

# APPENDIX E - LATONIA PLAZA REDEVELOPMENT CONCEPTS

This appendix contains renderings and description of three conceptual drawings that were created to show how redevelopment might occur within the Latonia Plaza redevelopment area. These concepts were created from ideas discussed by the Task Force and displayed in the Latonia Plaza Area Concept Diagram (Figure 4.8.1 on page 85). Some of the ideas conveyed through the renderings include varying levels of pedestrian and vehicular connectivity, building placement and use, and open space within the redevelopment area. More detailed information on the themes shown in these concepts and the subsequent modification from the Task Force's are provided in the following subsections. Each of the three concept renderings described in this appendix are described with respect to two key elements of land development - mobility and land use.

Following the discussion of mobility and land use for each concept is a brief overview of Task Force comments. Finally, the last section of this appendix contains information pertaining to the Task Force's overall thoughts pertaining to all three concepts. Discussion generated from the presentation of these concepts led to the development of the final Latonia Plaza Conceptual Rendering (Figure 4.8.6 on page 95), which is detailed in Chapter 4.8.

## Mobility Progressions

The scenarios outlined in this appendix are ordered from the lowest to highest amount of vehicular connectivity. Differing levels of vehicular and pedestrian mobility were presented to provide the Task Force with a better understanding how ideas like increased pedestrian might look on the landscape. These progressions are not intended to discourage vehicular mobility within the study area. Rather they should be viewed as attempts to increase pedestrian safety as requested throughout various aspects of public involvement. Scenario One displays a more pedestrian oriented environment with few access points for vehicular traffic. Scenarios Two and Three progressively gain more access points, which allow for more vehicular connectivity. It should be noted that even Scenario Three provides a significant improvement for pedestrian access over today's built environment. The scenario accomplishes this increase even with the highest level of vehicular connectivity.

### Winston Avenue Median

Each of the concepts shows a non-traversable median along Winston Avenue. The median representation is included to show where medians might be appropriate and is not intended to be constructed completely throughout the entire length of the corridor. This representation was changed in the final rendering (Figure 4.8.6 on page 95) to only locations where redevelopment has occurred on both sides of Winston Avenue.

# Scenario One

## Mobility

Of the three scenarios presented in this section, Scenario One is designed to have the most pedestrian accessibility within the redevelopment area. One way the design attempts to increase walkability is through the limitation of vehicular access from Winston Avenue. This reduced vehicular access works toward making the area safer for pedestrians due to the fewer number of conflict points between pedestrians and vehicles. Instead of having vehicular access, wide pedestrian-only boulevards are included to connect to the existing sidewalk network. The large diamond shaped area in the northeast of the concept in the section nearest to Ritte's Corner serves primarily as a pedestrian only area. This area uses a plaza and courtyard system surrounded by buildings which are oriented toward the walkway to make the area more inviting for pedestrians. The walkway terminates in the blue community facility building which is also joined into the park area.

## Land Use Locations

As with the renderings found in Chapter 4.8, different colors on the renderings represent different land uses. At the time these three conceptual renderings were prepared red buildings indicated commercial space (either office or retail), whereas red buildings shown in Chapter 4.8 indicate a mixed use of office, retail, or residential. The change in definition of the red color depicted on the different images is due to the desire of the Task Force to have residential uses mixed throughout the development. As with the final renderings, orange buildings indicate residential and blue buildings represent a community facility such as a gym or community center.

Residential areas in Scenario One are oriented toward the parallel roadway. The orientation of these structures is intended to tie the residential units to the adjacent open areas found to the west of these developments and the open areas between Winston Avenue and the parallel roadway. Commercial uses within this scenario are oriented towards Winston Avenue and Ritte's Corner. The area intended for use as a community facility is located closer to the central portion of the redeveloped area, farther from the surrounding residential neighborhoods.

Redevelopment East of Winston Avenue - Varying levels of redevelopment east of Winston Avenue were taken into consideration by the Task Force. The east side of Winston Avenue displays the highest amount of redevelopment of the three scenarios. Structures in this area are primarily commercial buildings with off street parking in the rear and along the sides of the buildings. This scenario also recommends single family attached residential on the southeast corner of Winston Avenue and 40th Street, which should tie into the existing residential character of the area outside of Latonia Plaza.

