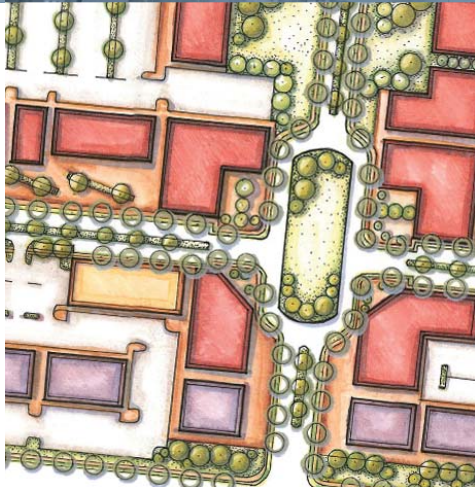





**Latonia Small Area Study**




**NKAPC**  
Northern Kentucky  
Area Planning Commission






**Latonia Small Area Study**



# Final Report

February 2011




**NKAPC**  
Northern Kentucky  
Area Planning Commission



COMMISSIONERS' ORDER/RESOLUTION NO. O/R-280-10

AN ORDER/RESOLUTION ADOPTING THE REPORT OF THE LATONIA SMALL AREA STUDY AND AUTHORIZING AN APPLICATION TO THE NORTHERN KENTUCKY AREA PLANNING COMMISSION AND THE KENTON COUNTY PLANNING COMMISSION FOR AN AMENDMENT OF THE KENTON COUNTY COMPREHENSIVE PLAN INCORPORATING THE PLAN.

\* \* \*

NOW THEREFORE,  
BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF COVINGTON, KENTON COUNTY, KENTUCKY:

Section 1

The Latonia Small Area Study is hereby adopted by the City of Covington. The City Manager is directed to submit an application to the Northern Kentucky Area Planning Commission and the Kenton County Planning Commission for a corresponding amendment to and incorporation in the Kenton County Comprehensive Plan.

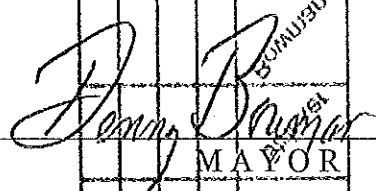
Section 2

That this order/resolution shall take effect and be in full force when passed and recorded according to law.

ATTEST:

Margaret Mykhan  
CITY CLERK

Passed: 11/23/10

 DONNY BREWER MAYOR	
Present	
Present	
Absent	
Absent	
CITY	
COUNCIL	
1st Reading	
2nd Reading	
ORDINANCE	
ORDINANCE	
Meeting Date:	

# ACKNOWLEDGEMENTS

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## Elected Officials

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## Special Thanks To

*Public meeting participants, all citizens, and area property owners* – for their input throughout the study process.

*Key Persons* – for their time and input to help staff gather pertinent information for the study area.

*Latonia Christian Church* – for hosting Task Force meetings throughout the study.

*Holy Cross School* – for hosting the first public meeting.

*Calvary Baptist Church* – for hosting the second public meeting.

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# 1.0 Introduction

## Latonia Small Area Study

### **SMALL AREA STUDIES**

Small area studies are designed to provide detailed analysis and planning for small geographic areas of Kenton County. These plans are intended to be adopted into the Comprehensive Plan Update 2006-2026: An Area-Wide Vision For Kenton County by the Kenton County Planning Commission (KCPC) as a more detailed part of the comprehensive plan for the area covered. It is therefore necessary that the small area study comply with the basic requirements of state law (KRS 100) for updates to the comprehensive plan. The Latonia Small Area Study will first be reviewed and adopted by the City of Covington after which it will be forwarded to the Northern Kentucky Area Planning Commission (NKAPC) for a recommendation to be made to the KCPC for inclusion in the Comprehensive Plan. Once adopted by the Planning Commission, these studies are used as the basis for review by NKAPC staff, the KCPC, and the City for development recommendations in the area.

It should be noted that small area studies and plans are only one of the primary steps needed to begin enacting positive change in an area. For a plan to be truly effective it needs the support of residents and business leaders to carry recommendations forward to fruition. Section three of this document, Forming the Plan, focuses on these implementation steps, which are designed to bring about encouraging rehabilitation of the area, thus increasing aspects of health, safety, and public welfare for residents and visitors of Latonia.

### **Study Area**

The Latonia Small Area Study includes the area bounded by Madison Pike (KY 17) to the north, the Licking River to the east, and the cities of Taylor Mill and Fort Wright to the south and west. This area boundary was identified by the City of Covington during initial study discussions in the summer of 2009 (See Figure 1.1).

### **ABOUT THE STUDY**

The following subsections of the plan outline the general process of how the study was conducted. Additional details on processes are available throughout the remainder of the plan.





Map 1.0.1: Study Area Boundary

## Pre-planning

The Latonia Small Area Study was identified as a necessary study by City officials based on numerous comments received from citizens. People reported that issues were beginning to yield undesirable characteristics in the neighborhood and requested the City take action to improve the area. The study itself represents a comprehensive analysis of the Latonia neighborhood of Covington, Kentucky conducted throughout 2009 and 2010. Analysis of existing conditions in the area began in the summer of 2009 with an exterior-only survey and analysis of building conditions. This portion of the study reviewed the condition of building characteristics such as windows, roofs, porches, building material and scored a total evaluation for each structure. This survey was conducted by the Center for Great Neighborhoods of Covington (CGN) and can be found in Chapter 10 of the Existing Conditions Report.

## Market Study

The building condition analysis was followed by the project's market study, conducted by MarketMetric\$, LLC. The study, entitled A Market Analysis for the Latonia Small Area in the City of Covington, Kentucky (referred to as market study for this document) determined the range of potential land uses that could be accommodated in Latonia, now and in the

future, based on the needs demonstrated by the marketplace. Quantitative and qualitative market analysis by a third party provider yields a factual data-driven approach to dealing with land use and other programmatic changes. This market study helped to guide land use decisions by revealing what market forces were most likely to be present by offering suggestions for action steps to address market and related deficiencies. The full version of the market study can be found at [www.nkcapc.org](http://www.nkcapc.org).

## Existing Conditions Inventory and Report

Northern Kentucky Area Planning Commission (NKAPC) staff utilized the data and findings of the building conditions and market study, researched other attributes of the neighborhood and drafted the *Existing Conditions Report*. This report was finalized and approved by the Task Force on April 22, 2010. The *Existing Conditions Report* and market study serve as the foundation of the final plan document and are important pieces of the overall vision for Latonia. Please refer to these reports at [www.nkcapc.org](http://www.nkcapc.org) for detailed and specific information on background information used and the basis for this study.

## Vision and Goals

With a clear picture of the study area outlined by the *Existing Conditions Report*, staff began working with the Task Force to identify vision and goals for the study. These parts of the plan provide the general direction for research and are more completely addressed by the final study. Details of these tenets of the plan can be found in section two of this document, Guiding Principles of the Plan located on page five.

## Concept Diagrams

The concept diagram stage of the plan followed closely behind the study's vision and goals. This level of planning is similar to that of vision and goals in that it encompasses a broader vision

for an area and provides a general direction for study. Details on the concept diagrams that helped guide the plan can be found in the Forming the Plan section located on page seven.

### Technical Research and Task Force Decisions

With the broad view of the area outlined staff and the Task Force next endeavored to add detail to the plan. Research into technical aspects the plan should address such as housing, commercial, industrial, land use, transportation, community facilities, etc. were issues studied through staff research. Staff would then present their findings and potential solutions, which were then decided upon in regular monthly meetings. Staff provided technical expertise into the topic areas, however, ultimately decisions rested with the Task Force.

### Study Area-Wide Recommendations and Redevelopment Scenario

Staff next went to work producing area-wide recommendations for the study. Concurrently they worked with the Task Force to create redevelopment scenarios for the portion of the study area comprising the Latonia Plaza Shopping Center. Section 4.0 of this document represents detailed analysis and findings for this part of the planning process.

## PUBLIC INVOLVEMENT

NKAPC strives to create plans that involve the public in numerous capacities throughout the planning process. The final plan should strive to reflect the desires of people and businesses in the community as the final document belongs to them. The *Latonia Small Area Study* process involved the public through multiple avenues as outlined in the following sub sections:

### Project Web Page

The study utilized a project website throughout the planning process. This site provided interested parties with information for the study such as; meeting notices, presentations, Task Force meeting notes, market study information, and report drafts. The site is available at [www.nkpc.org](http://www.nkpc.org).

### Key Person Interviews

Key person interviews comprise a more targeted avenue for public involvement within the community. Meetings with key persons and groups were conducted in early 2010. Overall, more than forty interviews took place with representatives from churches, businesses, neighborhood and business associations, utility providers, transportation organizations, city officials, major property owners, neighboring cities, and organizations outside the neighborhood that might have an impact Latonia. Information from these interviews was presented in the *Existing Conditions Report* and provided one basis for recommendations found in this plan.

### Survey

Another form of public involvement was a survey conducted in early 2010 for the Latonia area. The survey was designed to collect local resident input and the thoughts of people who visit the area for shopping, school, church, or other activities. The survey was available electronically via the NKAPC website and in paper form for individuals that lacked access to computers or the internet. Overall 110 surveys were received throughout the response window from February 8, 2010, to March 10, 2010. Details of the survey can be found in Chapter 11 of the *Existing Conditions Report*.

## Task Force

Task Forces are the primary form of public involvement utilized for small area studies facilitated by NKAPC. These groups work with staff in an ongoing series of meetings and working sessions to craft the rough outline of the mission statement, vision and goals, existing conditions report, final plan, and provide ongoing input about key details of the study. The Task Force also helps with public information collected outside of official study meetings and works to provide a unified voice for those in the community. In the fall of 2009 the City of Covington assembled a 15 member Task Force for the Latonia study comprised of local residents, business owners, and neighborhood organization representatives. The group also included several individuals that serve in an advisory role to the group such as; Covington elected officials, City employees, and advisors from the Center for Great Neighborhoods.

The Latonia Task Force has worked with staff throughout the planning process to help establish the study's vision and goals, agreed on key elements of the plan such as transportation and land use, and approved the overall plan document on October 28, 2010. After approving the overall plan the Task Force submitted it to the Covington City Commission to begin the adoption process.

## Public Meetings

Public meetings are a vital component of public involvement. These meetings give staff and the Task Force an opportunity to directly interact with the public in an effort to gain their thoughts and aspirations about the future of the neighborhood. Two public meetings were held during the planning phase of the study. The first meeting was held on April 29, 2010, in the cafeteria of Holy Cross High School (See Figure 1.2). Over 120 people attended this meeting where they participated in small group discussions to present ideas and information



*Figure 1.0.1: Public Meeting One held at the Holy Cross High School Cafeteria, April 29, 2010*

about the Latonia area. Many of the ideas proposed by the final plan were discussed at this meeting.

The final public meeting was held on September 30, 2010, in the Calvary Center of Calvary Baptist Church. This meeting was an open house style meeting, which provided the public the opportunity to see key points the final plan and give their thoughts on what staff and the Task Force generated. As with the first public meeting the open house was well attended. Over 110 participants provided their thoughts and feedback for the Task Force's consideration. The meeting provided participants an opportunity to view information from key sections of the plan some of which included overall concepts, the market study, green infrastructure, and transportation. General reaction to the plan, its concepts, and findings were well received and most of the participants seemed enthusiastic about the plan and moving forward.

## Email Updates

Staff also worked to provide electronic updates at key points throughout the study. These updates were provided to KCPC, NKAPC, City officials, and interested members of the public who indicated they wished to receive correspondence from staff.

# 2.0 Guiding Principles of the Plan

## Latonia Small Area Study

## 2.0 GUIDING PRINCIPLES OF THE PLAN

The following vision statement and goals for the project were crafted and adopted by the Task Force in the spring of 2010. These principles guided development of the plan throughout the process and served as the framework upon which the document was created.

### Vision Statement

The Latonia Small Area Study seeks to find ways to best serve the needs of the Latonia community and visitors by honoring the area's past as it builds the future. To accomplish the mission, the study will focus on strengthening and building upon unique qualities such as a strong sense of community, the historic "Ritte's Corner" business district, larger commercial areas, charming affordable historic homes, churches, schools, and the sustainable appeal of the Latonia neighborhood. Through inclusive planning and implementation by the community, the plan will work toward revitalizing Latonia into an area that is attractive and engaging for all segments of a vital community: youth, young families, adults, seniors and business owners/operators.

Latonia encompasses a unique area of Covington that was developed over many decades. The area's architecture and development patterns include many different housing styles and affordability levels, expressing a rich and diverse history and providing a strong foundation for the area's future. The mission of this study is to engage current and potential stakeholders (residents, businesses and other community members) in a renaissance of a safe, small town Mainstreet USA community.



*Figure 2.0.1: Latonia Winston Avenue Retail*

## Study Goals

- Strive to increase home ownership by improving and preserving the area's rich supply of historic housing stock. Judiciously select sites for removal and reconstruction of structures that are no longer viable in the neighborhood. Also, provide sites for new home construction.
- Enhance the overall safety of the area for everyone that resides in or visits Latonia.
- Retain the historic character of Ritte's Corner while enhancing and improving retail opportunities.
- Revitalize and redevelop transitioning commercial areas to be competitive and successfully meet the demands of local and regional customers.
- Provide new opportunities for parks, green space and recreation within the neighborhood.
- Promote the Latonia area through strategic marketing and other efforts, which capitalize on the neighborhood's strengths and assets.
- Improve mobility in the area by enhancing vehicular, pedestrian, bicycle, and mass transit connectivity that provide for safe and efficient access for residents, businesses and visitors.



Figure 2.0.2: Ritte's Corner Area from Above

# 3.0 Forming the Plan

## Latonia Small Area Study

The Latonia Small Area Study is designed to bring about rejuvenation of Covington's Latonia neighborhood. This section of the plan will describe challenges and resources discovered throughout the public involvement and research phases of the planning process. To accomplish this transformation, dynamic community involvement and citizen leadership will continue to be needed to bring the plan to life.

### **RESOURCES AND CHALLENGES**

Several resources and challenges were expressed for the Latonia neighborhood. These respective subsections outline the most frequently mentioned topics as discovered through surveys, conversations at the first public meeting, key person interviews, and during Task Force meetings.

#### **Resources**

Numerous attributes like housing, retail, transportation choices and safety were mentioned as resources found in Latonia, but one of the most commonly reported assets was the area's small town feel and character. People in the neighborhood indicated they feel they know their neighbors and share camaraderie in the fact that they live in Latonia. The neighborhood has a strong sense of place, which serves as a positive from a marketing standpoint and should be built upon in the future. Many of the ideas in the Recommendations and Implementation Strategies section work toward strengthening the small town feel and character of the area, and building upon existing strengths.

The next most frequently reported asset to Latonia was its location. People feel the neighborhood is well situated in the overall context of the Greater Cincinnati area and that it has good access to numerous transportation options. Respondents also reported that convenient amenities were located close by. Capitalizing on the neighborhood's location is another asset the next section of this document works towards maximizing. Efforts such as wayfinding programs to help people from outside the area locate amenities more quickly and easily are just one of the ideas to capitalize on the neighborhood's location.

## Challenges

As with resources, numerous challenges were reported in the Latonia neighborhood. The most frequently reported challenge dealt with the loss of businesses and the resulting empty retail space. Respondents seemed concerned with empty storefronts as they believed these spaces tended to make the area look rundown. Staff research and market study findings echoed the concerns of respondents in this regard. Several ideas are proposed to help make Latonia a more inviting area for businesses in the future, which are described in the Recommendations and Implementation Strategies section.

The next most frequently reported challenge to the area pertained to home ownership rates. Conversations with the public indicated many people felt the area was losing home owners and gaining renters to a point that was detrimental to the neighborhood. The market study affirmed the assumption that homeownership rates were declining but also revealed that rental units are declining. Due to both of these rates declining, the area has seen the percentage of vacant units rise to undesirable levels. Census data and demographic projections indicate the percentage of vacancy in Latonia will rise from actual levels of 5.09 percent in 1990 and 5.93 percent in 2000 to a projection of nearly 18 percent in 2013. The market study describes normal vacancy percentages for an area such as Latonia as approximately 5 percent. This indicates changes should be made to strengthen the housing market. Detailed information concerning the market study and its recommendations can be found in The Market – Housing, Commercial, and Industrial chapter in subsection 4.2 and in the full market study available at [www.nkapc.org](http://www.nkapc.org).

Deteriorating properties and lack of maintenance of buildings and grounds were another significant concern reported during the data collection phase of this study. Respondents felt some properties have been neglected, leading to a

disheveled impression of the neighborhood. The market study echoed this sentiment and suggests potential solutions such as general beautification programs, targeted code enforcement, and rental inspection programs to help remedy the issue. Respondents also mentioned concerns about litter, which many people felt increased as property maintenance worsened. Ideas for addressing property upkeep, maintenance, and litter can be found in subsection 4.2 and in the full market study available at [www.nkapc.org](http://www.nkapc.org).

Some other challenges to the area that were mentioned with less frequency than the previously described issues include: crime and drugs, a lack of representation in City government, and insufficient code enforcement abilities to combat deteriorating properties. Potential solutions for these issues, as well as others mentioned in the *Existing Conditions Report*, are outlined in the Recommendations and Implementation Strategies section of this document.

## Addressing the Challenges

Desired businesses and amenities was another aspect of the plan that public discussion helped to clarify. Questions on the public opinion survey and a significant portion of the first public meeting were designed to gain insight on what the public wants and needs within the neighborhoods. A majority of the responses to these questions indicated that people in the area want a sit-down, family style restaurant. While the market study indicates a national chain restaurant is not likely to locate in the area within the near future, it does outline a higher potential for more locally oriented/locally owned restaurants to be established in Latonia.

Aside from a sit-down style restaurant, respondents indicated a high desire for recreational activities in the area. Amenities such as a bowling alley, skate park, gym, horse racing museum and playhouse, were ideas gathered

through public input. Not all of these facilities are likely to be constructed in Latonia; however, there is a highly reported desire for some type of recreation in the area. While the market study indicated little market demand for entertainment and recreation facilities in the immediate future, the idea should be explored in more detail as rejuvenation of the area proceeds.

Other suggested amenities for the area were parks and open space, including additional outdoor recreation trails, a community pool, additional retail, a neighborhood center that could encompass a youth and/or senior recreation facilities. Details on ideas for accomplishing amenities like these are outlined in the Recommendations and Implementation Strategies section of this document.

## CONCEPT

One of the initial steps in plan creation is the establishment of an overall concept for the study area. Concept diagrams provide a visual representation of the vision for the study area outlining overarching themes of the plan. These visualizations were created through discussions with the public and Task Force and serve as a guide for future growth and development decisions within the study area..

The *Latonia Small Area Study* has three concept level diagrams, two of which are found in this section and the last in the Latonia Plaza Redevelopment section on page 81. The first level is the Conceptual Land Uses map (Figure 3.0.5 on page 11) and deals with land uses. The second level, Conceptual Transportation Network, displayed in Figure 3.0.14 on page 21 encompasses transportation concepts for the overall area. The third level deals with conceptual redevelopment of the Latonia Plaza shopping center land and is collocated with other recommendations for that specific area. These concept diagrams should be thought of as bigger picture visualizations.

## Conceptual Land Uses

Conceptual land uses as shown in Figure 3.0.5 on page 11 illustrates anticipated future uses that are appropriate for the study area.

### A-Ritte’s Corner Area

Ritte’s Corner is one of the unique places that people identify when they think of Latonia. Characteristics such as the area’s historic architecture, business composition, building height massing and placement, streetscape, and the unusual 5-way intersection all help to make the area identifiable. Efforts should be taken to build upon the assets of the architecture and sense of place in Ritte’s Corner to strengthen this part of the neighborhood and extend its character into other parts of Latonia. Recommendations outlined in areas B and C are designed to complement the Ritte’s Corner area and should help strengthen the core of Latonia.



Figure 3.0.1: Ritte’s Corner

### B-Latonia Plaza Area

Several comments were received through public interaction stating respondents wished to see redevelopment in the Latonia Plaza area of the neighborhood. Façade improvements were installed fairly recently, however, buildings in the complex are nearing fifty years old. According to the market study typical commercial structures have an expected lifespan of approximately twenty-five years before reconstruction takes place. While



reports indicate the buildings are structurally sound, their size (width, height and depth) does not meet the needs of more modern business models. The result is that redevelopment of the shopping center is a desirable outcome of this plan.



*Figure 3.0.2: Latonia Plaza Area*

Detailed redevelopment ideas were pursued for the shopping center as a part of this planning effort, which can be found in section 4.8 Latonia Plaza Redevelopment on page 83. A more comprehensive concept diagram for the Latonia Plaza area served as the guiding framework for the development of these ideas and can be found on page 85.

### **C-Decoursey Avenue**

Existing uses in areas along Decoursey Avenue north of 36<sup>th</sup> Street and south of 32<sup>nd</sup> Street do not complement the urban character of Ritte's Corner. Uses in this section of the neighborhood



*Figure 3.0.3: Decoursey Avenue*

range from single family detached housing units to older industrial buildings to auto-oriented type businesses more typical of development styles that existed approximately 20 years ago. As the natural turnover of properties occur, redevelopment in this area should move towards a more urban form of development that already exists in Ritte's Corner. Replicating the existing urban fabric will help to strengthen the core of the neighborhood and work towards creating a more pedestrian friendly atmosphere that eventually could extend northward from the redevelopment Latonia Plaza shopping center to the vicinity of 32<sup>nd</sup> Street.

### **D-Latonia Centre**



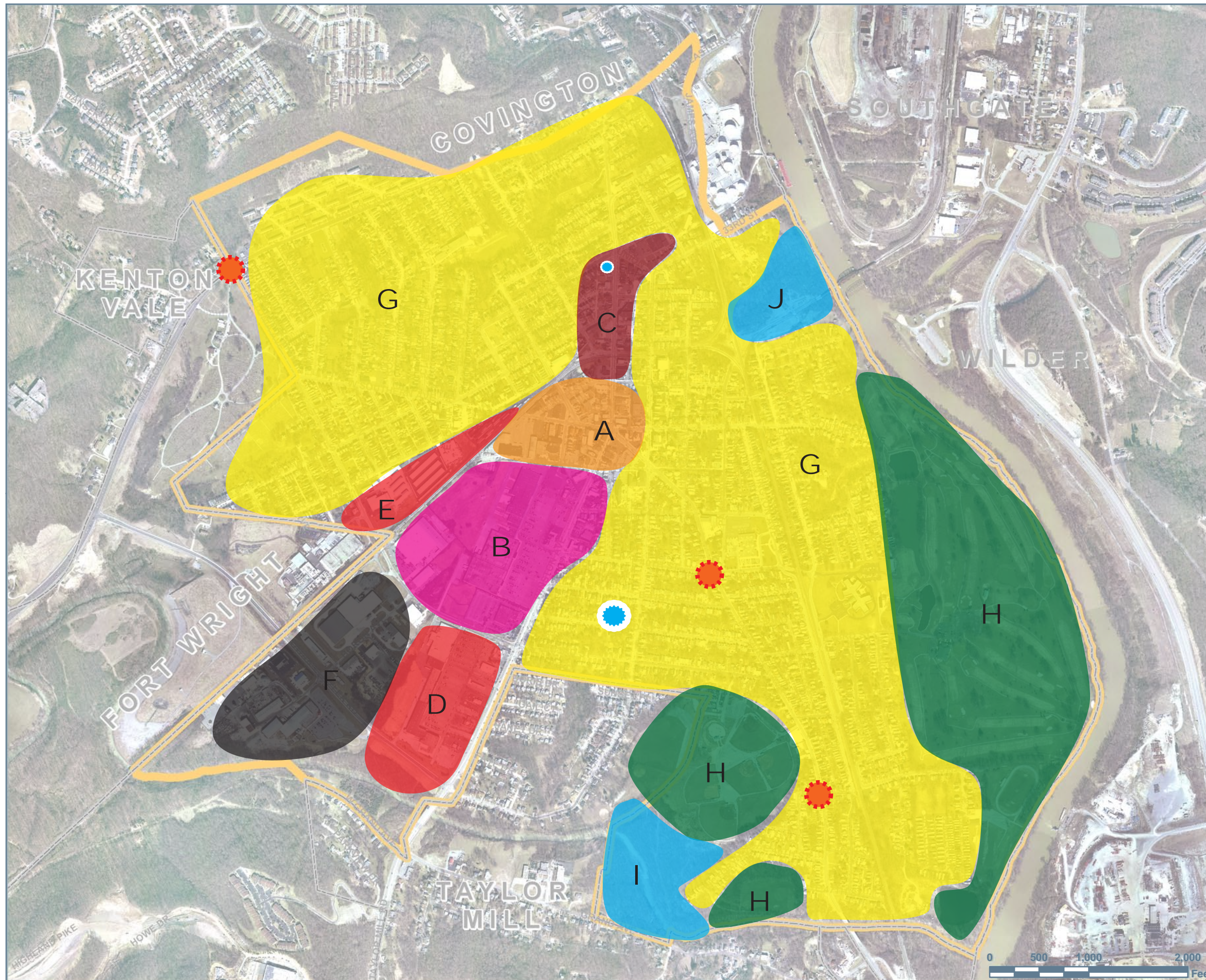
*Figure 3.0.4: Latonia Centre*

The Latonia Centre is located along the west side of Winston Avenue from Howard Litzler Drive to 43<sup>rd</sup> Street, immediately south of the Latonia Plaza. Latonia Centre was developed more recently than Latonia Plaza and is comprised of large commercial structures and out lot parcel development. Conceptually these commercial uses are viable in this location for the planning period.

### **E-Former Railroad Rolling Stock Storage Area**

The land immediately northwest and across the railroad from Latonia Plaza was at one point a railroad rolling stock storage facility. Today

# Figure 3.0.5 Conceptual Land Uses



## Legend

-  Residential
-  Urban Core
-  Redevelopment Area
-  Commercial & Highway Retail
-  Strengthen and Tie to Ritte's Corner
-  Light Industrial (High Tech / Green)
-  Recreation Area
-   Opportunity for New Recreation Area
-  Neighborhood Retail Node





*Figure 3.0.6: Former Railroad Storage Area*  
 this area encompasses the Railway Museum of Greater Cincinnati, American Self Storage, and Kelly Brothers Home Center. There is also a small section of single family residential homes immediately across Latonia Avenue from the Home Center. As redevelopment occurs, the vision is to phase out the small section of single family residential uses to allow for expansion of the existing commercial node.

### F-Industrial Land

Section F of the Concept diagram shows the area identified for industrial uses. This area lies generally in the vicinity of Boron Drive and Howard Litzler Drive, to the southeast of the railroad. Proximity to these transportation routes with easy access to the interstate system allows for easier movement of goods, which is essential for successful industry. Conversations with the Task Force regarding industrial uses indicated the community would like to retain some land within the study area for these



*Figure 3.0.7: Industrial Land*

ventures. These industrial uses should be of the high-tech or green industry variety and be compatible with adjoining and nearby land uses within Latonia.

### G-Residential Areas

Residential uses comprise a majority of the study area and constitute a key component of the overall health of the area. While commercial revitalization is often considered as the first step in rejuvenating an area, it is generally one of the last indicators of success. Examples such as the City of Bellevue’s Fairfield Avenue revitalization occur only after several years of neighborhood residential rehabilitation. This plan recognizes residential areas as a cornerstone of Latonia’s success and provides recommendations for strengthening the neighborhood early in the implementation process. Details of these revitalization ideas can be found in the next section of the document, Recommendations and Implementation Strategies.



*Figure 3.0.8: Residential Street*

### Neighborhood Retail Nodes

The lack of neighborhood-level retail options outside of the Winston Avenue shopping corridor calls for new choices in the study area. These new shopping choices will allow residents to walk or ride a bike to pick up convenience items, without having to drive to Winston Avenue. Three locations were identified as potential nodes that could service numerous residential properties. These areas have existing retail structures, some of which are currently vacant, that could support new ventures.

## Parks

### H-Existing Recreation Areas



Figure 3.0.9: Local existing park

Existing pocket parks and the larger public and private recreation uses such as the Bill Cappel Youth Sports Complex and Twin Oaks Golf & Plantation Club provide a good foundation for establishing a strong urban park system for the Latonia neighborhood. This urban park system will need to be strengthened through the establishment of linkages using greenways and the natural resources that encompass the study area that include the Licking River and Banklick Creek.



Figure 3.0.10: Bill Cappel Youth Sports Complex

### I-Latonia Banklick Preserve Recreation Area

During the course of the *Latonia Small Area Study* the City of Covington in association with the Northern Kentucky University (NKU) Center for Applied Ecology began efforts to

work on stream restoration and invasive species removal for this section of the neighborhood.

The area proposed for improvement is within a floodplain and is predominantly wooded. The establishment of this area as a nature preserve will not only serve as an amenity for the Latonia neighborhood but will also enhance Banklick Creek, which has been deemed as an impaired stream by the Kentucky Division of Water. Further information regarding floodplains, watersheds, and green infrastructure can be found in section 4.4 Green Infrastructure.

### J-Latonia Depot Recreation Area

Recommendations of the *Licking River Greenway Master Plan* (Figure 3.0.12) describe a new park in the vicinity of the former Latonia Depot. This location is a key component of the proposed trail as it would allow for a bicycle and pedestrian river crossing between Latonia and Wilder on an abandoned water main bridge. Much of the land in this area is not built upon and lies within the floodplain presenting a good opportunity for a new park facility.

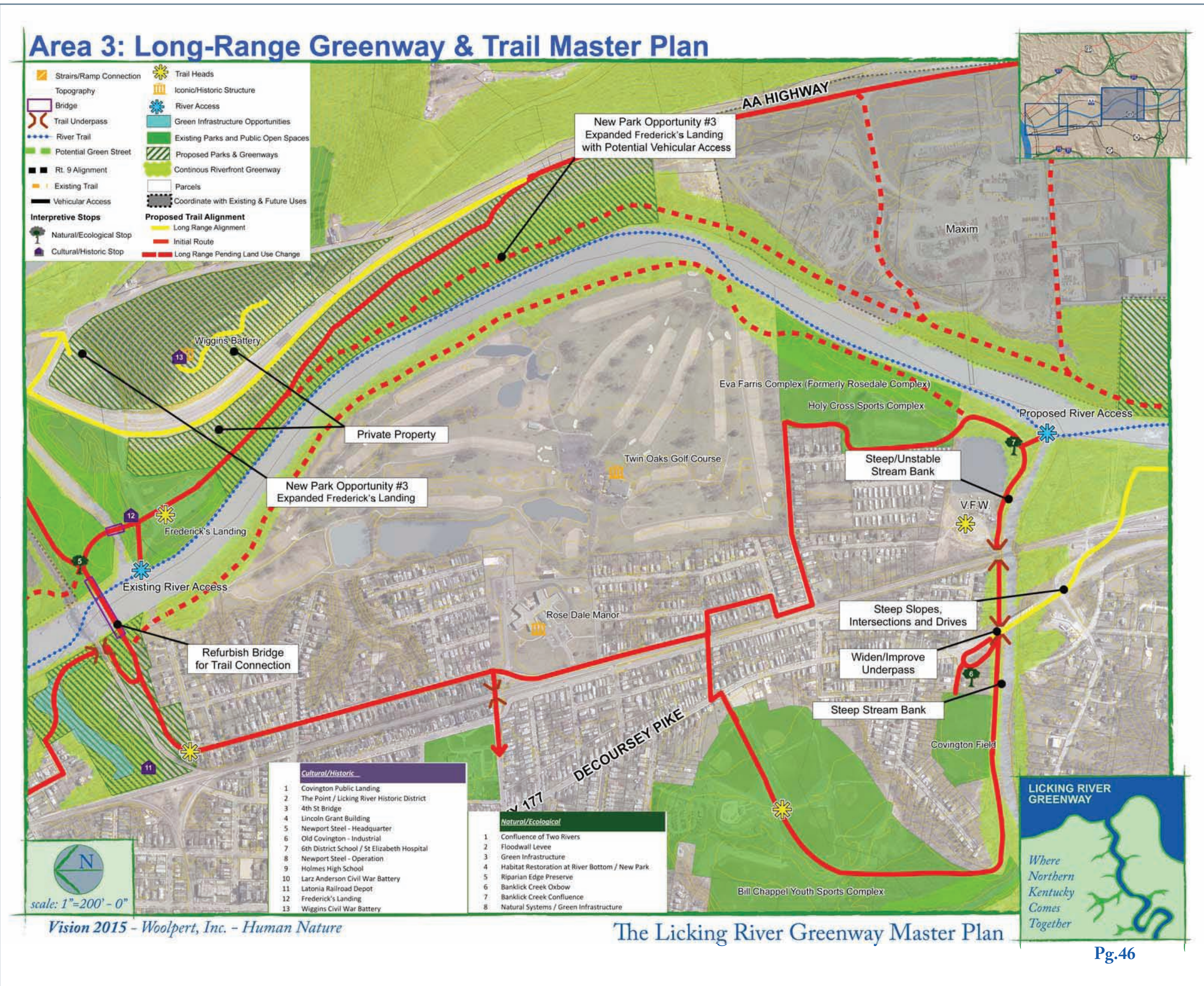


Figure 3.0.11: Latonia Depot Recreation Area

### • Neighborhood Parks / Community Gardens

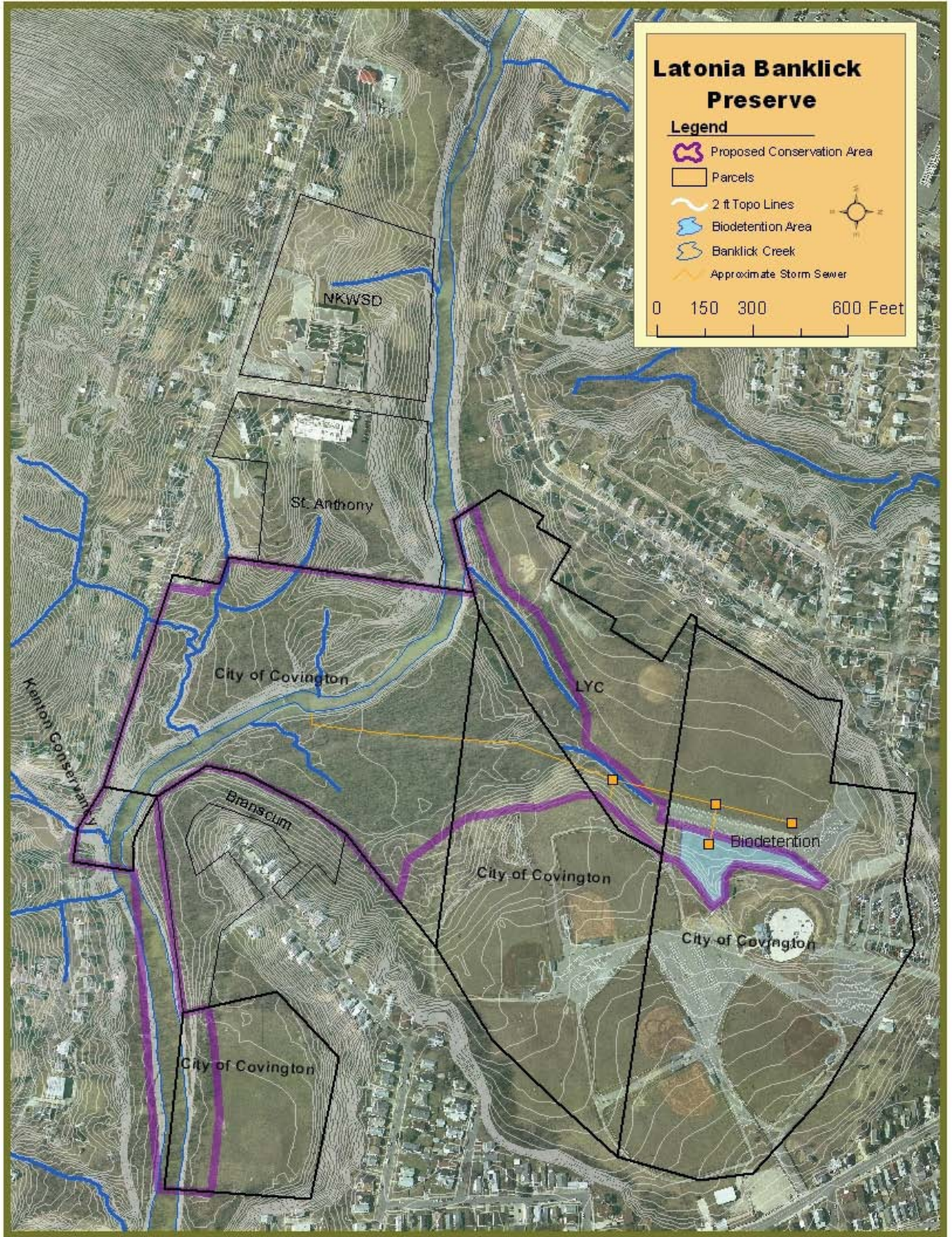
Opportunities for smaller parks and community gardens within the study area are also present. One such location already being explored is on the gas station property located on the

# Figure 3.0.12 Licking River Greenway Master Plan





**Figure 3.0.13: Latonia Banklick Preserve**





southwest corner of 32<sup>nd</sup> Street and Decoursey. A neighborhood level park, or parks, should be explored in conjunction with existing or future vacant parcels located within residential areas. These recreation areas could be simple in design with vegetable gardens, playground equipment, and/or open space, thus requiring less funding for maintenance.

