

ERLANGER STEERING COMMITTEE
Meeting #3 Summary

Date: Tuesday, November 13, 2012
Time: 6:00 pm – 8:00 pm
Location: Erlanger City Building

Present

Committee Members

Phil Drees	Jeanine Schilling
Dave Hahn	Megan de Sola
Brian Fullenkamp	Mark Stewart
Diane Brown	Randy Blankenship

NKAPC Team Members

Martin Scribner, AICP
Michael Ionna, AICP
Andy Videkovich, AICP

Guests

Doug Cull Scott Truex

Discussion Points

Charrette

Professor Scott Truex from Ball State introduced himself and explained a charrette and what it intends to accomplish. He also explained who would be on the design team from Ball State.

Staff went over the details of the charrette schedule (see attached).

Preliminary Visioning Exercise

The steering committee engaged in a preliminary visioning exercise. The goal of these exercises was to generate preliminary information on possible development and redevelopment scenarios. The outcomes of these exercises are attached to this summary.



Guiding Principles

Transit oriented development – The history of Erlanger revolves around transportation. This area has great access to regional transportation systems and that should be capitalized.

Help people age in place – housing options are limited in Erlanger, mostly single-family homes or apartments. Condos and townhomes should be explored.

Special place for Erlanger – Regional entertainment/retail facilities will limit the regional draw of this area. Goods and services should be designed and geared directly towards serving the needs of citizens in the city.