## Task Force Comments

Task Force conversation regarding Scenario One focused on the lack of vehicular access proposed by this scenario. Members of the group felt this type of design would not be preferred for the area because it would make driving more difficult for people coming from outside of the neighborhood. The Task Force also believed the pedestrian boulevards might be seen as areas that were isolated and potentially unsafe, and therefore would likely be underutilized. It was also mentioned that the open area between the residential and retail causes too much separation, thus making the residential area seem isolated in the scenario.

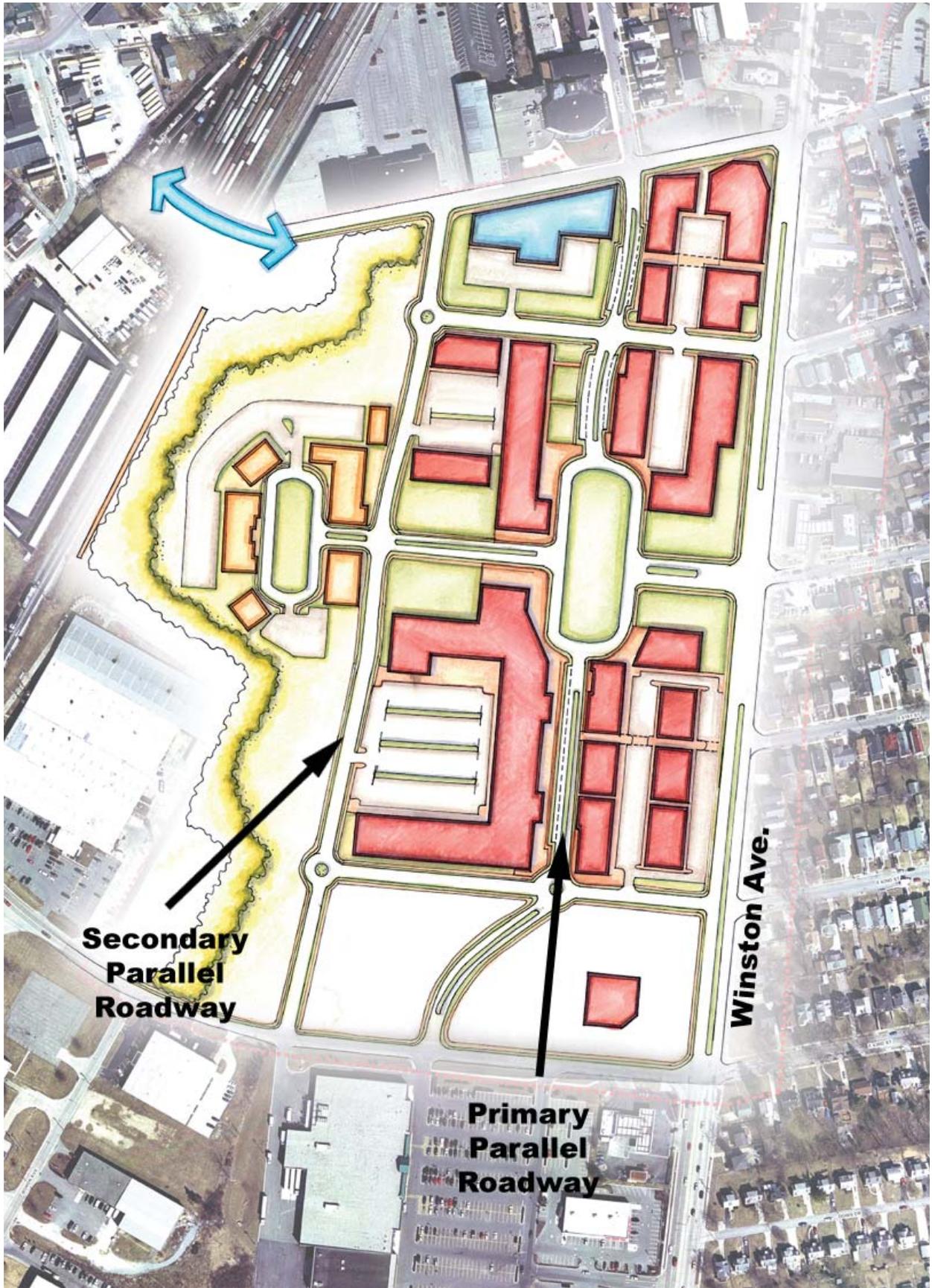


Figure E.1: Conceptual Scenario One

## Scenario Two

### Mobility

Scenario Two is designed to provide a balance between the pedestrian oriented Scenario One and the more auto-oriented Scenario Three. While two access points are provided into the development from Winston Avenue, there are no entrances in the southern portion between 40th and 43rd Streets. Instead, this area serves as a frontage park between the roadway and residential area. While other scenarios in this appendix display streets with central medians and on street parking, this scenario is designed in a more traditional city street layout. Streetscape layout here would provide for two-way traffic with on-street parking on both sides of the street. Additionally, most of the intersections in this scenario create “terminated vistas,” or sight lines that end at buildings. This effect is designed to help make the area feel more pedestrian in scale and utilize intersections that are more integrated into parts of the surrounding neighborhood.

