

Addendum No 1

Latest Proposed Amsterdam Valley Plan



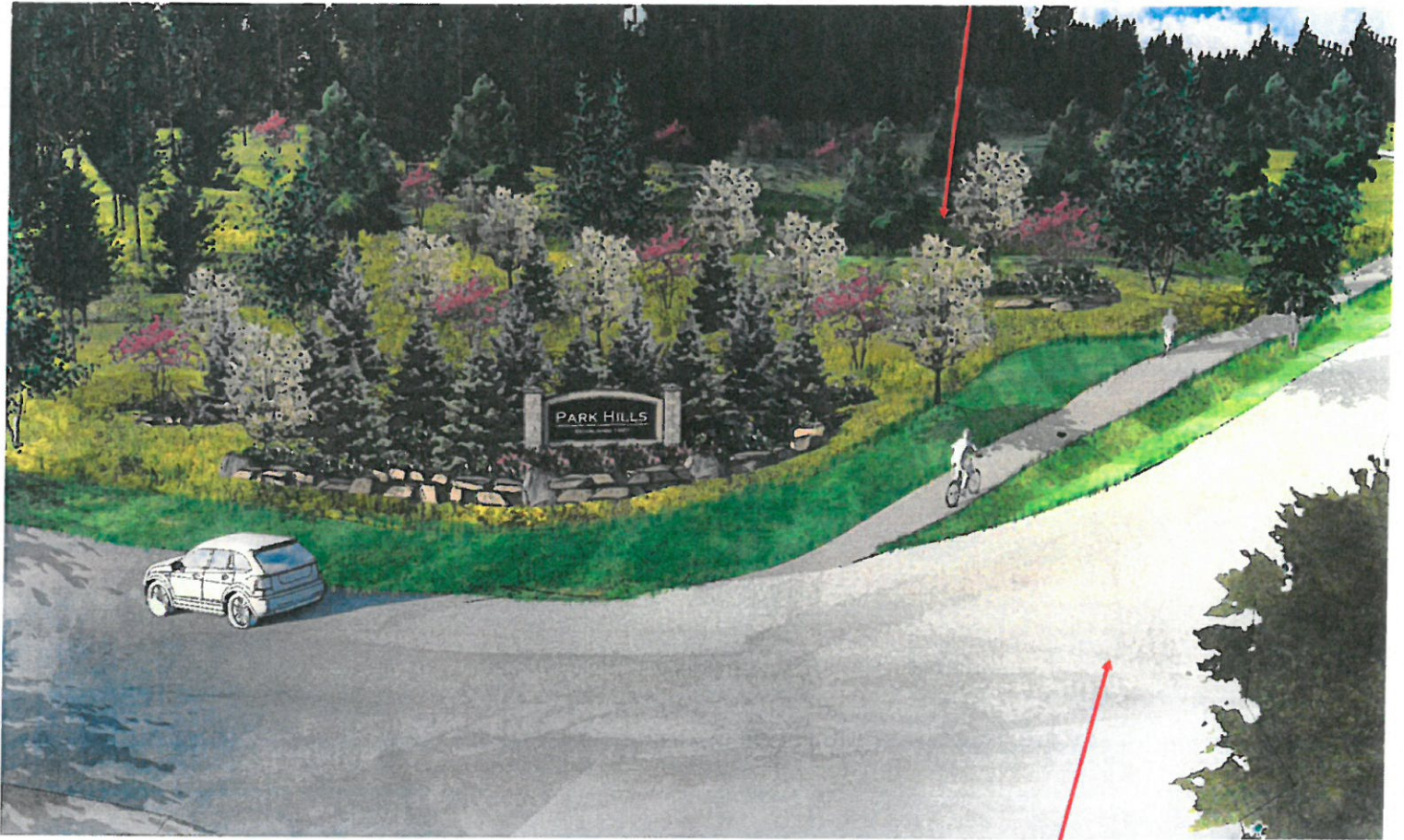
Amsterdam Rd.
becomes 2 way
here



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Improved Amsterdam valley - AS Proposed

Detention Area Here - Screened by Natural Contours & Planting



Viewed from the intersection of Montague & Amsterdam heading south into Park Hills -- 2-way Amsterdam Rd begins here



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The following diagrams represent one interpretation of the last steps done by the people of Park Hills. These attempts to visualize the ideas just birthed during the Park Hills Forum. Please use these images as a starting point for discussion and understanding of the opportunities as they are part of a design process and not a final outcome.

