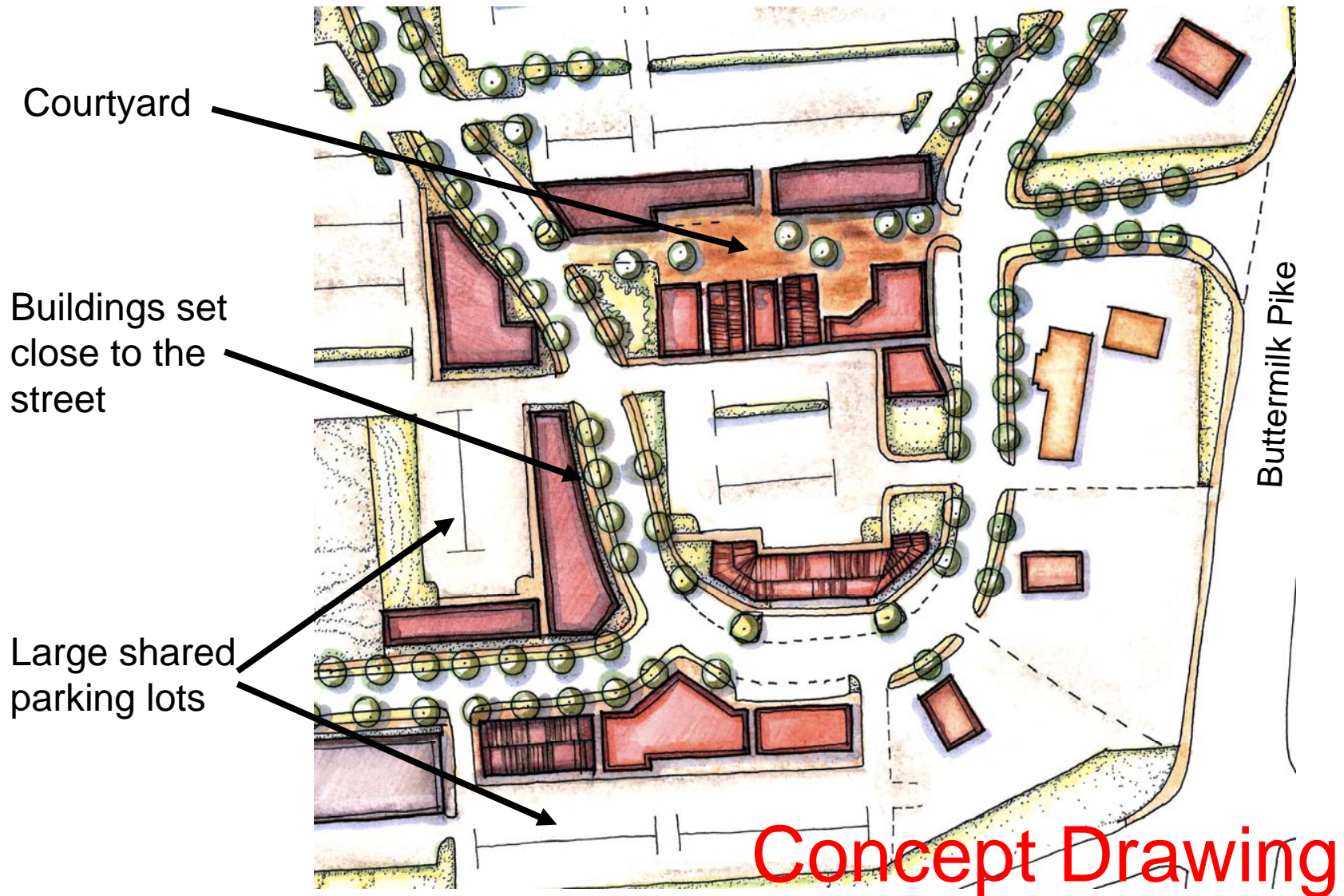
High St.