## Mobility Concept

The conceptual transportation network as illustrated in Figure 3.0.15 on page 21 encompasses a wider view of major traffic generators in the Latonia area and makes general suggestions on how to improve travel within the neighborhood.

## Strengthening Connections

One of the primary objectives for transportation improvements is to strengthen connections across Latonia. While the neighborhood consists of an urban grid network of streets there are several intersections with odd alignments and roads that do not run parallel to one another. Furthermore, the rail lines provide significant barriers to interconnectivity for all modes of transportation. These characteristics coupled with one-way streets tend to make the area difficult to navigate for both residents and non-residents.

Routes within the study area that carry the most traffic are identified in the concept diagram as those that require strengthening by the use of wayfinding or removal of stop signs.. For detailed information on how this plan proposes strengthening connections please see the transportation and streetscape sections of the Recommendations and Implementation Strategies section.

## Winston Avenue Streetscape Improvements

Public input indicated a strong desire to see Winston Avenue morph into a more pedestrian friendly corridor. Streetscape improvements



Figure 3.0.14: Winston Avenue

such as street trees, vegetated medians, and widened tree lawns could be implemented to make the street more accommodating for all types of users. More substantial changes such as reducing the number of travel lanes, providing spaces for on-street parking, and adding non-traversable medians where appropriate are strongly recommended by this plan. More details on these changes are provided in Chapter 4.6.

## Shared Use Paths

Shared use paths are another step toward the overall study's goal of increasing mobility of all types in the Latonia area. Two potential paths are identified in the concept diagram including; a trail to connect Bill Cappel Youth Sports Complex to Victory Avenue Covington Field and a grade-separated rail crossing connection in the vicinity of Eugina Avenue and West 38<sup>th</sup> Street. The rail crossing, which could be a shared use path or a pedestrian only crossing, could work towards connecting the northwest section of the neighborhood to the redeveloped Latonia Plaza Shopping Center area.

## Greenways

The *Licking River Greenway Master Plan*, prepared by Vision 2015, recommends implementing a greenway along the Licking River from the Ohio River to I-275. This plan also carries forward the idea of implementing greenways throughout the neighborhood and that connect to the larger system along the

Licking River. These connections could be along natural features like the Licking River and Banklick Creek, and connect existing and proposed parks whenever possible.

### **Vegetated Buffers**

Three vegetated buffer areas are described in Figure 3.0.15 that would provide a visual and sound buffer between less intense and more intense land uses. The northernmost buffer is recommended along the railroad tracks that cross Decoursey Avenue and will provide a visual

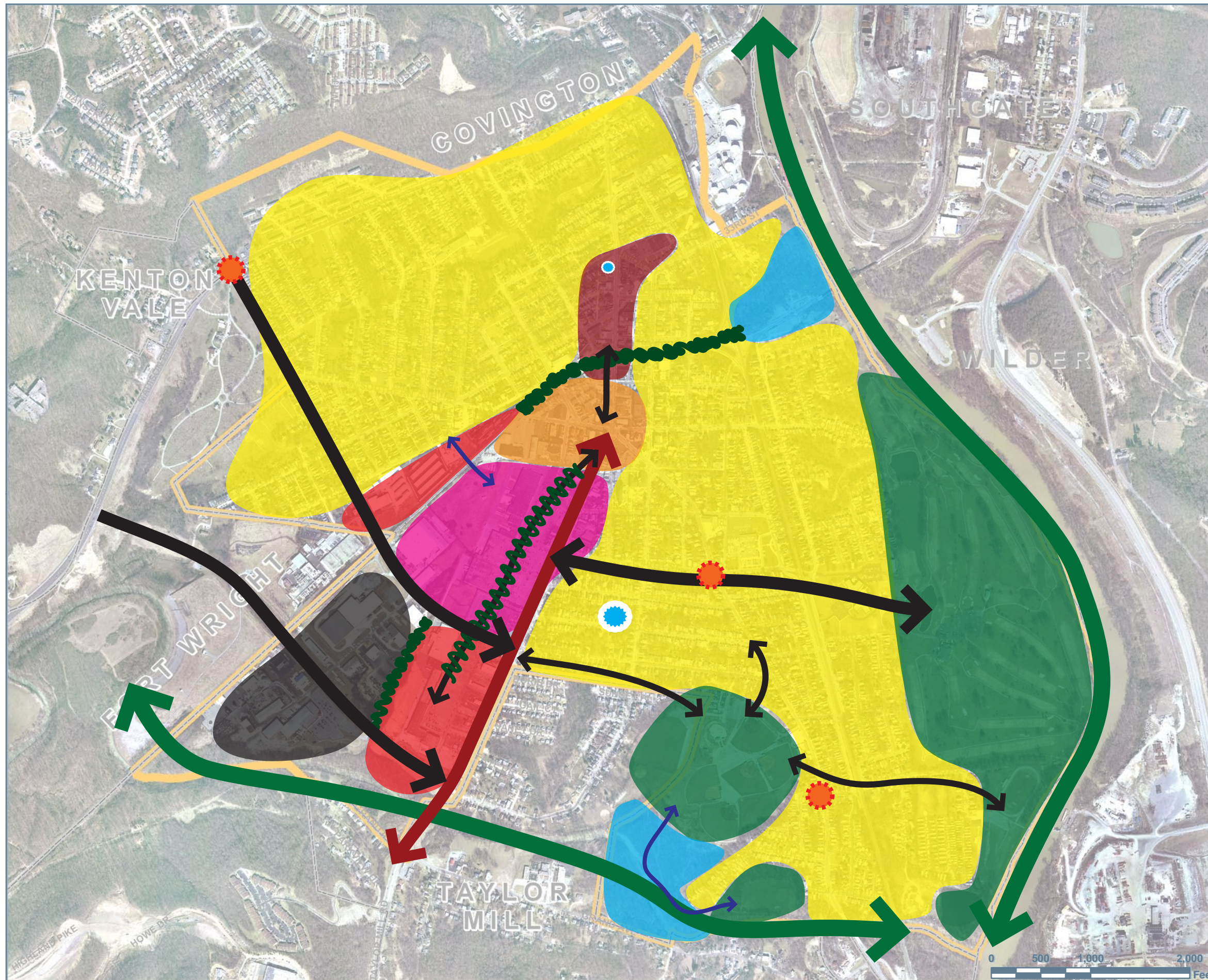
separation between homes and rail facilities. The second vegetated buffer is illustrated along a parallel roadway in the Latonia Plaza area. This buffer should be landscaped with street trees and plazas to make it more aesthetically pleasing. The third vegetated buffer is identified in the area immediately northwest of the Latonia Centre shopping area and will serve as a visual barrier separating industrial and commercial land uses. More information about greenspace can be found in the green infrastructure and recreation sections of the plan.



# Figure 3.0.15 Conceptual Transportation Network

## Legend

-  Strengthen Connections
-  Streetscape Improvements
-  Greenway
-  Shared Use Paths
-  Plazas, Greenspace, or Vegetated Buffer
-  Residential
-  Urban Core
-  Redevelopment Area
-  Commercial & Highway Retail
-  Strengthen and Tie to Ritte's Corner
-  Light Industrial (High Tech / Green)
-  Recreation Area
-  Opportunity for New Recreation Area
-  Neighborhood Retail Node



Source: LINK GIS Date: October, 2010



# 4.0 Recommendations and Implementation Strategies

## Latonia Small Area Study

Many plans are designed with several chapters of support information and data leading to an implementation chapter that groups all of the recommendations into one place. This plan is designed somewhat differently in that supporting background information, recommendations, and implementation strategies are grouped together. It is anticipated that users, many of whom may be volunteers, will play a major role in guiding the implementation of this plan. The intent of this strategy is to better allow users of the plan to identify and make decisions on the implementation strategies for unique sections of the plan such as transportation or green infrastructure.

Specific implementation measures described within this document are categorized by short-, mid-, and long-term recommendations. Short term recommendations are those that should begin within approximately five years after study adoption, mid term recommendations should begin sometime within years 5-12, and long term recommendations should begin sometime within 12 to 20 years of study adoption. The study also proposes “ongoing” recommendations, which should begin early after study adoption and be continuously monitored as time progresses. While it is highly unlikely that every part of each recommendation will be completed in the time frame it is assigned, the intent is that steps should be taken to begin each of the implementation recommendations within its time frame.

### 4.1 HIGH IMPACT RECOMMENDATIONS AND PRIORITIES

This section of the plan outlines the recommendations most critical to achieving success in the Latonia neighborhood. Section 4.1 should be considered a brief synopsis of these key issues with additional details being provided throughout the remainder of Chapter 4.

#### **Strategic Action Committee**

Formation of a strategic action committee is one of the key recommendations made by this plan. This committee should be viewed as the implementation team for the Latonia Small Area Study and will be responsible for working towards bringing the plan to fruition through their efforts. Ideally this group will be made up of

representatives from business within the area, churches, schools, civic leaders, residents and others who have an interest in seeing Latonia work towards the future. Further details regarding the strategic action committee are provided in section 4.9.

## Residential Market

Improving the residential market is one of the highest priorities the strategic action committee should address when moving this plan forward. Stabilization and rejuvenation of residential markets has been proven through numerous examples to precede commercial renovation. Examples such as commercial success along Fairfield Avenue in Bellevue and the current push for revitalization in the Over the Rhine area in Cincinnati were instituted by a renewed interest in housing within those areas. This plan outlines numerous steps towards stabilizing and rejuvenating the residential areas of Latonia in section 4.2. Each of these steps builds upon one another so deliberate coordination by the strategic action committee will be critical to the future success of housing in Latonia.

## Commercial Market

After some successes are achieved in the residential market there will likely be a renewed interest in commercial ventures in Latonia. Recommendations and priorities such as those presented in the commercial market

section (section 4.2.2) and the Latonia Plaza redevelopment area (section 4.8) will help to increase the chance of success for commercial ventures throughout the neighborhood. Redevelopment and revitalization of the commercial areas of Latonia will touch upon ideas presented in several sections of the remainder of this plan. Identifying needed land use changes and updating zoning will allow for a more competitive market for commercial interests. Addressing mobility and wayfinding recommendations will help to ensure a more efficient transportation network that is easier for outsiders to navigate. Green infrastructure best management practices will help to offset stormwater flows into the neighborhood's gray infrastructure and allow for higher amounts of rainfall to be managed on site. Increasing the neighborhood's access to community facilities will help to provide a diverse customer base for commercial success.

From general recommendations that can be implemented throughout the study area to more specific ideas that are dedicated to certain sites, all of these recommendations have impacts on others outlined in this plan. Their success will help the neighborhood reach the ultimate goal of ensuring a bright future for Latonia. Full details on recommendations and implementation strategies can be found in the remainder of the plan.



Figure 4.1.1: Residential Street in Latonia

## 4.2 THE MARKET: HOUSING, COMMERCIAL, AND INDUSTRIAL

This section of the plan works to describe issues and assets that exist in Latonia using two different analysis tools: the market study and building conditions survey. The market study conducted by Market Metric\$, LLC encompasses a detailed examination of the Latonia neighborhood by analyzing competitive advantages and potential problem areas of the market. This analysis assisted in determining the range of potential land uses that could be accommodated in the study area now, and in the future, based on the needs demonstrated by the marketplace. The objective of the analysis was to provide market-based information to assist NKAPC, the City and Task Force in developing strategies, initiatives, and plans to serve the needs of residents of the community and provide for business opportunities that meet market demand. This section should be viewed as a summary of the complete market study published in February 2010. The full market study report contains significantly more details, should be viewed as a companion document to the plan, and is available on NKAPC's website at [www.nkapc.org](http://www.nkapc.org).

Highest and best utilization of land is one aspect the market study sought to determine within the context of the neighborhood. In market studies that examine greenfield land areas awaiting development, the highest and best use study is implemented to determine the best market for new uses that will occupy the land. Latonia, however, is nearly completely built out. As such, tests of highest and best use were successfully applied, historically, throughout the area.

A second key component of the study was a survey of building conditions conducted by the Center for Great Neighborhoods in conjunction with NKAPC. This survey examined over 3,500 properties in the study area and will be referenced in this section. More detail on this

survey can be found in the Existing Conditions Report. Three primary land use types (housing, commercial and industrial) that will be discussed in this section are important to the vitality of the Latonia area. Each of these uses work together to enhance the area and attract new residents and businesses.

### 4.2.1 Residential

#### Residential Findings

The residential land use category comprises approximately 35 percent of total land within the study area and represents the single use which consumes the most land area within the study bounds. Housing within the study area varies in construction dates, construction types, size, age, and condition. The housing inventory, in general, is smaller and more densely spaced than is typical of residential developments found in today's suburban housing market across the country. The varied nature of housing throughout the community yields no specific area that can be identified as in need of special attention. Rather, the market study finds that efforts to improve housing should be take place on a neighborhood-wide basis to achieve maximum effectiveness.

Regardless of these observations, residential uses are still considered the highest and best use of the underlying land; however, redevelopment may be difficult for several reasons. The age and overall condition of the inventory may make it difficult to obtain market prices for any consolidated infill products. Individuals and companies interested in redevelopment might not be able to see the significant returns on their investment that would justify the cost of construction and produce a reasonable market profit for the effort. Potential infill development projects would likely produce housing products that may only appeal to a niche market of



potential buyers or renters, thus limiting the marketability of these projects. Therefore, large scale infill residential development may not be justifiable without supportive efforts to revitalize the overall residential area which forms the context for any new construction.

The single most important step in stabilizing and revitalizing the housing market in Latonia is to stop the downward trend in housing. Out migration, increased vacancies, and observed and reported declines in maintenance are all aspects of this outward migration trend. The current trend speaks to an oversupply of housing to meet the demand of the current marketplace within Latonia. The market study revealed actual vacancy rates of approximately 5 percent in 1990 and 2000 and projected rates of nearly 18 percent in 2013. This oversupply will likely lead to decreasing housing values across the entire neighborhood and a shift in occupancy types toward more of a rental population versus an owner occupied population. Unless this trend in housing can be stopped and the market stabilized, prospects for bolstering the commercial and retail markets in Latonia are unlikely to be realized. Several solutions to aid in reversing this trend are presented within the recommendations (page 29) portion of this section.

Housing conditions in Latonia are near or reaching a point where strategic focused attention is required for overall improvement of the area. It is important to note that it would be a misstatement to say that “all” housing in Latonia reflects physical conditions requiring attention. Many parts of the area are comprised of houses more typical in size to more modern homes, and many homes have been well maintained.

According to the market study, the items which need to be addressed with respect to housing related issues include the following:

- The housing inventory in general is comprised of smaller homes on smaller lots

than is typical of residential development today, creating a dense single family environment in the neighborhood.

- Houses in the neighborhood generally do not contain all the amenities sought by current homebuyers such as larger bedrooms, multiple bathrooms, garages, or even off-street parking in some instances.
- Construction types range from stick-built and vinyl/aluminum sided to brick/stone homes, which can contribute to needed maintenance and structure longevity. Current physical maintenance conditions of units vary throughout the area from good condition to dilapidated condition.
- Household and population loss within the area has led to an oversupply of housing units and decreasing housing values. This oversupply exists in the neighborhood today in the form of decreasing percentages of structures being used for housing and increasing vacancies. Rental and homeownership rates are both decreasing while vacancy is increasing. Demographic projections anticipate vacancies of approximately 18 percent in 2013. (See Map 4.2.1 Vacant Structures and Parcels)

Addressing housing issues will involve an array of actions and will be critical to the well being and vitality of the Latonia area. The market study indicates that the single most important step to stabilizing and revitalizing the market, including the commercial market, in Latonia is to stop the downward trend in housing. Action steps must be taken first to address housing and its related issues in order to improve the overall strength of the market. These improvements in the housing segment of the market can become the catalyst for improvements in the commercial and industrial components of Latonia.

Following are implementation and action steps intended to address issues described above and

# Map 4.2.1 Vacant Parcels With No Buildings



- Legend**
- Vacant and No Building
  - Parcels With No Building
  - Vacant Per Building Survey
  - Study Area
  - City boundary
  - US and State Hwy
  - County and Local Roadways
  - Railroad

Source: LINK GIS Date: October, 2010





that are described in detail in the market study which is available at [www.nkapc.org](http://www.nkapc.org).

## Residential Recommendations

### *Short Term 0-5 Years*

Most recommendations made here will entail ongoing attention as Latonia revitalizes. The recommendations below are general in context, details of which will need to be worked out by an ongoing strategic action committee and city officials. Clarification of these details will help with implementation of these programs and will need to work within the structural and financial framework of the City of Covington.

### *Enhance Curb Appeal*

First impressions are critical to people looking to locate within an area. The cleanliness of the community and the appearance of buildings and homes, are key aspects considered by patrons shopping for a place to live. These are also important aspects considered by businesses seeking locations for their establishments. Actions that may be used to improve curb appeal include:

- *General Beautification Programs* – Programs dealing with beautification can range from relatively simple items such as tree planting within existing tree lawn areas to establishing small pocket or neighborhood parks as mentioned in the green infrastructure and recommendations sections of this study. Creating attractive gateways into the Latonia neighborhood is also a means of beautification. When establishing beautification programs it will be important to plan for continuous upkeep. One method used successfully in other areas is the use of volunteers to support maintenance activities. Pairing volunteer groups with city employees can further ensure that proper maintenance is made throughout the study area.

An example of a beautification effort already underway is a project being championed by the Housing Authority of Covington. The Housing Authority owns and manages the Latonia Terrace apartment community on Madison Pike and is in the process of implementing facade, landscape and other improvements. These improvements are a good first step toward addressing the needs identified in Latonia and are slated to be accomplished by 2011.

- *Targeted Code Enforcement* – Conducting focused code enforcement efforts within identified areas within the Latonia area for can be an effective means of addressing a variety of ‘curb appeal’ issues. These issues range from structural issues like building maintenance to general yard upkeep to junk or inoperable vehicles. To accomplish effective enforcement it would be advisable to identify areas small enough so that the number of properties is manageable for city staff available. City staff will need to determine specific violation types (e.g. building conditions, grounds upkeep, inoperable vehicles, and so forth) on which to focus enforcement. The Building Conditions Survey prepared as a part of this study (Map 4.2.2, page 31) could be one tool used to assist in the identification of target areas. Once areas and violation types are identified, residents and property owners should be notified well in advance as to when the program will begin. The notice should generally provide information on what to expect from the program in regards to time frame for repairs and priority violations.

Another aspect of the program should be a coordinated effort between the city and organizations within Latonia that already provide maintenance and upkeep services to elderly and low income households free of charge. These organizations can provide resources, either financial and/or volunteer labor, for repair and cleanup of code violations in an affordable manner.

Housing rehabilitation programs, such as those already utilized elsewhere in the city are another means available to address existing housing conditions.

- *Rental Inspection Program* – Routine inspections of rental properties is considered an important component for addressing issues and improving curb appeal in Latonia. There are numerous rental properties within the Latonia area, which appear to be related to the rise in property maintenance problems. Furthermore, public comments seem to indicate a rise in code violation related issues with regard to rental property. The City of Covington has been considering a city wide rental inspection program, which would be necessary for this approach to be used in Latonia.

#### *Improve Housing Market*

In the context of Latonia improvement of the housing market entails three very interrelated activities, all of which are important. These are: stabilization of out migration, rebalancing of market supply and demand, and marketing the area to special ‘niche’ groups.

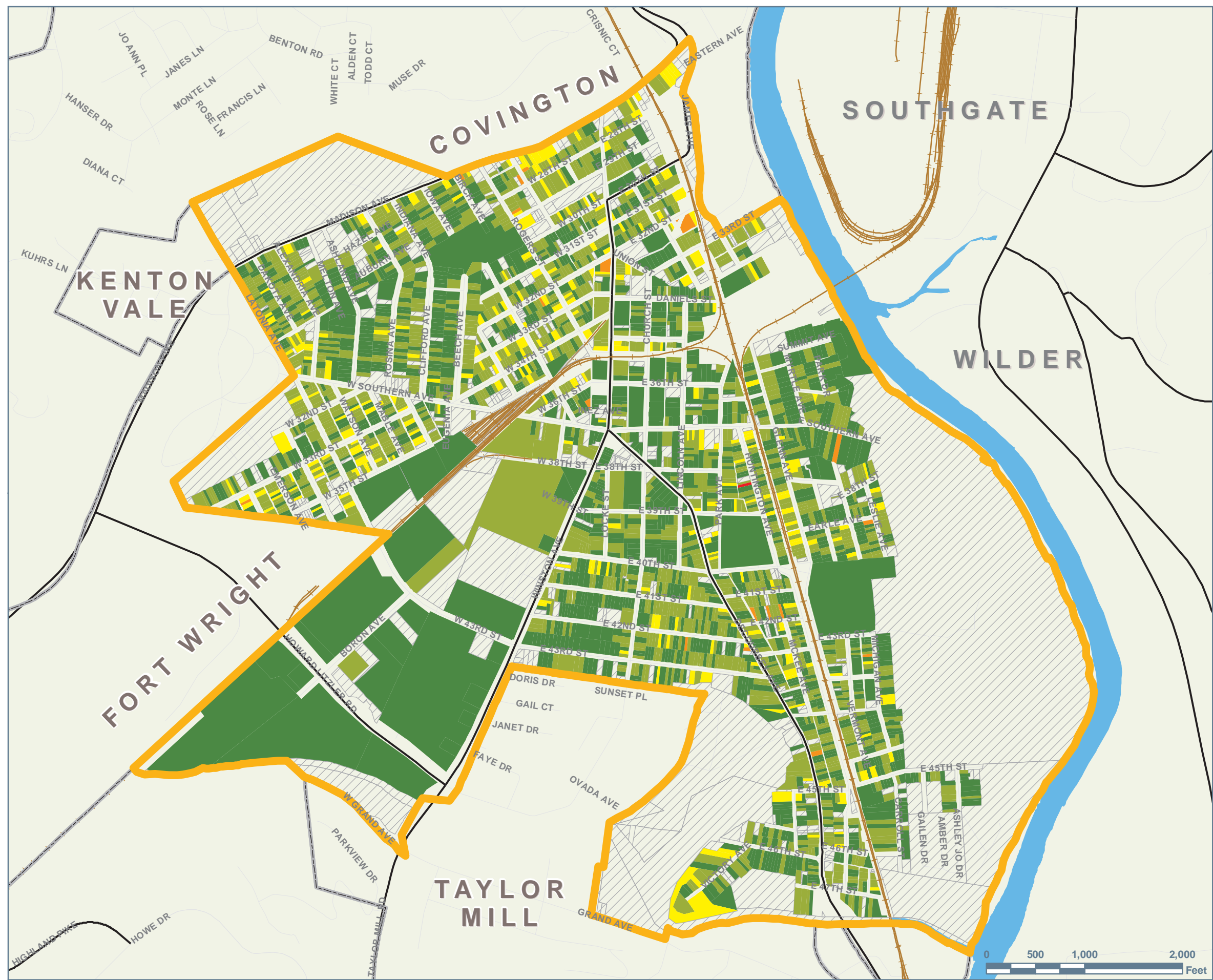
- *Stabilization of Out Migration* – The market study identifies stabilization of out migration as the most important priority for improving Latonia. A strong housing market incentivizes entrepreneurs to open new businesses and developers to refresh commercial areas, both of which work towards strengthening the area. This issue will be addressed to some extent by accomplishment of the remaining two activities. Additional research is recommended to analyze the reasons for out migration after the completion of the study. For example, based on what has been garnered from public meetings and interviews there are multitude of reported concerns within the area like crime, school quality, and lack of commercial services. All of these issues have been attributed to people

leaving the area. Identified weaknesses such as these, and others identified through future study of the issue, need to be aggressively addressed. Alternatively, existing market strengths need to be further researched and identified. Examples revealed by this study include the affordability of housing for first time homeowners, smaller homes that are more environmentally friendly, and homes that could be of interest to seniors.












- *Rebalance Market Supply and Demand* – As noted in the market study, the unbalance in housing through having more supply than what is currently in demand is directly related to out migration leading to increased vacancies and therefore decreased values. Vacancies were recorded at approximately 5 percent in 1990 and 2000, however demographic projections estimate vacancies of nearly 18 percent in 2013. To increase housing values and reverse vacancy trends, several steps need to be taken. One step, already discussed, is to improve the ‘curb appeal’ of the area.

Another step is the removal and/or reduction (i.e. conversion back to single family of houses converted to multi-family) in the number of housing units. Based on the market study several hundred housing units may need to be removed in order to ‘right size’ Latonia’s housing market. Two approaches may be taken in regards to removing housing units. First, is a more comprehensive investigation of units and removal of those determined to be substandard. The starting point can be the Building Condition Survey, which was only an exterior survey as previously mentioned. Surveying the interior of structures identified as having exterior deterioration may result in finding additional houses that need to be removed. The aforementioned rental inspection program may also help in identifying substandard structures on the landscape.

# Map 4.2.2 Building Condition Analysis



## Legend

-  Study Area
-  No Record
-  Good Condition
-  Minor Deterioration
-  Moderate Deterioration
-  Substantial Deterioration
-  Dilapidated
-  City boundary
-  Railroad
-  US and State Hwy
-  County and Local Roadways

Source: LINK GIS Date: October, 2010



A third option may be the purchase of small properties along with adjacent lots for consolidation into larger parcels. Latonia is comprised of numerous small houses on small lots and many of these dwellings do not meet functional needs of modern homeowners such as multiple bathrooms, larger square footages, and even off-street parking. Accomplishing this consolidation through a market driven approach will mean that some progress will need to be made on some of the previously mentioned steps (i.e. enhancement of curb appeal and addressing blight issues) that encourages reinvestment in the area. Furthermore, zoning codes will need to be revised to accommodate new housing styles that better meet the needs of today's homeowner, while also working to promote designs that are complementary to the existing neighborhood. The lack of continuously available off-street parking is another issue in Latonia and is discussed in more detail in section 4.6 Transportation. Removal of housing units will provide opportunity for development of off-street parking lots and/or mini-parks for the convenience of neighborhood residents.

During the process of this study the City of Covington made a trip to Owensboro, Kentucky to visit with their Community Development Department to learn about a successful housing development program. The sidebar to the right describes this program that seems to have promise for use in Latonia to address housing and homeownership issues.

- *Marketing the Area to Special 'Niche' Groups* – Strategic marketing to a targeted group is a method of purposefully addressing several of the issues such as increasing vacancy and others mentioned in this section. These groups may be comprised of “age in place” baby boomers looking for smaller homes within walking distance

### **City of Owensboro Housing Strategy**

*The City of Owensboro is located in Western Kentucky and is comparable in size and general community characteristics to the City of Covington. A visit to the City by city officials and staff of the Northern Kentucky Area Planning Commission revealed strategies employed by the City of Owensboro that may be considered for the Latonia study area. They include the following:*

#### **Increasing homeownership**

*The City of Owensboro's strategy in increasing home ownership is primarily through razing of dilapidated housing and energizing the housing stock with new construction. Their strategy is to invest funds in the actual housing product as opposed to programs like down payment assistance. The City has documented an increase in home ownership rates within the neighborhoods where they have implemented this strategy in the last 10 years. A vast majority of their Community Development Block Grant monies are spent on home construction.*

#### **Strategic investment of funds**

*The City of Owensboro's strategy is to use funds in strategic locations to improve the housing stock. The reconstructed homes visited were typically groups of two or three homes within smaller blocks around the neighborhood. Latonia has a similar issue in that the poor housing stock is not concentrated in one or two locations, rather they are dispersed and often only a few homes within a block. The City of Owensboro's strategy indicates that boosting the housing stock in small quantities through new construction can energize the housing stock in a larger context.*



of essential services, people looking for a more urban lifestyle, such as those looking to decrease their “carbon footprint” with smaller houses and yards, or people looking for more affordable housing. Creating green, senior neighborhoods, or historic residential districts and marketing them through realtors could also help reduce vacancy in the area.

### *Introduce New Housing*

New housing is an important component in the revitalization of Latonia. This recommendation may seem like an opposing suggestion when one considers housing units need to be removed to stabilize and improve the housing market. However, new housing and housing styles in Latonia will serve to refresh the housing stock, renew neighborhood interest to outsiders, and add vitality of the area. This study recommends new housing as a component of the redevelopment of the Latonia Plaza Shopping Center and through infill strategies mentioned above as a means to refresh segments of the housing inventory. New housing, and more specifically new housing types, will help maintain a flow of new residents in the area.

### *Zoning*

Zoning is another issue that needs to be addressed in regard to improving future housing conditions in Latonia. A majority of the land area occupied by residential land uses is currently zoned RU-2 a zone that allows attached and detached single-family residential development on a minimum lot size of 2,000 square feet. Multi-family units are permitted on lots containing a minimum of 6,000 square feet. As Latonia redevelops and lots become available for reuse it will be important that density be balanced to increase housing opportunities while also assuring that other related issues, such as off-street parking and traffic flow can be managed.

Existing lots within Latonia are small by modern standards but a majority exceeds the 2,000 square foot minimum currently allowed by the

zoning code. This could result in an increase of housing unit numbers over those that currently exist in the neighborhood. While density can be a positive attribute for an area desiring to attract additional population, the location of increased density so that negative impacts (e.g. parking) do not detract from the desired character is also important. It is recommended that the RU-2 zoned land be evaluated throughout the entire Latonia area. It is important to ensure that redevelopment to be guided by zoning will result in a built environment consistent with goals of this study.

### *Mid and Long Term*

No mid or long term recommendations are presented for housing in the area but that does not mean housing will be addressed fully within five years. As previously mentioned housing is a vital component of the overall health of the Latonia area and should be viewed as one of the key pieces that need to be addressed by immediate action steps. While it is highly unlikely that all of the aforementioned recommendations will be completed within five years of study adoption, steps should be taken to start the process of revitalizing and stabilizing the housing market soon after study adoption. The Center for Great Neighborhoods, as a community housing development organization serving Covington, can be a resource to the neighborhood to help analyze and act on available opportunities to achieve these objectives.

## **4.2.2 Commercial and Retail**

### **Commercial and Retail Findings**

Commercial and retail, designated as commercial-retail/service uses in the recommended land use map (Map 4.3.2 on page 45), comprise the next most significant use found within the Latonia area. While other uses like recreation encompass more land area, this use contains one of the most visible faces of the neighborhood to outsiders. Success in

achieving the goals outlined in the housing section of this plan is paramount to achieving commercial success within the area. As such, recommendations for commercial-retail/service will likely only be realized after the housing market has stabilized.

The market study revealed potential retail opportunities for the Latonia area that are currently underserved by local businesses. Eleven categories of retail enterprises have been identified as being in short supply in Latonia as defined in the Market Study Summary of the Existing Conditions Report. These categories include in alphabetical order:

- Auto Dealers and Gas Stations
- Clothing Stores
- Convenience Stores
- Electronics and Computer Stores
- General Merchandise Stores
- Home Furnishings
- Music Stores
- Other Food Service
- Other Food Stores
- Restaurants
- Specialty Stores

While there is potential for new businesses to enter the market, the possibility of growing the existing merchant base through expansions should not be overlooked. Existing merchants could begin moving toward meeting a portion of the currently unmet demand in their category of business. The market study also identifies that retention and growth of existing ventures is of primary interest to the overall health of the neighborhood. Recommendations for the retention and growth of existing businesses as well as for attracting new businesses are detailed in the recommendations for commercial and retail.

The market study also addressed current and potential office uses within the study area. The current population of office uses are

scattered throughout a variety of locations and buildings. These uses are housed in a variety of structures including traditional aging office structures, more modern buildings, and within structures that have been converted from other uses to serve as office space. The typical office occupant found within Latonia is a small company, professional practice, or service provider that has located in this area to serve the immediate community. Providing new facilities can work to service the existing community and provide expansion into markets outside the neighborhood. Latonia's central location to Northern Kentucky and proximity to I-275 is an asset that should be built and marketed upon.

The nature of the current built environment limits the potential for any new large-scale (and potentially more regionally oriented) office uses. Major redevelopment would be necessary to accommodate such a scale in the future. This study does not recommend any specific single use office areas be designated within the Latonia neighborhood. Instead, plan recommendations focus on incorporating office uses into the mixed use redevelopment area. This plan incorporates office uses into the definition of commercial and retail and therefore recommendations are not made specifically for single use office facilities.

Based on findings of the market study, Latonia maintains the potential to capture several office and consumer based businesses (e.g. service businesses) within the retail market. The potential to attract office uses is dependent upon the location and attraction of local entrepreneurs. The central location of Latonia within the Northern Kentucky region makes the study area convenient to a large population and provides an opportunity to satisfy some commercial needs which are not currently located convenient to those who frequent the study area. Attracting local entrepreneurs will likely prove to be more successful in the near term than drawing national chains and can aid in spurring new investment capital in Latonia.

The market study identifies five basic components, which will be necessary for the success of retail and commercial uses. These are:

- *Product*- Latonia needs to establish itself as a promotable package which can be easily identified by locals and by outsiders. One opportunity to establish Latonia's brand image may be to work with the horse racing history of the community. This could be initiated through identification and promotion of special events, community interest groups, or even specially designed streetscape furniture. Another potential brand could be the community's railroad heritage, which already has a local foundation with the Railway Museum of Greater Cincinnati. These historic attributes could help build a greater sense of place for the community and establish a destination to those outside the neighborhood. During the efforts to identify Latonia's product, the community's positive attributes must be emphasized and its less appealing characteristics corrected when possible.
- *Place* – The entirety of Latonia as a place is integral to the product. Place includes the residential components that lie within close proximity to commercial retail/service areas within Latonia and the commercial areas themselves. Each neighborhood and commercial area within Latonia should work toward a sense of place which is immediately recognizable as a portion of Latonia. Latonia must be known as attractive and inviting for both business owners and residents outside the area. Each node, whether residential or commercial in nature, should move toward compatibility to the Latonia product. This product should become relatively homogenous in scale and character so that individuals utilizing any segment of the area have a clear and unmistakable understanding of where they are.
- *Promotion* – Organized promotion is vital to establishing Latonia's image in a consistent and ongoing fashion. Some ideas for promotional efforts include broadcast and print advertisement of local festivals and events, working toward marketing existing businesses in the neighborhood to outsiders, and increasing awareness of the neighborhood to local realtors. The strategic action committee will need to work to identify the target market for Latonia and then make efforts to attract them to the area.
- *People* – Residents, business owners, and an organized marketing entity are necessary to drive the revitalization of Latonia. The strategic action committee is one example of how people will need to be involved to fully implement the vision and goals of this study.
- *Price* – The final marketing element recommended for commercial success is the creation of demand for the product. As demand increases for Latonia as a product, all elements related to price could see increases. Home values, business sales, rent for commercial and residential space, and overall interest in redevelopment investments for the area are likely to see increases as demand of this location increases. As noted previously in the housing discussion, one issue to be addressed is the need for increased housing values within Latonia. If these values are successfully improved this trend could act as the catalyst, which could lead to increased market potential for businesses. Successfully pricing both retail space and housing options in the area will aid in creating higher demand for commercial uses in the study area.