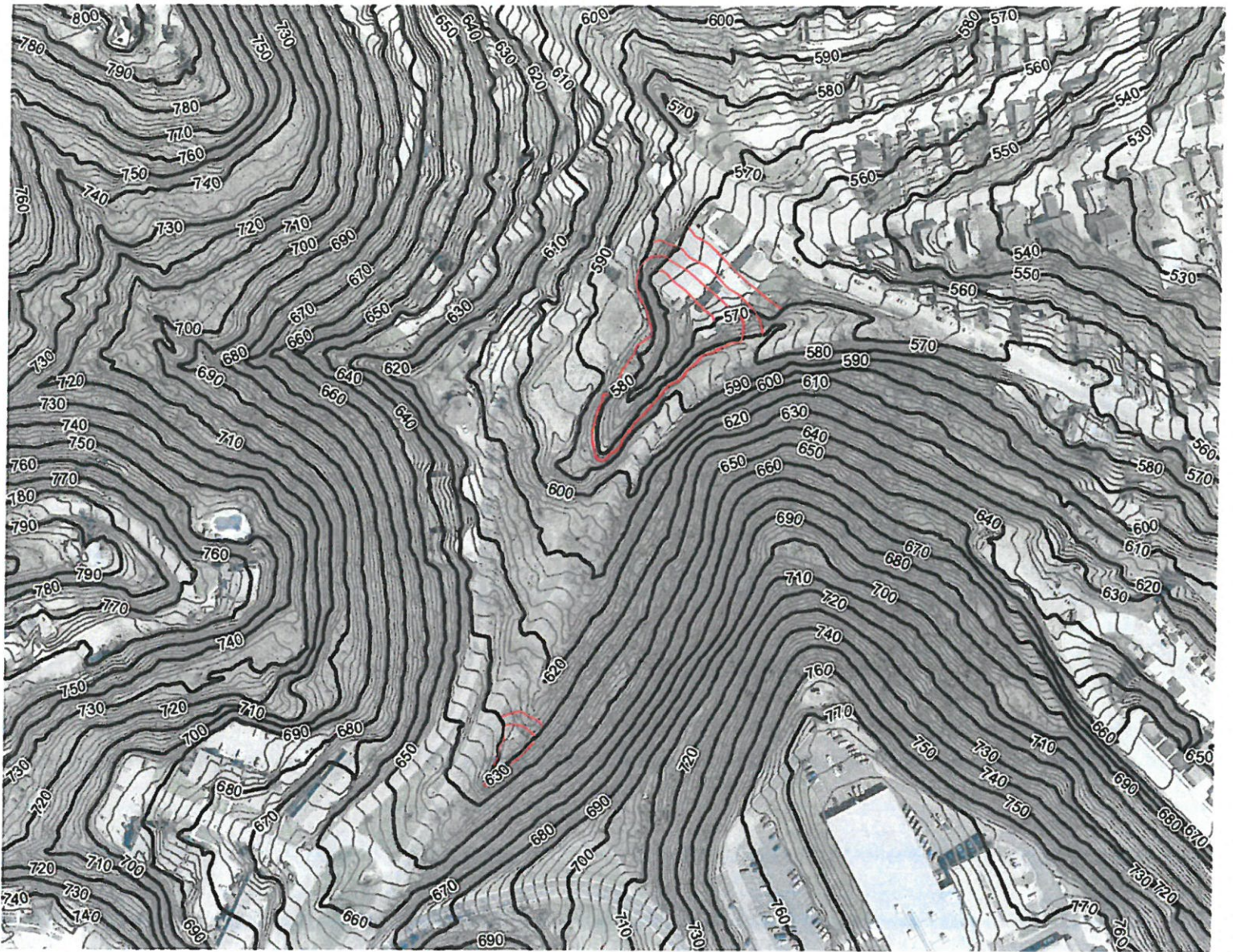
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Option 82: FURNISHINGS PLUS
All in Concept A, plus Day Port, Seemore, and other amenities (see [Lifestyle Guide](#) for details)

Option 00 - FOUNDATIONS PLUS
 All - Complete A, plus Day Part, Sports and
 other specialty ads. (Specialty ads [optional])

Option B2: SUPPLIES
All the items mentioned, plus more space,
community garden, outdoor park, water park,
farmers' market (and the hardware, pottery, dress
for community use & outdoor wedding usage, near a
restaurant, city.

[illegible]





With that considered I believe that it is important for Park Hills to move forward with a positive plan addressing the most time sensitive issues; therefore:

Park Hills should notify SD1 that they should design a dam with a maximum height of 582 feet for storm water detention to be located where the VFW and apartment buildings are presently located.

By doing so, in a timely manner, then Zeltwanger will probably execute his option, which expires in October, to purchase the apartment building land that the dam would need to sit on. Park Hills would need to review the plans for possible modifications but would have the intention of allowing it to be built. This would allow the entrance to Park Hills to be improved as proposed by Joshua One / Paul Zeltwanger / Park Pointe

Submitted by Joe Daugherty

Addendum No 2



PARK POINTE PROJECT & AMSTERDAM VALLEY COLLABORATIVE IMPROVEMENT OPTIONS UPDATE

August 27th, 2018



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Moving Forward Together Produces Significant Community Benefits

Park Hills

- Majority of Residents "Wish List" items incorporated into plan
- New path along Amsterdam Road with lighting and natural landscaping
- Removal of street mileage eliminating future replacement and maintenance costs
- Eliminates landslide exposure and related traffic issues
- Reduction of landscaping/mowing maintenance costs

All of Northern KY

- Significant impact to CSO Consent Decree and reduction in exposure to flooding during heavy rains.
- Major impact into flooding issues into Lewisberg area
- Improvements to CSO lines incl. sanitary and storm water lines
- Eliminates landslide exposure and related traffic issues
- Enhanced walkability to the entire area
- Increased property values

Reduction of Maintenance Requirements



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August 17th Landslide Remediation — (After 5 inches of rainfall)

Friday Morning

Friday Afternoon

Saturday Afternoon



A true collaborative effort between Covington, Park Hills, Joshua One & Loveland Paving & Excavating



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August 17th Landslide Remediation — (After 5 inches of rainfall)



