Crescent Springs Gateway Study
March Public Meeting

Gateway Study
Crescent Springs, Kentucky

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 Toebben – 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
Overview of historical changes within the Crescents Springs Gateway Study Area
Study Area 1990

Crescent Springs Gateway Study
Study Area 1999

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
• 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
Large number of small lots
  Increases complexity of redevelopment

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

Hazelwood Right In - Right Out Option

Existing

Conceptual

Sub Area B Concepts

Loop Road Concepts

Existing Network

Conceptual Loop Network 1

Conceptual Loop Network 2

Considerations:
1. Bridge connecting Buttermilk Crossing to Clock Tower Way
2. Buttermilk/Crossing to Clock Tower Way

Considerations:
1. Access to large
2. Larger amount of
3. More difficult to

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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

Connect Ritchie Ave. to Hazelwood Rd.
Short Term Roadway Network Changes

Remove Stop Sign at Terry Ln. and High St. and realign roadway to curve instead of having an intersection
Construct bridge to connect Buttermilk Towne Center and Buttermilk Crossing as soon as possible.
Ongoing Roadway Network Changes

Obtain right of way for three lane road as property becomes available
Mid Term Roadway Network Changes

- Widen entrance to High St. and Buttermilk Crossing
- Widen Ritchie Ave. and Terry
- Realign intersection at Ritchie Ave. and Terry Ln.
Mid Term Roadway Network Changes

Connect Hazelwood Rd. and High St.

Widen and realign Buttermilk Crossing

Create new intersection alignment at Grandview Dr. and Buttermilk Crossing

Legend
- New Roadway
- Roadway Previously Modified
- Study Area Boundary
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

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Legend:
- New Roadway
- Roadway Previously Modified
- Study Area Boundary
Florence Aerial

Right-in/Right-out

Signal intersection

Loop road
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

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Design Recommendations

- Courtyard

- Buildings set close to the street

- Large shared parking lots

Concept Drawing

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Design Recommendations

- Landscaping along Street and in parking lots
- Limited number of curb cuts
- Most parking behind and beside buildings

Concept Drawing

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Sub Area B
Concept Drawing

- TANK Park & Ride facility
- Proposed Bridge
- Grandview Ave.
- Buttermilk Crossing
- Buttermilk Pike

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Design Recommendations – Cross Section of the Street

Concept Drawing

Landscaping

Planting Strip

Sidewalks
Design Recommendations
Brick and Stone exteriors
Plenty of windows
Different roof pitches
Multi-story

Concept Drawing
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