## Commercial-Retail/Service Recommendations

### *Short Term 0-5 Years*

Recommendations for short term implementation of commercial-retail/services are very dependent on the success of stabilizing and improving the housing market. However, some short term recommendations can work toward improving Latonia as a whole. These include:

#### *“Main Street” Type Program*

The City of Covington currently participates in the Kentucky Main Street Program. Details of the program mandate only one official program may exist in any jurisdiction; however, cities are not precluded from having other unofficial programs. It is not the intent of this recommendation to replace the existing official program, but to utilize a “Main Street” type approach. This approach was developed by the National Main Street Center a division of the National Trust for Historic Preservation, which has proven success for addressing needs like those in the Latonia business and residential area. The “Main Street” approach is comprised of four elements that are nearly identical to the steps identified in the market study. Attention to and success with each element leads to ongoing vitality of urban commercial areas comprised of individual businesses like those in Latonia.

- *Organization* – The establishment of a permanent organization that includes a broad spectrum of business owners and/or managers, residents, neighborhood association representatives. This entails a governing board of directors, a paid director, and standing committees of volunteers and should be separate than the strategic action committee. The Center for Great Neighborhoods, and Renaissance Covington, are additional resources available to help explore this option in more detail.

Funding will be one key for implementing a permanent and effective organization. Sources of funds may vary from dues and grants to assessments in the form of a special improvement district or business improvement district. Regardless of the methods used for funding the basis for a main street advisory group already exists with the Latonia Business Association and the two existing neighborhood associations in Latonia.

- *Promotion* - Promotion will necessarily entail a broad range of implementation steps ranging from making the area easier to navigate for outsiders as described in the wayfinding recommendations found in section 4.6 Transportation to advertising, special events, and marketing campaigns encompassing print and broadcast media needed to help sell the image of Latonia to the city and region. Promotions will need to communicate unique characteristics for businesses, residential areas and to potential investors and business and property owners.
- *Design* – Design entails getting Latonia into top physical shape and creating a safe, inviting environment for both residents and visitors. Latonia already contains many buildings with noteworthy architecture, specifically in the Ritte’s Corner area, and taking advantage of these to further enhance the area will be important. Property improvements including new structures and the rehabilitation of existing structures must be appropriate and in context and style already established within the area. Design must include a broad range of physical elements including, storefronts and window displays, signs, public spaces and promotional materials. The atmosphere

created by these actions will be appealing and convey a positive image of the area. Design should also be extended into the redevelopment area described in section 4.8 Latonia Plaza Redevelopment. Design guidelines for building height, massing, placement, and character should be introduced to ensure a consistent character in Latonia and help reinforce the area's sense of place.

- *Economic Restructuring* – The market study prepared as part of this study should provide the basis for retention and expansion of the economic base, including creating a balanced commercial mix. Attraction of new businesses is important as is the sharpening of business competitiveness and merchandising.

The key to a successful program based on this four point approach is cooperation and teamwork of existing and future business and area residents. An analogy would be that while businesses in Latonia remain separate entities success will hinge on working together as if they were in a mall or shopping center controlled by a lease which stipulates certain actions. For example, coordinated hours of operation is one important factor. Shoppers and visitors to Latonia will expect all stores they want to visit to be open. Finding stores closed at odd hours or only finding a few stores open at a time which discourages future visits.

#### *Latonia Plaza Shopping Center*

Section 4.8 Latonia Plaza Redevelopment describes a concept for redevelopment on the Latonia Plaza Shopping Center. A key component is that the redeveloped center must be unified by design and operation with the Ritte's Corner area as detailed in design guidelines created by the strategic action committee.

#### *Neighborhood Commercial Nodes*

Section 4.3 Recommended Land Use identifies three areas for establishment and/or creation of small commercial nodes to provide commercial-retail/services of convenience type goods and services. The purpose of these nodes is to provide these services within residential areas primarily for the convenience of Latonia residents. As mentioned in the Concept Diagram section of this plan, these nodes are designed to service the needs of residents more than visitors to the area. The plan recommends these nodes as retail options that local residents can walk or bicycle to rather than having to drive to Winston Avenue retail outlets. It will be important nevertheless to include these areas in the "Main Street" program.

#### *Zoning*

Zoning and design guidelines should be reviewed and revised as appropriate to support the redevelopment of the shopping center. These attributes will also assist in realizing the concept plan and revitalization, including new construction, in the Ritte's Corner area. Zoning revisions may also be necessary to more specifically delineate the recommended commercial nodes and establish use and other requirements for development.

#### *Historic Preservation*

As previously described in this chapter the importance of "place" and "product" is a key component of the market. Historic preservation can be used as a tool to address this "place" and "product" concept in Latonia. Historic properties contribute to an area's overall character which is necessary to create place. This in turn will enhance the overall product which in this case is the entire neighborhood of Latonia. It will be important for the implementation of this plan to include protection of these resources.



Map 4.2.3: Historic Districts in Latonia

The City of Covington has several historic districts (Map 4.2.3) listed on the National Register of Historic Places and utilizes historic preservation overlay zoning to preserve and encourage redevelopment within many of these areas. Most of these districts are in the northern portion of the City. However, two National Register districts are located within Latonia and can provide unique opportunities for revitalization. The districts are the Ritte's Corner Historic District and the Holy Cross School and Church District. These districts adjoin one another and are generally located from North 35th Street south to 38th Street and include all properties along Decoursey Avenue. The Holy Cross School and Church District extends east along East 36th Street to Lincoln Avenue. Currently, neither of these districts are included within an historic preservation overlay zone as defined by the City's zoning code.

Accentuating historic character of buildings and adapting them to more modern uses can make the area more attractive to businesses and visitors.

Ritte's Corner is the focal point of Latonia. The use of historic preservation techniques to revitalize the area within the existing historic district in a manner consistent with its heritage will be beneficial. Property owners can benefit from tax credits as properties are revitalized in keeping within the historical context of the buildings and area. The entire area can benefit from strengthening Ritte's Corner as a place attractive to residents and non-residents. Residential areas near Ritte's Corner, especially to the east in the vicinity of East Southern Avenue and East 36th Street, need to be considered for inclusion into a National Register district, either on their own or added to one of the existing

districts. These residential areas have been instrumental in the life of Ritte's Corner and they play a significant role in maintaining the character of the area.

To attain the full benefits of the existing historic character, extension of either of the National Register district in addition to the creation of new regulations and/or guidelines should be considered to ensure the integrity of the area. Recommendations should be considered to:

- Use an historic overlay zone to protect existing buildings and to help ensure that new buildings will be designed in the appropriate context to compliment existing historic buildings.
- Identify the boundaries of the complementary adjoining residential area and include it as a designated National Register district.
- Prepare zoning regulations to protect the existing residential character, including establishment of a clear and firm boundary between residential land use and non-residential land uses

## 4.2.3 Industry

### Industrial Findings

Industrial uses were studied in less detail during the course of the market study. These uses are declining across the country and are more difficult to predict, especially in today's economic climate. The industrial uses in the defined area are limited, older, and appear to

represent a land use that may not be the best use of sites in future land use discussions. That being said, the Task Force discussed their views on industrial uses within the study area and wish for some areas to remain industrial. The subsequent section outlines recommendations for industrial uses in Latonia.

### Industrial Recommendations

As the market study indicates future industrial land uses within the Latonia area are more limited than other uses it is likely that any new industrial uses would need support from the city to encourage location (e.g. land purchases, incentive packages). Some areas previously identified for industrial land uses have been reevaluated and are now included within the mixed land use and commercial–retail/service categories on Map 4.3.2, Recommended Land Use. Please refer to section 4.3 Recommended Land Use for further detail.

Nevertheless, this study continues to recommend land area for industrial uses, although at a reduced amount. The purpose of including industrial land is that location of existing industrial areas provides good separation from the railroad and other non-industrial land uses and these areas are more closely located to on the interstate highway system than other sections of Latonia. Furthermore, it is recommended that the city evaluate the needs of modern light/green industries to see if potential exists to attract them to the Latonia area. These industries, many of which are pollution free, would be very compatible to adjoining or nearby residential areas.

## 4.3 RECOMMENDED LAND USE

Recommended land use refers to the way in which a community wishes to see development patterns occur. Current uses within Latonia are varied and range from residential uses that make up a majority of the neighborhood to areas set aside for commercial, mixed use, and recreation areas. Map 4.3.2 provides a visual presentation of recommended future land uses within Latonia. Details on changes to the map from the recommended land use that existed before study adoption (Map 4.3.1 on page 43) are outlined in the remainder of this section.

It should be noted that approval of this plan will immediately change the land use map as they pertain to the comprehensive plan; however, actual real-world change will be implemented over the long term. For instance, simply changing the recommended land use of the Latonia Plaza area to mixed use will not make it into a true mixed use development over night. These changes will take several years and concerted efforts by many people, groups, and City officials to be fully realized.

### Mixed Use

Mixed use is a land use designation that allows for multiple uses to exist in specific areas. In the context of this plan mixed use refers to residential, office, and commercial-retail/service that occurs in the same general place. A vibrant mix of land uses can also provide opportunities for livelier neighborhood centers than standard single use designations. This collocation of uses can occur either horizontally with retail/services on the first floor and offices and residential spaces above, or vertically with individual buildings on a site dedicated to one use situated immediately next to buildings with a different use. Often these building are side by side and connected by interior hallways. Ideally visitors to a mixed use area will be able to park in one place and walk to a variety of shops and services.

A principal change in the recommended future land use for Latonia is the creation of a large mixed use area in the center of Latonia. Currently this area is comprised of commercial retail/services, industrial, and single family land uses and encompasses such landmarks as the Ritte's Corner and the Latonia Plaza shopping center. Ritte's Corner is currently mixed use in character since it contains a mix of office, retail, and residential uses; however, it is identified in its existing use as commercial retail/services.

The Latonia Plaza redevelopment area is envisioned for complete redevelopment within the planning horizon of this study. As such, recommendations for mixed land use in this section of the neighborhood seek to change the overall development character. General ideas for the area include buildings in close proximity to the street, physically separated buildings that are constructed close together, and parking available in lots behind buildings. Because land use recommendations for this section of the city only describe it as mixed use, additional zoning and/or design guidelines will be necessary to achieve the aforementioned principles of design. However, providing for a basic mix of uses in this area creates a sound foundation for achieving the overall redevelopment goals. Section 4.8 Latonia Plaza Redevelopment provides a more detailed picture of how development could look in the future.

One other noteworthy land use consideration regarding the mixed use area is that of an area currently designated as single family residential uses within close proximity to Ritte's Corner. These residences are located to the west of Ritte's Corner and east of the railroad within the vicinity of Caroline Avenue and are separated from the rest of the residential portion neighborhood by the railroad and commercial land uses. This plan recommends designating this area to mixed use.



The plan recognizes this land as more viable for uses that complement the mixed use nature of Ritte's Corner. While the land use map recommendation should be changed when adopting this plan, the actual realization of mixed use in this area will likely be a very long term change. Full change over from residential to mixed use is only recommended to happen if future mixed use demands in the vicinity of Ritte's Corner increase and additional space is needed for more intense development. The change in use of these properties should only occur as the natural turnover of land takes place and could occur by means of converting residential structures to non-residential uses.

### **Commercial Retail/Service**

The Latonia Centre area just to the south of the newly designated mixed use center is suggested to remain identified for commercial retail/service land uses. Keeping this area identified as commercial-retail/service is intended to allow for uses which are more auto-oriented, such as those with drive-thru windows. Over time it is expected that these types of businesses which are currently located in the mixed use area will remain in Latonia but migrate south to the commercial retail/service area.

It is recommended that land located west of the railroad, east of 35th Street and north of 43rd Street which is currently designated as industrial be changed to commercial retail/services. Current occupants such as the building supply business, self storage units, and a railroad museum would be more likely to locate in a commercial area if they were constructed today. It is thought that this land use is a better fit for these uses and it is expected that these uses will remain for the foreseeable future. Changing this area will also be of benefit to the surrounding neighborhood as commercial-retail/service uses present a lower chance for nuisances than do industrial uses.

Additionally, a small section of single family homes also exist within this change area

immediately across Latonia Avenue from the Home Center. These homes are recommended by the current Covington zoning map to be phased out via zone changes to better complement the rest of the zoning in this piece of the neighborhood. This study recommends continuing toward the goal established by the phased zoning overlay of joining this section of the neighborhood to the nearby business uses. Furthermore, commercial land uses in the future will be more compatible with nearby residential land than had the land been designated for industrial land uses.

### **Other Community Facilities**

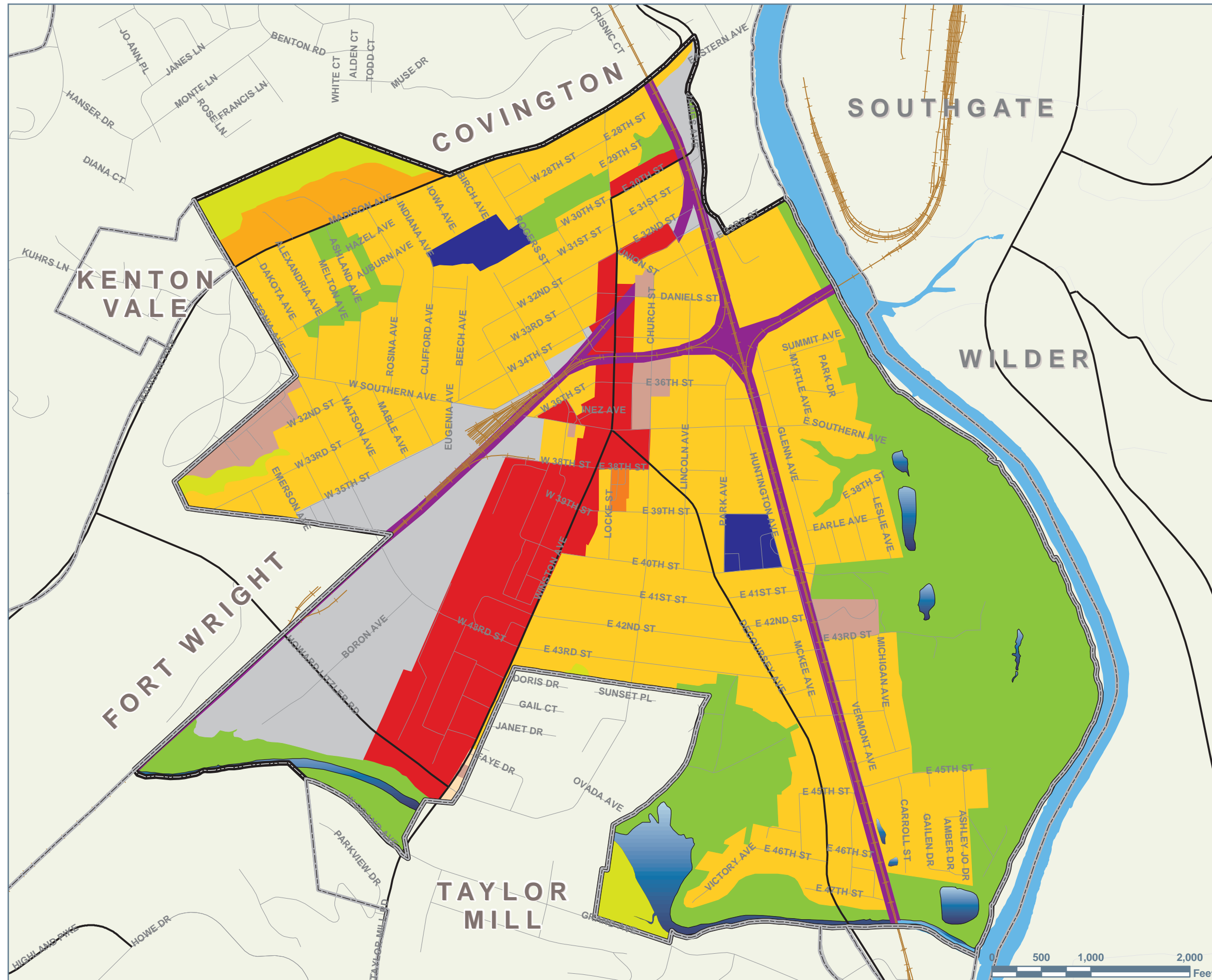
On the western side of the mixed use area is the Calvary Baptist church complex. This area lies between West 38th Street, Tibbatts Avenue and is bounded by the railroad on the west. It is recommended that land use for this area be changed from industrial and single-family residential to other community facilities use. This land use fits the use that currently is found in the area, is expected to remain, and is likely to expand in this location in the foreseeable future.

A small section of the block that lies to the east side of Church Street and north of Southern Avenue is currently identified as single family residential. This plan recommends changing this area to other community facilities as the Holy Cross School has purchased most of the parcels on the western side of the block and plans to use them for school related activities.

### **Recreation Land**

The area between the railroad and the Licking River within the vicinity of James Avenue is recommended to change to recreational land use. Currently the site is designated as single family residential but no structures exist in the area. The land consists of steep wooded slopes and access is limited to a single service road which provides access to buildings located along the railroad. Seeing as the land is likely undesirable for housing and the market study recommends

# Map 4.3.1 Pre-Study Recommended Land Use



- Legend**
- City boundary
  - Study Area
  - Railroad
  - US and State Hwy
  - County and Local Roadways
  - Proposed Park
  - Residential 4.1 to 7.0
  - Residential 7.1 to 14.0
  - Residential 14.1 to 30.0
  - Residential Over 30.0
  - Commercial Retail/Service
  - Industrial
  - Physically Restrictive Development Area
  - School Parks
  - Recreation and Open Space
  - Rail Road
  - Other Community Facilities
  - Right of Way
  - Water
  - Mixed Use

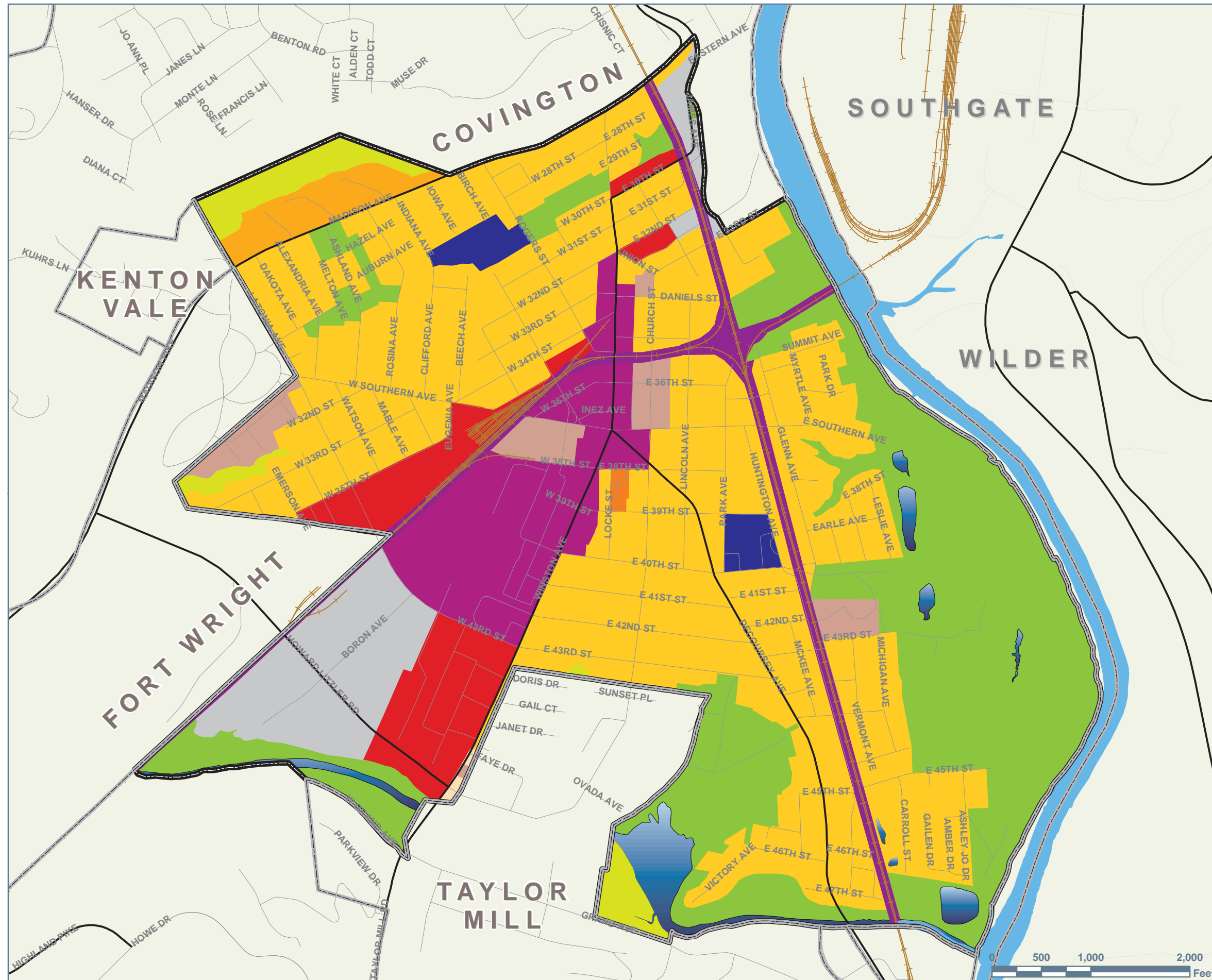


Source: LINK GIS Date: October, 2010





# Map 4.3.2 Recommended Land Use



## Legend

- City boundary
- Study Area
- Railroad
- US and State Hwy
- County and Local Roadways

## LSAS\_ReLU

### DESCRPTIO

- Proposed Park
- Residential 4.1 to 7.0
- Residential 7.1 to 14.0
- Residential 14.1 to 30.0
- Residential Over 30.0
- Commercial Retail/Service
- Industrial
- Physically Restrictive Development Area
- School Parks
- Recreation and Open Space
- Rail Road
- Other Community Facilities
- Right of Way
- Water
- Mixed Use

Source: LINK GIS Date: October, 2010





fewer residential units the land works well for increasing recreation opportunities in Latonia. This land is also identified in the Licking River Greenway Study as a potential recreation area and provides a key connection for a trail from Latonia to the City of Wilder in Campbell County. Utilization of the old water main bridge as a pedestrian pathway could help to complete this connection.

### **Vacated Railroad**

Some small areas of the neighborhood are currently identified as “railroad” for their future recommended land use. These areas, however, no longer have rail facilities in use and should change to match adjoining land uses. Specifically, vacated track to the east of the railroad museum and immediately west of the Marathon Depot are recommended to change to match adjoining uses.

### **Other Uses**

Remaining areas of Latonia are not recommended to undergo land use changes within the foreseeable future. No major land use shifts were identified by the market study, staff research, or public involvement. These uses should therefore move forward as currently identified in the comprehensive plan update, approved in 2006. Some of these areas include residential, recreation, other community facilities, remaining commercial and industrial areas not previously discussed, and physically restrictive development areas. While no changes are recommended in the land use for these areas, efforts to strengthen and improve conditions within use areas such as residential or commercial-retail/service will be critical to improving the overall condition of Latonia and should be pursued by the strategic action committee.



## 4.4 GREEN INFRASTRUCTURE

### Findings

The Comprehensive Plan Update: 2006-2026: An Area-Wide Vision for Kenton County defines green infrastructure as an “interconnected network of protected land and water that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for our citizens.” Green infrastructure is a concept that elevates the importance of the natural environment to the level of the built infrastructure, requiring careful consideration and planning. The concept can broadly be defined as an interconnected system of parks, stream corridors, preserved hillsides, and large undeveloped spaces forming greenways. Green infrastructure has also been defined more narrowly to include on-site stormwater management practices including rain gardens, bio-retention systems and green roofs.

Systems comprising green infrastructure perform many valuable functions that typically cost less in the long run than other alternatives such as pipes and sewage treatment facilities. These functions include: cleaning the air and water of pollution, cooling the environment, providing habitat for native species, providing space for recreation activities, and increasing the value of the built environment. One of the most important contributions green infrastructure provides in the context of Latonia may be on-site stormwater management.

The Existing Conditions Report, compiled in April 2010, delivers an analysis of key natural and man made features of the study area. This analysis, available at [www.nkpc.org](http://www.nkpc.org), can be used to provide indicators of the green infrastructure conditions of the area as well as gauge where problems may be found. The existing conditions report also calls out three primary areas of focus for future green

infrastructure implementation techniques within the study area. These focus areas include:

- Efforts to increase stormwater management
- Expansion and restoration of the tree canopy
- Reduction of impervious surfaces in the area.

A complete description of these focus areas can be found in the Existing Conditions Report. However, details will be included in this section as necessary to describe areas where the community should focus to solve existing green infrastructure problems, prevent new problems from occurring, and improve the overall health and quality of the community through new efforts.

Green infrastructure practices can often be easily implemented with only minor modifications to existing areas. The strategic action committee discussed in section 4.9 Strategic Action Committee and Neighborhood Associations should encourage green infrastructure by working with the community to find avenues for implementation. Beginning with efforts such as removing a few parking spaces in a large parking lot for conversion to rain gardens, installing curb extensions with planters, or adding rain barrels can begin to positively impact an area in a short timeframe. An approach that may be enacted in the early phases of implementation that would include the coordinated effort of the City and volunteers includes the reforestation of the ravines located in the north - northwestern portion of the study area.

*Sanitation District No. 1 Church Street CSO Reduction Project* - Through discussions with SD1 staff identified a major project located immediately outside the study area between Church Street and Winston Avenue, just north





Figure 4.4.1: Banklick Creek Watershed

of Banklick Creek, in the City of Taylor Mill. The study area and the proposed project location are both within the Banklick Creek watershed. SD1 has several objectives for implementing green and gray infrastructure controls within this area, some of which include improving health, improving existing infrastructure, and improving Banklick Creek. The goal of this community green infrastructure project is to improve and restore natural habitats, reduce the combined sewage entering the Banklick Creek, and improve the quality of storm water flowing to the stream. It is expected that the project will also provide educational opportunities, as well as opportunities for passive recreation.

SD1 has developed numerous innovative approaches to reducing overflow events that not only provides a CSO reduction and water quality improvement, but also enhances the neighborhood and provides community

amenities. Ideas within the proposed plan, which include both traditional gray components and green elements, will provide both a public health and water quality improvement. These ideas are anticipated to result in cost savings to SD1 as compared to the gray-only solution. This project is anticipated to begin in early 2012 with completion expected in mid-year 2013. It should be noted this time line is tentative and only applies to construction of Phase I of the project. Phase II is still listed as a potential project by SD1. Additional details of the project can be found in Appendix A.

It is important to keep in mind that timeframes mentioned throughout the entirety of this section are general parameters of when projects and/or implementation measures may likely be started, but completion of these projects may reach beyond the end of the timeframe. Commencement dates of these recommendations should be considered approximate and flexible based on many factors including the formation of the strategic action committee charged with oversight of the implementation of this plan.

## Implementation Techniques

*Impervious Surface Reduction* - The study area consists of approximately 18 percent impervious surfaces which prevent water from entering the ground. Preventing infiltration prohibits natural cleansing and rapidly releases stormwater into the surface drainage system. Many techniques are available that can help to reduce the impervious surface of the study area. Some of these techniques include green roofs, rain barrels, rain gardens/bioretention areas, stormwater planter boxes, grassed swales, and pervious pavement.

During the redevelopment process as many of these techniques as possible should be evaluated for potential use. The greatest potential to remove a significant amount of impervious surface within the study area may be found within the Latonia Plaza shopping center area. The inclusion of green practices into

redevelopment scenarios will also help set the tone for the rest of the neighborhood. Pairing these techniques with redevelopment rather than attempting to implement as a standalone process will help the community in utilizing potential funding more efficiently as these facilities can be provided during development. However, there will likely be many parts of the study area which will not undergo redevelopment within this planning period and individual site-specific implementation efforts may be warranted. Examples of green infrastructure practices such as vegetated medians, pervious parking lots, natural plazas, and increases in street trees can be found in section 4.8 Latonia Plaza Redevelopment on page 83.

#### *Short Term 0-5 Years*

*Rain Barrels and Cisterns* - Rain barrels and cisterns are an effective way to reduce stormwater runoff volume in developments with limited open space, including existing residential properties. Often, the most important factor to



*Figure 4.4.2: Rain Barrel*

consider when using rain barrels/cisterns is the use of the captured water. This water can be used for typical landscaping purposes such as plant watering in residential settings or toilet flushing in commercial buildings.



*Figure 4.4.3: Stormwater Planter Box*

*Stormwater Planter Boxes* - Stormwater planter boxes are a specific type of bioretention feature that are typically used in projects with space constraints. In the redevelopment of the shopping center area, planter boxes could be used near buildings and along local roadways and access drives. Planter boxes can also act as a buffer between the sidewalk and the roadway making pedestrians feel safer in busy transportation corridors, or even along residential streets. Another ideal location for the use of planter boxes may be in an area such as Ritte's Corner. This is an area that is already developed and is not likely to see massive redevelopment and therefore presents an opportunity to implement this type of green infrastructure technique. The use of planter boxes within the Ritte's Corner area could provide some stormwater management abilities without the need for complete removal of sidewalks or streets.

*Curb extensions and green medians* - Curb extensions are generally found at the corner of smaller streets and provide opportunity for plantings to occur that help facilitate stormwater management in areas where these practices are usually lacking. Extensions can provide the additional benefit of added safety to pedestrians as it further buffers them from vehicular traffic and reduces the distance required to cross travel lanes on a street. Green medians can also be used to provide opportunity for plantings to occur to help facilitate stormwater management

in areas where these practices are usually lacking. An ideal location for a green median may be between 40th Street and 38th Street on Winston Avenue.



Figure 4.4.4: Curb Extensions

#### MID TERM 5 - 12 YEARS

**Green Roofs** - Green roofs are an example of green infrastructure that can be a desirable addition to a building design that provides storm water management benefits. Green roofs are most frequently used for multi-story buildings in areas with limited open space. In addition to managing storm water runoff, green roofs can reduce energy demand for cooling and can be designed to serve as a green space amenity for building users. Green roofs may be appropriate in the redevelopment of the Latonia Plaza shopping center area (section 4.8 Latonia Plaza Redevelopment, page 83). This area currently



Figure 4.4.5: Green Roof in Use at SD1

consists of mostly impervious surfaces in the form of rooftops and parking lots. The green roof technique may provide for a significant improvement in stormwater more naturally filtrate into the ground.

**Rain gardens/bioretention areas** - These features are based on the concept of directing stormwater runoff into green space areas of a development that are designed to store, infiltrate, and slow the flow rate of runoff. Effective rain garden/bioretention area designs require a consideration of existing soil conditions, need for engineered soil, plant selection, and overflow structure design. Potential locations for rain gardens/bioretention areas include landscaping areas around parking lots and buildings, especially in redevelopment efforts in the Latonia Plaza area.

Another area for improved stormwater management and reduction of impervious surfaces is through the construction of a partial vegetated median along Winston Avenue. Such a median could have the potential to treat stormwater runoffs without forcing water into the sewer system. Portions of the median could potentially be used for the installation of rain gardens and bioretention areas, which will more readily store and infiltrate stormwater runoff from the roadway. Special care and consideration should be given to ensure vegetation chosen for the median does not negatively interfere with traffic sight lines along the corridor.



Figure 4.4.6: Rain Garden in a Parking Area

*Vegetated swales* - Vegetated or grassed swales located in public roadway medians and along roadsides offer an alternative to traditional piped storm drainage systems. The proposed median on Winston Avenue has potential for providing stormwater management benefits. Use of swales in road rights-of-way can be very beneficial given the relatively large size of these areas combined with the fact that standard, raised medians provide minimal stormwater management benefits.

#### ONGOING

*Pervious Pavement* - By allowing stormwater to seep through the surface and into a natural purification process, pervious pavement can be a useful implementation technique in the management and reduction of stormwater runoff. Soil type is key to the effectiveness of pervious pavement and working with SD1 may help to implement a program that best matches the attributes of the area. There are a few places within the study area which may be appropriate locations for pervious pavement pilot projects. These areas include the parking lot of the Bill Cappel Youth Sports Complex or the parking lot of Rosedale Manor. Additional use of pervious pavement should be explored if trial efforts prove successful.

*Tree canopy restoration* - The study area consists of approximately 8 percent of tree canopy cover. This is extremely low compared to the recommended 25 percent for urban residential neighborhoods by American Forests. Water conservation and reduction of soil erosion are two major factors which can be addressed through attention to the percentage of tree canopy in an area. Trees and other vegetation aid in the slowing of water moving across the ground surface and help to reduce soil erosion.

There are benefits to restoring the tree canopy of an area that go beyond aiding in stormwater management. These benefits include a reduction

in air pollution due to an increased ability to remove CO<sub>2</sub> from the air, energy savings associated with shade in the summer and wind breaks during the winter months, an increase in economic stability attributed to the attraction of business and people by the more aesthetically pleasing neighborhood, reduction in noise pollution due to the ability of trees to absorb and block noise, and an increase of wildlife and plant diversity by creating mini-climates for plants and wildlife that would otherwise not be able to survive.

One of the most effective and easily accomplished techniques to aid in the restoration of the tree canopy for the area may include planting within tree lawns along the street, curb extensions and green medians. Trees might also be reintroduced into floodplain areas where development should be otherwise discouraged. These techniques provide opportunity for vegetation to be added to the study area throughout the redevelopment process.

*Street Trees and Treelawns* - This study recommends adding street trees as the study progresses. Tree canopies can help to lessen stormwater impacts, help to cool urban areas, and have potential to make an area more walkable by increasing pedestrian safety. Map 4.4.1 provides details on where street trees and treelawns currently exist within the area. Areas lacking street trees that also contain treelawns, such as along Caroline Avenue or East 43rd Street, should be considered primary locations for street tree additions. These areas already contain treelawn facilities that should be appropriate to sustain newly planted trees. Addition and modification to treelawns, and/or creation of tree wells should also be pursued as trees are added to streets without sufficient planting space. This study also recommends the use of appropriate street tree species as defined by the City of Covington's arborist to mitigate potential negative impacts such as sidewalk cracking or lifting.