Numerous dead trees in this area

Remaining over burden = additional landslide risks



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Key Factor - FUNDING

Projected Costs Breakout:

Projected Costs

➤ Property Acquisition & Demolition	➤ \$501,000
➤ Widening of Amsterdam Road, Natural Stormwater Management, New Path, Lighting, Signage, Landscaping	➤ \$500,000
➤ Geotechnical & Civil Engineering	➤ \$50,000
➤ Sewer & Stormwater Pipe Costs (including installation)	➤ \$500,000**
➤ Landslide Remediation & Buttrressing	➤ \$700,000
➤ Site Work, Compaction & Grading	➤ \$145,000
➤ Retaining Walls (if needed)	➤ \$100,000

**May be more if old 60 inch brick pipe under 941 Montague requires complete replacement and/or re-engineering.

Total Projected Costs

\$2,496,000



The Solution

Industrial Revenue Bonds (IRB)

- *Per KRS 103.200, IRB's are Private Activity Bonds issued by a City, County or State to assist in the financing of private development projects.*
- *The bonds are used to help offset the excessive costs of infrastructure.*
- *Enables for a development with lesser density, higher values and a better fit in the community.*
- ***The bonds are guaranteed by the Developer. No financial risk to Park Hills.***

APPENDIX

Additional Slides for Reference





Final Options *(from our perspective)*

After almost one year of meetings and planning, our group needs to move forward with one of the following options before the end of August:

Option 1*

- Collaborative agreement to improve Amsterdam Corridor (Park Hills & SD1)*
- Amsterdam Rd. becomes 2- way with integrated path from Trolley Park to Montague*
- Widened and paved with stormwater management integrated into the natural road curves and roadside swale design *(best practice green infrastructure approach)***
- Integrated CSO detention area for total area benefit.*
- **NO COST TO PARK HILLS for above improvements. Add'l \$\$\$\$s from sale of land (FMV appraisals of land for expanded Park Pointe entrance & detention area)***

Option 2

- Move forward with existing entrance – As submitted and approved per Stage 1 plan
- *Updated for both cities Stage 1 approval requirements.*
- **No funding for road improvements**
- **Amsterdam Valley remains AS IS**

**Dependent on reaching feasible terms on Development Agreement with Park Hills & SD1*



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Addendum No 3



Address	#1 Current plan as is.	#2 Current plan, but leave sidewalk placement and make repairs and save as many trees as possible.	#3 Add necessary curbs and drains within the current road width. Keep as many trees as possible and make repairs to existing sidewalk.	#4 Add necessary curbs and drains. Make Jackson a one way street reducing width, saving as many trees as possible and make repairs to existing sidewalk.	Notes
1007					
1007 #1					
1007 #2					
1009 #1					
1009 #2					
1009 #3					
1011			X		
1012					
1013					
1014	X				
1017					
1018		X	X		Is okay with either #2 or #3
1020			X		
1021			X		
1022					
1025					
1026			X		
1028		X			
1029	X				
1030			X	X	Completely ok with making the street a one way street. Especially if it will have to happen in the future due to upper Jackson being fixed.
1032					
1045		X			

We have an existing 4 foot sidewalk with 7 feet of grassy space which has a variety of trees which make our road picturesque.

We would like to have marks placed on driveways to show where the edge of curb will be.

I believe there is a consensus to leave the sidewalk in the same place.

Some homeowners would like the trees to remain and allowing delayed replacement if the tree later dies.

We need to mark the sections of the sidewalk to be repaired and know the timing for its repair; which probably would be done about the same time that the curb is poured.

We need another set of drawings to be made available for the even house numbers which show the sidewalk not moving.

Addendum No. 4

Lower Jackson Road Street Width Discussion

Karl Oberjohn

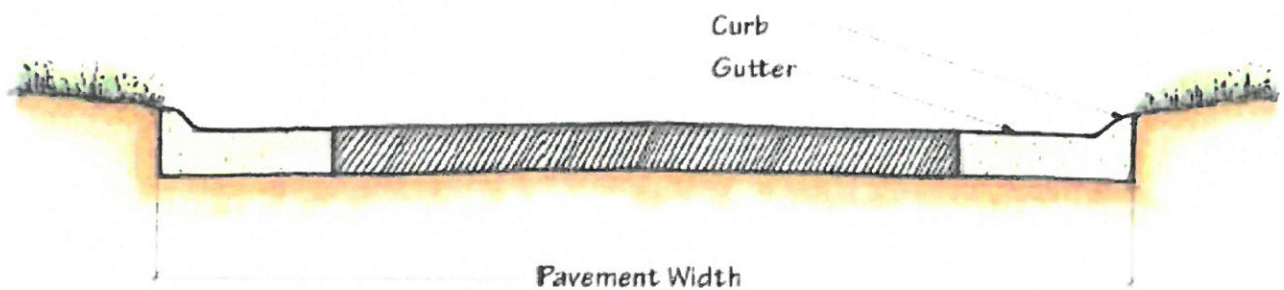
Infrastructure Committee

8/27/2018

Outline

- Definitions/Considerations
- Resident Concerns
- Street layout alternatives: 18, 20, 22 ft wide
- Conclusions