### Land Use Locations

Residential uses in this scenario are located between the existing Latonia Centre commercial area and the proposed commercial buildings closer to Ritte’s Corner. Their location is designed to provide easy access to the retail areas immediately north and south of the residences as well as to provide more customers for new commercial entities. The large open area on the west side of the redevelopment area could be used for park space or could allow for additional development as future needs arise. Finally, the placement of the community facility (shown in blue) is oriented more toward the park area but also lies in close proximity of the existing neighborhood.

Redevelopment East of Winston Avenue - The east side of Winston Avenue displays a reduced amount of redevelopment as compared to the previous scenario. As with Scenario One, this concept would provide for limited access from Winston Avenue itself. Instead, vehicles would access the redeveloped buildings from either 38th or 39th Streets.

### Task Force Comments

The Task Force primarily focused on the residential area in their discussions of this scenario. The group felt it was too disconnected and separated from the rest of the development. They also believed the open area between the residential buildings and Winston Avenue would easily become an area that collected clutter and trash, and would require significant upkeep.

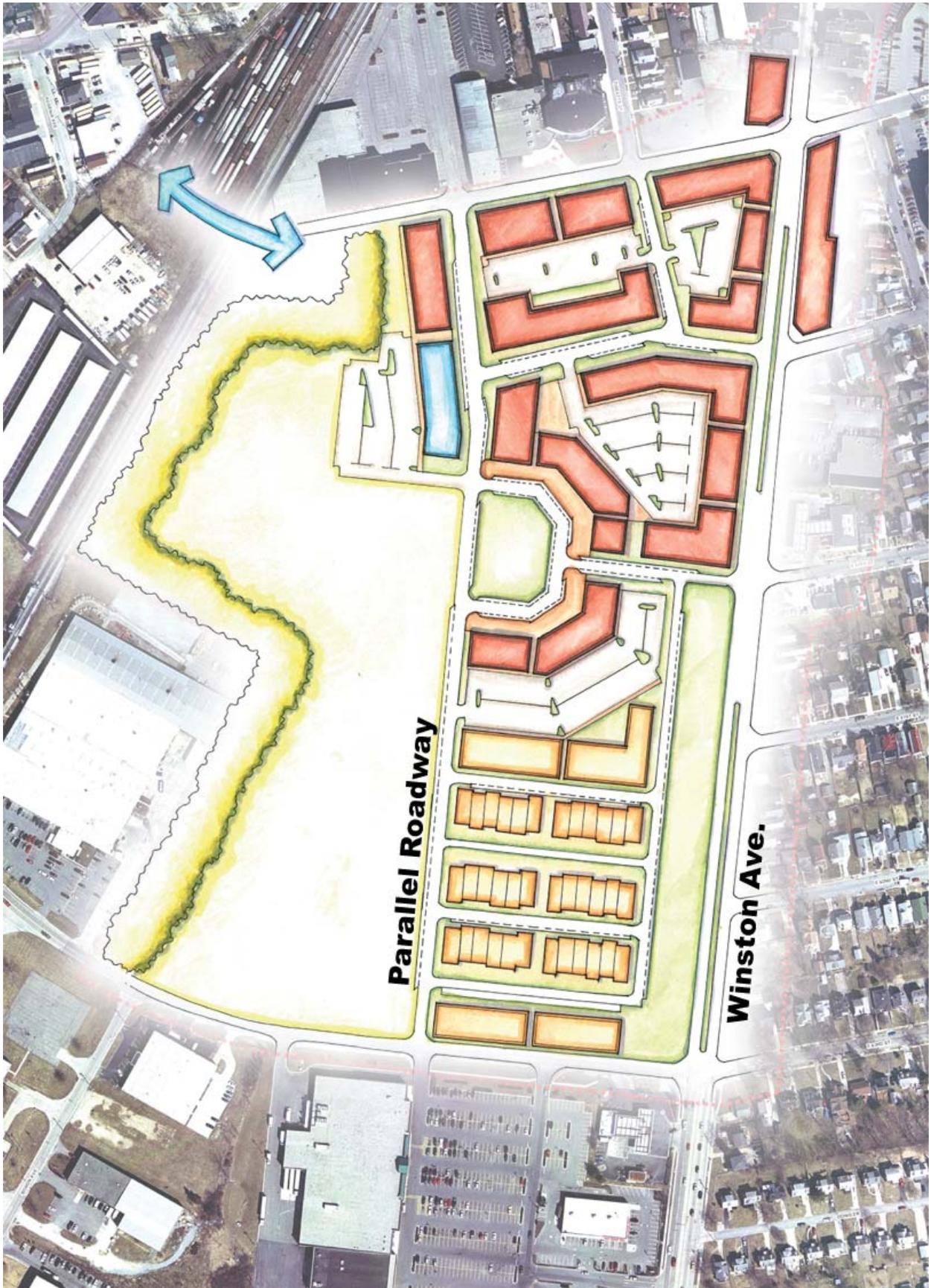


Figure E.2: Conceptual Scenario Two

## Scenario Three

### Mobility

Scenario Three is designed to have the most vehicular connectivity of the three scenarios. The provision of sidewalks alongside all of the potential internal streets also provides for the most balance between pedestrian and vehicular mobility of all the scenarios. Access west of Winston Avenue is provided into the redevelopment area from points that connect directly at the existing street network. These connections to the grid network are designed to replicate the urban fabric of the neighborhood found across Winston Avenue. As with the design outlined in Chapter 4.8, this scenario features a large roundabout in the center of the rendering in a shape resembling a horse racetrack. This feature was designed to reflect the area's racing heritage and provide additional greenspace in the redevelopment area. Scenario Three also provides for strategic closures of the roadway system to allow for temporary pedestrian-only areas for festivals and major community events. A similar idea for strategic closure for the final rendering is displayed in Figure 4.8.6 on page 95.