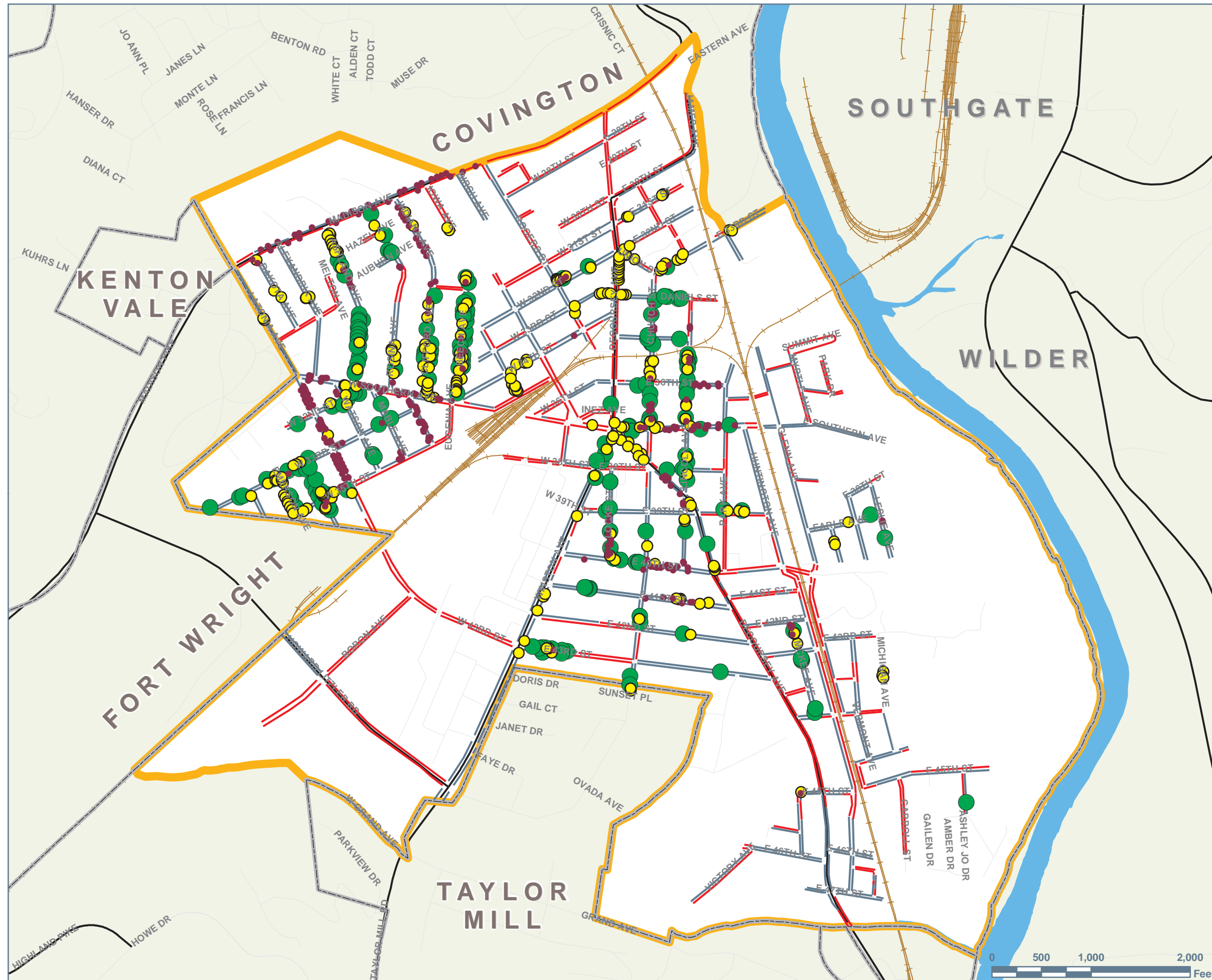
*Vegetated Medians* - Vegetated medians are planting areas that lie between the travel lanes of a roadway. While medians currently exist along Clifford Avenue, West 31st Street, and Summit Drive within the study area, new medians should be implemented on an ongoing basis as redevelopment allows. This study specifically recommends adding vegetated medians along Winston Avenue between 40th and 38th Streets as redevelopment occurs. Some of the benefits these medians provide include additional safety to pedestrians crossing the roadway, space for stormwater infiltration, and general beautification of the neighborhood. These medians should also be incorporated on major internal streets of the redevelopment area as displayed in Figure 4.8.6 on page 95. Additional details on vegetated medians can be found in section 4.8 Latonia Plaza Redevelopment on page 83.

#### *Collaboration with Local Experts*

*Sanitation District No. 1* - A primary overall green infrastructure goal of the Latonia Small Area Study is to help the community in reducing incidents of stormwater and wastewater issues within the area. Working with Sanitation District No. 1 will be critical in finding effective ways to reduce impervious surface and increase the tree canopy of the study area; thereby helping manage the overall stormwater issue within the area. The techniques described above provide the basis for an ongoing program that addresses green infrastructure improvements in the Latonia study area.

*City Arborist* - This City Arborist could aid the Strategic Action Committee in the appropriate selection of trees and plantings during the implementation of this project. This could also be a source of valuable information to assist in identifying appropriate locations for street trees and plantings to most benefit the community.

# Map 4.4.1 Street Trees and Treelawns



- Legend**
- Small Tree
  - Medium Tree
  - Large Tree
  - Treelawn Available
  - No Treelawn
  - City boundary
  - Study Area
  - Railroad
  - US and State Hwy
  - County and Local Roadways



Source: LINK GIS Date: October, 2010





## 4.5 COMMUNITY FACILITIES AND UTILITIES

Community facilities encompass a wide array of amenities and services in an area, some of which include educational facilities (both public and private), police and fire protection, and religious institutions. Utilities refer to items such as sewer, stormwater collection, water, electric and natural gas infrastructure. This section contains information pertaining to implementation recommendations for these facilities and utilities that are found within the study area.

### 4.5.1 Recreation

Recreation areas refer to parks, open space and pay-to-play facilities that play a vital social and economic role in the viability and health of a community. They provide necessary space for gathering, interaction, and recreational activities, which helps shape the identity of a neighborhood. Several ideas are proposed to enhance and ensure the ongoing upkeep of existing parks and to implement new recreation facilities where appropriate. Subsequent subsections of this chapter provide greater detail about improvements to recreation in Latonia.



Figure 4.5.1: Twin Oaks Golf & Plantation Club

#### *Short Term 0-5 Years*

### **Urban Park System**

There are 11 recreational facilities within the study area established under public, private and public/private partnerships. The upkeep and maintenance of existing facilities along with identifying opportunities for new parks within

the study area will assist in the establishment of a Latonia Park System.

According to an article published by The Urban Institute titled *Beyond Recreation: A Broader View of Urban Parks*, a new more expansive view of urban parks has been recently emerged. The article describes that the traditional value of parks is that they are places of recreation as well as visual assets to communities. This article focuses on how policy-makers, practitioners, and the public can begin to think about parks as valuable contributors to larger urban policy objectives, such as job opportunities, youth development, public health, and community building. Comments made by the task force and the attendees at the first public meeting indicate a general concern about the future of Latonia in terms of attracting and retaining desired population. The provision and upkeep of a Latonia park system would assist with this desired outcome.

Several comments were made at the first public meeting regarding recreational opportunities. The comments ranged from wanting better maintenance of existing parks to the need for new pocket parks within the neighborhood. According to the market study, the population of Latonia in 2013 is projected to consist of approximately 32 percent of households with children. This emphasizes the need to identify active recreational opportunities in the area. By 2013 Latonia is expected to consist of roughly 68 percent of households without children. The population contained within these households, will likely desire different recreational activities than those oriented toward children's use. Passive recreation opportunities such as greenways (which can accommodate trails), plazas within the redevelopment areas, or new pocket parks in the neighborhood are likely amenities to be desired and enjoyed by most population segments including the elderly and individuals without children.



## Maintenance

During the first public meeting, concerns were expressed about the maintenance of existing parks within the study area. The City makes every effort to maintain its parks; however, due to budget constraints it is essential that neighborhood associations and other park interest groups interested in parks may be needed to assist the City with maintenance needs. This could be accomplished during organized volunteer days and could be accomplished with guidance and in coordination with the City's Recreation Department.

## Potential

There may be a potential for additional mini- or neighborhood parks or even community gardens within the study area as housing is razed or additional vacant land becomes available. Having an established urban park system in Latonia, a strong foundation for which is already in place, would assist in marketing Latonia to a wide variety of potential homebuyers and businesses.

Apart from the larger recreational facilities like Bill Cappel Youth Sports Complex or even facilities such as Victory Avenue Covington Field, there are only three tot lots with play equipment within the study area. Smaller parks such as these and larger recreational facilities need to be supplemented by new facilities in order to best service the needs of the Latonia community. Based on the current population of Latonia national park standards indicate the following:

*Mini Parks* - A mini-park is approximately 1 acre in size and serves an area 1/8 to 1/2 mile in radius. Mini-parks typically include amenities such as playgrounds, small multi-use areas, and benches. While mini parks are most often provided in association with school facilities, they should also be provided as needed in high density neighborhoods where children do not necessarily have adequate yard space. Typically a mini-park serves 1,000 people for every 1/2 acre.

The population of the Latonia study area is approximately 4,700. Per the standards, the area should be served by at least 4.7 acres of mini parks. Based on current area in mini-park approximately two acres or two mini-parks are needed. Currently there are three tot lots that are located west of Winston Avenue providing a total acreage of approximately three acres. The neighborhood east of Winston Avenue does not have any tot lots but has the larger recreational fields. Three sites have been identified with the potential to be transformed into mini-parks:

The City of Covington impound lot located at the Bill Cappel Sports Complex just south of E. 43rd Street is a potential location for a mini-park. The City has indicated a desire to relocate this impound lot and this space may be improved with playground equipment and benches to better serve the needs of the population in the vicinity of the Sports Complex. The Task Force suggested using the impound lot to add future facilities such as sand volleyball courts to the sports complex. Facilities like these could likely be constructed with little sub-surface modification, thus lessening the need for environmental mitigation.



Figure 4.5.2: Police Impound Lot

The fairly level, but deeply wooded, land just south of East 34th Street known as the Latonia Depot, has potential to partially serve as a mini-park. The site in question is comprised of approximately 15 acres and access to usable land could be challenging. Topographic constraints

on the periphery of the land and the location of the railroad present access issues that would need to be designed around. A small portion of this land could be reserved for a mini-park and installation of playground equipment could help fulfill the mini-park needs of the neighborhood. Due to its close proximity to the Licking River this land could also be improved as a park in combination with access to the river.



Figure 4.5.3: Latonia Depot Area

In addition to the two locations mentioned above, a third potential location for a mini-park is the vacant Marathon gas station located at the corner of Decoursey Pike and 32nd Street. Business and neighborhood associations in the area are already working on acquiring this site and improving it with foliage and benches in coordination with the City of Covington.

*Neighborhood Parks* - These parks are usually 5 to 15 acres in size and serve a radius of ½ mile to 1 mile. Common facilities include field games, playground equipment, small pools, small neighborhood center, drinking fountains, and restrooms. Typically, a neighborhood park serves 5,000 people for every 2 acres. The study area is well served by larger recreational fields and parks including the Bill Cappel Youth Sports Complex, the Eva Farris Sports Complex and the Victory Avenue Covington Field.

*Additional Opportunities* - In addition to the above mentioned locations there may be a

potential for additional mini- or neighborhood parks or even community gardens within the study area as housing is razed or additional vacant land becomes available. Having an established urban park system in Latonia, a strong foundation for which is already in place, would assist in marketing Latonia to a wide variety of potential homebuyers and businesses.



Figure 4.5.4: Potential Mini-Park Location

*Community Pool* - Significant interest was reported through various public involvement avenues for a community pool within the study area. While specific locations have not been discussed, it is important that a feasibility analysis be undertaken to determine if a community pool would be viable within the study area.

During key person interviews, it was also discovered the Covington Independent Public School system had interest in exploring the possibility of a joint venture to create a community pool. Discussions should commence shortly after the completion of this study with public and private schools, the City, and other interested parties to determine the feasibility of developing a combined community center and aquatic facility in Latonia. Ideally, the aquatic facility will be indoors so it can be utilized year round and provide the most benefit to the community. See Section 4.5.5 for further discussion of a proposed community center.

### **Construction of new parks**

During the mid-term planning period, the actual construction of mini parks within the study area is recommended to begin. One of the properties recommended for mini-parks within the study area, the police impound yard, is already owned by the City of Covington and should be considered a prime candidate for additional recreation facilities.

### **Linkages to the Licking River Greenway**

The Licking River Greenway Master Plan envisions a trail and greenway system along approximately 5 miles of the Licking River from its confluence with the Ohio River to I- 275. This greenway system will be a major regional amenity, which will attract jobs, visitors and potentially new residents to the area when fully realized. The Licking River Greenway Impact Analysis published by Vision 2015 in September 2010, indicates that direct effects of the initial investment will be to create between 117 and 164 jobs and add between \$12.9 and \$18.1 million to industry output in the Cincinnati MSA.

A major element of the realization of the Licking River Greenway Master Plan is to provide adequate linkages to the Licking River from neighborhoods that are immediately adjacent to the river. The entire eastern boundary of the study area is encompassed by the Licking River. Potential linkages to the river and interconnecting neighborhood parks with the greenway should be further evaluated by the strategic action committee.

Work toward implementing Licking River Greenway Master Plan is a longer term goal of this recommendation. The realization of the Licking River Greenway Master Plan as a regional amenity will be important in attracting jobs and improving home ownership within the study area. The strategic action committee

and other interest groups within the City should coordinate with the City of Covington in implementing the plan.

### **Sporting Events at Bill Cappel Youth Sports Complex**

The approximately 63 acre complex located along the south side of 43rd Street is an area attraction hosting over 1,000 sanctioned sports contests annually. Sports leagues and tournaments held at the facility bring large numbers of visitors into the study area. This facility has the capacity and potential to attract larger regional sports events; however, these events may have historically avoided the area because of the need additional amenities such as hotels and restaurants in close proximity. Efforts should be explored to coordinate with hotels that are located outside the study area in Wilder to provide housing for events. Enhanced wayfinding efforts (section 4.6 Transportation, page 65) will help to make the complex easier to locate.

### **Create greenway connections between parks in the neighborhood**

Ravines within the study area provide a great opportunity to create greenway connections between the various parks within the neighborhood. These areas provide good linkages because they are not likely to be built upon due to topographic constraints. Although a highly dense urban area, Latonia has a great potential to market itself with an urban park and greenway system differentiating this neighborhood from others. This requires a strong vision and an even stronger implementation strategy as coordinated efforts will likely take several years to fully implement. Comments heard through public involvement sessions established a strong community desire for outdoor recreational opportunities.

## Utilization of the Licking River and Banklick Creek

The Latonia neighborhood, bounded by the Licking River and Banklick Creek boasts of some unique opportunities as identified in the Licking River Greenway Master Plan published December 2008. While these natural features could be perceived as barriers or obstacles, they have a great potential to generate interest and economic activity from people within the area as well as draw outsiders to the area. The use of stream corridors for recreation purposes has been accomplished in many different cities across the nation for economic development purposes. Providing adequate and safe public access to the river is essential in using them for recreational opportunities and to attracting economic opportunities through recreation.



Figure 4.5.5: Kayaking on Banklick Creek

### 4.5.2 Schools

#### *Short Term 0-5 Years*

Public and private schools are important assets within Latonia. Several recommendations such as working towards a community pool and addressing parking issues are located within various sections of this plan. These recommendations will require cooperation and/or coordination with schools to be fully realized. It is suggested that local schools play an active role in the strategic action committee to ensure that the needs of these important institutions can be met during redevelopment changes that happen well into the future (See Section 4.1).

#### *Ongoing*

One of the most important attractions of a community is to have a well regarded school system. Comments received from the survey, interviews, and from the first public meeting reflected a mixed perception and potential school related issues that may need to be addressed as the study is implemented. Schools must be viewed by the public as an asset in order to assist Latonia in attracting future residents. Improvements in the school system may also help stem increased residential vacancy trends indicated by data collected as part of the market study. A concerted effort by the school system, City government, residents, and business owners of Covington is needed to focus on improving the school system by ensuring existing strengths and new improvements are recognized in the region.

### 4.5.3 Utilities

Utilities refer to items such infrastructure amenities as sewer, storm sewer, water, electric and natural gas infrastructure. This section provides recommendations for changes to utilities as the plan moves forward.

#### *Short Term 0-5 Years*

### Underground Utilities

Overhead utility lines can add to visual clutter and make an area appear disorderly and unattractive. Duke Energy should be approached to discuss a plan to bury the power lines as redevelopment occurs to improve the overall appearance of the community. Efforts should begin along Winston Avenue and continue into Ritte's Corner, thus strengthening the appearance of the neighborhood's core. Burying the utility lines could occur as the central commercial area redevelops. Power lines may need to be moved to make way for the redevelopment to occur, which would provide a good opportunity to bury the utility lines with cost-benefit opportunities. A before and after



Figure 4.5.6: Before and After Photo Rendering of Utility Lines Moved Underground in Ritte's Corner

rendering of how Ritte's Corner could look with underground utility lines is displayed in Figure 4.5.6 on the previous page.

### **Duke Energy Substation**

During their key person interview, Duke Energy reported plans to remove a substation on the southern side of the railroad at Decoursey Avenue. The building's proximity to the Railway Museum of Greater Cincinnati could provide additional space for historic exhibits. However, given the building's location immediately on the railroad, this structure could prove difficult to lease or sell. Another potential use of the lot could be for parking for businesses, residents and schools in the area.



Figure 4.5.7: Duke Energy Substation

### **4.5.4 Safety & Emergency Services**

#### *Ongoing*

As the Latonia Plaza shopping center redevelops this study anticipates additional vehicular traffic and pedestrian activity will be experienced in Latonia. To be prepared for this the City fire, police, and emergency services should be informed of the changes and consulted on the final design of the redevelopment as it begins to occur. As redevelopment efforts will be long term, these relationships will need to be ongoing to ensure that emergency service plans stay up-to-date with the changes in the phased development. For more information on phasing in the redevelopment area please see section 4.8 Latonia Plaza Redevelopment page 83.

### **4.5.5 Other Community Facilities**

Other community facilities typically include activities and physical facilities provided by non-public or semi-public organizations that provide their services to the public. These services also include those activities not customarily provided by the public, such as food and/or clothing distribution and school supply assistance to those in need. In Latonia, there are several organizations and potential facilities that come under this category and that provide opportunities for enhancing the quality of life in the area or provide services needed by persons living in Latonia.

#### *Short Term 0-5 Years*

### **Outreach programs**

There are currently several programs helping those in need to acquire basic goods and services. These programs operate out of a variety of government and private non-profit agencies some of which include Catholic Charities, Latonia Christian Church, Calvary Baptist Church, the American Legion, and Action Ministries. It is recommended that these services communicate more closely with each other and coordinate their programs to maximize effectiveness. A study should be conducted to determine which needs are not being met by the current programs and what adjustments should be made to provide these unmet needs. Research into the practices of similar cities in providing these needs could also be productive.

### **Community Center**

As mentioned previously, the Latonia community should begin investigating how to build a community center that will address needs of the neighborhood on as many levels as possible. This center could become the hub of activity for the area, and should be located within the Latonia Plaza Redevelopment Area of the neighborhood (section 4.8 Latonia Plaza Redevelopment, page 83). The community, along with the City's assistance, should

discover if there are government grants and/or loan programs or other funding sources, such as private foundations, that could assist in building this facility.

Some of the amenities that could be provided within the community center are; meeting rooms, a community art gallery, senior center, day care, and/or possibly a library branch. One potential use that could be a part of this facility is the aquatic center mentioned in Section 4.4.1 that could also meet the need for a new community pool in Latonia. In section 4.8 Latonia Plaza Redevelopment page 83, the redevelopment concept for the Latonia Plaza identifies a location for a potential community center and/or facility containing a combination of public type uses. This facility would provide a center for the community, and a convenient place for organizations to hold meetings. Placing a park and/or a plaza adjacent to the community center would also expand the use of the facility by providing a larger outdoor area to hold community events.

## **Museum**

Latonia has a rich history and heritage that includes the railroads and the Latonia horse racetrack. During public involvement sessions, respondents expressed an interest in having a museum to highlight this rich history. The

initial idea for a history museum focused only on Latonia's horse racing heritage. However, efforts are currently underway to create a museum that will cover a more comprehensive view of the neighborhood. This plan embraces the idea of a Latonia museum as increased knowledge of an area and civic pride can strengthen revitalization efforts. Location of a museum, like the community center, provides an opportunity to enhance the attraction of Latonia for visitors and residents. One consideration is to locate the museum and community center in close proximity to the Latonia Plaza redevelopment area and/or Ritte's Corner.

## **Landscaping**

The strategic action committee should work with city officials, and other community organizations to install landscaping at prominent locations throughout the area. A small amount of landscaping can make a dramatic difference in the appearance of the community. Landscaping projects a message that residents in an area care about their community and think it is a good place to live. These areas could be maintained by a special group and/or the neighborhood associations. If possible, the landscaping should perform as stormwater maintenance facilities as well as detailed in section 4.4 Green Infrastructure on page 49.

## 4.6 TRANSPORTATION AND MOBILITY

One of the primary goals of this plan is to improve mobility in the area by enhancing vehicular, pedestrian, bicycle, and mass transit connectivity. Recommended improvements in this section encompass a variety of mobility options to provide for safe and efficient access for residents, businesses and visitors within the Latonia area.

### 4.6.1 Winston Avenue Findings

Winston Avenue was identified as needing modifications to increase pedestrian safety throughout the course of the Latonia Small Area Study. Comments received through key person interviews, surveys, Task Force discussions, and the first public meeting indicates there is a desire for safer and more inviting facilities for all users. The following paragraphs describe data collection efforts, analysis, and recommendations for Winston Avenue between Howard Litzler Drive and 39th Street.

Traffic Counts were conducted on the Winston Avenue corridor between June 29 and July 1, 2010 to gather information about traffic activity and capacity within the area. The intersections between Howard Litzler Drive and Ritte's Corner were shown to operate within their capacity constraints utilizing the current lane configuration and no significant congestion was observed. The current Winston Avenue configuration provides for vehicular mobility in the form of two travel lanes in each direction with a center turn lane (Figure 4.6.2 on page 67).

Capacity analysis was conducted for the three primary intersections at Howard Litzler Drive, 43rd Street, and 39th Street to evaluate the feasibility of a lane reduction along the length of this roadway. This analysis indicated Howard Litzler Drive was the primary constraint on the corridor as it experienced the highest volume of traffic within the corridor. Furthermore the intersection with Howard Litzler Drive is anticipated to operate at approximately 78



Figure 4.6.1: Winston Avenue in Latonia

percent of its capacity if Winston Avenue were to be reduced to a 3-lane section. This analysis provides a reserve capacity of 22 percent which would provide some room to accommodate additional growth and seasonal variations in traffic.

A review of historical growth rates on Winston Avenue was also conducted throughout the analysis phase of the plan. This review indicated that Winston Avenue volumes were relatively consistent throughout the 1990s remaining between 13,400 and 13,900 vehicles per day. During the late 2000s a significant increase in traffic to 18,000 vehicles per day was observed; however, this volume has remained consistent over the last four years.

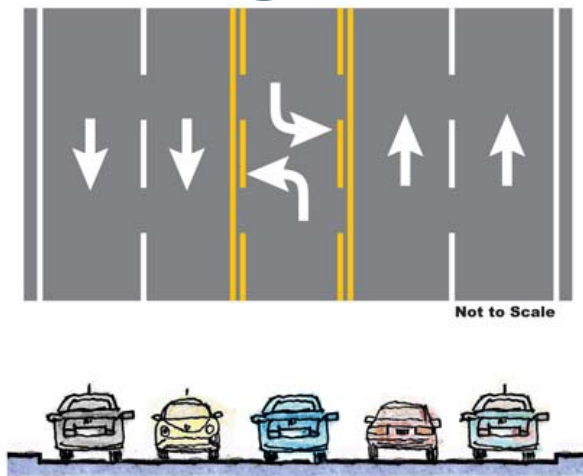
### Recommendations

#### Short Term 0-5 Years

This plan recommends that a road diet on Winston Avenue be achieved in the early phases of implementation. A road diet entails reconfiguration of travel lanes and other vehicular roadway elements to allow for amenities like bike lanes, non-traversable medians, on-street parking, landscaping, and walkways. Typically the number of lanes and/or the widths of lanes are reduced. These reconfigurations result in additional space for other forms of mobility, a reduction in traffic speed, and provide an overall increase in safety for all users of the roadway. Another benefit of a road diet is the promotion



## Existing Configuration



## Potential Configuration

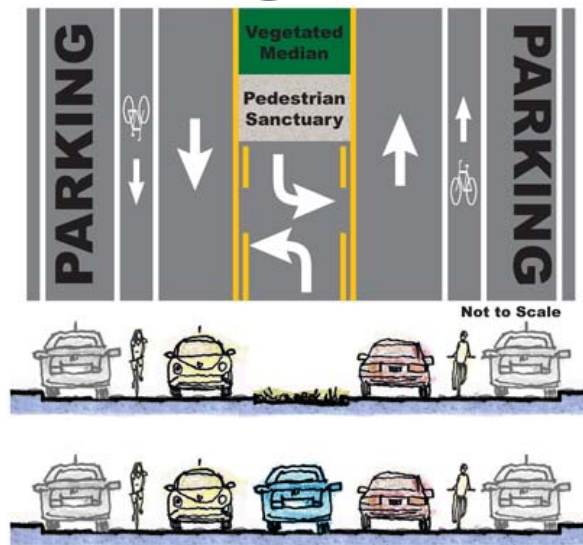


Figure 4.6.2: Winston Avenue Road Diet

of better land use organization due to the ability of the newly scaled pathway to provide more pedestrian centered development. Road diets also have the potential to reduce induced traffic demand, promote greater driving attentiveness, and promote cycling activity and safety via the addition of bicycle lanes. Providing dedicated left turn lanes at intersections can improve vehicular safety and can enable a more efficient usage of the roadway. National research has suggested that crash rates may be reduced by 20 to 50 percent with the conversion to a three-lane cross-section as displayed in Figure 4.6.2 above. These benefits would coincide with and compliment recommendations made previously for the creation of a destination. Those recommendations can be found in section 4.8 Latonia Plaza Redevelopment. Even with a reduced number of travel lanes some reserve capacity would remain in the corridor to serve minor fluctuations in traffic.

While the intersections would operate within capacity, some minor increase in delay and reduction in travel speeds over the existing conditions would be expected to occur. The

Task Force was made aware of these potential issues throughout the course of their monthly meetings. The group decided that some delay would be acceptable and would likely help to create the sense of a “destination” with the Latonia Plaza redevelopment detailed in Section 4.8.

It should be noted that TANK routes 9 and 25 could impact smooth operations of a three-lane roadway section, as stopped buses would block advancing traffic. Bus pull-outs would be an ideal element of the redeveloped roadway configuration to address this issue. However, the presence of bus pull-outs have the potential to create further operational problems for the transit buses, increasing delays for both motorists and busses. Ideas such as rerouting transit operations into the redevelopment area should also be considered by the strategic action committee.

As part of the effort to determine what could happen on Winston Avenue, the City developed more detailed simulation models for the corridor to fully evaluate traffic operations. The existing

condition and proposed configuration with the road diet were both modeled using current traffic volumes so that an accurate comparison could be made. Despite the overall delay increasing throughout the corridor, City staff believes the road diet could work if some other minor traffic improvements such as signal timing or installing/ extending turn lanes were made. Implementing the road diet would increase pedestrian safety by minimizing the number of lanes they would need to cross. Before the implementation of the road diet, future traffic projections would need to be modeled to see if a reconfigured roadway could handle the additional demand.

The Task Force recognizes a coordinated effort of the strategic action committee, the City, and the Kentucky Transportation Cabinet will be necessary to realize this recommendation. It is also acknowledged that some increase in delays and reduced travel speeds are acceptable as potential benefits like increased mobility for other users and creating a destination in Latonia outweigh the potential negative impacts.

### 4.6.2 Wayfinding

Wayfinding refers to a coordinated collection of signage that assists travelers in locating and navigating to amenities and attractions within an area. Often, wayfinding efforts begin on the periphery of an area via gateway identifiers and help direct patrons through the necessary paths to key community destinations. A large number of vehicles travel in the vicinity of Latonia everyday along routes such as I-275 and Madison Pike. Many of these passersby may not even know they are near Latonia. A wayfinding system would both assist in directing people to local attractions within the area as well as help

promote amenities within the neighborhood that might otherwise go unrecognized.

#### Short Term 0-5 Years

**Interstate Signs** - Listing Latonia’s attractions and appropriate businesses on information signs (Figure 4.6.3) along I-275 is one of the first items that can improve wayfinding and serve as advertisement for Latonia and its amenities. Average daily vehicular traffic counts (Table 4.6.1) indicate periphery locations outside the neighborhood experience several thousand vehicles travel nearby on a daily bases. While some of these vehicles undoubtedly enter Latonia, a significant number likely do not. Interstate amenity signs indicate to drivers on



Figure 4.6.3: Interstate Wayfinding Signs

I-275 that Latonia has a variety of businesses and attractions they may want to utilize. The strategic action committee should work with local businesses and amenities within Latonia to better promote the area through interstate signage.

**City-wide Wayfinding** - The Latonia strategic action committee should work with the City of Covington to develop a city-wide wayfinding system. This system could consist of a standardized set of signs directing people to and from attractions throughout the Latonia area. Ideally, this system would distinguish Latonia from the rest of Covington and aid in giving the

Table 4.6.1: Average Daily Vehicular Traffic Near Latonia

Count Location	Year of Record	Traffic Volume
I-275 East of Taylor Mill Road	2008	102,748
I-275 Between Madison Pike & Taylor Mill Road	2008	107,042
Taylor Mill Road north of I-275	2008	23,617
Madison Pike at Kyle’s Lane	2007	21,580
Madison Pike north of James Avenue	2007	18,509



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Figure 4.6.4: Example of City-wide Wayfinding Signs

neighborhood its own identity. The system could include large gateway monuments, banners, and directional signs, along with directions for how to leave the area after a visitor has completed their trip. This sign system not only assists visitors in finding and returning from attractions but promotes and advertises the community itself and, if well design, can help beautify the community with identifiable signage. An example of a city-wide wayfinding system utilized by the City of Decatur, Alabama can be found in Figure 4.6.4.

**City Partnerships** - Latonia should work towards a partnership with its neighboring cities, Fort Wright and Taylor Mill, to locate signs for Latonia attractions in strategic locations such as Taylor Mill Road and Madison Pike within those cities. Latonia would, in turn, need to provide reciprocity to these cities, likely in the form of signs promoting their unique activities. Signage for amenities in one city should not compete with a similar amenity located outside

its borders. Ideally neighboring cities will be seeking a different tenant type than Latonia, and the cities should look to work together in seeking complementary businesses along their borders.

**Gateways** - Construction of prominent gateway features at the entrances of Latonia could be another element in the wayfinding system, which could provide better definition of the Latonia neighborhood and its boundaries. Proposed gateways include adding features within the vicinity of 1) Winston Avenue and Howard Litzler Drive, 2) Decoursey and 47th Street, 3) James Avenue/East 30th Street and the railroad underpass, 4) Madison Pike as it enters the residential area shortly south of the KY 17 and KY 16 split, and 5) Madison Pike at Latonia Avenue (Map 4.6.1). Prominent signs welcoming people to Latonia should be surrounded where possible with pleasant landscaping.



Map 4.6.1: Potential Gateway Locations

Implementation of a wayfinding system will best be achieved on a City-wide basis. The strategic action committee should discuss its wayfinding needs with the City of Covington and work towards potentially becoming a pilot neighborhood for a larger Covington system.

### 4.6.3 Parking Findings

Several parking issues were identified through the course of this study. The most frequently identified was the lack of parking availability for residents and businesses within the Ritte’s Corner area. Available parking is utilized for a variety of reasons including residential, employee, consumer, and school related parking activities. Currently time restricted parking is available at Ritte’s Corner allowing a maximum of two hours parking, thus helping to increase turnover and access to businesses. The time

restricted parking creates a difficult situation for area residents who may not have access to off-street parking.

### Recommendations

#### Short Term 0-5 Years

**Off-Street Parking** - The issuance of residential parking permits may be a practical approach to ensuring that area residents are provided adequate parking capacity. Shared use parking at local churches, schools and businesses could provide another means to offer additional parking and meet long term daily demands. These options should be investigated in more detail with the strategic action committee during the implementation phase of the study. Construction of a parking structure located within the Latonia Plaza redevelopment area or Ritte’s Corner might provide part of the solution to Latonia’s parking needs. Construction of

such a structure would likely require public/private partnership funding to be fully realized within the study's planning horizon.

*On-Street Parking* - In addition to parking availability, safety issues have been identified as a consequence of designated parking spaces blocking available sight distance at stop controlled intersections. This study recommends an area-wide parking restriction within 25 feet of any intersection. This restriction would help to increase available sight distance and safety at intersections throughout the study area. The City should also consider increasing this 25 foot distance on major collector arterial streets, or areas with documented safety problems. One location identified during the study to be considered for greater restrictions is East 40th Street and Decoursey Avenue. This area is impacted by traffic from the Twin Oaks Golf & Plantation Club and Rosedale Manor, which draws significant traffic to the area.

#### 4.6.4 Freight Findings

As identified in the Existing Conditions Report, freight traffic from the Mobil Terminal north of the study area and Lally Pipe and Tube, on Locust Pike in Taylor Mill, regularly travel through Latonia on to access I-275. Currently, all freight traffic is routed through the five leg intersection at Ritte's Corner. Heavy truck traffic moving through this intersection from Winston Avenue to the south on Decoursey Avenue must negotiate a sharp right turn of approximately 45 degrees. As a result, trucks frequently over track onto the adjacent sidewalk and evidence of contact with existing utility poles have been identified (Figure 4.6.5). This over tracking creates maintenance issues with sidewalks and utility poles and poses a serious hazard to pedestrians as well.

These turn movements also require large trucks to travel slowly, which often results in intermittent periods of delay at and around this



Figure 4.6.5: Utility Damage in Ritte's Corner

intersection. In order to avoid this maneuver, some northbound trucks have been observed to turn right onto Southern Avenue, rather than using Decoursey Avenue. This route creates additional problems in the area such as semi trucks operating in areas not intended or constructed for such heavy usage. The residential areas on Southern Avenue and within the vicinity of Holy Cross School are generally the most affected by this alternate route.

#### Recommendations

##### *Short Term 0-5 Years*

This study recommends improving the intersection at Ritte's Corner to allow for smoother freight operations. Improvements to the intersection should include minor changes at the southeast corner of Winston Avenue and Decoursey Pike, including the relocation of the utility pole on the corner which has been hit by turning trucks (Figure 4.6.5). Redesign of the corner may also be warranted, however, any redesign of the pedestrian area must not negatively impact the Korean War Memorial Park. Changes to the intersection may provide an easier turning path for truck traffic, relieving some of the associated congestion.

*Long Term 12-20+ Years*

Longer term improvements to east-west mobility south of the study area could also reduce the amount of freight traffic traveling through Ritte's Corner. Improvements to KY 177 such as a connection Wilder or access to I-275 could alleviate some of Latonia's transportation issues. However, these improvements would need to be part of solutions to transportation issues that extend beyond the scope of this study because they lie outside the study area and time constraints. While this study recognizes a need for these improvements, it also acknowledges that adequate resources are not likely to be secured within this planning period.

### 4.6.5 Transit Findings

The Transit Authority of Northern Kentucky (TANK) currently operates three routes (numbers 7, 9, and 25) along Winston Avenue and through the Latonia area into Northern Covington. Latonia is well served by transit options and no additional routes are recommended at this time. Future study may be required if increases in demand warrant new transit options.

### Recommendations

*Short Term 0-5 Years*

Improvements to transit assets within the study area could increase the number of people accessing the Latonia area. In order to achieve higher ridership two improvements have been identified. The first is to construct a bus shelter at Ritte's Corner to help riders identify Ritte's Corner as a prime destination within the heart of Latonia as well as to provide an identifiable safe haven for riders waiting for a bus. Secondly, a Park-and-Ride location is proposed within the Latonia Centre commercial area of Winston Avenue to serve commuting traffic into and out of downtown Covington. This facility could have the impact of bringing people to shop and eat who normally would not enter the area.