Pavement Width Defined



- Assume curb is 1-foot wide, whether box style or roll style

Traffic & Parking Configurations

Traffic	Parking	Example
Two-way	Both sides	(none)
Two-way	One side	(most common)
Two-way	None	Hillcrest Ln.
One-way	Both sides	(none)
One-way	One side	Aberdeen Rd.
One-way	None	(none)

Vehicle Widths

Passenger/Light Utility Vehicles ~ 6.5 feet	Commercial/Emergency Vehicles < 8.5 feet
Cars Pickup trucks Minivans SUVs	Delivery trucks Garbage truck Utility trailers School bus Ambulance Fire truck Snowplow

* Width does not include side mirrors

Widths of “Deep Fixed” Streets

31	Terrace Dr.
24-25	Rose Cir., St. James Ave., S. Arlington Rd., Mount Allen Rd., Rosemont Ave., Hilltop Dr., Exter Dr.
22	Altavia Ave., Alhambra Ct., Coram St., Harriet St., Old State Rd., N. Arlington Rd., Cecelia Ave., Scenic Ave.
20	Hillcrest Ln., St. Joseph Ln., Morgan Ct., Aberdeen Rd.

Per **Kenton County Subdivision Regulations**, the narrowest allowable widths for newly-constructed urban residential streets are:

- 22 feet – Local (<200 lots)
- 25 feet – Subcollector (200-500 lots)

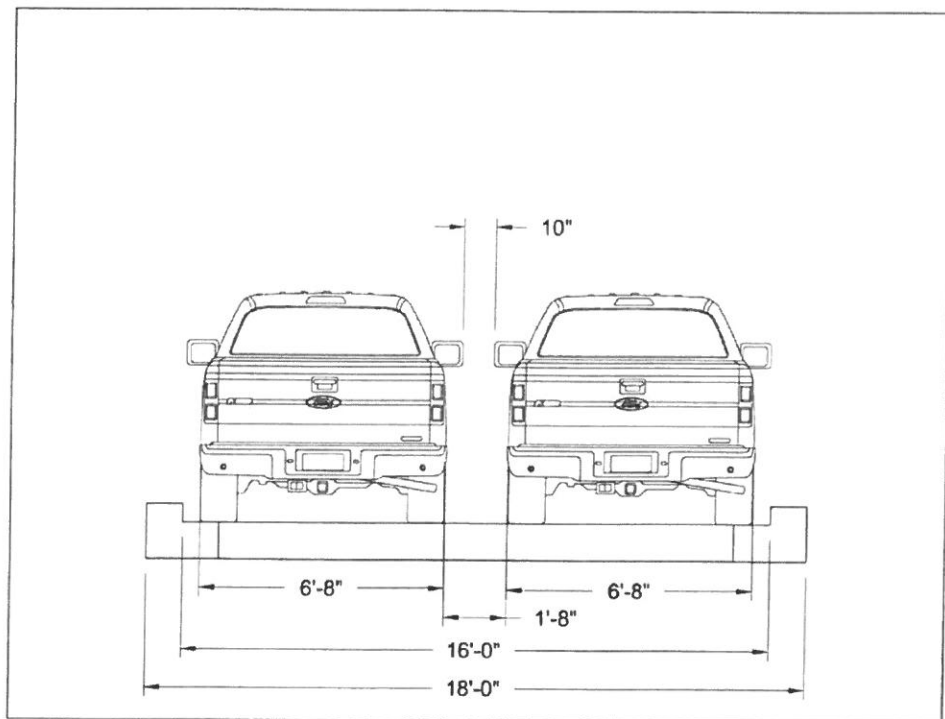
Lower Jackson Road Resident Concerns

- Street width
 - Current street width is 18 feet without curbs and gutters
 - Infrastructure Committee has planned a major upgrade to storm water management for the street, requiring curbs and gutters
 - Can curbs and gutters be added, while keeping the overall street width the same?

