Chairperson Dave Hart opened the regular meeting at 7:00 p.m. on the above date, with the Pledge of Allegiance and the following members answering roll call:

Present: Dave Hart, Chair
        Sonny Markus
        Rick Neltner
        Nick Reitman
        Ron Johnson
        Steven Shinkle

Absent: Randy Nehus

Also Present: Carol Hofstetter, Zoning Administrator
                Mark Brueggeaman, City Engineer
                Wm. T. Rachford, Mayor
                Jan Johannemann, Asst. City Clerk
                Robt. Seitzinger, City Engineer
                Sam Trapp, Public Works Supt.

Chairperson Dave Hart welcomed Steven Shinkle. Mr. Shinkle and his wife have lived in Alexandria for 4 years. He attended NKU, is a member of St. Mary’s Church, and had been on Alexandria’s Code Enforcement Board before he joined P&Z.

APPROVAL OF MINUTES October 3, 2017

MOTION: Sonny Markus made a motion to approve the minutes of October 3, 2017 as submitted, seconded by Rick Neltner. All in favor, the motion passed 5-0-1 with Mr. Hart abstaining.

VISITORS & GUESTS

1. Michael Ansara, 672 Alysheba – He and his wife want to open a restaurant featuring Middle Eastern cuisine at 8109 Alexandria Pike. Carol Hofstetter had advised him that hookahs are not permitted in that zone and he is here tonight to see if this could be added as a permitted use. He believes he could draw more customers if hookahs are a part of his restaurant. Hookahs are Middle Eastern peace pipes, and an up-and-coming tobacco product. Tobacco usage would follow tobacco laws and KRS statutes.

There was discussion about what other regulations would be necessary for Mr. Ansara to have in place for this type of restaurant. Mr. Hart said P&Z will have to address how/where hookahs would fit into the Zoning Ordinance. He assured Mr. Ansara the City will look into this.

NEW BUSINESS

CT Consultants Overview of Subdivision Regulations
Mark Brueggeaman and Robert Seitzinger were available to answer any questions. An additional section for traffic calming was added. They attempted to put in a framework for a project engineer to use for incorporating traffic calming measures into their designs, such as requiring curvature versus a long linear stretch of road, adding T-intersections for stop control, or traffic circles or roundabouts. This will be required as new plans are submitted.

Mr. Brueggeaman then asked for questions.

Roll Curbs: Mr. Neltner drove up a new style roll curb but he felt there was no difference in the application. He wasn’t fond of it and asked Mr. Brueggeaman to “sell” him on these curbs. The developers he had talked to believe it’s going to be costly to maintain them 15 years from now and he doesn’t see anything good about them.

Mr. Brueggeaman listed the pros and cons. It is less impactful for property owners to drive over. With the way the curb is set up, it does allow the first asphalt overlay to occur without milling the pavement,
which is an advantage, while still allowing a 3-inch curb height. This plays into the overall concept for the long-term maintenance of the street. If we stay with a traditional rolled curb, typically a milling is done then new asphalt surface is added back at the same thickness. There is no additional strength associated with being able to go with that asphalt overlay versus doing a mill and overlay. This is part of the long-term strategy of adding additional useful life for that pavement while still allowing a 3-inch curb. There was much discussion about this concept.

The disadvantages are that it is new. There is one section in the Orleans section in Florence where it’s been down for about 4 years. There is not much history, but it looks like it’s still in pretty good condition. Mr. Brueggemann has had concerns about whether the lip will get chewed up by a snow plow.

Mr. Hart agrees the mounting of the curb is much easier, but he has noticed damage to curbs in Arcadia due to construction traffic/equipment. He thinks it will be a lot easier to damage that sharper edge of the new type of curb. The maintenance, repair and replacement of a street is all something that is an advantage to the city, and he doesn’t see this with the new style curb.

Mr. Brueggemann stated the rolled curb is 4 inches in height, so when an overlay is done, it’s put on the existing pavement to add thickness and prolong the useful life of the pavement. With the new style curb, you are able to maintain a higher curb height which does a better job of controlling the drainage. This should minimize the overall cost to the city to maintain pavement. It would not cost the city anything to build it initially, but repairs would be at the cost of the city, which was Mr. Hart’s concern.

Mr. Neltner has talked to maintenance people in other cities that have this new type of curb, and was told they have to stay away from the curbs when plowing because it tears the rudders off the skids. Sam Trapp is more worried about his equipment than he is the curb. Mr. Neltner doesn’t think we should reinvent the wheel and wants to wait a few years to see how the new curbs hold up in other places and how it’s performing.

Mr. Brueggemann explained once a street is constructed per the specifications of the subdivision regulations and completed, by statute, the city has 60 days to take ownership of those streets.

Mr. Reitman asked for Sam Trapp’s opinion. Sam can see both sides of this argument. He has concerns as to what the curb is going to look like in 15-20 years and he is wary of what might happen to his equipment. Not having any history to go on, he can’t make a good assessment of how it will hold up. Mr. Hart would like to see a comparison on the cost of construction for both curbs.

Mr. Neltner asked what the difference between a 2-inch projection on a sidewalk versus a curb that is 2 inches higher. Mr. Brueggemann explained milling sidewalks to make them level is an ADA requirement, but walking across a curb is not an ADA requirement.