### 4.6.6 Church Street

*Ongoing*

The Existing Conditions Report revealed a potential safety hazards concerning student pedestrians in the vicinity of the Holy Cross School. The school operates in structures on the east and west side of Church Street and students frequently cross the street when changing between their classes. The Task Force discussed the issue and worked with staff to identify a wide range of potential solutions. Some suggestions include:

- Traffic calming measures to improved pedestrian safety such as reduced pavement widths and a raised crosswalk at primary crossing locations.
- Temporary closures of Church Street dependent upon the time of day. This would likely be accomplished most effectively through the use of removable barriers/ bollards to provide the ability for a single street to serve both peak period pedestrian activities and peak period vehicular demands.
- Permanently closing Church Street between Southern Avenue and 36th Street, in front of Holy Cross High School.

Any combination of these recommendations as well as other alternatives could serve to increase pedestrian/student crossing safety and to work toward providing a more contiguous campus. This study is not able to address this issue in further detail due to the need for a detailed analysis of Church Street.

This study recommends a more thorough analysis of potential alternatives and impacts of changes to Church Street. This analysis should include discussions with and input from pertinent stakeholders and residents in the area. Completion of such an analysis should

be conducted before a final decision regarding improvements to Church Street is made. Issues pertaining to the closure of Church Street need to be fully evaluated before moving forward with any recommendations as numerous issues are prevalent regarding safety on the street and mobility within the neighborhood. Several issues have been identified that should be addressed prior to the selection of any alternative. These include:

- The impact of street closures on emergency services, including potential increases in response time to areas of city.
- The impact of closure on residential travel patterns, including existing volume of traffic on the roadway and evaluation of travel time and distance adjustment likely to be required of those who frequent the area.
- Bike and pedestrian access for area residences through Church Street.
- Available alternative routes to residents and emergency services in the event of closure.

### 4.6.7 Miscellaneous Mobility Recommendations

#### Short Term 0-5 Years

The following miscellaneous transportation issues have also been identified through the course of the study. These recommendations should be implemented as soon as time and funding permits.

- Install a stop sign to control the westbound movement at East 40th Street and Huntington Avenue and create an all-way stop control for this intersection. This area was identified in the Existing Conditions Report as a problem intersection by TANK bus drivers due to restricted visibility and poses a general driving hazard for motorists. The movement at this intersection is currently uncontrolled and sight distances are significantly restricted

by the grade of the approach and a retaining wall. This causes safety concerns for those traveling through the intersection, particularly from northbound Huntington Avenue. Discussion with the Task Force indicates that significant revision to the existing street network and/or at-grade rail crossing location is undesirable. However, a need was identified to upgrade the existing at-grade crossings throughout the study area and provide a more fluid crossing point. This recommendation includes the need for reevaluation of approach grades at some of the intersections within the study area.

- Currently Winchester Street provides access between East 33rd Street and James Avenue (Figure 4.6.6 below). This street is intended as a one-way egress emergency route for the neighborhood immediately south of the Marathon Depot. Winchester Street is intended to be utilized when a stopped or slow moving train blocks the at-grade crossing at East 33rd Street. However, the one-lane roadway is often used by residents to provide two-way access across the railroad tracks regardless of whether or not



Figure 4.6.6: Winchester Street

- trains are present. It is recommended that Winchester Street be widened and brought up to all appropriate roadway standards, providing a minimum of 14 foot pavement width, to allow for two vehicles to pass each other. Providing full access to this roadway will provide greater connectivity and create a safer roadway for residents south of the depot.
- Increasing opportunities for bicyclists within the neighborhood is another recommendation of this study that seeks to enhance the study's goal of increasing mobility for all users. Using bicycles for transportation has been found to promote healthier lifestyles, reduce CO2 emissions into the atmosphere, and helps to reduce delay associated with vehicular congestion. It is recommended that routes identified on the Recommended Bike Routes (Map 4.6.2 on page 74) be identified with "Share the Road" signage within the study area (Figure 4.6.7).



Figure 4.6.7: Share The Road Signage

- Several comments were received throughout the planning process indicating the Rogers Street and Madison Avenue intersection is in need of modification. This study recommends removing 25 feet of on-street parking within the vicinity of the intersection. This will serve as a primary means of improving sight distances and increasing safety. If conditions do not improve in the intersection after implementing parking restrictions further detailed study may be warranted in the future.

#### *Mid Term*

#### *5-12 Years*

As identified previously, adequate parking availability is a critical issue that needs to be addressed to satisfy existing demand as well as to accommodate future business and residential growth. To meet these needs, two improvements are recommended to increase the amount of parking and the utilization of those areas.

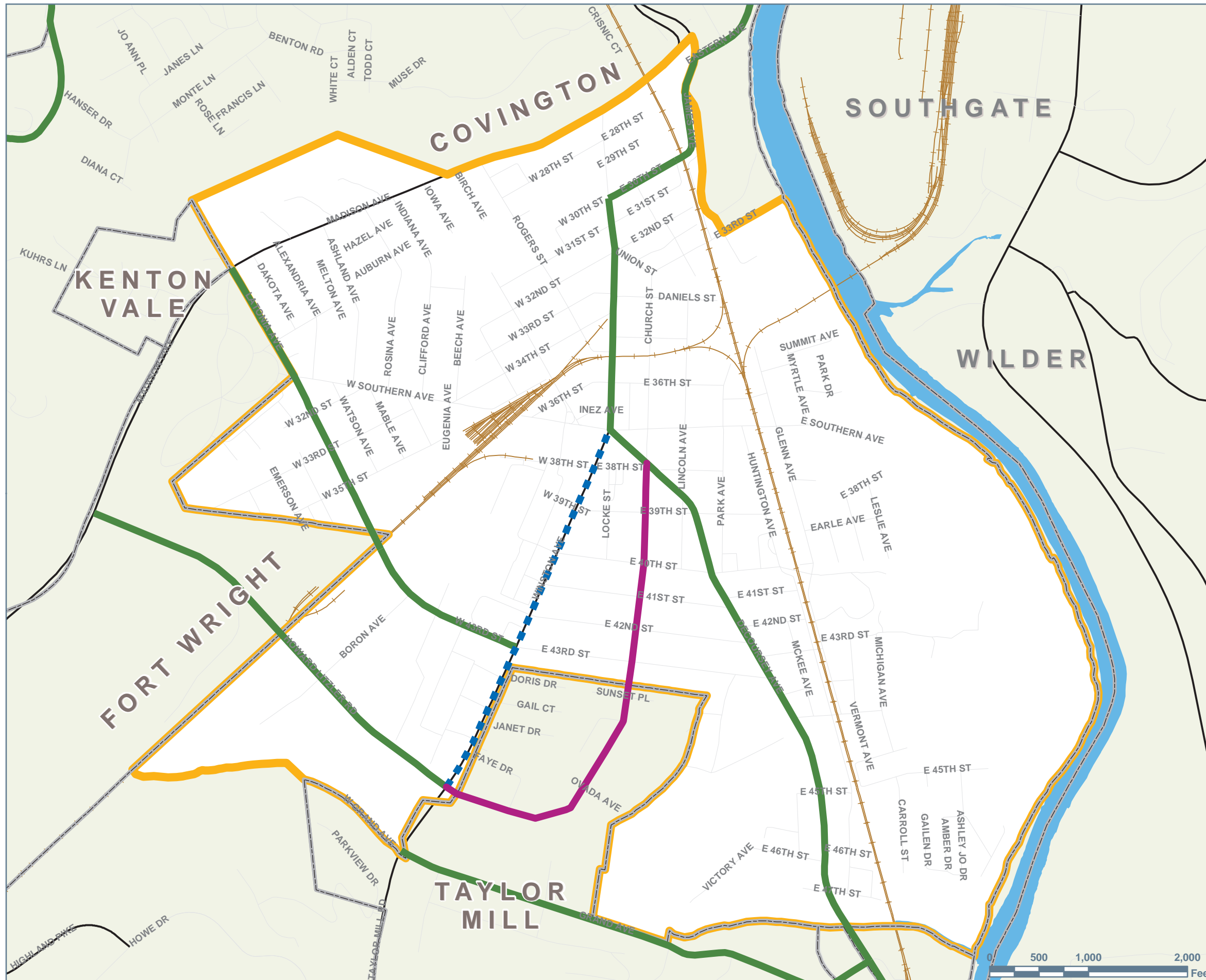
To achieve this purpose, it is recommended that additional parking lots be constructed in residential areas where vacant land or condemned properties exist. These areas should be identified by the strategic action committee as part of the housing plan addressed in section 4.2 The Market – Housing, Commercial, and Industrial. Creation of these lots during the implementation phase should be pursued by the City and other local community groups. The minimum size anticipated to be necessary to provide parking is 5,000 square feet. In many cases this will likely involve combining two or more properties. Parking lots located within residential neighborhood provide an opportunity to utilize green infrastructure techniques discussed in section 4.4 Green Infrastructure, such as the use of pervious pavement and landscaped areas which are designed to filter water from paved areas. The strategic action committee should work with SD1 to determine the most appropriate and effective best management practices for each specific parcel.











Additionally, the feasibility of a local transit or trolley service should be explored with TANK to connect the activity centers found at Ritte's Corner, Holy Cross School, and elsewhere. These locations are equipped with available surface parking lots along the Winston Avenue Corridor. Examples of successful local trolley

service can be found in Frankfort and Lexington, Kentucky. By increasing the existing parking infrastructure and providing the needed connections between available parking areas and activity centers, the future development and vitality of the study area can be achieved.

# Map 4.6.2 Recommended Bike Routes



## Legend

-  OKI Recommended Routes
-  Kenton County Primary Route
-  Potential Bike Lanes
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways



Source: LINK GIS Date: October, 2010



## 4.7 STREETScape

The term streetscape describes the many elements that make up the composition of a roadway and its supporting features. The streetscape typically includes the area between the façade of bounding structures or the back edge of sidewalks when structures do not abut the sidewalk and everything in between. For the purposes of this section, streetscape only refers to parts of the street such as sidewalks, lighting, treelawns and street trees, on-street parking areas, street surface, and medians. Details on mobility recommendations such as changes to travel lanes are outlined in the transportation section and are not included in the streetscape discussion. Elements such as sidewalks, medians and street trees aid in defining the character of an area and often subtle changes can make for a drastic difference in the feel of an area. Less functional features such as street plantings and business or community oriented signage can aid in creating a sense of place for an area. Streets and sidewalks are typically the most prominent features within a streetscape.

### *Short Term 0-5 Years*

#### **Streets and Sidewalks**

This study recommends the establishment of a program to repair and maintain streets and sidewalks within Latonia. The City of Covington contracted with NKAPC prior to the start of this study to conduct a city-wide inventory of streets, sidewalks, signs and other elements within the public rights-of-way prior to the beginning of this study. During the existing conditions audit, information from the city-wide inventory study was used to evaluate the condition of the streets and sidewalks in Latonia (Maps 8.1 and 8.2 in the Existing Conditions Report). Streets were ranked by the NKAPC on a seven point scale (very good, satisfactory, good, poor, very poor, serious, and failed). The Latonia Small Area Study recommends immediate attention first be given to streets categorized as poor, or worse and then focus attention to the repair and maintenance of streets with higher ratings once

the substandard streets have been addressed. A full list of street conditions can be found in Appendix B.

Through the same city-wide inventory study, sidewalks were placed into three categories as defined by the City; less than 10 percent damage, between 10 and 50 percent damage, and more than 50 percent damage. This study recommends that sidewalks the worst conditions be repaired first, and then work toward repair and maintenance of sidewalks with better conditions. A full list of sidewalk conditions can be found in Appendix C.

Several state and federally funded programs exist that may provide funding for improvements. The Safe Routes to Schools program provides grant money for infrastructure (sidewalks and street crosswalks) and programming to provide safe walking routes for children going to school. This type of funding may be able to provide some financial assistance in certain portions of the study area. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is another program that provides grant money to build sidewalks. The Northern Kentucky Public Health Department, among other entities, has been successful in securing funding through these programs and has assisted other cities to secure funding. Contact and collaboration with agencies such as these can greatly aid in the search for funding opportunities for these and other recommendations made within this study.

#### **On-Street Parking**

On-street parking is a vital asset to many homes within the Latonia neighborhood. Map 4.7.1 provides an analysis of parcels that were identified through NKAPC research as having no off-street parking facilities. These parcels must strictly rely on on-street facilities to meet their parking needs. This study recommends limited removal of on-street parking within 25 feet of all intersections to aid in increasing

safety through longer clear areas for vehicular sight distances. The study also recognizes that removing even small amounts of on-street parking might be detrimental to homeowners with no off-street choices. As such, adding neighborhood off-street parking facilities in residential areas where and when appropriate to help with parking demands. Additional details on parking can be found in the market and transportation sections on pages 25 and 65 respectively.

### *Ongoing*

## **Sidewalk Installation**

The Latonia Small Area Study recommends installation of sidewalks along streets where they do not exist. A full listing of areas with sidewalk deficiencies can be found in Appendix D. While the full list encompasses several sections of Latonia, streets that connect amenities like parks or areas of the neighborhood that might not otherwise be walkable should be viewed as higher priorities. Two examples of important roadways are Howard Litzler Drive and 43rd Street. Howard Litzler Drive currently has no sidewalk facilities, connects Madison Pike and Winston Avenue, and includes the Totters Otterville facility along its route. 43rd Street has intermittent sidewalk facilities and provides an important connection between Winston Avenue and Decoursey Pike and includes the Bill Cappel Youth Sports Complex along its route. Both of these roadways should be viewed as primary facilities when sidewalk additions are considered. The strategic advisory committee should rank their priorities for sidewalk addition in order to best serve the needs of the community. As stated above, grant programs are available to help pay for sidewalk construction.

Pedestrian amenities such as benches, crosswalks, and landscaping along Winston Avenue will improve the appearance of this primary thoroughway in Latonia and will induce more people to walk along the roadway. Winston Avenue separates a large commercial area from a large residential area. Improving

pedestrian crossings across Winston Avenue will provide added safety and encourage more people to walk to and from the commercial area. The redesign of Latonia Plaza shopping center should be viewed as an opportunity to increase connectivity between commercial and residential uses in the neighborhood, as described in the section 4.8 Latonia Plaza Redevelopment. Increased pedestrian amenities throughout the neighborhood will also work towards the stated goal of improving mobility.

## **Street Trees and Treelawns**

As described in the Green Infrastructure section, tree canopies can help to lessen stormwater impacts, help to cool urban areas, and have potential to make an area more walkable by increasing pedestrian safety. More information on the addition of street trees and treelawns can be found on page 53 of this document.

## **Vegetated Medians**

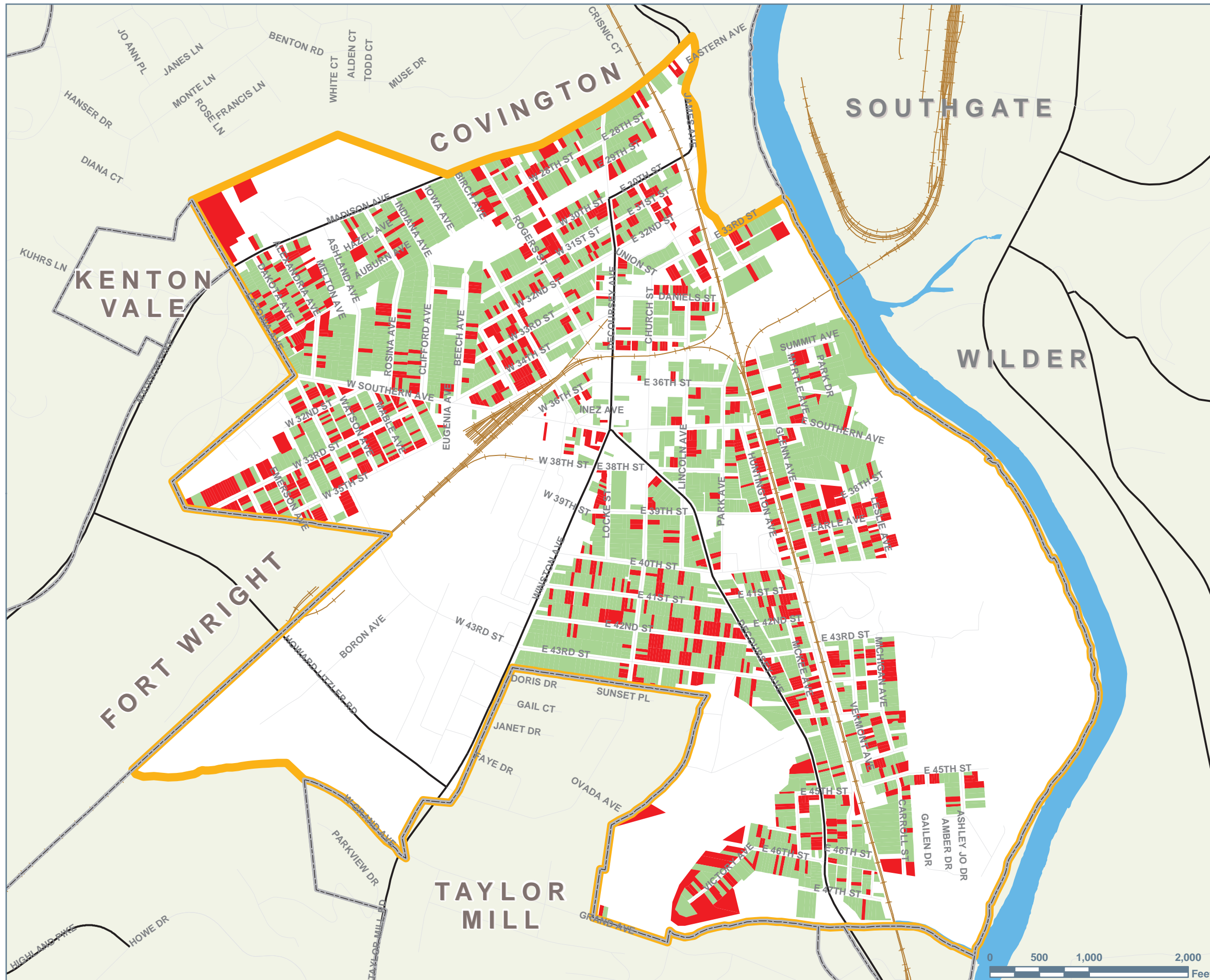
Vegetated medians are planting areas that lie between the travel lanes of a roadway. Medians should be incorporated on major internal streets of the redevelopment area as displayed in Figure 4.8.6 on page 95. Additional details on vegetated medians can be found in the Green Infrastructure and Latonia Plaza Redevelopment sections of this document on page 49 and 83 respectively.

## **Lighting**








Lighting is another consideration of streetscape that should be improved on an ongoing basis. Lighting throughout the corridor today is predominantly provided by standard utility lights attached to utility poles (Figure 4.7.1). Figure 4.7.2 demonstrates more decorative lighting found within the Ritte's Corner area of the neighborhood.

New lighting in the corridor should be compatible with the historical character of the area and could simply include adding additional lights in a style similar to those found in Ritte's

# Map 4.7.1 Residential Off Street Parking Analysis



## Legend

-  No Off Street Parking Available
-  Off Street Parking Available
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways

Source: LINK GIS Date: October, 2010





Figure 4.7.1: Standard Utility Lights

Corner. One consideration of the lights in Figure 4.7.2 is the fixture emits omni-directional light that can glare onto nearby buildings. Care should be taken to choose new fixtures that limit the amount of light that spills onto adjacent buildings, especially in areas where buildings are in close proximity to roadways. The chosen fixtures should adequately light the roadway and sidewalk areas while limiting glare onto adjoining buildings. Additionally, it is recommended that full cut-off lighting fixtures be installed to limit the amount of light that emits above the fixture.

### Building Height and Placement

Building height and placement refers to the maximum number of stories a structure is permitted to have within an area and where the structure is located on a site. This study recommends construction of new commercial buildings keep with the existing character of the



Figure 4.7.2: Decorative Lighting in Ritte's Corner

overall neighborhood. These structures should typically be three stories or less and placed close to the street. Heights of approximately three stories can be accommodated without the use of elevators and placement close to the street promotes walking as patrons do not have to cross wide expanses of parking. While one commercial structure in the area exceeds 10 stories, Latonia is not envisioned to encounter this level of density on a widespread basis within the neighborhood.





## 4.8 LATONIA PLAZA REDEVELOPMENT

### Latonia Plaza Area Concept Diagram

Throughout conversations with the Task Force, analysis of data by staff, and the market study the Latonia Plaza area was identified as an area that could benefit from a more detailed study of redevelopment concepts. Additionally, several comments were received from the public requesting more detailed planning for the area. Staff and the Task Force set out to create a vision of what could happen on the site with development that would seek to encompass the community's vision for the area. The initial step toward developing the vision for the area was to create a concept diagram for the site, which can be found in Figure 4.8.1 on page 85. A more detailed vision of how the area could look in the future was subsequently created from ideas that began with the conceptual diagram. This vision can be found in conceptual renderings beginning with Figure 4.8.2 on page 87.

Like the land use and transportation concepts described in Chapter 3, this concept diagram shows a general picture of how redevelopment could occur in the Latonia Plaza area. Black lines on the diagram show roadway enhancements and the creation of new roads to service redeveloped portions of the property. A primary consideration of the transportation network on the site was to replicate the urban grid street network that is found in the surrounding neighborhood. New internal streets should connect at existing intersections thus allowing for greater connectivity and provide options for increased pedestrian activity.

The Task Force had significant interest in creating a roadway that ran parallel to Winston Avenue and felt this road would help connect the Latonia Centre shopping area with the redeveloped area and Ritte's Corner. This roadway is depicted by the black and green line just to the west of Winston Avenue. A

secondary parallel road is also identified as redevelopment of the site reaches later stages as represented by the black dashed line. All of the proposed roadways inside the redeveloped area should contain sidewalk facilities for increased pedestrian use.

Another key theme of this concept diagram is that of building size and placement. The area today is characterized by larger commercial structures that are set back far from the roadway and are separated from the street by parking lots. Development patterns such as this tend to allow motorists to drive through an area very quickly without always noticing surrounding businesses and establishments. This development style also creates a barrier to pedestrians who must traverse wide parking lots between the street and businesses often without clearly defined sidewalks. Instead continuing to allow for this separation the Task Force chose to recommend smaller buildings in closer proximity to the street. This recommendation serves as a means of attracting pedestrians, replicating and transitioning to the Ritte's Corner area, and provides an effort to get motorists to slow down and think of Latonia as a place instead of a high-speed shortcut.

One of the most important themes to garner from the diagram is an attempt to tie the area together. Joining new street connections with existing neighborhood streets will provide a more seamless transition to the neighborhood. A pedestrian connection across the railroad near the Railway Museum of Greater Cincinnati will help connect west Latonia neighborhoods to new retail opportunities. Buildings that are located closer to the streets help to create more of a neighborhood feel than large parking lots with deep building setbacks. The concept diagram also works towards making the

shopping area more cohesive. While more auto-oriented land uses are currently found in both shopping centers the redeveloped Latonia Plaza area will ideally provide a transition area to the small-town atmosphere found in Ritte's Corner. Auto-oriented uses should remain in the Latonia Centre shopping area, transitioning to a new auto and pedestrian friendly development styles in the Latonia Plaza area, and finally weaving in more urban attributes as proximity to Ritte's Corner increases (indicated by maroon dashed lines on the diagram).

## **Crafting the Details**

The redevelopment rendering outlined in this section was generated through the collaboration of staff and the study Task Force by consideration of the existing conditions report, the market study, as well as public input. Three concepts were presented to the Task Force for consideration and discussion. These discussions led to the creation of the phased redevelopment rendering found in this section of the document.

Phasing the redevelopment concept can provide two separate benefits to the community. It can create the opportunity to convey a long term vision for this area and provide an understandable path for how the redevelopment may come to reality over the course of time. Approaching such a large scale redevelopment project in phases also aids in identifying priority themes and elements for the community to focus on in carrying out the vision of this study. Information regarding all three redevelopment renderings presented and the Task Force's comments on the designs can be found in Appendix E Will be in final document layout with description of discussion.


While the redevelopment rendering is more detailed than the Latonia Plaza Concept Diagram (Figure 4.8.1), it should be viewed as a guide for what could happen in the area, not necessarily a directive of exactly what must happen. Phased renderings found in this section are conceptual planning level drawings, not an engineered, architectural, or development ready site plans. It should also be noted that while the plan discusses this specific approach to phasing there could be other build out scenarios or phasing options that would allow for similar results while still achieving the overall vision and goals of this plan. Regardless of phase specificity, redevelopment is anticipated to be best suited for areas closer to Ritte's Corner and along Winston Avenue in the early phases of implementation. Redevelopment should then continue to include razing and reconstruction of existing retail buildings.

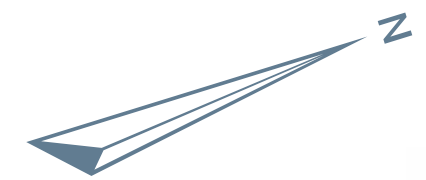
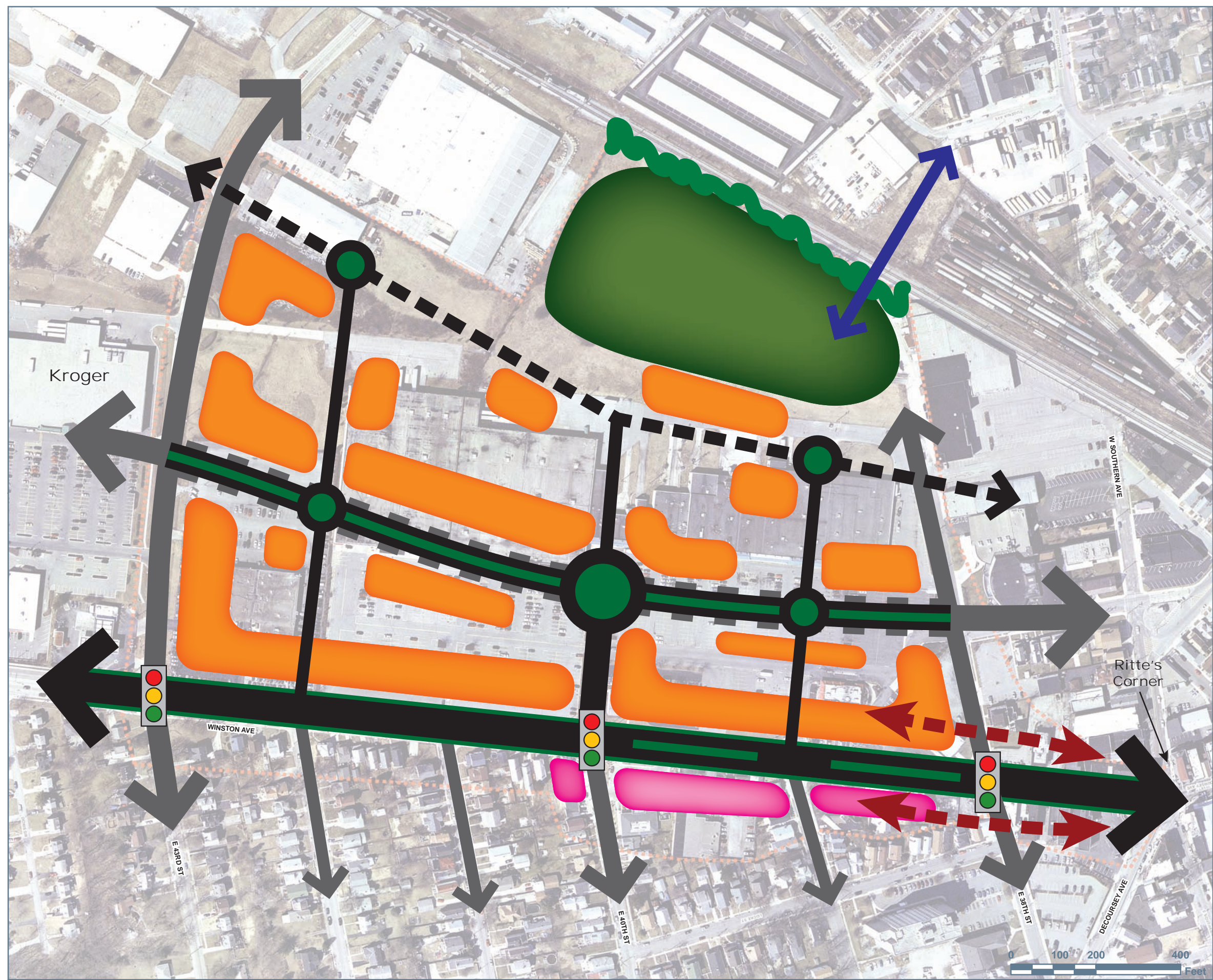
Another key consideration for the area is that of potential environmental constraints. An oil refinery once resided on the site before shopping facilities were constructed in the 1960s. Careful assessment of environmental issues may need to be addressed and mitigated before redevelopment of the site occurs.

Finally, it should be noted the redevelopment renderings displayed for phases one through three do not include depictions of street trees. Figure 4.8.6 on page 95 displays the final build out scenario and includes street trees, whereas the other phases do not. Street trees are not displayed in phases one through three to provide a clearer picture of how redevelopment might occur. While these trees were not shown in previous phases they should be added as redevelopment occurs within the area.

# Figure 4.8.1 Latonia Plaza Concept Diagram

## Legend

-  Roadway Enhancements
-  Pedestrian Corridors
-  Existing Roadway
-  Secondary Parallel Road
-  Tie to Ritte's Corner
-  Orient Buildings to Streets
-  Redevelop as Natural Turnover Occurs
-  Recreation / Open Space
-  Vegetated Buffer
-  Roundabout Intersection
-  Signalized Intersection



Source: LINK GIS Date: October, 2010



### Short Term 0-5 Years (Figure 4.8.2)

Several individual steps are needed to realize the vision outlined by the Latonia Plaza Area Concept Diagram through the more detailed vision of the redevelopment rendering. Ideas such as encouraging neighborhood character, types of land uses, and creation of a new internal road network are explained in greater detail below. Each section of the phasing describes different steps that should be addressed within their appropriate timeframes.

### Encouraging Neighborhood Character

One of the initial steps outlined is the encouragement of development of new structures and parking reconfigurations on land closest to Winston Avenue. In this location, land currently exists that can be redeveloped without

the necessity to remove and/or relocate existing uses. This approach could also help finance later phases of the redevelopment that entail building removal and reconstruction.

A primary goal of this redevelopment rendering is to tie together the character of Ritte's Corner with the existing neighborhood and carry it into redevelopment that occurs. Constructing new buildings that are set closer to Winston Avenue will help move toward a more cohesive character for the entire area by working toward the idea of tying into the character of the neighborhood. Efforts should be made to pick up characteristics of existing buildings in Ritte's Corner and take them further into the Latonia community, specifically into the redevelopment area.



Figure 4.8.2: Latonia Plaza Conceptual Rendering Phase One

## Facade Reuse

Another recommendation of this concept rendering is to reuse the existing façade of the American Legion hall. This building is easily identifiable and fits with the goal of carrying the neighborhood character through the neighborhood via proper building placement. This is an important landmark building connecting Ritte's Corner with the redevelopment area and should be retained and reused if possible. The plan recommends only reusing the existing front façade of the building and building a new structure behind the façade to better accomplish the goals of tying the Latonia Plaza area to Ritte's Corner.

## Creating a Destination

The Latonia Plaza area today has little that defines it from other strip retail developments that exist around the region. This plan proposes changing the area into an identifiable place that people outside the neighborhood know and utilize. One way to accomplish this goal is to get drivers to slow down and notice the built environment they are traveling through. Building placements in this rendering are designed to accomplish this goal of creating a destination by instituting a narrowing effect (i.e. gradually getting closer to Winston Avenue) as development approaches Ritte's Corner. Research has also shown that reducing roadway clear zone through decreased building setbacks, street trees, etc. causes drivers to feel uncomfortable and use more caution, i.e., drive slower in these areas.

## Auto-Oriented Businesses

Several comments received throughout the study indicated people wished for a more pedestrian-oriented environment in the redevelopment area. To achieve these desired businesses such as US Bank and McDonald's that are more auto-oriented will ideally move to the Latonia Centre shopping area as redevelopment occurs. These uses will likely be better suited in the vicinity of Latonia Centre as that section of the neighborhood is recommended to continue with

its current development pattern and these uses will be more appropriate there. While these businesses will likely remain in this early phase of redevelopment (represented in the rendering) they are encouraged to be phased out of the Latonia Plaza area over time.

## Use

The redevelopment site rendering also provides for a mix of uses throughout the area. Office and retail uses (indicated in purple) would most likely locate along Winston Avenue because of higher land values in close proximity to the roadway. Residential uses should be included in either horizontal or vertical mixed use configurations. Horizontal mixed use describes the mixing of uses over several different buildings with different uses scattered on among them while vertical mixed use describes the mixing of uses within individual structures. Vertical mixed use buildings that could encompass retail, office and/or residential uses are depicted by red buildings on the redevelopment site rendering.

## Residential in the Mixed Use Area

Working sessions with the Task Force revealed the group wished to allow for residential to be mixed throughout the redevelopment area in the form of either vertical or horizontal mixed use. The group felt that residential only areas that were separated from commercial and office uses would not be as successful as buildings that were interspersed throughout. This plan allows for residential to be collocated in commercial or office buildings as represented by the aforementioned red buildings. The plan also provides for residential only structures (displayed in orange) in buildings throughout the redevelopment area. While the redevelopment rendering displays these structures in certain locations on the site they should be viewed as conceptual and permitted anywhere on the site plan that would be deemed appropriate at the time of development.

## Mobility Improvements

Construction of an internal roadway system should also begin in phase one. Specific transportation recommendations for phase one includes creating a more defined entrance from Winston Avenue. This segment of the internal network will change from its current driveway-like configuration to an established roadway complete with pedestrian facilities.

The initial parallel roadway that lies immediately to the east of the existing shopping centers should also be constructed early in the phasing. This segment of the network will help to further connect the Latonia Centre area to Ritte's Corner by providing an alternative to Winston Avenue and promotes one of the goals of this study to improve mobility. Early construction of these new roads will provide increased access into and across the redevelopment area, provide better access to new infill development, begin priming areas for future stages of redevelopment, and allow users to begin to familiarize themselves with the new circulation system early in the redevelopment.

The plan also recommends a large roundabout in the central area (please see final phase, Figure 4.8.6 on page 95) of the development. Final build out of the roundabout will not be complete until the final phase of the study; however key segments will be constructed during each of the phases. The conceptual design of this roundabout is intended to be reminiscent of a horseracing track to represent the site's heritage as the home of Latonia Race Track. Strategic closure of key intersections would allow for a pedestrian only area for large neighborhood events such as festivals or other community gatherings (Figure 4.8.3). Public input seems to indicate that the ability to hold large scale gathering of this nature is an amenity the community would be interested in seeing come to life in their community.