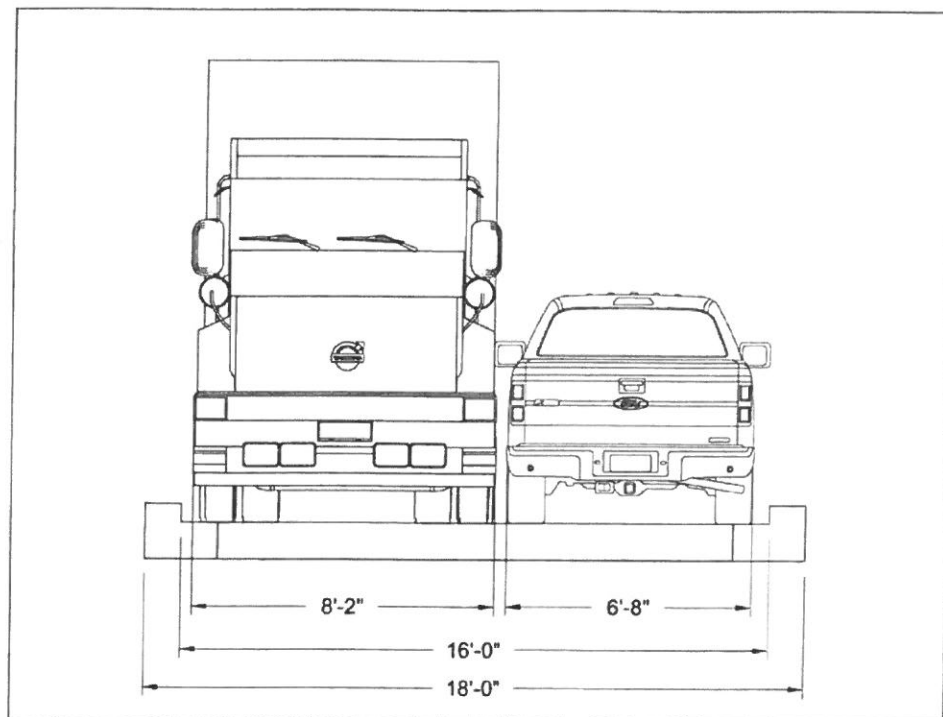
Lower Jackson Road Resident Concerns

- Sidewalk location
 - Keep the planting strip between the sidewalk and the street, or
 - Locate the sidewalk directly against the curb
- Tree preservation
 - Can the trees be preserved during the construction project?