Commercial
Retail/Service

Buttermilk Pike



Design Recommendations

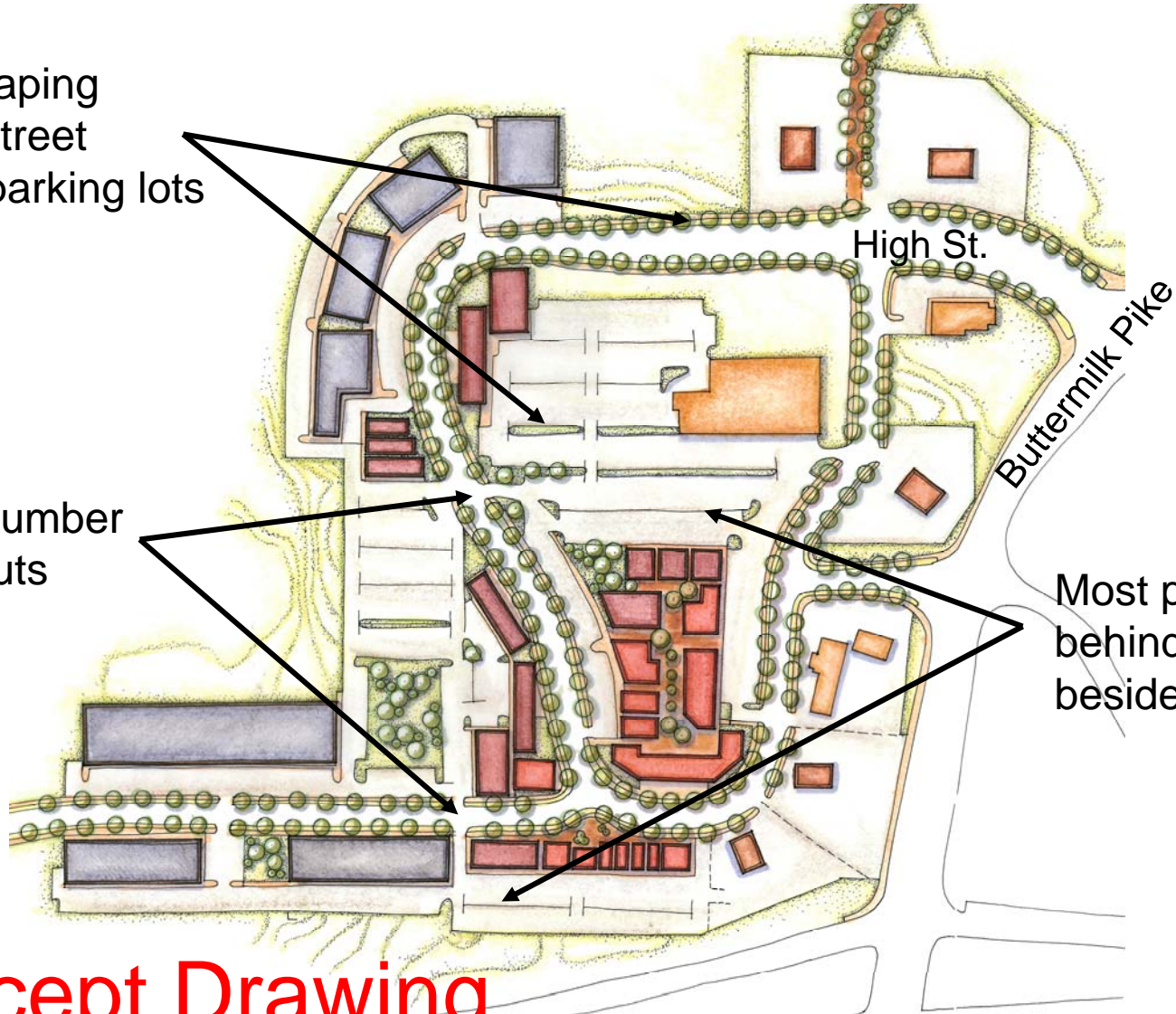


Design Recommendations

Landscaping
along Street
and in parking lots

Limited number
of curb cuts

Most parking
behind and
beside buildings



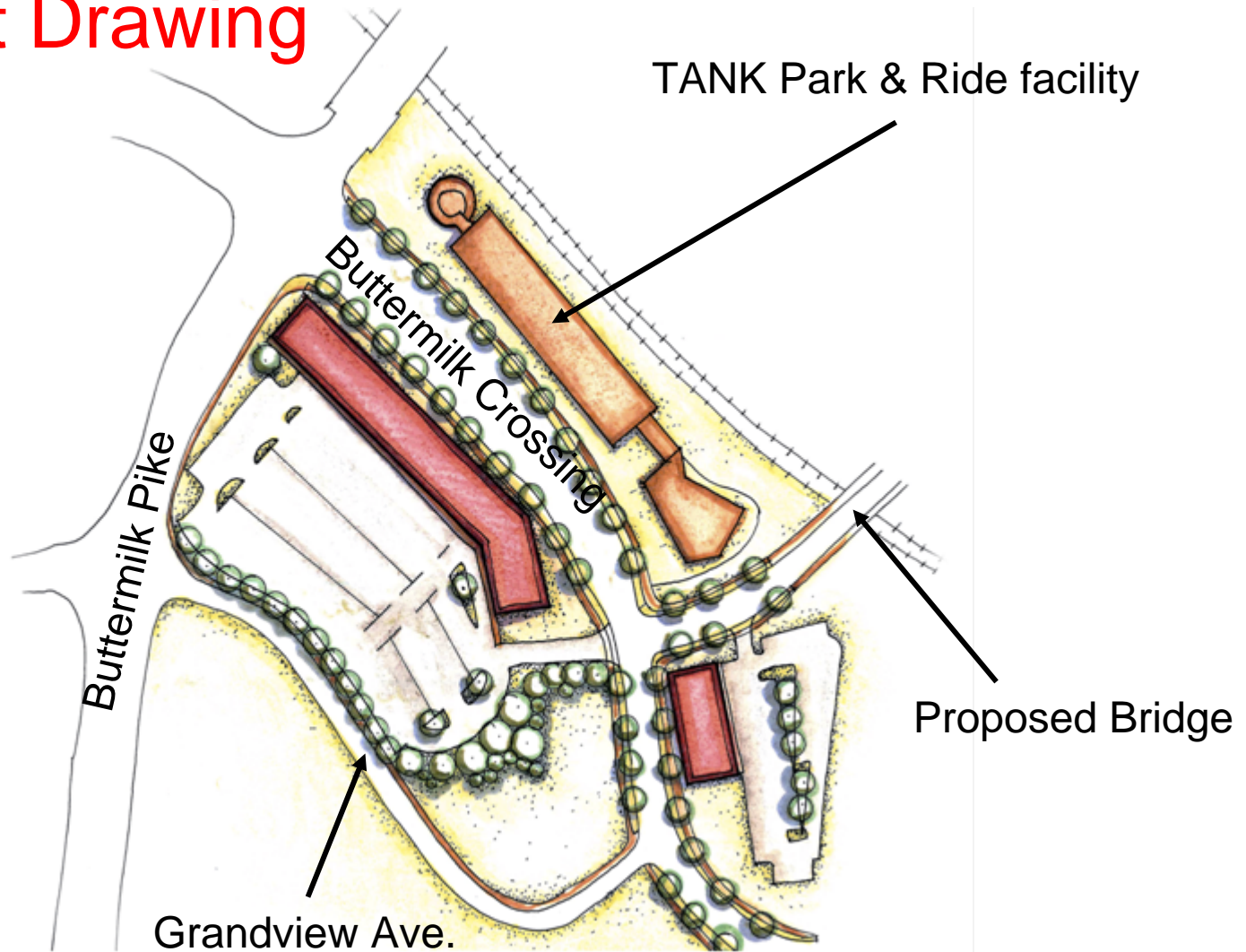
Concept Drawing

Crescent Springs Gateway Study

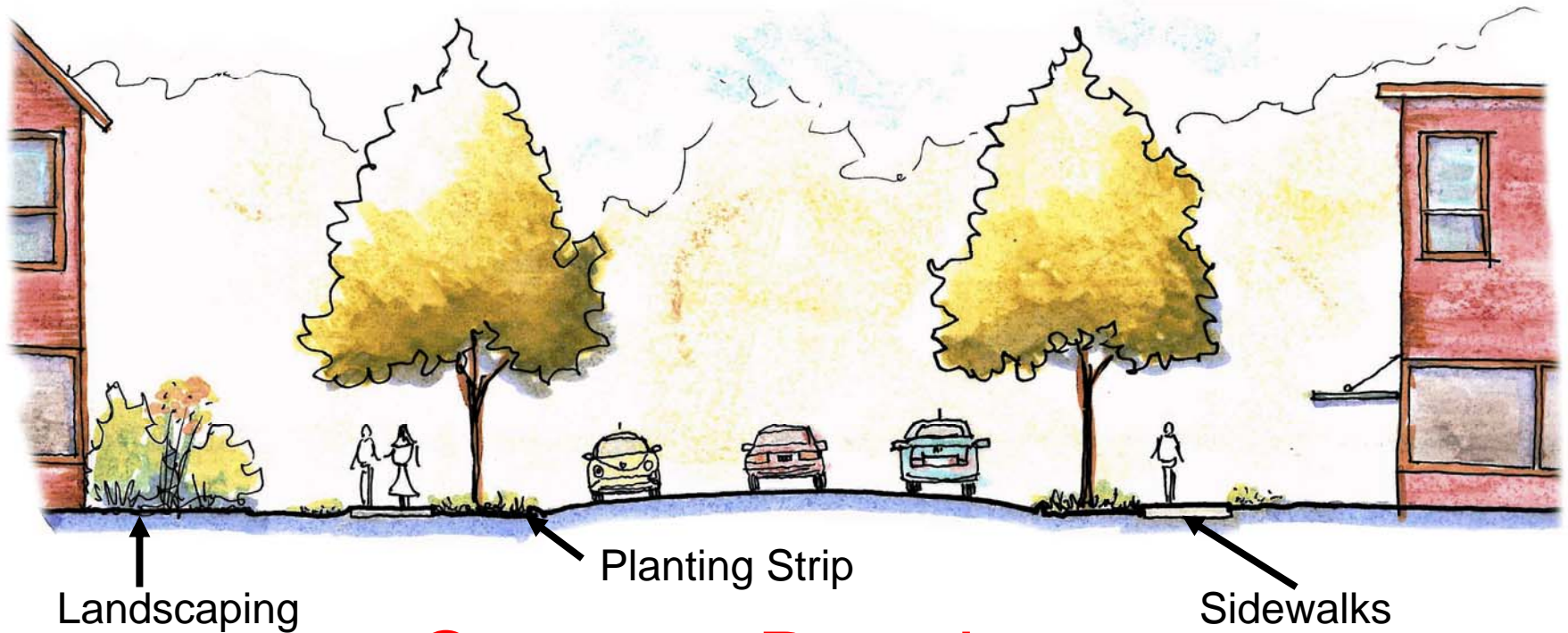


Sub Area B

Concept Drawing



Design Recommendations – Cross Section of the Street



Concept Drawing

Design Recommendations - Perspective

Design Recommendations

Brick and Stone exteriors

Plenty of windows

Different roof pitches

Multi-story



Concept Drawing

Crescent Springs Gateway Study



Design Recommendations continued

- Signage
 - Pole signs should be limited in height and/or few in number
 - Explore Wayfinding and other signage issues
- Industrial Buildings
 - Façade should incorporate the elements of the mixed use buildings
- Formula Buildings
 - Exteriors should complement the buildings in the mixed use area
- Utilities
 - Placed underground when redevelopment occurs

Next Steps for the Plan

- Final Draft to Task Force April 28, 2010
- Crescent Springs City Council Adoption
- Northern Kentucky Area Planning Commission (NKAPC) Recommendation
- Kenton County Planning Commission (KCPC) Adoption



Next Steps for City After Plan Adoption

- Follow up plan with zoning ordinances
- Create a group to carry this plan forward
- Purchase land if feasible
- Consolidate small lots into larger parcels
- Government grant and loan programs
- Work with Kentucky Transportation Cabinet
- Keep residents and property owners informed of progress