## Parking

Parking is another attribute of design addressed in the concept redevelopment. Due to the requirements of zoning regulations in place at the time of construction but since revised; there is an overabundance of parking in the Latonia Plaza

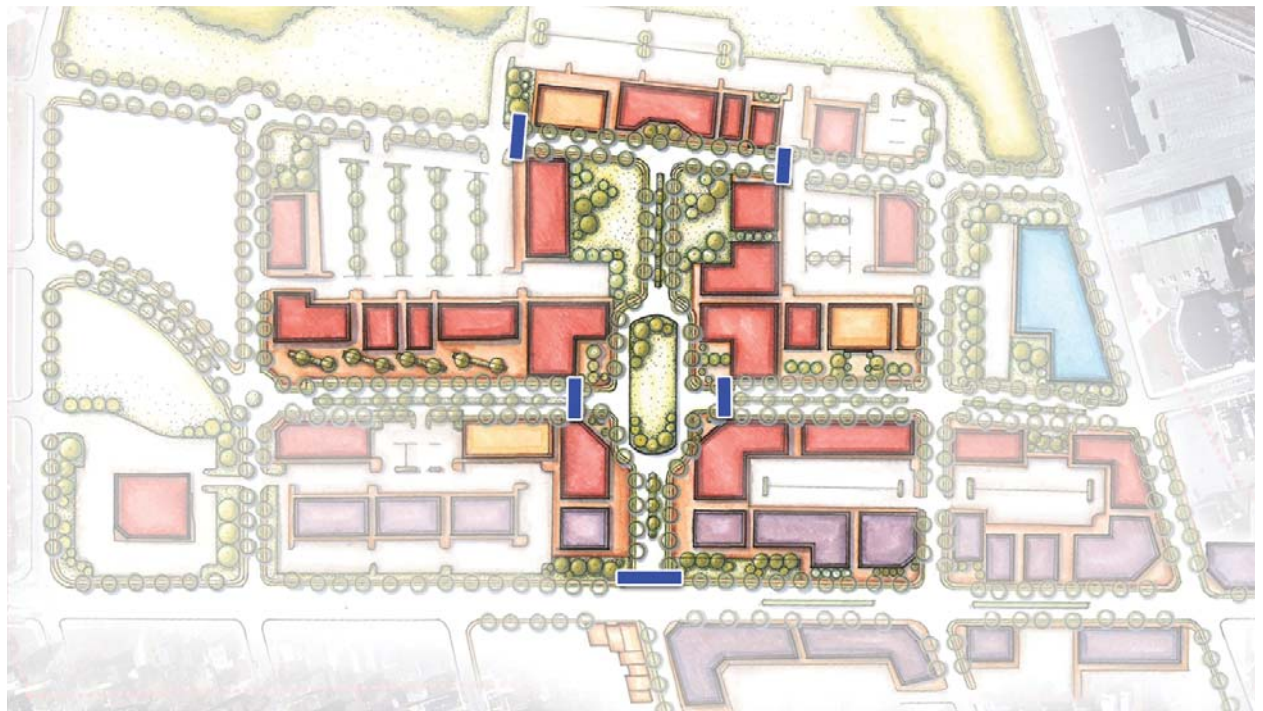


Figure 4.8.3: Potential Pedestrian-only Area for Special Events



area. The City of Covington's current ordinance, adopted in 2006, requires fewer parking spaces per square foot of commercial space than what can be seen today. Using some of the area that is currently devoted to parking for new structures, while reconfiguring other areas to serve needs of the businesses will be a fundamental step in developing the neighborhood's character within the redevelopment project.

Existing parking that lies on the west side of buildings proposed along Winston Avenue, would service these new infill buildings and existing shopping center tenants. Parking for the entire redevelopment scenario is designed at roughly 2.75 spaces per 1,000 square feet of space under roof. This number was calculated from an average of potential land uses as outlined in the Covington, Kentucky Zoning Ordinance. If additional parking is deemed necessary in the future, additional land could be devoted to surface lots or a parking structure could be built at an appropriate location on the site that would service both the needs of the development and surrounding community.

## **Greenspace**

Increasing usable greenspace is another physical attribute that could begin early in redevelopment

process of the site. The parcel of land currently occupied by an AM radio station could be utilized as usable public open space, likely with little cost to remove structures. A tree buffer separating rail and industrial uses from the mixed use area should also be installed early in redevelopment of the site. Planting new trees at an early date will help to ensure a mature tree buffer in the completed site.

Aside from these larger greenspace initiatives, efforts should be pursued to increase greenspace throughout the site. The Latonia Plaza Concept Diagram (Figure 4.8.1 on page 85) calls for plazas to be implemented throughout the redevelopment area. These areas should be viewed as more than simply landscaped areas that are unused by the public. Instead, these greenspace amenities should be utilized for outdoor dining and passive recreation areas. They should also provide buffers from buildings and parking areas whenever possible. Finally, these areas will work towards realizing recommendations in the Green Infrastructure section that suggest retaining stormwater on site. Increases in greenspace should also be tied into the goals identified in the Green Infrastructure section (page 49) of linking into the neighborhood-wide and Licking River Greenway systems.

*Mid Term 5-12 Years (Figure 4.8.4)*

As with phase one of the redevelopment rendering, several steps are needed to fully realize the final goal of complete site redevelopment. Phase two focuses on changes such as beginning phases of building reconstruction, the addition of a community facility, and mobility improvements. Details of how these changes should move forward are outlined below.

### Building Redevelopment

Phase two of the redevelopment concept will likely be the first opportunity for large-scale removal and reconstruction of existing structures. This phase includes removing the existing northern portion of the Latonia Plaza shopping center and constructing new buildings, parking, and plazas. Concurrently,

redevelopment of older out lot parcels would occur to better match the look and massing of the surrounding development and tie into development styles found in Ritte's Corner as described in Encouraging Neighborhood Character in phase one.

### Auto-Oriented Businesses

It is during this phase and/or the long-term phase that existing users of out lots such as McDonald's and US Bank could be encouraged to move to the Latonia Centre. In earlier phases as the transition begins the conceptual redevelopment plans show these uses still in place. One likely way these will relocate might be when existing structures need replacement or major remodeling to remain functional is necessary for the intended uses.



Figure 4.8.4: Latonia Plaza Conceptual Rendering Phase Two

## Community Facility

The redevelopment rendering identifies some space within the redevelopment area for community facility uses (indicated in blue). Included in the definition of this category are such uses as the community center and/or youth/senior center, government offices, libraries, museums, and other uses for the general public. These uses tend to attract a wide range of people to an area and can provide an excellent customer base for retail land uses. In some instances these uses can serve as an anchor to a shopping area because they are the draw attracting many people on a regular basis. The site's location near I-275, access from Winston and Madison Avenues, and proximity to major population centers in Kenton County such as the cities of Taylor Mill, Fort Wright and Independence make Latonia an ideal location for community facility services.

## East Winston Avenue Neighborhood Redevelopment

It is during this phase of redevelopment that activity should begin extending across Winston Avenue to the east. Redevelopment of parcels immediately adjacent to Winston Avenue will help to connect the redevelopment area to the existing neighborhood east of the roadway and further north to Ritte's Corner. This redevelopment should occur with the natural turnover of properties.

## Access to Winston Avenue

Access management controls should be instituted as redevelopment occurs east of Winston Avenue. Access management refers to limiting

curb cuts, or driveways, a property has onto a roadway. This plan recommends completely eliminating driveways onto Winston Avenue to increase the overall safety and efficiency of the roadway. Access should instead be provided from side streets as redevelopment occurs. This revised access will help to minimize left turn movements and reduce the likelihood of accidents in the well-traveled area.

## Winston Avenue Pedestrian Safety

With the implementation of access management controls along Winston Avenue, a non-traversable median between 38th and 39th Streets would also be appropriate. A median would allow for greater pedestrian access into the site in the form a pedestrian refuge and allow for mid-block crossings, serves as a traffic calming mechanism, and could potentially include landscaping to allow for stormwater management techniques to be utilized.

## Other Mobility Improvements

Transportation improvements in phase two include a pedestrian bridge or grade-separated pedestrian rail crossing. This connection would serve as a walkable link between the redevelopment area and the existing residential neighborhood to the west. This neighborhood is currently faced the challenge of a mobility barrier in the form of railroad tracks. This phase also includes a westward extension of the road from the existing intersection of Winston Avenue and 39th Street. Additionally, appropriate sections of the large central roundabout should also be implemented in this phase.

*Long Term 12-20+ Years**(Figure 4.8.5)*

Phase three of the redevelopment rendering is farther out into the future and should take place after a majority of the recommendations in phases one and two have been realized. This phase of the plan includes details on concepts such as building redevelopment, long term structure additions, and mobility. Specific details regarding recommendations for phase three are provided below.

**Building Redevelopment**

This third phase of the overall redevelopment rendering illustrates the completion of the overall vision of this plan. The most dramatic change seen in the long term vision is the final changeover from retail buildings with large footprints and considerable parking areas

separating them from the street, to smaller scale structures with plaza gathering areas and pockets of parking. Infill development should also occur on land that was once dedicated to parking.

**Mobility Improvements**

The final phase of this redevelopment rendering also depicts the roundabout in its complete form. This roundabout is designed to be added through steps included in each phase and finalized in phase three of the redevelopment rendering. An additional section of non-traversable median between 39th and 40th Street should be implemented as curb cuts are closed on this block during reconstruction. This median will work towards increasing pedestrian mobility



*Figure 4.8.5: Latonia Plaza Conceptual Rendering Phase Three*

in the area and provide for green infrastructure capacity as mentioned in phase two. Finally, adding a secondary parallel roadway during the later phases of reconstruction could provide service to structures along the western portion of the development; provide greater connectivity in the area, and further work towards replicating the existing grid network.

### **Long Term Structure Additions**

New structures and parking areas are shown to the west side of a secondary parallel roadway in this scenario. It should be noted that additional structures west of the secondary parallel roadway are likely to occur after the completion of most of the other redevelopment on this site.

### **East Winston Avenue Neighborhood Redevelopment**

As with phase two, reconstruction of new mixed use structures across Winston Avenue should be pursued in phase three. These structures are recommended to be added between 39th and 40th Street in this phase of redevelopment and should be subjected to the same access management controls as outlined in phase two. New mixed use structures will further help tie the redeveloped area to residential neighborhoods surrounding the redevelopment area and to Ritte's Corner.

### **Single Family Attached**

Single family attached housing is also identified as a probable use on the east side of Winston Avenue and is depicted on the southern side of 40th Street. These dwelling structures should be of an architectural style that will complement existing homes in the neighborhood. Residential units in this area will also serve as a buffer that

should help prevent commercial development from stretching farther south along the east side of Winston and into the neighborhood. Figure 4.8.14 on page 100 provides an example of how these single family attached structures may look in the redevelopment area.

### **Reducing Noise Pollution**

The addition of a sound barrier wall between the railroad and tree buffer previously mentioned in the Greenspace section of phase one may significantly impact the quality of life within the redevelopment area. This wall will help reduce the amount of sound heard in the redevelopment area, an attribute that will become additionally important as structures are constructed closer to the rail line.

#### *Final Rendering (Figure 4.8.6)*

Figure 4.8.6 represents what final build out of how the redevelopment area could look. The rendering displays all steps from phases one through three and includes street trees to show how the area could look after redevelopment occurs.

Figures 4.8.7 through 4.8.14 contain conceptual images of a 3D model created to convey various potential viewpoints of how the redeveloped area may look and feel after the vision of this plan is achieved. These renderings are intended to help the community visualize how design features such as building placement, landscaping, and access management might look upon completion. Please note these renderings are intended to provide examples of how the area could look, not necessarily exactly how it will look in the future. The Latonia community should use these images to help further define their wants and needs for the future.

**Figure 4.8.6  
Latonia Plaza  
Redevelopment  
Conceptual  
Rendering  
Final**



-  Retail/Office/Residential Structure
-  Retail/Office Structure
-  Residential Structure
-  Single Family Attached Structure
-  Natural Plaza
-  Open Space / Tree Buffer

Source: LINK GIS Date: October, 2010





Figure 4.8.7: Latonia Plaza Potential 3D Rendering - Looking South on Winston Avenue



Figure 4.8.8: Latonia Plaza Potential 3D Rendering - Looking South on Winston Avenue





Figure 4.8.9: Latonia Plaza Potential 3D Rendering -Looking North on Winston Avenue



Figure 4.8.10: Latonia Plaza Potential 3D Rendering - 40th Street and Winston Avenue



Figure 4.8.11: Latonia Plaza Potential 3D Rendering - Looking West at 40th Street



Figure 4.8.12: Latonia Plaza Potential 3D Rendering - Primary Parallel Roadway



Figure 4.8.13: Latonia Plaza Potential 3D Rendering - Community Facility



Figure 4.8.14: Latonia Plaza Potential 3D Rendering - Single Family Attached Residential

## 4.9 STRATEGIC ACTION COMMITTEE AND NEIGHBORHOOD ASSOCIATIONS

*Short Term 0-5 Years*

### **Strategic Action Committee**

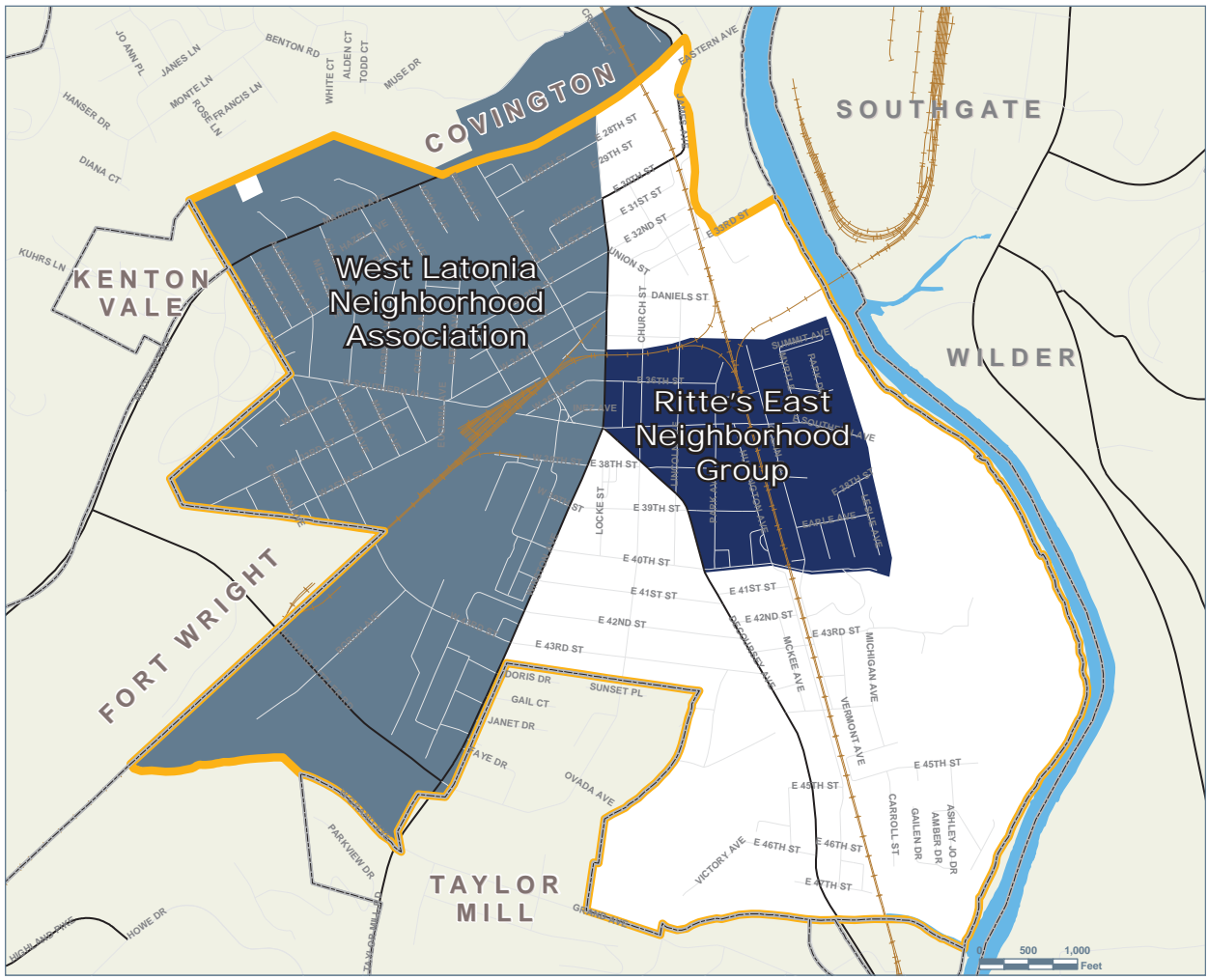
One of the most important recommendations of this plan is the formation of a strategic action committee to guide the overall implementation of this plan. This group should be established immediately upon adoption of this plan with the authority and oversight of the City to proactively participate in Latonia's rejuvenation efforts. This committee is challenged with the promotion, direction, and management of the redevelopment of the Latonia neighborhood. Ideally this group will be made up of representatives from business within the area, churches, schools, civic leaders, residents and others who have an interest in seeing Latonia work towards the future. Initial responsibility of this group should be to understand and embrace this document as a guide to achieving the desired vision of the community and to begin making connections and seeking opportunities for implementation measures based on their own examination and prioritization of the recommendations made within this plan. A model for implementing and supporting this committee exists in the Linden Gateway Oversight Committee that was established to guide implementation of the recommendations of the Linden Gateway Small Area Study. The Center for Great Neighborhoods could provide staff support in terms of organizing meetings and providing general guidance to help sustain the Strategic Action Committee.

This committee should work to coordinate with the neighborhood associations, the city, and other responsible parties to implement the recommendations of this plan. NKPAC and other agencies such as the Kenton County Conservation District, Sanitation District Number One, the Northern Kentucky Area Development District, the Kenton County Extension Office, and others may be contacted for further assistance or may offer grant opportunities that may assist in the implementation of these projects.

*Mid Term 5-12 Years*

### **Neighborhood Associations**

Currently, two neighborhood associations exist within Latonia and represent parts of the community as depicted in Map 4.9.4 on the next page. This study recommends that additional associations be formed to cover the entire area as issues present themselves. New neighborhood associations could start as part of an existing association, with the assumption that the existing association will act as a mentor until the appropriate time for the new group to separate into its own association. This process can help establish new associations and better insure their survival. With all areas and residents represented by neighborhood associations, pertinent issues will come to light more quickly allowing the city to provide better services to the residents of Latonia.



Map 4.9.1: Neighborhood Associations

# APPENDIX A - SANITATION DISTRICT NO. 1 CHURCH STREET CSO REDUCTION PROJECT

This project is located immediately outside the study area between Church Street and Winston Avenue, just north of Banklick Creek, in the City of Taylor Mill. The study area and the proposed project location are both within the Banklick Creek watershed.

The Church Street Priority Area includes three combined sewer overflows along Banklick Creek, near its confluence with the Licking River. Two of the overflows have relatively small annual activation statistics while the third, Church Street is the largest CSO on Banklick Creek.

The drainage area consists approximately 152 acres of mostly residential land use in the Cities of Covington and Taylor Mill. In the areas north of 43rd Street, storm water runoff enters the combined system through catch basins and direct connections of downspouts, sump pumps, and foundation drains. Along the eastern edge of the tributary area, separate storm water lines convey storm runoff to the drainage swale that runs between 43rd Street and Banklick Creek. During heavy rains, the storm water pools in a lowland swale. Over time, holes were created at manhole chimneys and in two (2) parallel combined sewer pipes (36-inch diameter and 48-inch diameter) that run through the drainage swale to provide a means of draining the swale. These connections to the sewer system are one of the reasons why the Church Street CSO is very active. In addition, the drain holes in the existing infrastructure also provide a relief point when the combined sewer surcharges. Over time, this has created a public health concern.

Sanitation District No. 1 (SD1) has several objectives for implementing green infrastructure and gray infrastructure controls within the Church Street basin.

1. Eliminate the public health concern that exists in the Church Street swale;
2. Improve the condition of existing infrastructure in the Priority Area;
3. Comply with the requirement in the Consent Decree to reduce the activation of CSOs;
4. Improve the water quality of Banklick Creek; and
5. Identify opportunities to integrate green and gray controls that address both public health and water quality impacts noted above.

To achieve these objectives, the goal of the project is to remove as much storm water runoff as feasible from the combined sewer system by managing the runoff with green infrastructure controls. To effectively reduce the Church Street combined sewer overflow, the project will include:

1. Replacement of aging combined sewer with new pipe;
2. Construction of a new culvert beneath Church Street to convey storm water runoff to Banklick Creek (storm water runoff currently enters the combined system).
3. Construction of new storm sewers and other street drainage improvements to direct additional storm water runoff away from the combined sewer system and to the open space area that drains to the new culvert.
4. Green infrastructure improvements in the open space area (constructed wetland, riparian buffer improvements), leading to new culvert, to improve water quality before the disconnected storm water flows to Banklick Creek.

Environmental benefits of this project include:

1. Reduction of Church Street CSO;
2. Replacement of aging cracked/broken combined sewer infrastructure through an open area that currently poses a health risk;
3. Improvements to the existing low lying area, where the separate storm water runoff will be directed, to provide water quality benefits to the separated flow before discharging to the Banklick Creek (improvement include green infrastructure such as a constructed wetland, riparian buffer restoration, etc.)

SD1 has developed an innovative approach to reducing the overflow that not only provides a CSO reduction and water quality improvement, but also enhances the neighborhood and provides community amenities. The proposed alternative plan, which includes both traditional gray components and green elements will provide both a public health and water quality improvement and is anticipated to result in cost savings to SD1 as compared to the gray-only solution.

The goal of this community green infrastructure project is to improve and restore natural habitats, reduce the combined sewage entering the Banklick Creek, and improve the quality of storm water flowing to the stream. It is expected that the project will also provide educational opportunities, as well as opportunities for passive recreation.

This project is anticipated to begin in early 2012 with completion expected in mid-year 2013. It should be noted this timeline is tentative and only applies to construction of Phase I of the project. Phase II is still listed as a potential project by SD1.

# APPENDIX B - STREET CONDITIONS

Street Name	Section ID	Unique ID	Road ID Number	From	To	Neighborhood	Length (Ft)	PCI	Defects	OBJECTID	CLASS
Aberdeen Ave	1	CDSAD01	10100	Southern	28th W	West Latonia	627.0	Satisfactory	Alligator Cracking, Patching	3687	6
Alexandria	1	CDSAL01	10103	Madison	28th W	West Latonia	840.2	Satisfactory	Alligator Cracking, Potholes	2596	6
Ashland Ave	1	CDSAH01	10122	Madison	Southern	Latonia Terrace	1,696.8	Satisfactory	Rutting, Patching, Weathering	1910	6
Auburn Ave	1	CDSAB01	10977	Rosina	West End	West Latonia	220.7	Satisfactory	Joint Cracking, Weathering	2675	6
Baltimore Ave	3	CDSBT03	10836	Vermont	Glenn	Latonia Rosedale	122.6	Very Good	Alligator Cracking	3952	6
Baltimore Ave	2	CDSBT02	10839	Michigan	Vermont	Latonia Rosedale	283.6	Very Good	Utility Patching	3947	6
Baltimore Ave	1	CDSBT01	10838	East End	Michigan	Latonia Rosedale	146.2	Very Good	No Distress	3940	6
Beech Ave	1	CDSBH01	10036	34th	North End	West Latonia	1,124.4	Satisfactory	Alligator Cracking, Weathering	888	6
Beech Ave	1	CDSBH01	10034	34th	North End	West Latonia	137.9	Satisfactory	Alligator Cracking, Weathering	3468	6
Birch Ave	1	CDSBR01	10955	Madison	South End	West Latonia	582.4	Poor	Alligator Cracking, Weathering, Potholes	1438	6
Blackburn Rd	1	CDSBB01	10950	Rogers	Sehon	West Latonia	306.3	Poor	Weathering, Alligator Cracking, Patching	2300	6
Boron Dr	2	CDSBO02	9158	Howard Litzler	South End	West Latonia	779.7	Poor	Joint Cracking, Uneven Sections	3971	6
Boron Dr	1	CDSBO01	9183	43rd W	Howard Litzler	West Latonia	1,239.4	Good	Joint Cracking, Potholes, Alligator Cracking	3055	6
Carlisle Ave	2	CDSCS02	10149	35th W	South End	West Latonia	292.5	Good	Patching, Weathering	3708	6
Carlisle Ave	1	CDSCS01	10156	33rd W	35th W	West Latonia	409.2	Very Good	Weathering	1661	6
Caroline Ave	5	CDSCN05	10026	32nd W	31st W	West Latonia	257.0	Poor	Alligator Cracking, Patching, Weathering	701	6
Caroline Ave	6	CDSCN06	10019	31st W	North End	West Latonia	174.3	Poor	Alligator Cracking, Weathering	2411	6
Caroline Ave	4	CDSCN04	10018	33rd W	32nd W	West Latonia	258.5	Poor	Alligator Cracking, Patching, Potholes	2461	6
Caroline Ave	2	CDSCN02	10011	36th W	34th W	West Latonia	520.4	Poor	Alligator Cracking, Patching	2341	6
Caroline Ave	1	CDSCN01	10905	Southern	36th W	West Latonia	163.0	Good	Alligator Cracking	4194	6
Caroline Ave	1	CDSCN01	10897	Southern	36th W	West Latonia	59.8	Good	Alligator Cracking	4195	6
Caroline Ave	1	CDSCN01	10908	Southern	36th W	West Latonia	123.3	Good	Alligator Cracking	3405	6
Caroline Ave	1	CDSCN01	10892	Southern	36th W	West Latonia	85.3	Good	Alligator Cracking	3408	6
Caroline Ave	1	CDSCN01	10907	Southern	36th W	West Latonia	51.4	Good	Alligator Cracking	3845	6
Caroline Ave	1	CDSCN01	10898	Southern	36th W	West Latonia	36.0	Good	Alligator Cracking	4142	6
Caroline Ave	1	CDSCN01	10901	Southern	36th W	West Latonia	137.2	Good	Alligator Cracking	4160	6
Caroline Ave	3	CDSCN03	10010	34th W	33rd W	West Latonia	261.0	Satisfactory	Weathering	3788	6
Carroll St	1	CDSCR01	10835	45th E	South End	Latonia Rosedale	978.3	Satisfactory	Block Cracking	4298	6
Church St	9	CDSCH09	9955	41st E	42nd E	West Latonia	326.6	Poor	Alligator & Block Cracking, Utility Patching	3344	6
Church St	11	CDSCH11	9950	43rd E	City Line	West Latonia	240.0	Poor	Alligator Cracking, Depressions, Patching	5292	6
Church St	7	CDSCH07	9940	39th E	40th E	Ritte's East Latonia	525.1	Poor	Utility Patching, Alligator & Block Cracking	3917	6
Church St	3	CDSCH03	9956	35th E	36th E	Ritte's East Latonia	460.5	Poor	Potholes, Alligator Cracking, Patching	3483	6
Church St	10	CDSCH10	9949	42nd E	43rd E	West Latonia	332.3	Poor	Patching, Block & Alligator Cracking	3564	6
Church St	4	CDSCH04	9958	36th E	Southern	Ritte's East Latonia	459.8	Poor	Alligator Cracking, Patching, Potholes	4311	6
Church St	6	CDSCH06	9945	Decoursey	39th E	Ritte's East Latonia	434.5	Good	Weathering, Utility Patching, Alligator Cracking	2685	6
Church St	5	CDSCH05	9954	Southern	Decoursey	Ritte's East Latonia	346.5	Good	Alligator Cracking, Utility Patching	1532	6
Church St	8	CDSCH08	9947	40th E	41st E	West Latonia	332.0	Good	Utility Patching, Weathering	3961	6
Church St	1	CDSCH01	9982	33rd E	Daniels	Latonia Milldale	241.8	Satisfactory	Alligator Cracking	2463	6
Church St	2	CDSCH02	9973	Daniels	35th E	Latonia Milldale	410.8	Very Good	Alligator Cracking	3721	6
Clifford Ave	1	CDSCF01	10051	Southern	Indiana	West Latonia	1,128.6	Poor	Alligator Cracking, Weathering, Block Cracking	3485	6
Clifton Ave	2	CDSCLO2	9782	Rosedale	46th E	West Latonia	248.2	Very Good	Utility Patching	3815	6
Clifton Ave	1	CDSCLO1	9778	45th E	Rosedale	West Latonia	391.8	Very Good	No Distress	2448	6
Cottage Ave	1	CDSCT01	10165	33rd W	South End	West Latonia	299.4	Good	Alligator Cracking, Potholes, Weathering	3641	6
Dakota	1	CDSDK01	10108	Madison	28th St	West Latonia	858.9	Good	Alligator Cracking, Weathering, Potholes	3874	6
Daniel Goodenough	1	CDSDG01	10037	Clifford	Beech	West Latonia	344.5	Good	Alligator Cracking, Weathering	3469	6
Daniels St	1	CDSDN01	9965	East End	Lincoln	Latonia Milldale	298.1	Poor	Rutting, Patching, Alligator Cracking	3776	6
Daniels St	2	CDSDN02	9966	Lincoln	Church	Latonia Milldale	186.6	Poor	Alligator Cracking, Potholes, Patching	343	6
Daniels St	2	CDSDN02	9967	Lincoln	Church	Latonia Milldale	186.2	Poor	Alligator Cracking, Potholes, Patching	3773	6
Daniels St	3	CDSDN03	9981	Church	Decoursey	Latonia Milldale	376.9	Satisfactory	Alligator Cracking	2464	6
Decoursey Ave	1	CDSDC01	10948	Madison	28th	Latonia Milldale	310.1	Poor	Weathering, Alligator Cracking	2034	6



Street Name	Section ID	Unique ID	Road ID Number	From	To	Neighborhood	Length (Ft)	PCI	Defects	OBJECTID	CLASS
Decoursey Ave	3	CDSDC03	10941	29th E	30th E		358.0	Satisfactory	Weathering	961	6
Decoursey Ave	2	CDSDC02	10944	28th E	29th E	Latonia Milldale	234.0	Satisfactory	Weathering	1427	6
E 28th St	6	CDS2806	10943	Decoursey	East End	Latonia Milldale	454.1	Good	Weathering, Patching, Alligator Cracking	2033	6
E 29th St	2	CDS2902	10936	Decoursey	East End	Latonia Milldale	323.1	Satisfactory	Weathering	1426	6
E 31st St	4	CDS3104	10930	Frazier	East End	Latonia Milldale	648.6	Good	Alligator Cracking, Potholes	235	6
E 31st St	3	CDS3103	10932	Decoursey	Frazier	Latonia Milldale	406.2	Good	Alligator Cracking, Patching	1443	6
E 32nd St	8	CDS3208	10914	Frazier	East End	Latonia Milldale	317.6	Good	Block Cracking, Patching	1442	6
E 32nd St	7	CDS3207	10925	Decoursey	Frazier	Latonia Milldale	73.3	Satisfactory	Patching, Weathering	3701	6
E 32nd St	7	CDS3207	10922	Decoursey	Frazier	Latonia Milldale	520.4	Satisfactory	Patching, Weathering	3278	6
E 33rd St	14	CDS3314	10913	Winchester	East End	Latonia Milldale	474.0	Poor	Alligator Cracking, Patching	2641	6
E 33rd St	12	CDS3312	9996	Church	Frazier	Latonia Milldale	369.2	Poor	Alligator Cracking, Potholes, Patching	2165	6
E 33rd St	13	CDS3313	10912	Frazier	Winchester	Latonia Milldale	321.9	Good	Weathering, Alligator Cracking	3075	6
E 33rd St	13	CDS3313	10916	Frazier	Winchester	Latonia Milldale	141.5	Good	Weathering, Alligator Cracking	3263	6
E 34th St	5	CDS3405	10919	Winchester	East End	Latonia Milldale	166.3	Good	Alligator Cracking, Weathering	4023	6
E 35th St	11	CDS3511	9961	Church	Lincoln	Latonia Milldale	188.1	Satisfactory	Alligator Cracking, Patching, Weathering	2922	6
E 35th St	11	CDS3511	9962	Church	Lincoln	Latonia Milldale	185.2	Satisfactory	Alligator Cracking, Patching, Weathering	2925	6
E 35th St	10	CDS3510	9972	Decoursey	Church	Latonia Milldale	375.8	Very Good	Alligator Cracking,	3722	6
E 36th St	2	CDS3602	9957	Lincoln	Church	Ritte's East Latonia	189.7	Good	Alligator Cracking, Weathering	653	6
E 36th St	2	CDS3602	9924	Lincoln	Church	Ritte's East Latonia	185.2	Good	Alligator Cracking, Weathering	655	6
E 36th St	1	CDS3601	9917	Park	Lincoln	Ritte's East Latonia	383.1	Good	Alligator Cracking, Patching, Weathering	659	6
E 36th St	3	CDS3603	9970	Church	Decoursey	Ritte's East Latonia	186.6	Very Good	Patching, Weathering	3482	6
E 36th St	3	CDS3603	9964	Church	Decoursey	Ritte's East Latonia	187.5	Very Good	Patching, Weathering	3484	6
E 38th St	8	CDS3808	13482	Tracy	Leslie	Ritte's East Latonia	249.9	Good	Block Cracking, Utility Patching	230	6
E 38th St	5	CDS3805	9923	Church	Lincoln	Ritte's East Latonia	289.6	Good	Utility Patching, Alligator Cracking	1986	6
E 38th St	9	CDS3809	9879	Leslie	East End	Ritte's East Latonia	132.5	Good	Weathering, Block Cracking	4450	6
E 38th St	7	CDS3807	9855	Glenn	East End	Ritte's East Latonia	257.7	Satisfactory	Edge Cracking, Weathering	4448	6
E 38th St	4	CDS3804	10198	Locke	Church	Ritte's East Latonia	69.6	Satisfactory	Utility Patching, Alligator Cracking	2908	6
E 38th St	4	CDS3804	10196	Locke	Church	Ritte's East Latonia	71.9	Satisfactory	Utility Patching, Alligator Cracking	2909	6
E 38th St	4	CDS3804	10197	Locke	Church	Ritte's East Latonia	234.7	Satisfactory	Utility Patching, Alligator Cracking	2911	6
E 38th St	3	CDS3803	10195	Winston	Locke	Ritte's East Latonia	152.2	Satisfactory	Alligator Cracking	341	6
E 38th St	6	CDS3806	9914	Lincoln	Park	Ritte's East Latonia	396.5	Satisfactory	Joint Cracking, Patching, Alligator Cracking	1989	6
E 39th St	3	CDS3903	9932	Church	Lincoln	Ritte's East Latonia	375.8	Good	Alligator Cracking	3676	6
E 39th St	4	CDS3904	9929	Lincoln	Decoursey	Ritte's East Latonia	125.0	Satisfactory	Alligator Cracking	2768	6
E 39th St	5	CDS3905	9936	Decoursey	Park	Ritte's East Latonia	95.5	Satisfactory	Alligator Cracking, Utility Patching	2770	6
E 39th St	5	CDS3905	9935	Decoursey	Park	Ritte's East Latonia	186.8	Satisfactory	Alligator Cracking, Utility Patching	2773	6
E 39th St	6	CDS3906	9891	Park	Huntington	Ritte's East Latonia	279.4	Satisfactory	Alligator Cracking	3629	6
E 39th St	6	CDS3906	9893	Park	Huntington	Ritte's East Latonia	153.0	Satisfactory	Alligator Cracking	3640	6
E 39th St	1	CDS3901	10190	Winston	Locke	Ritte's East Latonia	331.4	Satisfactory	Alligator Cracking, Weathering	3671	6
E 39th St	2	CDS3902	9948	Locke	Church	Ritte's East Latonia	207.2	Satisfactory	Utility Patching, Alligator Cracking	3672	6
E 39th St	2	CDS3902	9937	Locke	Church	Ritte's East Latonia	168.0	Satisfactory	Utility Patching, Alligator Cracking	3673	6
E 40th St	5	CDS4005	9871	Decoursey	Huntington	Ritte's East Latonia	233.1	Poor	Alligator Cracking, Utility Patching	3819	6
E 40th St	5	CDS4005	9864	Decoursey	Huntington	Ritte's East Latonia	85.9	Poor	Alligator Cracking, Utility Patching	3822	6
E 40th St	5	CDS4005	9858	Decoursey	Huntington	Ritte's East Latonia	195.4	Poor	Alligator Cracking, Utility Patching	3927	6
E 40th St	5	CDS4005	9884	Decoursey	Huntington	Ritte's East Latonia	73.7	Poor	Alligator Cracking, Utility Patching	3127	6
E 40th St	5	CDS4005	9897	Decoursey	Huntington	Ritte's East Latonia	107.5	Poor	Alligator Cracking, Utility Patching	3331	6
E 40th St	2	CDS4002	9946	Locke	Church	Ritte's East Latonia	377.7	Good	Weathering, Alligator Cracking	3918	6
E 40th St	1	CDS4001	10188	Winston	Locke	Ritte's East Latonia	506.8	Good	Weathering, Alligator Cracking	2155	6
E 40th St	3	CDS4003	9939	Church	Lincoln	Ritte's East Latonia	383.2	Satisfactory	Alligator Cracking, Utility Patching	3817	6
E 40th St	4	CDS4004	9930	Lincoln	Decoursey	Ritte's East Latonia	308.4	Satisfactory	Alligator Cracking, Utility Patching	3332	6
E 40th St	6	CDS4006	9845	Huntington	Glenn	Ritte's East Latonia	327.3	Satisfactory	Joint Cracking	3338	6