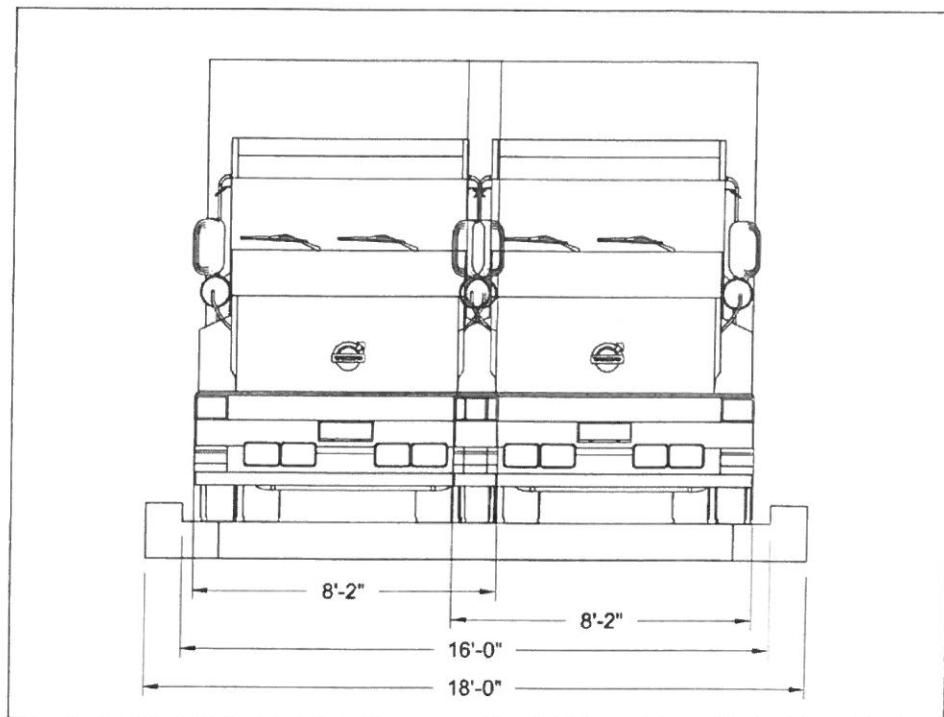
18-foot Street



18-foot Street



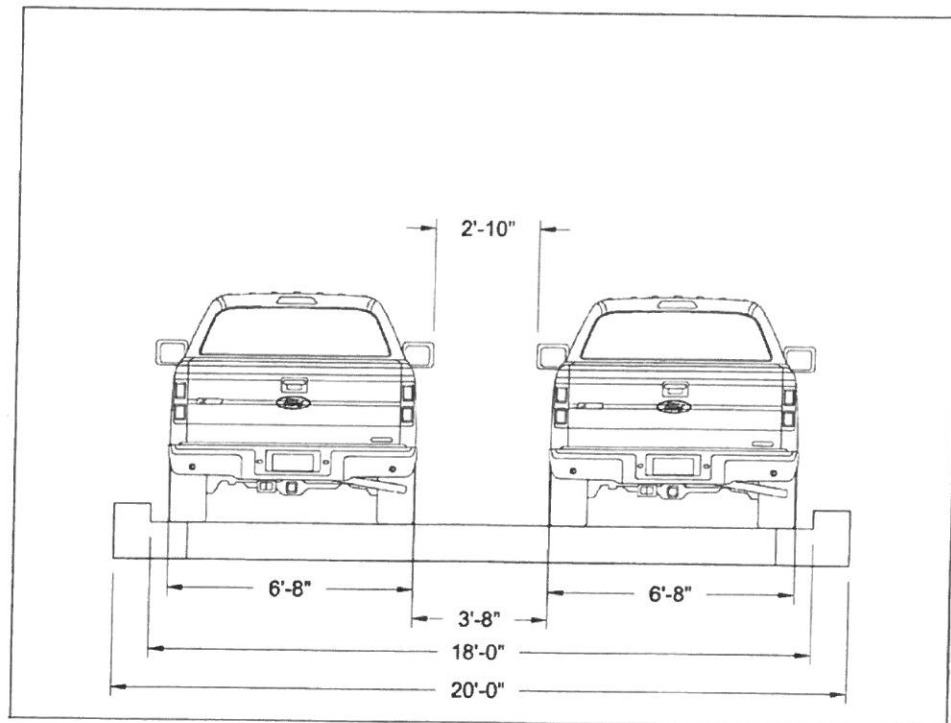
18-foot Street



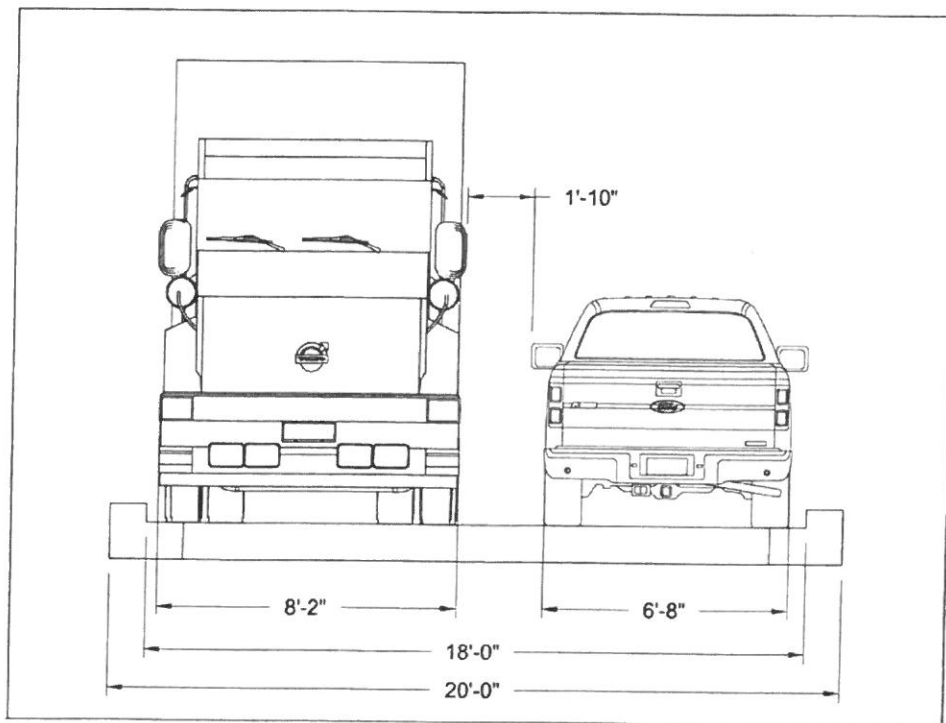
18-foot Street

- 16 feet between curbs
- Two 8-foot lanes, assuming driving on gutters
- Not acceptable for a 8.5' vehicle passing a 6.5' vehicle
- Impossible for two 8.5' vehicles to pass each other

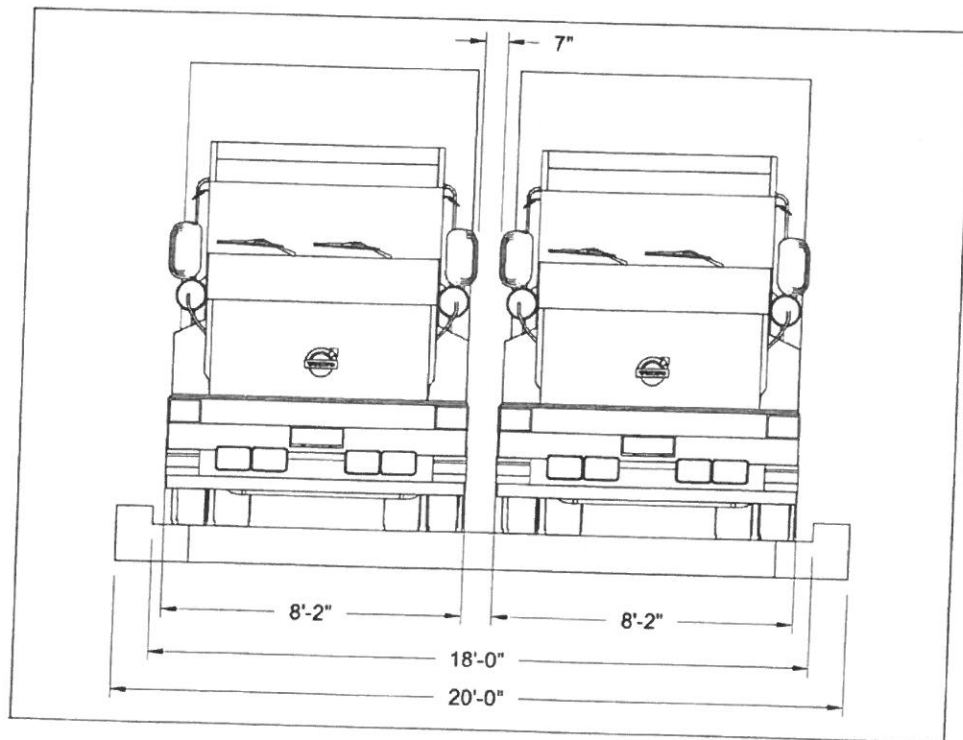
20-foot Street



20-foot Street



20-foot Street



20-foot Street

- 18 feet between curbs
- Two 9-foot lanes, assuming driving on gutters
- Barely acceptable for a 8.5' vehicle passing a 6.5' vehicle
- Not acceptable for two 8.5' vehicles passing each other
- Only four "deep fixed" 20-foot streets in Park Hills
 - Morgan Court and St. Joseph Lane
 - Negative feedback from residents and service personnel regarding street width
 - Hillcrest Ln. has no parking
 - Aberdeen Rd. is one-way

20-foot Street: Morgan Ct.