### Land Use Locations

This scenario accommodates residential uses on the west side of the redevelopment area. The location is designed to be closer to open areas and greenspace, and farther from noise and auto-activity generated along Winston Avenue. Commercial structures are primarily situated near Winston Avenue to be closer to the primary roadway network. This concept also provides for the community facility to be located on the northern edge of the redevelopment area. The facility is located in this area in order to be in closer proximity to the center of the overall neighborhood and Ritte's Corner.

*Reuse* - Whereas the final concept in Figure 4.8.6 on page 95 is comprised nearly entirely of new structures, this rendering is designed to potentially reuse some of the existing buildings on the site. Large retail buildings consisting of Value City Furniture, Burlington Coat Factory, and the existing Latonia Plaza shopping center could either be modified or reconfigured depending on the needs of the development.

### Task Force Comments

The Task Force liked several ideas displayed in this scenario and many are displayed in the study's final redevelopment rendering (Figure 4.8.6 on page 95). Ideas such as the racetrack shaped roundabout, grid road network, ability to close some access points for special pedestrian-only events, and plazas located throughout the site were viewed as positive aspects found within this scenario.

While this scenario was generally favored the group did find issue with some of the ideas that were presented. The Task Force disliked the idea of adaptively reusing older commercial buildings, an idea that was not carried forward to the final redevelopment rendering. It is believed these buildings will likely be too old to reuse at the time of redevelopment and it is suggested to only show new structures in the final rendering.

### Overall Discussion

The Task Force considered overall themes, their likes and dislikes, and what they wanted to portray in the final scenario (Figure 4.8.6 on page 95). The group decided Scenario Three provided a good basis for the style of redevelopment that fit with the overall vision for the area. The urban grid that replicated development patterns in the surrounding neighborhood was preferred over the other alternatives that had larger block areas. Preference was shown toward having more vehicular access and connectivity into the site while also providing pedestrian facilities along these routes for improved mobility. They also suggested showing only partial vegetated medians on the final rendering. Some in the group were concerned that people living in single family residential homes along the east side of Winston Avenue might believe access into their property would be limited with how the median concept was shown.