Street Name	Section ID	Unique ID	Road ID Number	From	To	Neighborhood	Length (Ft)	PCI	Defects	OBJECTID	CLASS
E 41st St	1	CDS4101	10186	Winston	Church	West Latonia	982.4	Good	Alligator Cracking, Utility Patching	4145	6
E 41st St	2	CDS4102	9942	Church	Decoursey	West Latonia	924.9	Good	Alligator Cracking, Weathering, Patching	1957	6
E 41st St	3	CDS4103	9867	Decoursey	Huntington	Latonia Rosedale	185.4	Very Good	No Distress	4147	6
E 41st St	3	CDS4103	9840	Decoursey	Huntington	Latonia Rosedale	553.9	Very Good	No Distress	3958	6
E 42nd St	2	CDS4202	9952	Church	Decoursey	West Latonia	1,167.2	Very Poor	Alligator Cracking, Patching, Heaving	4461	6
E 42nd St	1	CDS4201	10184	Winston	Church	West Latonia	1,079.5	Good	Utility Patching, Block Cracking, Weathering	3345	6
E 42nd St	3	CDS4203	9831	Decoursey	McKee	Latonia Rosedale	183.7	Very Good	No Distress	3341	6
E 42nd St	4	CDS4204	9827	McKee	Huntington	Latonia Rosedale	181.6	Very Good	No Distress	4150	6
E 42nd St	3	CDS4203	9842	Decoursey	McKee	Latonia Rosedale	288.1	Very Good	No Distress	4625	6
E 43rd St	3	CDS4303	10870	Winston	Church	West Latonia	1,179.6	Poor	Alligator Cracking, Utility Patching, Weathering	3565	6
E 43rd St	5	CDS4305	9812	Decoursey	McKee	Latonia Rosedale	196.8	Good	Alligator Cracking, Weathering	4175	6
E 43rd St	5	CDS4305	9811	Decoursey	McKee	Latonia Rosedale	186.1	Good	Alligator Cracking, Weathering	4177	6
E 43rd St	7	CDS4307	9835	Glenn	Vermont	Latonia Rosedale	300.2	Good	Weathering, Alligator Cracking	3087	6
E 43rd St	8	CDS4308	9851	Vermont	Michigan	Latonia Rosedale	268.3	Good	Alligator Cracking, Utility Patching, Weathering	3084	6
E 43rd St	6	CDS4306	9820	McKee	Huntington	Latonia Rosedale	179.9	Satisfactory	Alligator Cracking, Utility Patching	4633	6
E 43rd St	4	CDS4304	9951	Church	Decoursey	West Latonia	1,054.8	Very Good	Block Cracking, Utility Patching	2469	6
E 43rd St	4	CDS4304	9819	Church	Decoursey	West Latonia	363.1	Very Good	Block Cracking, Utility Patching	4186	6
E 44th St	2	CDS4402	9796	McKee	Huntington	Latonia Rosedale	161.3	Poor	Alligator Cracking	7227	6
E 44th St	4	CDS4404	9856	Vermont	Michigan	Latonia Rosedale	266.6	Good	Alligator Cracking	4783	6
E 44th St	1	CDS4401	9797	Decoursey	McKee	Latonia Rosedale	21.3	Satisfactory	Alligator Cracking	3580	6
E 44th St	1	CDS4401	9798	Decoursey	McKee	Latonia Rosedale	201.8	Satisfactory	Alligator Cracking	6828	6
E 44th St	3	CDS4403	9813	Glenn	Vermont	Latonia Rosedale	127.9	Very Good	No Distress	4788	6
E 45th St	4	CDS4504	10844	Carroll	Virginia	Latonia Rosedale	659.4	Satisfactory	Block Cracking	2788	6
E 45th St	3	CDS4503	10843	Glenn	Carroll	Latonia Rosedale	361.8	Satisfactory	Block Cracking	4285	6
E 45th St	5	CDS4505	10840	Virginia	East End	Latonia Rosedale	277.5	Very Good	Block Cracking	3092	6
E 45th St	1	CDS4501	9779	Clifton	Decoursey	West Latonia	241.7	Very Good	Alligator Cracking	7312	6
E 45th St	2	CDS4502	9792	Decoursey	Huntington	Latonia Rosedale	159.4	Very Good	No Distress	1896	6
E 45th St	2	CDS4502	9787	Decoursey	Huntington	Latonia Rosedale	152.9	Very Good	No Distress	2475	6
E 46th St	1	CDS4601	9781	Victory	Clifton	West Latonia	503.6	Good	Utility Patching, Alligator Cracking, Weathering	3816	6
E 46th St	2	CDS4602	9772	Clifton	Decoursey	West Latonia	260.9	Good	Utility Patching, Alligator Cracking, Weathering	4156	6
E 46th St	4	CDS4604	9776	Huntington	East End	Latonia Rosedale	209.9	Very Good	Weathering	3954	6
E 46th St	3	CDS4603	9783	Decoursey	Huntington	Latonia Rosedale	257.7	Very Good	Alligator Cracking	4297	6
E 47th St	1	CDS4701	9764	West End	Decoursey	West Latonia	260.4	Satisfactory	Utility Patching	4893	6
E 47th St	2	CDS4702	9766	Decoursey	Huntington	Latonia Rosedale	68.6	Satisfactory	Block Cracking	4895	6
E 47th St	2	CDS4702	9769	Decoursey	Huntington	Latonia Rosedale	126.3	Satisfactory	Block Cracking	4899	6
E 47th St	3	CDS4703	9785	Huntington	Eureka	Latonia Rosedale	134.3	Very Good	Block Cracking	4902	6
E 47th St	3	CDS4703	9794	Huntington	Eureka	Latonia Rosedale	108.2	Very Good	Block Cracking	4907	6
E 47th St	4	CDS4704	9802	Eureka	East End	Latonia Rosedale	102.8	Very Good	No Distress	4673	6
E Park Dr	3	CDSPD03	9905	Park Dr	East End	Ritte's East Latonia	144.0	Poor	Alligator Cracking, Weathering	3738	6
E Southern Ave	9	CDSSN09	9963	Decoursey	Church	West Latonia	190.5	Poor	Alligator Cracking, Patching, Weathering	4313	6
E Southern Ave	9	CDSSN09	9971	Decoursey	Church	West Latonia	170.9	Poor	Alligator Cracking, Patching, Weathering	4317	6
E Southern Ave	9	CDSSN09	9983	Decoursey	Church	West Latonia	25.8	Poor	Alligator Cracking, Patching, Weathering	4318	3
E Southern Ave	10	CDSSN10	9921	Church	Lincoln	West Latonia	187.7	Good	Joint Cracking, Weathering	2518	6
E Southern Ave	10	CDSSN10	9953	Church	Lincoln	West Latonia	187.4	Good	Joint Cracking, Weathering	4310	6
E Southern Ave	13	CDSSN13	9885	Huntington	Glenn	Ritte's East Latonia	351.5	Good	Alligator Cracking, Patching	3631	6
E Southern Ave	11	CDSSN11	9908	Lincoln	Park	West Latonia	385.9	Good	Alligator Cracking, Weathering,	3634	6
E Southern Ave	12	CDSSN12	9895	Park	Huntington	Ritte's East Latonia	189.8	Good	Alligator Cracking, Weathering	2654	6
E Southern Ave	14	CDSSN14	9886	Glenn	Myrtle	Ritte's East Latonia	316.5	Satisfactory	Weathering, Patching	1918	6
E Southern Ave	15	CDSSN15	9878	Myrtle	East End	Ritte's East Latonia	653.3	Satisfactory	Alligator Cracking, Patching, Weathering	2694	6
Earle Ave	2	CDSER02	9869	Gilbert	Tracy	Ritte's East Latonia	251.4	Good	Alligator Cracking, Patching	3709	6

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Earle Ave	1	CDSER01	9861	Glenn	Gilbert	Ritte's East Latonia	247.9	Good	Weathering, Alligator Cracking, Dip	2697	6
Earle Ave	3	CDSER03	9887	Tracy	Leslie	Ritte's East Latonia	250.7	Satisfactory	Alligator Cracking	3704	6
Ehmet Dr	1	CDSEH01	9788	Huntington	Eureka	Latonia Rosedale	108.6	Satisfactory	Block Cracking	3982	6
Ehmet Dr	1	CDSEH01	9793	Huntington	Eureka	Latonia Rosedale	131.2	Satisfactory	Block Cracking	4507	6
Elmwood St	1	CDSEW01	9803	Decoursey	McKee	Latonia Rosedale	135.4	Very Good	Edge Cracking	4590	6
Elmwood St	1	CDSEW01	9805	Decoursey	McKee	Latonia Rosedale	129.1	Very Good	Edge Cracking	3542	6
Elmwood St	2	CDSEW02	9825	Glenn	Vermont	Latonia Rosedale	217.3	Very Good	No Distress	4188	6
Emerson Ave	1	CDSEM01	10162	33rd W	35th W	West Latonia	410.6	Very Good	Patching	3678	6
Eugenia Ave	1	CDSEG01	10038	Southern	35th W	West Latonia	387.2	Good	Block Cracking, Potholes, Alligator Cracking	4214	6
Eureka St	1	CDSEK01	9789	Ehmet Dr	47th E	Latonia Rosedale	268.1	Satisfactory	Block Cracking	4906	6
Frazier	4	CDSFZ04	10928	31st E	30th E	Latonia Milldale	238.4	Poor	Alligator Cracking, Potholes, Weathering	236	6
Frazier	3	CDSFZ03	10929	32nd E	31st E	Latonia Milldale	259.0	Poor	Alligator Cracking, Potholes	3702	6
Frazier	2	CDSFZ02	10004	33rd E	32nd E	Westside	195.0	Good	Alligator Cracking, Potholes	3076	6
Frazier	2	CDSFZ02	10915	33rd E	32nd E	Westside	178.0	Good	Alligator Cracking, Potholes	3506	6
Frazier	1	CDSFZ01	9987	South End	33rd E	Westside	245.4	Good	Edge Cracking, Alligator Cracking, Weathering	2172	6
Gilbert Ave	1	CDSGB01	9853	Earle	South End	Latonia Milldale	374.0	Very Good	Depressions	2158	6
Glenn Ave	10	CDSGL10	10837	Baltimore	45th E	Latonia Rosedale	242.4	Good	Alligator Cracking, Potholes	2620	6
Glenn Ave	9	CDSGL09	9816	Elmwood	44th E	Latonia Rosedale	347.7	Satisfactory	Alligator Cracking	4789	6
Glenn Ave	8	CDSGL08	9810	43rd E	Elmwood	Ritte's East Latonia	341.8	Very Good	Alligator Cracking, Utility Patching	4581	6
Glenn Ave	8	CDSGL08	9824	43rd E	Elmwood	Ritte's East Latonia	90.5	Very Good	Alligator Cracking, Utility Patching	3347	6
Glenn Ave	6	CDSGL06	9852	Earle	40th E	Ritte's East Latonia	338.3	Very Good	Block Cracking	2618	6
Glenn Ave	3	CDSGL03	9881	Grant	Southern	Ritte's East Latonia	349.6	Very Good	Weathering	2425	6
Glenn Ave	1	CDSGL01	9890	North End	Windsor	West Latonia	265.4	Very Good	Weathering	3667	6
Glenn Ave	6	CDSGL06	9849	Earle	40th E	Ritte's East Latonia	112.7	Very Good	Block Cracking	3335	6
Glenn Ave	5	CDSGL05	9862	38th E	Earle	Ritte's East Latonia	539.1	Very Good	No Distress	2698	6
Glenn Ave	7	CDSGL07	9834	40th E	43rd E	Ritte's East Latonia	199.0	Very Good	No Distress	3088	6
Glenn Ave	7	CDSGL07	9844	40th E	43rd E	Ritte's East Latonia	484.1	Very Good	No Distress	4149	6
Glenn Ave	2	CDSGL02	9896	Winsor	Grant	West Latonia	223.9	Very Good	No Distress	3735	6
Glenn Ave	4	CDSGL04	9874	Southern	38th E	Ritte's East Latonia	556.1	Very Good	No Distress	7307	6
Grace St	1	CDSGC01	10046	Southern	35th W	Latonia Milldale	151.2	Satisfactory	Patching, Weathering	3097	6
Grace St	1	CDSGC01	10047	Southern	35th W	Latonia Milldale	412.8	Satisfactory	Patching, Weathering	4040	6
Graff St	3	CDSGF03	10031	34th W	35th W	West Latonia	259.0	Good	Weathering, Patching	3538	6
Graff St	2	CDSGF02	10028	33rd W	34th W	West Latonia	258.7	Very Good	Weathering	2440	6
Graff St	1	CDSGF01	10020	32nd W	33rd W	Ritte's East Latonia	254.2	Very Good	Weathering	3661	6
Grant Ct	1	CDSGT01	9894	Park	Glenn	Latonia Rosedale	453.1	Very Good	Alligator Cracking, Patching	2342	6
Harold Mason	2	CDSHM02	9998	Fraizer	East End	Ritte's East Latonia	263.9	Serious	Potholes, Unpaved sections	3505	6
Harold Mason	1	CDSHM01	10003	Union	Fraizer	Latonia Rosedale	487.3	Satisfactory	Alligator Cracking, Weathering	1454	6
Hazel Ave	1	CDSHZ01	10979	Rosina	West End	Latonia Rosedale	212.9	Satisfactory	Weathering	2644	6
Huntington Ave	7	CDSHT07	9800	44th E	45th E	Latonia Rosedale	817.5	Very Good	Block Cracking	1974	6
Huntington Ave	4	CDSHT04	9826	41st E	42nd E	Ritte's East Latonia	303.1	Very Good	Utility Patching	3057	6
Huntington Ave	5	CDSHT05	9817	42nd E	43rd E	Latonia Rosedale	318.3	Very Good	Block Cracking	3349	6
Huntington Ave	3	CDSHT03	9839	40th E	41st E	Ritte's East Latonia	321.9	Very Good	Alligator Cracking	3895	6
Huntington Ave	2	CDSHT02	9882	39th E	40th E	Latonia Milldale	187.2	Very Good	No Distress	2699	6
Huntington Ave	2	CDSHT02	9863	39th E	40th E	Latonia Milldale	54.1	Very Good	No Distress	2702	6
Huntington Ave	2	CDSHT02	9857	39th E	40th E	Latonia Milldale	127.9	Very Good	No Distress	3924	6
Huntington Ave	6	CDSHT06	9809	43rd E	44th E	Latonia Rosedale	685.2	Very Good	No Distress	4795	6
Huntington Ave	1	CDSHT01	9876	Southern	39th E	Latonia Milldale	926.6	Very Good	No Distress	3630	6
Huntington Ave	2	CDSHT02	9872	39th E	40th E	Latonia Milldale	179.1	Very Good	No Distress	3911	6
Huntington Ave	8	CDSHT08	9791	45th E	46th E	Latonia Rosedale	612.7	Very Good	No Distress	4296	6
Huntington Ave	9	CDSHT09	9777	46th E	47th E	Latonia Rosedale	134.0	Very Good	No Distress	4503	6

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Huntington Ave	9	CDSHT09	9786	46th E	47th E	Latonia Rosedale	273.5	Very Good	No Distress	4898	6
Indiana Ave	1	CDSIN01	10041	Madison	Clifford	Latonia Rosedale	1,011.2	Poor	Alligator Cracking, Potholes, Patching	1969	6
Inez Ave	1	CDSIZ01	9994	Decoursey	Caroline	West Latonia	188.1	Satisfactory	Weathering	2226	6
Inez Ave	1	CDSIZ01	10891	Decoursey	Caroline	West Latonia	180.3	Satisfactory	Weathering	3844	6
Iowa Ave	1	CDSIW01	10043	Madison	South End	West Latonia	576.4	Very Good	Weathering	3501	6
Latonia Ave	1	CDSLTO1	10104	Madison	28th W	Ritte's East Latonia	862.3	Good	Patching, Alligator Cracking	2664	6
Latonia Ave	2	CDSLTO2	10101	28th W	Southern	Ritte's East Latonia	208.5	Satisfactory	Alligator Cracking, Weathering	7294	6
Latonia Ave	2	CDSLTO2	10098	28th W	Southern	Ritte's East Latonia	199.0	Satisfactory	Alligator Cracking, Weathering	7295	6
Latonia Ave	4	CDSLTO4	10089	32nd W	33rd W	West Latonia	406.1	Satisfactory	Weathering, Alligator Cracking	4439	6
Latonia Ave	5	CDSLTO5	10087	33rd W	35th W	West Latonia	411.0	Satisfactory	Patching, Alligator Cracking	3669	6
Latonia Ave	3	CDSLTO3	10094	Southern	32nd W	Ritte's East Latonia	417.5	Satisfactory	Patching, Alligator Cracking	4138	6
Latonia Ave	6	CDSLTO6	10085	35th W	City Line	West Latonia	513.0	Satisfactory	Weathering	1659	6
Leslie Ave	2	CDSL02	9880	Earle	38th E	Ritte's East Latonia	354.1	Very Good	Joint Cracking	3642	6
Leslie Ave	1	CDSL01	9875	South End	Earle	Ritte's East Latonia	432.7	Very Good	Block Cracking	3913	6
Lincoln Ave	6	CDSLNO6	9928	Decoursey	39th E	Ritte's East Latonia	172.2	Poor	Alligator Cracking, Weathering	3675	6
Lincoln Ave	5	CDSLNO5	9922	38th E	Decoursey	Ritte's East Latonia	264.1	Poor	Alligator Cracking, Utility Patching	231	6
Lincoln Ave	2	CDSLNO2	9925	35th E	36th E	Ritte's East Latonia	460.8	Poor	Potholes, Alligator Cracking	654	6
Lincoln Ave	3	CDSLNO3	9916	36th E	Southern	Ritte's East Latonia	437.4	Poor	Alligator Cracking, Weathering	3635	6
Lincoln Ave	1	CDSLNO1	9968	Daniels	35th E	West Latonia	409.6	Good	Alligator Cracking, Potholes	2924	6
Lincoln Ave	4	CDSLNO4	9915	Southern	38th E	Latonia Milldale	427.9	Good	Alligator Cracking, Utility Patching, Weathering	1982	6
Lincoln Ave	7	CDSLNO7	9931	39th E	40th E	Ritte's East Latonia	563.7	Good	Alligator Cracking, Weathering	3929	6
Locke St	2	CDSLK02	10205	39th E	38th E	West Latonia	161.7	Good	Alligator Cracking, Weathering, Patching	1664	6
Locke St	2	CDSLK02	10201	39th E	38th E	West Latonia	110.4	Good	Alligator Cracking, Weathering, Patching	3670	6
Locke St	2	CDSLK02	10199	39th E	38th E	West Latonia	164.3	Good	Alligator Cracking, Weathering, Patching	4452	6
Locke St	1	CDSLK01	9943	40th E	39th E	West Latonia	487.8	Satisfactory	Alligator Cracking, Weathering	3914	6
Mabel Ave	1	CDSMB01	10062	Southern	33rd	West Latonia	369.9	Satisfactory	Patching, Weathering	2715	6
Mabel Ave	2	CDSMB02	10063	33rd	35th	West Latonia	413.0	Satisfactory	Alligator Cracking, Weathering	1915	6
McKee St	2	CDSMK02	9815	43rd E	Elmwood	Latonia Rosedale	384.2	Very Good	No Distress	4589	6
McKee St	1	CDSMK01	9822	42nd E	43rd E	West Latonia	155.4	Very Good	No Distress	2781	6
McKee St	3	CDSMK03	9807	Elmwood	44th E	Latonia Rosedale	290.2	Very Good	No Distress	3967	6
McKee St	1	CDSMK01	9829	42nd E	43rd E	West Latonia	163.3	Very Good	No Distress	4634	6
Melton Ave	1	CDSMT01	10135	28th W	North End	Latonia Rosedale	302.8	Good	Alligator Cracking	3861	6
Michigan Ave	2	CDSMH02	10842	44th E	Baltimore	West Latonia	434.5	Satisfactory	Alligator Cracking	3941	6
Michigan Ave	1	CDSMH01	9860	43rd E	44th E	West Latonia	775.2	Very Good	Utility Patching, Dips	4779	6
Myrtle Ave	2	CDSMY02	10866	Park	Summit		106.5	Satisfactory	Patch, Weathering	2209	6
Myrtle Ave	1	CDSMY01	9899	Southern	Park	Latonia Rosedale	372.9	Satisfactory	Weathering, Patching	3406	6
Myrtle Ave	2	CDSMY02	9910	Park	Summit		272.4	Satisfactory	Patch, Weathering	3731	6
Park Ave	1	CDSPK01	9898	40th E	39th E	Ritte's East Latonia	403.9	Poor	Alligator Cracking, Utility Patching	3125	6
Park Ave	1	CDSPK01	9877	40th E	39th E	Ritte's East Latonia	184.5	Poor	Alligator Cracking, Utility Patching	3128	6
Park Ave	5	CDSPK05	9901	36th E	North End	Ritte's East Latonia	231.7	Very Good	Alligator Cracking	658	6
Park Ave	2	CDSPK02	9902	39th E	38th E	Ritte's East Latonia	281.8	Very Good	Alligator Cracking, Utility Patching	1656	6
Park Ave	3	CDSPK03	9911	38th E	Southern	Ritte's East Latonia	453.1	Very Good	Utility Patching	1988	6
Park Ave	2	CDSPK02	9912	39th E	38th E	Ritte's East Latonia	153.6	Very Good	Alligator Cracking, Utility Patching	2772	6
Park Ave	4	CDSPK04	9907	Southern	36th E	Ritte's East Latonia	140.8	Very Good	No Distress	2343	6
Park Ave	4	CDSPK04	9889	Southern	36th E	Ritte's East Latonia	272.8	Very Good	No Distress	2655	6
Park Dr	1	CDSPD01	9913	Myrtle	Park E	West Latonia	307.9	Good	Alligator Cracking, Weathering	3737	6
Park Dr	2	CDSPD02	9904	Park E	North End	Ritte's East Latonia	355.8	Good	Alligator Cracking, Block Cracking	7306	6
Rogers St	7	CDSRG07	10006	34th W	RR Tracks	West Latonia	134.3	Poor	Alligator Cracking, Weathering, Patching	2927	6
Rogers St	1	CDSRG01	10952	Madison	28th W	Ritte's East Latonia	235.4	Satisfactory	Alligator Cracking, Utility Patching	295	6
Rogers St	2	CDSRG02	10050	28th W	29th W	Ritte's East Latonia	249.6	Satisfactory	Alligator Cracking, Utility Patching	1437	6

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Rogers St	1	CDSRG01	10949	Madison	28th W	Ritte's East Latonia	192.8	Satisfactory	Alligator Cracking, Utility Patching	2301	6
Rogers St	4	CDSRG04	10024	31st W	32nd W	West Latonia	254.4	Satisfactory	Alligator Cracking, Utility Patching	3466	6
Rogers St	5	CDSRG05	10015	32nd W	33rd W		260.7	Satisfactory	Alligator Cracking, Utility Patching	699	6
Rogers St	3	CDSRG03	10040	29th W	31st W	West Latonia	530.2	Satisfactory	Alligator Cracking	4025	6
Rogers St	6	CDSRG06	10008	33rd W	34th W	West Latonia	259.0	Satisfactory	Alligator Cracking, Utility Patching	2457	6
Rosedale Ct	1	CDSRD01	9773	Clifton	West End	Ritte's East Latonia	434.0	Satisfactory	Alligator Cracking	3299	6
Rosina Ave	2	CDSRS02	10981	Auburn	Hazel	West Latonia	288.3	Good	Alligator Cracking, Weathering	397	6
Rosina Ave	3	CDSRS03	10980	Hazel	Madison	West Latonia	268.7	Good	Alligator Cracking, Potholes, Weathering	2640	6
Rosina Ave	1	CDSRS01	10978	Southern	Auburn	West Latonia	1,410.1	Satisfactory	Alligator Cracking, Potholes	3732	6
Sehon St	1	CDSRH01	10945	28th W	Blackburn	West Latonia	231.3	Poor	Weathering, Block Cracking	805	6
Summit Dr	1	CDSSM01	10865	Myrtle	East End	West Latonia	516.7	Satisfactory	Alligator Cracking, Patching	4610	6
Summit Dr	1	CDSSM01	10865	Myrtle	East End	West Latonia	467.4	Satisfactory	Alligator Cracking, Patching	4611	6
Tibbatts St	1	CDSTB01	10896	Caroline	Southern	Ritte's East Latonia	421.8	Good	Patching, Alligator Cracking	1533	6
Tibbatts St	2	CDSTB02	10910	Southern	38th W	Ritte's East Latonia	107.9	Good	Alligator Cracking, Patching, Weathering	3401	6
Tracy Ave	1	CDSTC01	9866	South End	Earle	Ritte's East Latonia	404.4	Very Good	Alligator Cracking	2157	6
Tracy Ave	2	CDSTC02	9888	Earle	38th E	West Latonia	275.6	Very Good	Block Cracking	3705	6
Union St	1	CDSUN01	10002	Decoursey	33rd E	West Latonia	219.6	Good	Alligator Cracking, Weathering	558	6
Union St	1	CDSUN01	9993	Decoursey	33rd E	West Latonia	219.1	Good	Alligator Cracking, Weathering	2167	6
Vermont Ave	3	CDSVM03	10841	44th E	Baltimore	Latonia Rosedale	486.2	Poor	Alligator Cracking, Potholes, Depressions	3948	6
Vermont Ave	1	CDSVM01	9836	43rd E	Elmwood	Latonia Milldale	431.6	Very Good	Alligator Cracking	4187	6
Vermont Ave	2	CDSVM02	9837	Elmwood	44th E	West Latonia	328.7	Very Good	Utility Patching	4784	6
Victory Ave	1	CDSVC01	9775	46th E	South End	Ritte's East Latonia	830.2	Satisfactory	Weathering, Block Cracking	4677	6
Virginia Ave	1	CDSVG01	10845	45th E	South End	Ritte's East Latonia	464.4	Very Good	Block Cracking	3885	6
W 28th St	5	CDS2805	10947	Sehon	Decoursey	West Latonia	866.0	Poor	Potholes, Alligator Cracking, Rutting, Patching	780	6
W 28th St	3	CDS2803	10140	Alexandria	Melton	West Latonia	226.3	Good	Weathering, Alligator Cracking	2595	6
W 28th St	4	CDS2804	10946	Rogers	Sehon	West Latonia	315.9	Good	Alligator Cracking, Weathering	1354	6
W 28th St	1	CDS2801	10111	Latonia	Dakota	West Latonia	247.6	Satisfactory	Weathering	2663	6
W 28th St	2	CDS2802	10112	Dakota	Alexandria	West Latonia	242.9	Satisfactory	Weathering	3873	6
W 29th St	1	CDS2901	10039	Rogers	East End	West Latonia	172.2	Satisfactory	Weathering	1436	6
W 30th St	1	CDS3001	10937	Decoursey	West End	West Latonia	548.6	Poor	Weathering, Alligator Cracking, Potholes	3277	6
W 30th St	1	CDS3001	10942	Decoursey	West End	West Latonia	309.5	Poor	Weathering, Alligator Cracking, Potholes	7311	6
W 31st St	1	CDS3101	10022	Caroline	Rogers	West Latonia	486.4	Satisfactory	Block Cracking, Weathering	1973	6
W 31st St	2	CDS3102	10940	Rogers	Decoursey	West Latonia	307.4	Satisfactory	Edge Cracking	1529	6
W 31st St	2	CDS3102	10935	Rogers	Decoursey	West Latonia	210.7	Satisfactory	Edge Cracking	3502	6
W 31st St	2	CDS3102	10938	Rogers	Decoursey	West Latonia	295.8	Satisfactory	Edge Cracking	4024	6
W 32nd St	1	CDS3201	10090	West End	Latonia	West Latonia	175.3	Good	Weathering, Block Cracking	3636	6
W 32nd St	1	CDS3201	10095	West End	Latonia	West Latonia	158.4	Good	Weathering, Block Cracking	4299	6
W 32nd St	5	CDS3205	10017	Caroline	Rogers	West Latonia	495.0	Satisfactory	Alligator Cracking, Weathering	700	6
W 32nd St	6	CDS3206	10013	Rogers	Decoursey	West Latonia	212.1	Satisfactory	Weathering, Alligator Cracking	1453	6
W 32nd St	2	CDS3202	10088	Latonia	Watson	West Latonia	160.1	Satisfactory	Alligator Cracking, Weathering, Patching	4197	6
W 32nd St	2	CDS3202	10081	Latonia	Watson	West Latonia	157.1	Satisfactory	Alligator Cracking, Weathering, Patching	3094	6
W 32nd St	6	CDS3206	10009	Rogers	Decoursey	West Latonia	473.7	Satisfactory	Weathering, Alligator Cracking	3465	6
W 32nd St	3	CDS3203	10072	Watson	Southern	West Latonia	150.3	Satisfactory	Weathering	2344	6
W 32nd St	3	CDS3203	10065	Watson	Southern	West Latonia	97.1	Satisfactory	Weathering	3734	6
W 32nd St	4	CDS3204	10025	Graff	Caroline	West Latonia	384.6	Satisfactory	Alligator Cracking, Weathering	3872	6
W 33rd St	11	CDS3311	10007	Rogers	Decoursey	West Latonia	312.6	Poor	Joint Cracking, Potholes, Patching	698	6
W 33rd St	11	CDS3311	10000	Rogers	Decoursey	West Latonia	186.6	Poor	Joint Cracking, Potholes, Patching	3271	6
W 33rd St	2	CDS3302	10166	Cottage	Emerson	West Latonia	306.7	Satisfactory	Weathering, Alligator Cracking	2684	6
W 33rd St	5	CDS3305	10086	Latonia	Watson	West Latonia	156.1	Satisfactory	Joint Cracking, Weathering	4438	6
W 33rd St	3	CDS3303	10163	Emerson	Carlisle	West Latonia	151.7	Satisfactory	Joint Cracking, Weathering	4444	6

Street Name	Section ID	Unique ID	Road ID Number	From	To	Neighborhood	Length (Ft)	PCI	Defects	OBJECTID	CLASS
W 33rd St	1	CDS3301	10164	West End	Cottage	West Latonia	441.4	Satisfactory	Patching, Weathering	2223	6
W 33rd St	3	CDS3303	10159	Emerson	Carlisle	West Latonia	158.3	Satisfactory	Joint Cracking, Weathering	1983	6
W 33rd St	6	CDS3306	10064	Watson	Mabel	West Latonia	150.9	Satisfactory	Weathering, Block Cracking	2520	6
W 33rd St	6	CDS3306	10068	Watson	Mabel	West Latonia	152.9	Satisfactory	Weathering, Block Cracking	4209	6
W 33rd St	5	CDS3305	10079	Latonia	Watson	West Latonia	158.6	Satisfactory	Joint Cracking, Weathering	4036	6
W 33rd St	7	CDS3307	10059	Mabel	Grace	West Latonia	154.0	Satisfactory	Weathering, Alligator Cracking	2714	6
W 33rd St	4	CDS3304	10145	Carlise	Latonia	West Latonia	145.3	Satisfactory	Weathering	1531	6
W 33rd St	4	CDS3304	10123	Carlise	Latonia	West Latonia	164.0	Satisfactory	Weathering	1912	6
W 33rd St	7	CDS3307	10055	Mabel	Grace	West Latonia	152.0	Satisfactory	Weathering, Alligator Cracking	4140	6
W 33rd St	10	CDS3310	10016	Caroline	Rogers	West Latonia	494.2	Very Good	Weathering	2460	6
W 33rd St	9	CDS3309	10023	Graff	Caroline	West Latonia	394.5	Very Good	Utility Patching, Weathering	3660	6
W 33rd St	8	CDS3308	10021	West End	Graff	West Latonia	192.3	Very Good	Weathering	3714	6
W 34th St	2	CDS3402	10027	Graff	Caroline	West Latonia	391.7	Poor	Block Cracking, Weathering	2439	6
W 34th St	3	CDS3403	10014	Caroline	Rogers	West Latonia	492.0	Poor	Block Cracking, Weathering	3787	6
W 34th St	4	CDS3404	9989	Rogers	Decoursey	West Latonia	213.4	Good	Block Cracking, Weathering	2601	6
W 34th St	4	CDS3404	10005	Rogers	Decoursey	West Latonia	167.4	Good	Block Cracking, Weathering	3875	6
W 34th St	1	CDS3401	10032	Southern	Graff	West Latonia	558.4	Very Good	Weathering	7296	6
W 35th St	9	CDS3509	9986	Rogers	Decoursey	West Latonia	266.5	Poor	Alligator Cracking, Weathering, Potholes	2208	7
W 35th St	9	CDS3509	9990	Rogers	Decoursey	West Latonia	310.5	Poor	Alligator Cracking, Weathering, Potholes	3662	6
W 35th St	7	CDS3507	10035	Southern	Graff	West Latonia	290.0	Poor	Joint Cracking, Weathering	3098	6
W 35th St	4	CDS3504	10070	Watson	Mabel	West Latonia	153.5	Satisfactory	Patching, Weathering	335	6
W 35th St	3	CDS3503	10082	Latonia	Watson	West Latonia	161.2	Satisfactory	Patching, Block Cracking, Weathering	4446	6
W 35th St	4	CDS3504	10073	Watson	Mabel	West Latonia	149.2	Satisfactory	Patching, Weathering	1990	6
W 35th St	3	CDS3503	10084	Latonia	Watson	West Latonia	154.7	Satisfactory	Patching, Block Cracking, Weathering	3668	6
W 35th St	2	CDS3502	10147	Carlisle	Latonia	West Latonia	160.4	Very Good	Block Cracking, Weathering	345	6
W 35th St	2	CDS3502	10153	Carlisle	Latonia	West Latonia	154.0	Very Good	Block Cracking, Weathering	1660	6
W 35th St	5	CDS3505	10061	Mabel	Grace	West Latonia	151.4	Very Good	Weathering	1914	6
W 35th St	5	CDS3505	10057	Mabel	Grace	West Latonia	152.2	Very Good	Weathering	2902	6
W 35th St	6	CDS3506	10042	Grace	Eugenia	West Latonia	137.9	Very Good	Edge Cracking, Weathering	4039	6
W 35th St	1	CDS3501	10157	Emerson	Carlisle	West Latonia	154.0	Very Good	Weathering	440	6
W 35th St	1	CDS3501	10160	Emerson	Carlisle	West Latonia	153.7	Very Good	Weathering	3677	6
W 35th St	8	CDS3508	10030	Graff	East End	West Latonia	337.8	Very Good	Weathering	3537	6
W 36th St	4	CDS3604	9997	Decoursey	Caroline	West Latonia	339.3	Satisfactory	Block Cracking, Alligator Cracking	2338	6
W 36th St	4	CDS3604	9980	Decoursey	Caroline	West Latonia	186.7	Satisfactory	Block Cracking, Alligator Cracking	3480	6
W 36th St	5	CDS3605	10902	Caroline	Southern	West Latonia	357.7	Satisfactory	Joint Cracking, Block Cracking,	3839	6
W 38th St	2	CDS3802	10887	Tibbatts	Winston	West Latonia	353.4	Satisfactory	Alligator Cracking, Patching	339	6
W 38th St	1	CDS3801	10895	West End	Tibbatts	West Latonia	120.8	Satisfactory	Alligator Cracking, Patching	402	6
W 38th St	1	CDS3801	10903	West End	Tibbatts	West Latonia	246.7	Satisfactory	Alligator Cracking, Patching	1698	6
W 38th St	1	CDS3801	10909	West End	Tibbatts	West Latonia	242.0	Satisfactory	Alligator Cracking, Patching	1530	6
W 43rd St	2	CDS4302	10169	Boron	Winston	West Latonia	328.0	Satisfactory	Alligator Cracking, Block Cracking	2320	6
W 43rd St	1	CDS4301	10238	City Line	Boron	West Latonia	266.6	Satisfactory	Alligator Cracking, Block Cracking	3129	6
W 43rd St	1	CDS4301	10231	City Line	Boron	West Latonia	34.6	Satisfactory	Alligator Cracking, Block Cracking	3130	6
W 43rd St	2	CDS4302	10175	Boron	Winston	West Latonia	299.1	Satisfactory	Alligator Cracking, Block Cracking	3340	6
W 43rd St	2	CDS4302	10181	Boron	Winston	West Latonia	93.7	Satisfactory	Alligator Cracking, Block Cracking	3343	6
W 43rd St	1	CDS4301	9192	City Line	Boron	West Latonia	241.4	Satisfactory	Alligator Cracking, Block Cracking	3955	6
W 43rd St	2	CDS4302	10177	Boron	Winston	West Latonia	310.5	Satisfactory	Alligator Cracking, Block Cracking	4459	6
W 43rd St	2	CDS4302	10868	Boron	Winston	West Latonia	173.5	Satisfactory	Alligator Cracking, Block Cracking	4465	6
W 43rd St	1	CDS4301	10235	City Line	Boron	West Latonia	56.6	Satisfactory	Alligator Cracking, Block Cracking	8050	6
W Southern Ave	7	CDSSN07	10911	36th	Caroline	West Latonia	339.9	Poor	Alligator Cracking, Potholes, Patching	3402	6
W Southern Ave	7	CDSSN07	10890	36th	Caroline	West Latonia	38.2	Poor	Alligator Cracking, Potholes, Patching	3404	6