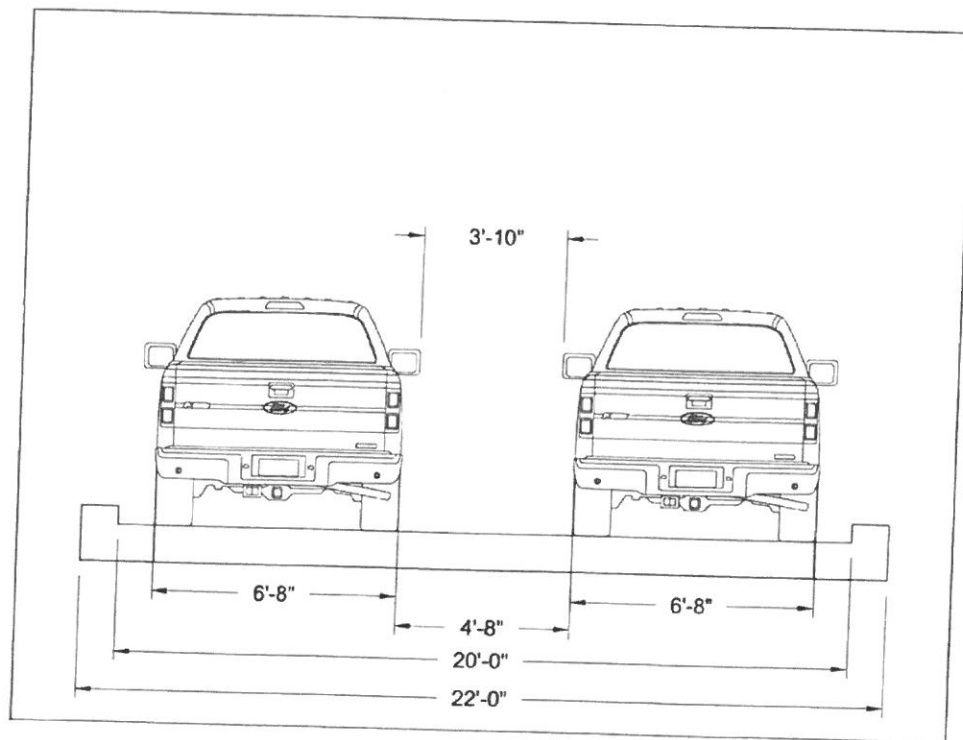
20-foot Street: St. Joseph Ln.



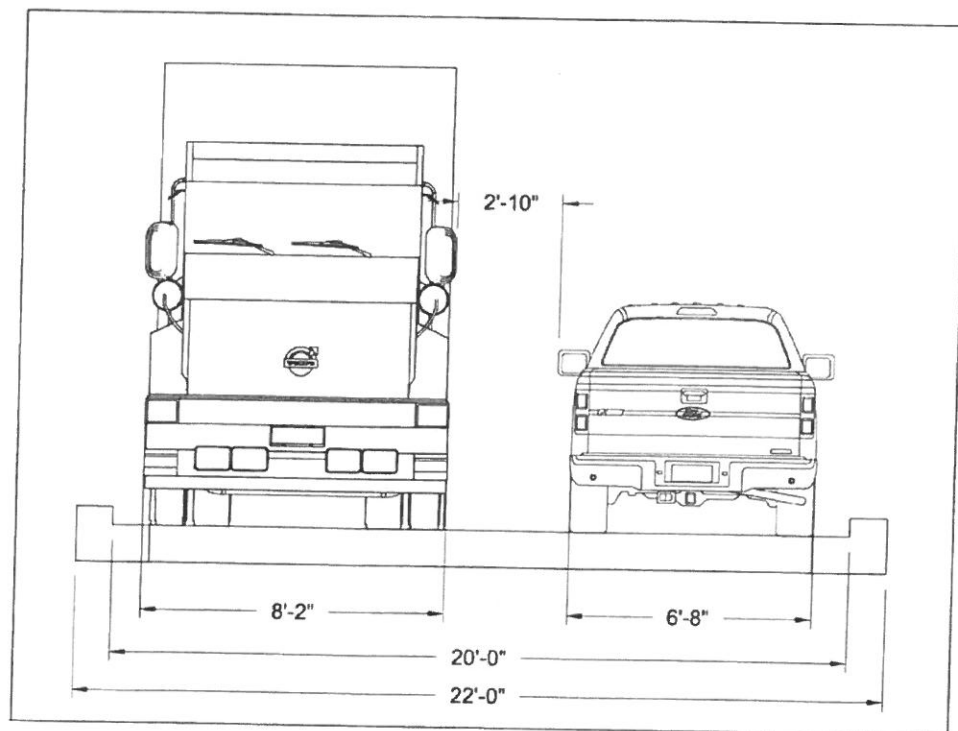
20-foot Street: Hillcrest Ln.