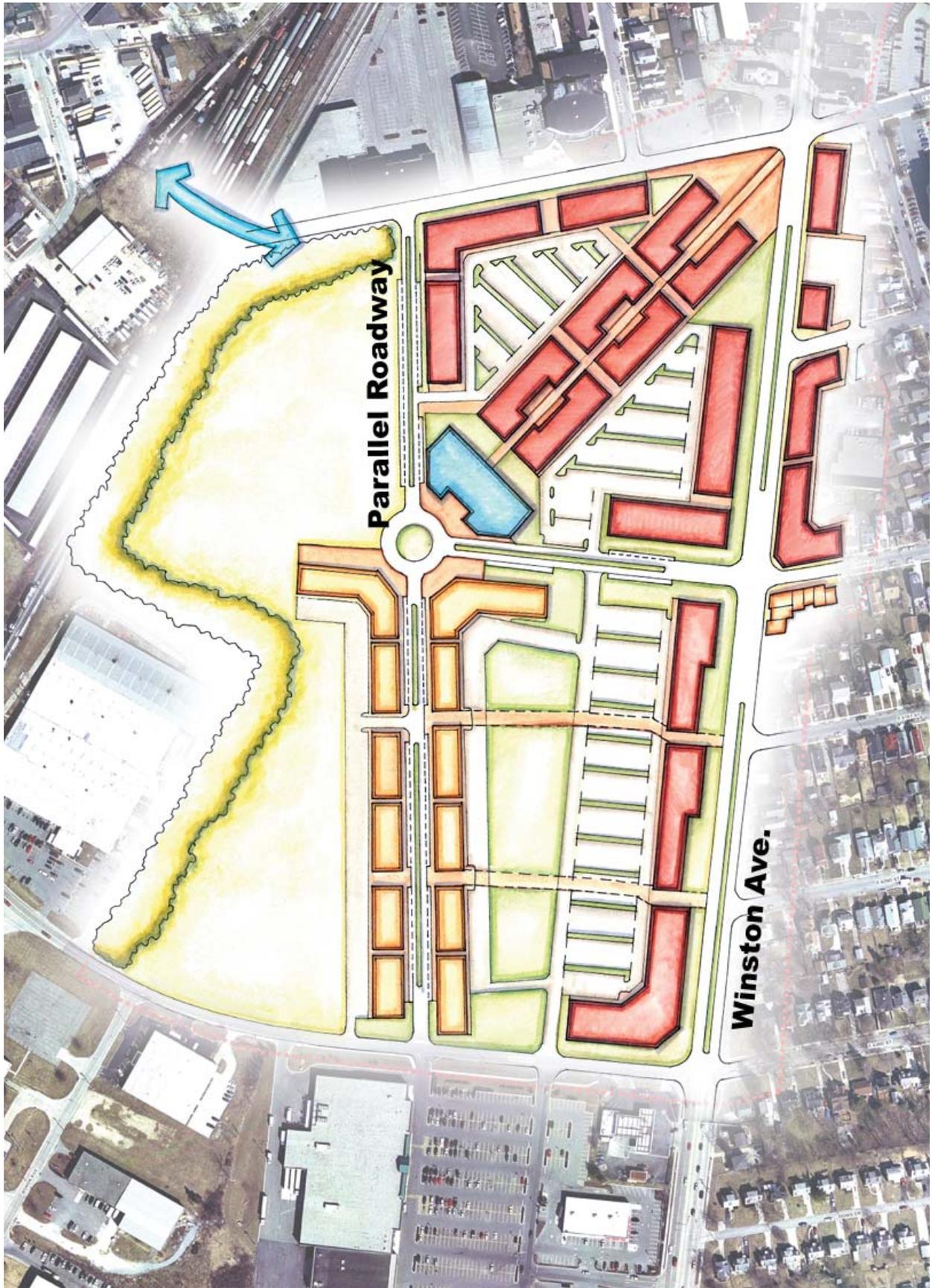


Figure E.3: Conceptual Scenario Three

The conceptual provision of plazas and open spaces as displayed in all the scenarios was also viewed as an asset. The Task Force felt this open space should be able to be used as gathering space for community festivals and events since Ritte's Corner is a busy intersection with limited space for gatherings.

Another idea the group wished to carry forward was the ability for phasing of the redevelopment area. The Task Force felt people would find the final redevelopment rendering easier to understand if they saw how reconfiguration could take place over several years. While each of the scenarios could be phased, the Task Force felt Scenario Three could accomplish this goal most effectively.

The Task Force felt that residential depictions in all of the scenarios were isolated and not a cohesive part of the overall design. The group recommended the final redevelopment concept incorporate residential uses mixed in with office and retail throughout the entirety of the redevelopment area. They also suggested displaying horizontal mixed use (allows for stand alone buildings of residential or commercial to be scattered on the site) and vertical mixed use (allows for multiple uses to be mixed in one structure) in the final rendering.





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