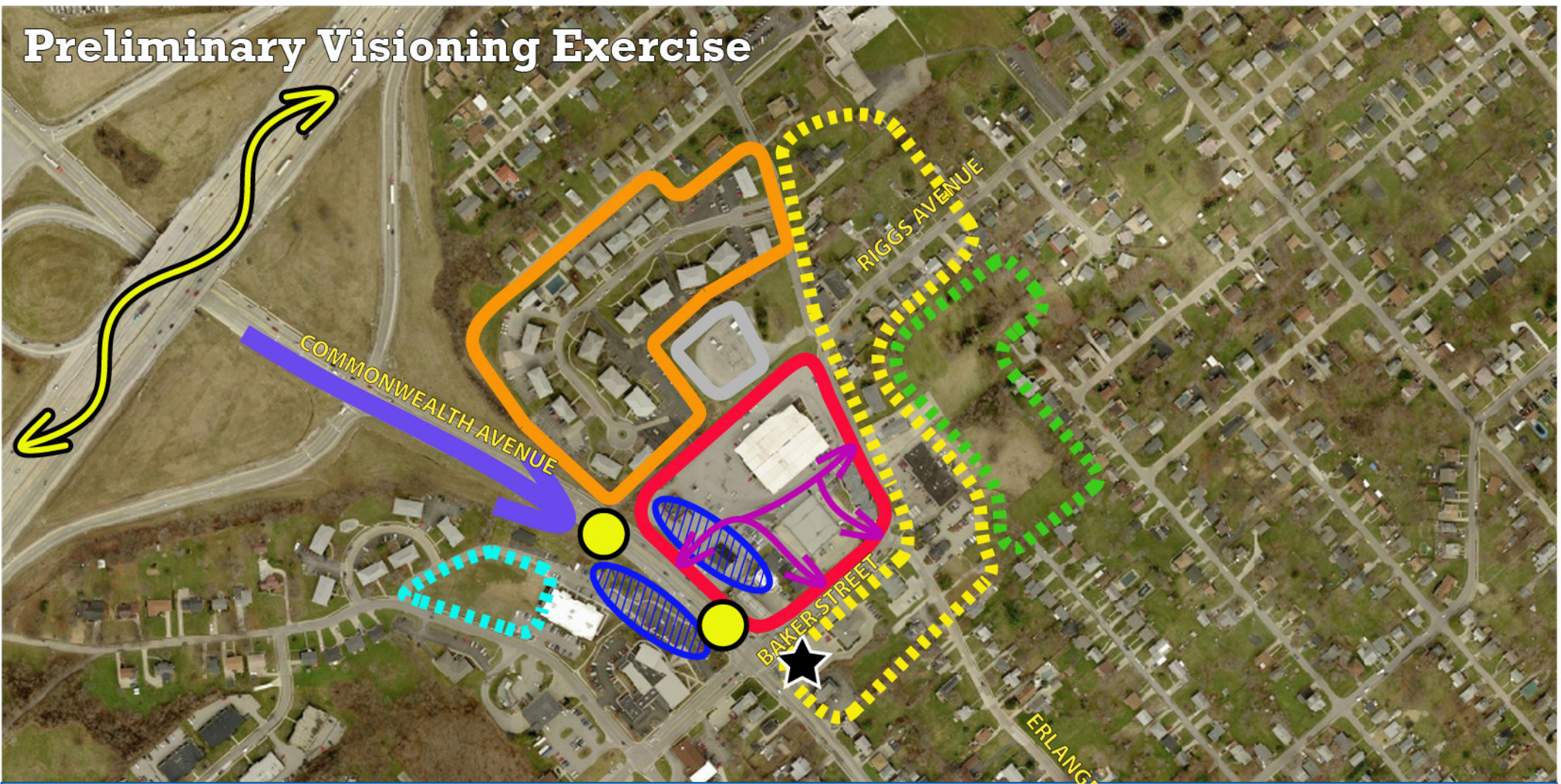
Helpful

Harmful

Internal	<p>Strengths</p> <ul style="list-style-type: none"> Good location Access Traffic count Good visibility Central location Variety of housing/affordable Close to I-71/75 and Dixie Highway. Commonwealth Avenue is a natural corridor between these <ul style="list-style-type: none"> City services Superbowl Sidewalks in place Existing core of commercial uses Housing close to schools 	<p>Weaknesses</p> <ul style="list-style-type: none"> Traffic count Access from interchange Access to industrial employment Aging housing stock Lacking family recreation/public space Difference in architecture Outdated buildings Aging community Lack of coordinated personal health services Currently auto oriented uses and development <ul style="list-style-type: none"> Lack of developed land Expense No unified fit or feel Lack of entertainment facilities Current zoning Services Lack of parking
	External	<p>Opportunities</p> <ul style="list-style-type: none"> Superbowl Opportunity to draw community development/redevelopment School/civic community events Greater residential density/mixed uses Improve school system Signage opportunities A lot of rooftops in close proximity TANK bus stop – regional service



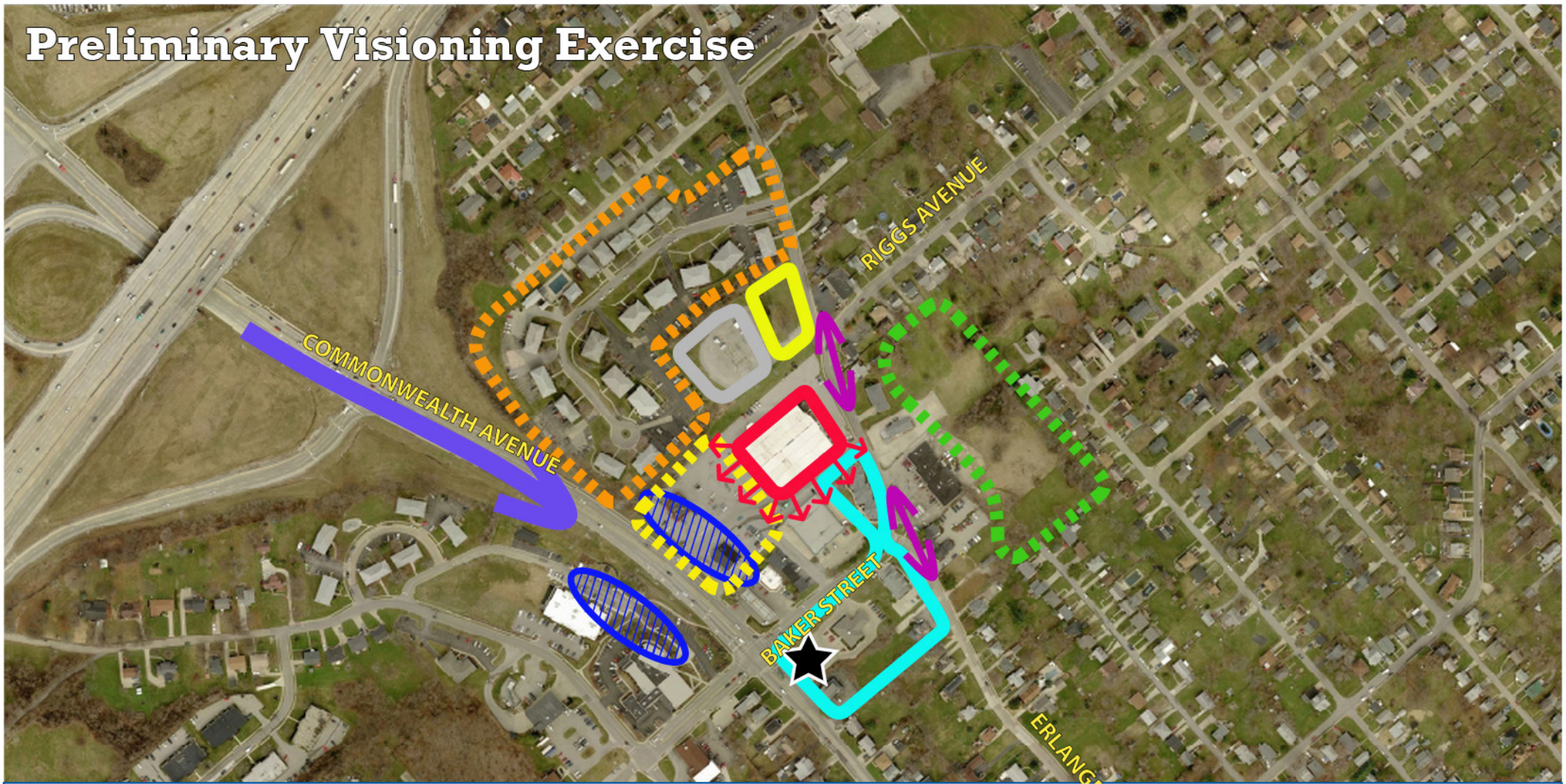
Preliminary Visioning Exercise














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|--|------------------------------------|--|-----------------------------|--|-----------------------------------|
| | Mixed-use activity center | | Transitional mixed-use area | | Existing high density residential |
| | Potential mixed-use area | | Fixed infrastructure | | Consistent form |
| | Potential high density residential | | Key viewshed | | Promotion opportunity |
| | Bus stop | | | | Improve circulation |

COMMONWEALTH
STATION

Preliminary Visioning Exercise



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|  Critical viewshed |  Activity center |  Preserve existing buildings |
|  Soften parking lot |  Possible redevelopment area |  Underutilized needs connection |
|  Mirrored aesthetics |  Bus stop |  Fixed infrastructure |
|  Civic opportunity | |  Possible re-alignment |

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