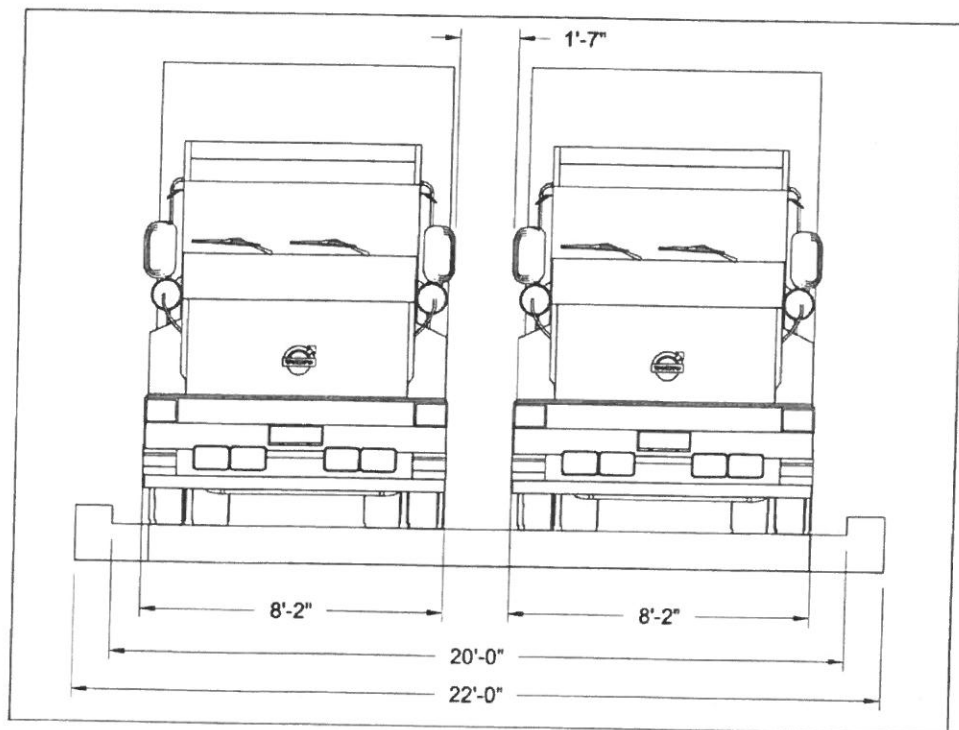
22-foot Street



22-foot Street



22-foot Street



22-foot Street

- 20 feet between curbs
- Two 9-foot lanes, not counting gutters
- Acceptable for two 8.5' vehicles passing each other
- Compromise between driver comfort and traffic calming

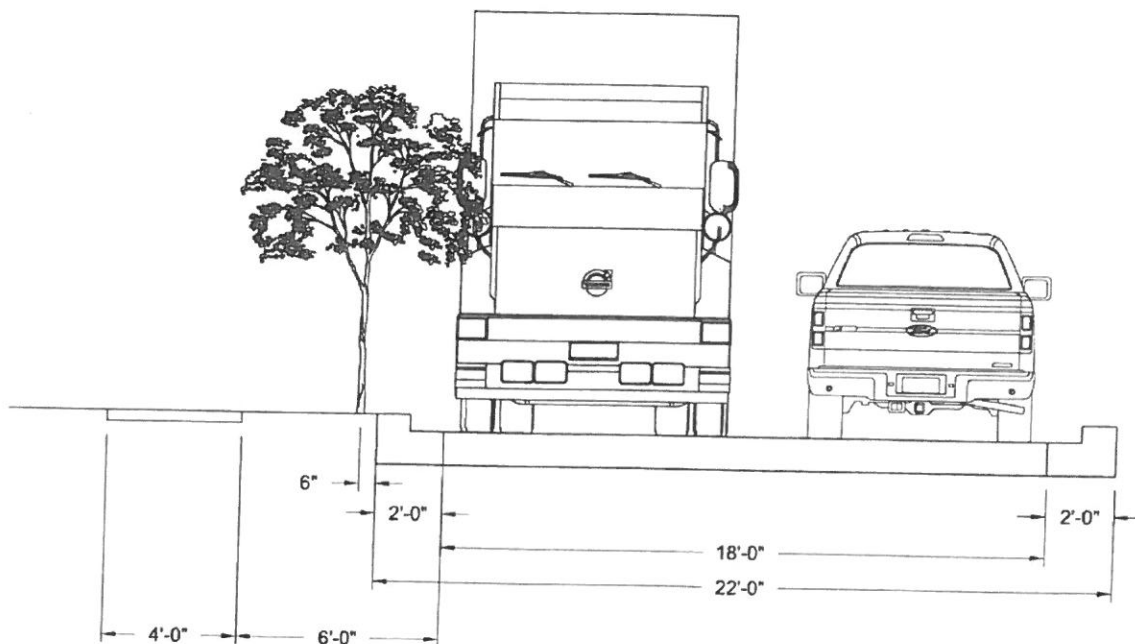
22-foot Street: Old State Rd.



24-foot Street

- 22 feet between curbs
- Two 10-foot lanes, not counting gutters
- Driver comfort is enhanced with 10-foot lanes; wider lanes may encourage speeding

Impact on Street Trees



Centerline of street will shift 1 foot north to reduce impact on downhill driveways on the south side

Conclusions

- A 22-foot wide street offers the best balance of safe passing clearances and traffic calming for the current traffic and parking configuration, while adding essential storm water management features
- Edge of north curb will be nearly in the center of existing planting strip
- Sidewalk against curb will result in more gradual slope in front yards and driveways on north side
- Next Infrastructure Committee meeting: 8/30