Mr. Brueggemann said his responsibility is to offer the Commission information to make an informed decision. He is okay with either curb. He has focused on how to maximize the useful life of the pavement because that’s what it is going to cost the city the most in the long run. He understands the many concerns over the new curbs, all of which are justified, and he thinks we should possibly re-evaluate it again in 4-5 years.

Ron Johnson said Sam Trapp has been around for several years and has a lot of experience, he knows what he’s doing, so his opinions should be highly considered.

Mr. Neltner then asked why we would still use a 1 x 6 towel drain because he can’t find anyone that sells this. Mr. Brueggemann said this sits under the curb in the aggregate base. Mr. Neltner has done some research on the cost and found it costs about $.90 more per foot. Sam stated this is just
for materials, not installation. The labor cost will save $7 per foot. Mr. Brueggemann pointed out this still provides the same function as traditional circular underdrain. Sam explained the City has been using this for the last four years on new construction.

Lugs in Street: Mr. Neltner asked about the lugs. Mr. Brueggemann said this was another thing that was added to the Subdivision Regulations. The goal is to help reduce street creep on a linear section of a street, particularly on a steep slope. Adding lugs would help retard street creep from occurring. He is not totally sold on this, but since it was included in the Kenton County Subdivision Regulations, he added it to the city's. It may provide some resistance, but he doesn't have statistical data. Sam explained the lugs are added as streets in Arcadia are being poured, making the street and lug all one piece. So far there has not been any movement in the street.

Expansion Joint: Mr. Neltner asked why there are 2-inch expansion joints. In his opinion this would allow water to get underneath the street. Mr. Brueggemann explained the proposal is for 2 inches of expansion material at the curb, and then an inch at the back of the walk. There will be street creep, a function of change in temperature (expansion/contraction), so when street creep occurs, the expansion material will help relieve stress and the concrete isn't pushing up against the house foundation. Mr. Neltner's concern was a valid concern, but that's why there is an underdrain for the entire length underneath the curb. It is no different than water draining from the front yards. In his experience, Mr. Neltner thinks the 2 inches is a pretty big gap allowing for weeds and dirt to accumulate. Mr. Brueggemann explained he'd much rather deal with water drainage versus a street pushing the driveway against the foundation of the house and cracking the foundation.

Sam Trapp likes the 2-inch expansions because driveways also push against streets. Any curb damage is always at the driveway. Typically, there is a ½ inch or less expansion there.

Lighting: Mr. Neltner asked if lighting could be added to all streets. Mr. Brueggemann referred to Section 7.9 of the Subdivision Regulations. A copy of this section was distributed to all commissioners tonight. The way this is written, the developer shall pay for and arrange for installation of street lights. No changes are proposed by Mr. Brueggemann. Mr. Hart stated if a development is accepted that has street lights, council then has to approve how they are going to pay for them. Sam Trapp explained the City contracts with Duke Energy to maintain the lights. Mr. Johnson asked if there will be anything done for those streets that don't already have lights. Mr. Trapp said nothing will be done unless someone wants to pay to have the lights put in. For instance, the Brookwood subdivision does not have street lights because the developer did not elect to put them in. The city pays approximately $35,000/year for all street lighting in the city.

Mr. Brueggemann said CT will take the information obtained at this meeting, finalize the changes proposed, change the details for the rolled curb, and submit those back to Planning & Zoning for a final review. Then there will be one final document minus the strike-throughs, allow for an additional set of review comments, then finalize the Subdivision Regulations hopefully by the end of the year.

Mr. Hart agrees to this timeline. He would still like to get estimates on reconstruction costs of the streets that include both types of curbs to compare the cost. Mr. Brueggemann will talk to someone to see if he can get that data.

Also, Mr. Brueggemann will also make sure the correction is made to the Subdivision Regulations regarding who assigns new addresses.

OLD BUSINESS - None

INTERNAL BUSINESS
Treasurer's Report:
In Randy Nehus' absence, Mr. Hart presented the Treasurer's Report dated October 17, 2017.

Beginning Balance $23,575.87

Receipts  
+429.75   Re-Plat Lot 115, Arcadia, Sec. 3 – Final Plat
+550.00   Enamour Villa Estates – Final Plat

Expenses  
-2,406.00  CT Consultants, Inv. 170283-8

Ending Balance  $22,149.62

MOTION: Nick Reitman made a motion to pay the CT Consultants invoice as submitted, seconded by Rick Neltner. All in favor the motion passed 5-0-1 with Mr. Hart abstaining.

MOTION: Nick Reitman made a motion to accept the Treasurer’s Report of October 17, 2017, seconded by Steven Shinkle. All in favor, the motion passed 5-0-1 with Mr. Hart abstaining.

ADJOURNMENT

MOTION: Nick Reitman made a motion to adjourn, seconded by Steven Shinkle. All in favor, the motion passed with a 5-0-1 vote with Mr. Hart abstaining. Meeting adjourned at 8:29 p.m.

Attested to and submitted by:

Karen M. Barto, City Clerk/Treasurer

Dated 11-8-17

Dave Hart, Chair

Dated 11/7/17