Street Name	Section ID	Unique ID	Road ID Number	From	To	Neighborhood	Length (Ft)	PCI	Defects	OBJECTID	CLASS
W Southern Ave	8	CDSSN08	10893	Caroline	Decoursey	West Latonia	136.7	Poor	Alligator Cracking, Potholes	3407	6
W Southern Ave	8	CDSSN08	9995	Caroline	Decoursey	West Latonia	280.8	Poor	Alligator Cracking, Potholes	4315	6
W Southern Ave	6	CDSSN06	10899	Railroad	36th	West Latonia	106.7	Poor	Alligator Cracking, Patching, Potholes	3840	6
W Southern Ave	1	CDSSN01	10099	Latonía	Ashland	West Latonia	184.4	Good	Alligator Cracking, Patching	224	6
W Southern Ave	1	CDSSN01	10076	Latonía	Ashland	West Latonia	208.2	Good	Alligator Cracking, Patching	1911	6
W Southern Ave	1	CDSSN01	10092	Latonía	Ashland	West Latonia	204.8	Good	Alligator Cracking, Patching	3479	6
W Southern Ave	5	CDSSN05	10033	34th W	35th W	West Latonia	437.5	Satisfactory	Potholes, Weathering	3099	6
W Southern Ave	2	CDSSN02	10078	Ashland	Rosina	West Latonia	97.6	Satisfactory	Alligator Cracking, Patching	3728	6
W Southern Ave	2	CDSSN02	10066	Ashland	Rosina	West Latonia	78.5	Satisfactory	Alligator Cracking, Patching	3730	6
W Southern Ave	2	CDSSN02	10060	Ashland	Rosina	West Latonia	180.8	Satisfactory	Alligator Cracking, Patching	3733	6
W Southern Ave	3	CDSSN03	10054	Rosina	Clifford	Ritte's East Latonia	171.1	Satisfactory	Joint Cracking, Alligator Cracking	2335	6
W Southern Ave	4	CDSSN04	10052	Clifford	34th W	West Latonia	267.7	Satisfactory	Alligator Cracking	2892	6
W Southern Ave	3	CDSSN03	10045	Rosina	Clifford	Ritte's East Latonia	191.2	Satisfactory	Joint Cracking, Alligator Cracking	3536	6
Watson Ave	3	CDSWT03	10074	33rd W	35th W	Ritte's East Latonia	411.2	Good	Alligator Cracking, Weathering	1991	6
Watson Ave	1	CDSWT01	10080	Southern	32nd W	Latonía Milldale	191.9	Good	Weathering, Patching	2345	6
Watson Ave	2	CDSWT02	10071	32nd W	33rd W	Latonía Milldale	408.9	Good	Alligator Cracking, Weathering	4210	6
Winchester St	2	CDSWC02	10921	33rd E	North End	Latonía Rosedale	1,362.4	Poor	Alligator Cracking, Potholes, Weathering	1433	6
Winchester St	1	CDSWC01	10924	34th E	33rd E	Latonía Rosedale	367.7	Satisfactory	Alligator Cracking, Weathering	4022	6
Windsor Ave	1	CDSWD01	9909	Glenn	Myrtle	Latonía Rosedale	311.7	Poor	Alligator Cracking, Potholes, Weathering	2221	6

# APPENDIX C - SIDEWALK CONDITIONS

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
Aberdeen Ave	575.3	160	27.8	10% to 50%
Aberdeen Ave	614.2	170	27.7	10% to 50%
Alexandria Ave	804.3	4	0.5	Less than 10%
Alexandria Ave	809.5	0	0.0	Less than 10%
Ashland Ave	1,663.3	440	26.5	10% to 50%
Ashland Ave	1,640.4	405	24.7	10% to 50%
Auburn Ave	200.5	40	19.9	10% to 50%
Auburn Ave	200.7	55	27.4	10% to 50%
Baltimore Ave	532.9	15	2.8	Less than 10%
Baltimore Ave	106.9	8	7.5	Less than 10%
Baltimore Ave	126.3	0	0.0	Less than 10%
Baltimore Ave	243.3	0	0.0	Less than 10%
Beech Ave	170.0	70	41.2	10% to 50%
Beech Ave	1,257.5	305	24.3	10% to 50%
Beech Ave	1,102.5	305	27.7	10% to 50%
Birch Ave	530.3	45	8.5	Less than 10%
Birch Ave	541.0	220	40.7	10% to 50%
Carlisle Ave	368.5	200	54.3	More than 50%
Carlisle Ave	368.2	150	40.7	10% to 50%
Carlisle Ave	240.1	70	29.2	10% to 50%
Carlisle Ave	235.0	205	87.2	More than 50%
Caroline Ave	475.2	44	9.3	Less than 10%
Caroline Ave	470.3	36	7.7	Less than 10%
Caroline Ave	210.7	110	52.2	More than 50%
Caroline Ave	208.8	165	79.0	More than 50%
Caroline Ave	210.9	105	49.8	10% to 50%
Caroline Ave	208.6	48	23.0	10% to 50%
Caroline Ave	215.2	10	4.6	Less than 10%
Caroline Ave	214.3	30	14.0	10% to 50%
Caroline Ave	206.4	0	0.0	Less than 10%
Caroline Ave	197.8	62	31.4	10% to 50%
Caroline Ave	86.2	55	63.8	More than 50%
Church St	212.1	0	0.0	Less than 10%
Church St	214.6	55	25.6	10% to 50%
Church St	365.9	100	27.3	10% to 50%
Church St	365.8	75	20.5	10% to 50%
Church St	410.4	80	19.5	10% to 50%
Church St	410.8	125	30.4	10% to 50%
Church St	306.6	15	4.9	Less than 10%
Church St	411.2	215	52.3	More than 50%
Church St	269.3	40	14.9	10% to 50%
Church St	408.3	40	9.8	Less than 10%
Church St	390.4	60	15.4	10% to 50%
Church St	425.1	122	28.7	10% to 50%
Church St	291.9	96	32.9	10% to 50%
Church St	291.9	20	6.9	Less than 10%
Church St	483.0	110	22.8	10% to 50%
Church St	487.2	85	17.4	10% to 50%
Church St	319.7	125	39.1	10% to 50%
Church St	282.8	0	0.0	Less than 10%



Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
Church St	281.8	114	40.5	10% to 50%
Church St	287.0	84	29.3	10% to 50%
Church St	291.9	5	1.7	Less than 10%
Church St	325.1	66	20.3	10% to 50%
Clifford Ave	1,093.8	193	17.6	10% to 50%
Clifton Ave	398.8	76	19.1	10% to 50%
Clifton Ave	610.7	72	11.8	Less than 10%
Clifton Ave	211.6	68	32.1	10% to 50%
Cottage Ave	279.5	60	21.5	10% to 50%
Cottage Ave	270.5	32	11.8	10% to 50%
Dakota Ave	829.7	152	18.3	10% to 50%
Dakota Ave	828.5	216	26.1	10% to 50%
Daniels St	647.4	132	20.4	10% to 50%
Daniels St	154.7	35	22.6	10% to 50%
Daniels St	327.1	10	3.1	Less than 10%
Daniels St	160.2	75	46.8	Less than 10%
Daniels St	325.4	65	20.0	10% to 50%
Daniels St	277.1	35	12.6	10% to 50%
Decoursey Ave	551.2	36	6.5	Less than 10%
Decoursey Ave	203.1	4	2.0	Less than 10%
Decoursey Ave	230.1	50	21.7	10% to 50%
Decoursey Ave	201.9	40	19.8	10% to 50%
Decoursey Ave	197.3	5	2.5	Less than 10%
Decoursey Ave	185.4	0	0.0	Less than 10%
Decoursey Ave	304.0	65	21.4	10% to 50%
Decoursey Ave	350.7	20	5.7	Less than 10%
Decoursey Ave	364.5	0	0.0	Less than 10%
Decoursey Ave	412.2	111	26.9	10% to 50%
Decoursey Ave	144.2	10	6.9	Less than 10%
Decoursey Ave	360.5	15	4.2	Less than 10%
Decoursey Ave	390.8	20	5.1	Less than 10%
Decoursey Ave	268.9	136	50.6	More than 50%
Decoursey Ave	425.0	48	11.3	10% to 50%
Decoursey Ave	246.8	0	0.0	Less than 10%
Decoursey Ave	289.7	0	0.0	Less than 10%
Decoursey Ave	377.5	135	35.8	10% to 50%
Decoursey Ave	134.7	13	9.7	Less than 10%
Decoursey Ave	140.4	0	0.0	Less than 10%
Decoursey Ave	403.3	10	2.5	Less than 10%
Decoursey Ave	91.7	0	0.0	Less than 10%
Decoursey Ave	272.8	5	1.8	Less than 10%
Decoursey Ave	115.8	0	0.0	Less than 10%
Decoursey Ave	204.7	0	0.0	Less than 10%
Decoursey Ave	356.3	10	2.8	Less than 10%
Decoursey Ave	581.5	5	0.9	Less than 10%
Decoursey Ave	579.7	0	0.0	Less than 10%
Decoursey Ave	297.0	10	3.4	Less than 10%
Decoursey Ave	250.0	0	0.0	Less than 10%
Decoursey Ave	314.3	24	7.6	Less than 10%
Decoursey Ave	413.9	25	6.0	Less than 10%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
Decoursey Ave	358.7	10	2.8	Less than 10%
Decoursey Ave	364.4	10	2.7	Less than 10%
Decoursey Ave	240.2	10	4.2	Less than 10%
Decoursey Ave	683.8	0	0.0	Less than 10%
Decoursey Ave	775.4	0	0.0	Less than 10%
Decoursey Ave	649.9	140	21.5	10% to 50%
Decoursey Ave	535.6	60	11.2	10% to 50%
Decoursey Ave	264.8	16	6.0	Less than 10%
Decoursey Ave	398.6	16	4.0	Less than 10%
Decoursey Ave	382.0	32	8.4	Less than 10%
Decoursey Ave	518.8	90	17.3	10% to 50%
E 28Th St	215.5	20	9.3	Less than 10%
E 28Th St	425.0	121	28.5	10% to 50%
E 30Th St	732.0	95	13.0	10% to 50%
E 30Th St	283.3	10	3.5	Less than 10%
E 30Th St	422.6	120	28.4	10% to 50%
E 31St St	356.6	0	0.0	Less than 10%
E 31St St	373.7	0	0.0	Less than 10%
E 31St St	357.4	32	9.0	Less than 10%
E 31St St	382.8	51	13.3	10% to 50%
E 31St St	255.0	5	2.0	Less than 10%
E 32Nd St	303.7	55	18.1	10% to 50%
E 32Nd St	533.8	125	23.4	10% to 50%
E 32Nd St	370.7	144	38.8	10% to 50%
E 32Nd St	453.3	60	13.2	10% to 50%
E 33Rd St	219.7	95	43.2	10% to 50%
E 33Rd St	337.4	65	19.3	10% to 50%
E 33Rd St	223.9	135	60.3	More than 50%
E 33Rd St	349.0	75	21.5	10% to 50%
E 33Rd St	455.7	199	43.7	10% to 50%
E 33Rd St	146.9	25	17.0	10% to 50%
E 33Rd St	134.0	15	11.2	10% to 50%
E 34Th St	184.6	48	26.0	10% to 50%
E 34Th St	156.0	68	43.6	10% to 50%
E 35Th St	160.2	40	25.0	10% to 50%
E 35Th St	153.6	5	3.3	Less than 10%
E 35Th St	326.0	75	23.0	10% to 50%
E 35Th St	328.1	85	25.9	10% to 50%
E 35Th St	325.8	90	27.6	10% to 50%
E 36Th St	154.3	10	6.5	Less than 10%
E 36Th St	154.9	15	9.7	Less than 10%
E 36Th St	157.2	0	0.0	Less than 10%
E 36Th St	161.7	50	30.9	10% to 50%
E 36Th St	156.0	25	16.0	10% to 50%
E 36Th St	155.9	65	41.7	10% to 50%
E 36Th St	160.2	0	0.0	Less than 10%
E 36Th St	157.8	0	0.0	Less than 10%
E 36Th St	348.2	50	14.4	10% to 50%
E 36Th St	342.3	55	16.1	10% to 50%
E 38Th St	296.7	60	20.2	10% to 50%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
E 38Th St	401.5	112	27.9	10% to 50%
E 38Th St	214.9	52	24.2	10% to 50%
E 38Th St	97.7	72	73.7	More than 50%
E 38Th St	336.2	5	1.5	Less than 10%
E 38Th St	112.8	0	0.0	Less than 10%
E 38Th St	354.5	0	0.0	Less than 10%
E 38Th St	113.4	0	0.0	Less than 10%
E 38Th St	266.3	40	15.0	10% to 50%
E 38Th St	206.9	12	5.8	Less than 10%
E 38Th St	357.0	108	30.3	10% to 50%
E 38Th St	358.3	0	0.0	Less than 10%
E 39Th St	397.2	15	3.8	Less than 10%
E 39Th St	381.1	120	31.5	10% to 50%
E 39Th St	244.1	32	13.1	10% to 50%
E 39Th St	236.9	0	0.0	Less than 10%
E 39Th St	335.7	116	34.6	10% to 50%
E 39Th St	86.1	57	66.2	More than 50%
E 39Th St	335.7	96	28.6	10% to 50%
E 39Th St	68.9	28	40.6	10% to 50%
E 39Th St	335.0	14	4.2	Less than 10%
E 39Th St	335.4	8	2.4	Less than 10%
E 39Th St	258.7	0	0.0	Less than 10%
E 39Th St	278.3	12	4.3	Less than 10%
E 40Th St	534.2	65	12.2	10% to 50%
E 40Th St	282.0	64	22.7	10% to 50%
E 40Th St	656.0	24	3.7	Less than 10%
E 40Th St	280.1	28	10.0	Less than 10%
E 40Th St	255.3	48	18.8	10% to 50%
E 40Th St	71.6	0	0.0	Less than 10%
E 40Th St	657.0	80	12.2	10% to 50%
E 40Th St	830.1	100	12.0	10% to 50%
E 40Th St	342.3	52	15.2	10% to 50%
E 40Th St	337.9	96	28.4	10% to 50%
E 40Th St	431.7	40	9.3	Less than 10%
E 41St St	706.2	192	27.2	10% to 50%
E 41St St	692.2	108	15.6	10% to 50%
E 41St St	915.2	252	27.5	10% to 50%
E 41St St	928.7	192	20.7	10% to 50%
E 41St St	894.8	156	17.4	10% to 50%
E 41St St	864.5	224	25.9	10% to 50%
E 42Nd St	575.4	110	19.1	10% to 50%
E 42Nd St	633.4	65	10.3	10% to 50%
E 42Nd St	156.3	0	0.0	Less than 10%
E 42Nd St	156.9	24	15.3	10% to 50%
E 42Nd St	1,109.0	118	10.6	10% to 50%
E 42Nd St	1,137.8	196	17.2	10% to 50%
E 42Nd St	443.7	72	16.2	10% to 50%
E 42Nd St	258.8	20	7.7	Less than 10%
E 42Nd St	140.1	8	5.7	Less than 10%
E 43Rd St	553.5	215	38.8	10% to 50%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
E 43Rd St	1,116.3	75	6.7	Less than 10%
E 43Rd St	1,388.0	107	7.7	Less than 10%
E 43Rd St	1,357.9	424	31.2	10% to 50%
E 43Rd St	346.2	12	3.5	Less than 10%
E 43Rd St	335.5	116	34.6	10% to 50%
E 43Rd St	139.6	18	12.9	10% to 50%
E 43Rd St	139.5	28	20.1	10% to 50%
E 43Rd St	491.0	16	3.3	Less than 10%
E 43Rd St	255.6	12	4.7	Less than 10%
E 43Rd St	226.8	24	10.6	10% to 50%
E 44Th St	165.1	4	2.4	Less than 10%
E 44Th St	141.8	40	28.2	10% to 50%
E 44Th St	182.8	64	35.0	10% to 50%
E 44Th St	125.9	60	47.6	10% to 50%
E 44Th St	115.2	36	31.3	10% to 50%
E 44Th St	118.6	50	42.2	10% to 50%
E 44Th St	222.9	60	26.9	10% to 50%
E 44Th St	244.3	0	0.0	Less than 10%
E 45Th St	624.8	105	16.8	10% to 50%
E 45Th St	373.0	58	16.2	10% to 50%
E 45Th St	481.7	95	19.7	10% to 50%
E 45Th St	259.7	24	9.2	Less than 10%
E 45Th St	134.1	18	13.4	10% to 50%
E 45Th St	130.6	32	24.5	10% to 50%
E 45Th St	225.1	40	17.8	10% to 50%
E 45Th St	207.2	16	7.7	Less than 10%
E 45Th St	220.6	16	7.3	Less than 10%
E 46Th St	193.7	20	10.3	10% to 50%
E 46Th St	186.4	100	53.6	More than 50%
E 46Th St	216.8	0	0.0	Less than 10%
E 46Th St	719.1	190	26.4	10% to 50%
E 46Th St	211.6	20	9.5	Less than 10%
E 46Th St	206.6	40	19.4	10% to 50%
E 46Th St	511.5	104	20.3	10% to 50%
E 47Th St	432.8	20	4.6	Less than 10%
E 47Th St	211.3	36	17.0	10% to 50%
E 47Th St	235.3	28	11.9	10% to 50%
E 47Th St	153.8	0	0.0	Less than 10%
E 47Th St	208.1	34	16.3	10% to 50%
E 47Th St	94.9	0	0.0	Less than 10%
E Park Dr	93.3	4	4.3	Less than 10%
E Southern Ave	297.6	90	30.2	10% to 50%
E Southern Ave	138.9	0	0.0	Less than 10%
E Southern Ave	335.6	20	6.0	Less than 10%
E Southern Ave	352.2	20	5.7	Less than 10%
E Southern Ave	159.9	10	6.3	Less than 10%
E Southern Ave	345.3	75	21.7	10% to 50%
E Southern Ave	153.6	9	5.9	Less than 10%
E Southern Ave	156.4	24	15.3	10% to 50%
E Southern Ave	926.5	232	25.0	10% to 50%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
E Southern Ave	123.0	0	0.0	Less than 10%
E Southern Ave	135.4	40	29.5	10% to 50%
E Southern Ave	286.0	12	4.2	Less than 10%
E Southern Ave	577.5	176	30.5	10% to 50%
E Southern Ave	152.8	19	12.4	10% to 50%
E Southern Ave	283.1	55	19.4	10% to 50%
E Southern Ave	112.2	0	0.0	Less than 10%
Earle Ave	459.2	72	15.7	10% to 50%
Earle Ave	211.0	111	52.6	More than 50%
Earle Ave	207.8	76	36.6	10% to 50%
Earle Ave	210.6	28	13.3	10% to 50%
Earle Ave	211.0	40	19.0	10% to 50%
Emerson Ave	370.4	145	39.1	10% to 50%
Emerson Ave	415.3	240	57.8	More than 50%
Eugenia Ave	302.5	50	16.5	10% to 50%
Eugenia Ave	299.4	0	0.0	Less than 10%
Eureka St	240.4	28	11.6	Less than 10%
Eureka St	230.6	16	6.9	Less than 10%
Frazier St	198.4	30	15.1	10% to 50%
Frazier St	198.5	5	2.5	Less than 10%
Frazier St	219.0	0	0.0	Less than 10%
Frazier St	218.8	20	9.1	Less than 10%
Frazier St	151.3	150	99.2	More than 50%
Frazier St	132.0	15	11.4	10% to 50%
Frazier St	155.7	20	12.8	10% to 50%
Frazier St	144.7	0	0.0	Less than 10%
Gilbert Ave	355.8	56	15.7	10% to 50%
Gilbert Ave	352.2	60	17.0	10% to 50%
Glenn Ave	475.0	16	3.4	Less than 10%
Glenn Ave	250.3	28	11.2	10% to 50%
Glenn Ave	546.4	84	15.4	10% to 50%
Glenn Ave	526.4	49	9.3	Less than 10%
Glenn Ave	313.0	152	49.8	10% to 50%
Glenn Ave	1,409.5	248	17.6	10% to 50%
Glenn Ave	398.5	48	12.0	10% to 50%
Glenn Ave	504.3	70	13.9	10% to 50%
Glenn Ave	77.2	0	0.0	Less than 10%
Glenn Ave	619.0	30	4.8	Less than 10%
Glenn Ave	316.8	156	49.2	10% to 50%
Glenn Ave	395.2	205	51.9	More than 50%
Glenn Ave	218.0	5	2.3	Less than 10%
Grace Ave	503.8	80	15.9	10% to 50%
Grace Ave	115.3	45	39.0	10% to 50%
Grace Ave	362.4	80	22.1	10% to 50%
Graff St	213.8	75	35.1	10% to 50%
Graff St	214.1	66	30.8	10% to 50%
Graff St	208.9	0	0.0	Less than 10%
Graff St	208.3	80	38.4	10% to 50%
Graff St	206.9	25	12.1	10% to 50%
Graff St	260.2	0	0.0	Less than 10%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
Grant Ct	233.0	0	0.0	Less than 10%
Grant Ct	230.0	25	10.9	Less than 10%
Grant Ct	147.8	0	0.0	Less than 10%
Grant Ct	147.7	0	0.0	Less than 10%
Huntington Ave	1,447.3	11	0.8	Less than 10%
Huntington Ave	879.3	0	0.0	Less than 10%
Huntington Ave	510.5	5	1.0	Less than 10%
Huntington Ave	273.3	44	16.1	10% to 50%
Huntington Ave	288.5	20	6.9	Less than 10%
Huntington Ave	643.5	216	33.6	10% to 50%
Huntington Ave	779.7	56	7.2	Less than 10%
Huntington Ave	281.6	88	31.2	10% to 50%
Huntington Ave	109.4	0	0.0	Less than 10%
Huntington Ave	575.3	166	28.9	10% to 50%
Huntington Ave	516.6	28	5.4	Less than 10%
Huntington Ave	367.4	24	6.5	Less than 10%
Huntington Ave	240.2	4	1.7	Less than 10%
Indiana Ave	983.1	85	8.6	Less than 10%
Indiana Ave	2,080.5	230	11.1	10% to 50%
Inez Ave	154.2	90	58.4	More than 50%
Inez Ave	166.2	55	33.1	10% to 50%
Inez Ave	315.0	140	44.5	10% to 50%
Iowa Ave	143.4	15	10.5	10% to 50%
James Ave	1,172.9	620	52.9	More than 50%
Latonia Ave	833.5	90	10.8	Less than 10%
Latonia Ave	199.4	45	22.6	10% to 50%
Latonia Ave	361.3	65	18.0	10% to 50%
Latonia Ave	348.1	70	20.1	10% to 50%
Latonia Ave	404.1	135	33.4	10% to 50%
Latonia Ave	368.0	135	36.7	10% to 50%
Latonia Ave	265.1	10	3.8	Less than 10%
Latonia Ave	371.0	65	17.5	10% to 50%
Latonia Ave	101.7	25	24.6	10% to 50%
Latonia Ave	360.6	90	25.0	10% to 50%
Latonia Ave	351.0	15	4.3	Less than 10%
Latonia Ave	171.5	50	29.2	10% to 50%
Leslie Ave	771.3	136	17.6	10% to 50%
Leslie Ave	307.2	68	22.1	10% to 50%
Leslie Ave	409.5	88	21.5	10% to 50%
Lincoln Ave	825.8	41	5.0	Less than 10%
Lincoln Ave	364.8	0	0.0	Less than 10%
Lincoln Ave	410.6	20	4.9	Less than 10%
Lincoln Ave	384.2	120	31.2	10% to 50%
Lincoln Ave	382.0	56	14.7	10% to 50%
Lincoln Ave	391.1	30	7.7	Less than 10%
Lincoln Ave	388.5	15	3.9	Less than 10%
Lincoln Ave	521.7	87	16.7	10% to 50%
Lincoln Ave	525.9	144	27.4	10% to 50%
Lincoln Ave	131.6	0	0.0	Less than 10%
Lincoln Ave	192.3	4	2.1	Less than 10%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
Lincoln Ave	93.0	0	0.0	Less than 10%
Lincoln Ave	228.8	88	38.5	10% to 50%
Locke St	391.6	10	2.6	Less than 10%
Locke St	391.3	0	0.0	Less than 10%
Locke St	446.1	10	2.2	Less than 10%
Locke St	449.3	23	5.1	Less than 10%
Mabel Ave	333.8	135	40.4	10% to 50%
Mabel Ave	305.7	150	49.1	10% to 50%
Mabel Ave	362.3	135	37.3	10% to 50%
Mabel Ave	362.7	29	8.0	Less than 10%
Madison Ave	4,064.1	902	22.2	10% to 50%
Madison Ave	243.4	5	2.1	Less than 10%
Madison Ave	301.5	35	11.6	10% to 50%
Madison Ave	299.4	30	10.0	10% to 50%
Madison Ave	260.7	70	26.9	10% to 50%
Madison Ave	452.6	4	0.9	Less than 10%
Madison Ave	417.1	170	40.8	10% to 50%
Madison Ave	474.5	38	8.0	Less than 10%
Madison Ave	698.2	239	34.2	10% to 50%
Madison Ave	215.7	10	4.6	Less than 10%
Madison Ave	213.6	15	7.0	Less than 10%
Madison Ave	488.6	0	0.0	Less than 10%
Madison Ave	1,288.5	140	10.9	10% to 50%
Madison Ave	946.5	0	0.0	Less than 10%
Mckee Ave	260.7	162	62.1	More than 50%
Mckee Ave	357.4	75	21.0	10% to 50%
Mckee Ave	282.4	108	38.2	10% to 50%
Mckee Ave	282.2	48	17.0	10% to 50%
Mckee Ave	637.8	105	16.5	10% to 50%
Michigan Ave	1,181.3	148	12.5	10% to 50%
Michigan Ave	732.8	144	19.7	10% to 50%
Michigan Ave	408.4	84	20.6	10% to 50%
Myrtle Ave	355.9	46	12.9	10% to 50%
Myrtle Ave	125.2	23	18.4	10% to 50%
Myrtle Ave	611.2	148	24.2	10% to 50%
Myrtle Ave	338.7	63	18.6	10% to 50%
Park Ave	348.0	48	13.8	10% to 50%
Park Ave	369.8	96	26.0	10% to 50%
Park Ave	197.3	192	97.3	More than 50%
Park Ave	228.1	44	19.3	10% to 50%
Park Ave	843.3	145	17.2	10% to 50%
Park Ave	413.0	185	44.8	10% to 50%
Park Ave	390.7	165	42.2	10% to 50%
Park Ave	546.8	45	8.2	Less than 10%
Park Ave	552.6	92	16.6	10% to 50%
Park Dr	350.1	32	9.1	Less than 10%
Park Dr	273.9	0	0.0	Less than 10%
Park Dr	317.5	25	7.9	Less than 10%
Rogers St	1,159.4	355	30.6	10% to 50%
Rogers St	212.1	25	11.8	10% to 50%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
Rogers St	744.5	265	35.6	10% to 50%
Rogers St	170.3	30	17.6	10% to 50%
Rogers St	219.4	45	20.5	10% to 50%
Rogers St	215.4	20	9.3	Less than 10%
Rogers St	215.7	90	41.7	10% to 50%
Rogers St	213.1	25	11.7	10% to 50%
Rogers St	208.9	0	0.0	Less than 10%
Rogers St	209.0	50	23.9	10% to 50%
Rogers St	109.3	5	4.6	Less than 10%
Rogers St	86.9	14	16.1	10% to 50%
Rogers St	204.1	170	83.3	More than 50%
Rosedale Ct	388.4	32	8.2	Less than 10%
Rosina Ave	251.6	45	17.9	10% to 50%
Rosina Ave	1,933.4	485	25.3	10% to 50%
Rosina Ave	235.1	80	34.0	10% to 50%
Rosina Ave	1,350.9	215	15.9	10% to 50%
Summit Dr	416.5	34	8.2	Less than 10%
Tibbatts St	382.6	5	1.3	Less than 10%
Tibbatts St	375.8	82	21.8	10% to 50%
Tracy Ave	385.7	64	16.6	10% to 50%
Tracy Ave	383.2	112	29.2	10% to 50%
Tracy Ave	239.3	32	13.4	10% to 50%
Tracy Ave	265.9	20	7.5	Less than 10%
Union St	178.6	4	2.2	Less than 10%
Union St	376.1	110	29.2	10% to 50%
Union St	175.1	10	5.7	Less than 10%
Vermont Ave	730.2	352	48.2	10% to 50%
Vermont Ave	396.7	212	53.4	More than 50%
Vermont Ave	308.9	64	20.7	10% to 50%
Vermont Ave	478.5	32	6.7	Less than 10%
Vermont Ave	457.9	136	29.7	10% to 50%
Victory Ave	768.6	76	9.9	Less than 10%
Victory Ave	779.5	124	15.9	10% to 50%
Virginia Ave	421.7	100	23.7	10% to 50%
Virginia Ave	120.7	0	0.0	Less than 10%
W 28Th St	1,138.0	396	34.8	10% to 50%
W 28Th St	843.9	0	0.0	Less than 10%
W 28Th St	277.8	5	1.8	Less than 10%
W 28Th St	435.8	26	6.0	Less than 10%
W 28Th St	207.8	20	9.6	Less than 10%
W 28Th St	210.2	12	5.7	Less than 10%
W 30Th St	296.6	0	0.0	Less than 10%
W 30Th St	594.9	0	0.0	Less than 10%
W 30Th St	268.0	5	1.9	Less than 10%
W 31St St	447.9	0	0.0	Less than 10%
W 31St St	268.0	0	0.0	Less than 10%
W 31St St	269.1	5	1.9	Less than 10%
W 31St St	437.4	0	0.0	Less than 10%
W 31St St	294.5	15	5.1	Less than 10%
W 31St St	461.8	0	0.0	Less than 10%



Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
W 31St St	203.4	5	2.5	Less than 10%
W 32Nd St	81.1	50	61.6	More than 50%
W 32Nd St	127.4	0	0.0	Less than 10%
W 32Nd St	126.7	65	51.3	More than 50%
W 32Nd St	118.3	0	0.0	Less than 10%
W 32Nd St	126.8	55	43.4	10% to 50%
W 32Nd St	155.8	5	3.2	Less than 10%
W 32Nd St	126.6	10	7.9	Less than 10%
W 32Nd St	274.0	25	9.1	Less than 10%
W 32Nd St	366.6	125	34.1	10% to 50%
W 32Nd St	340.5	35	10.3	10% to 50%
W 32Nd St	627.1	215	34.3	10% to 50%
W 32Nd St	656.1	190	29.0	10% to 50%
W 32Nd St	446.9	110	24.6	10% to 50%
W 32Nd St	447.0	36	8.1	Less than 10%
W 33Rd St	126.1	5	4.0	Less than 10%
W 33Rd St	121.5	65	53.5	More than 50%
W 33Rd St	127.5	60	47.0	10% to 50%
W 33Rd St	124.4	0	0.0	Less than 10%
W 33Rd St	259.2	85	32.8	10% to 50%
W 33Rd St	264.6	5	1.9	Less than 10%
W 33Rd St	125.4	16	12.8	10% to 50%
W 33Rd St	124.4	15	12.1	10% to 50%
W 33Rd St	269.8	15	5.6	Less than 10%
W 33Rd St	1,066.3	116	10.9	10% to 50%
W 33Rd St	274.2	60	21.9	10% to 50%
W 33Rd St	132.6	52	39.2	10% to 50%
W 33Rd St	125.4	8	6.4	Less than 10%
W 33Rd St	125.3	75	59.8	More than 50%
W 33Rd St	124.1	15	12.1	10% to 50%
W 33Rd St	266.4	40	15.0	10% to 50%
W 33Rd St	409.8	175	42.7	10% to 50%
W 33Rd St	125.2	35	28.0	10% to 50%
W 33Rd St	160.8	55	34.2	10% to 50%
W 33Rd St	449.0	155	34.5	10% to 50%
W 33Rd St	449.0	95	21.2	10% to 50%
W 33Rd St	344.2	205	59.6	More than 50%
W 33Rd St	344.4	235	68.2	More than 50%
W 33Rd St	299.1	35	11.7	10% to 50%
W 33Rd St	154.2	30	19.5	10% to 50%
W 33Rd St	275.9	40	14.5	10% to 50%
W 33Rd St	155.5	70	45.0	10% to 50%
W 34Th St	510.0	270	52.9	More than 50%
W 34Th St	484.4	0	0.0	Less than 10%
W 34Th St	346.8	40	11.5	10% to 50%
W 34Th St	453.8	50	11.0	10% to 50%
W 34Th St	342.3	65	19.0	10% to 50%
W 34Th St	447.2	55	12.3	10% to 50%
W 34Th St	317.8	30	9.4	Less than 10%
W 34Th St	178.9	40	22.4	10% to 50%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
W 34Th St	151.0	30	19.9	10% to 50%
W 35Th St	126.3	110	87.1	More than 50%
W 35Th St	123.3	50	38.1	10% to 50%
W 35Th St	128.7	20	15.5	10% to 50%
W 35Th St	133.2	35	26.3	10% to 50%
W 35Th St	123.0	100	81.3	More than 50%
W 35Th St	124.7	55	44.1	10% to 50%
W 35Th St	126.8	20	15.8	10% to 50%
W 35Th St	127.3	35	27.5	10% to 50%
W 35Th St	126.5	70	55.3	More than 50%
W 35Th St	133.2	50	37.5	10% to 50%
W 35Th St	127.8	0	0.0	Less than 10%
W 35Th St	121.8	15	12.3	10% to 50%
W 35Th St	126.7	5	3.9	Less than 10%
W 35Th St	122.6	5	4.1	Less than 10%
W 35Th St	261.9	115	43.9	10% to 50%
W 35Th St	347.0	59	17.0	10% to 50%
W 36Th St	496.2	5	1.0	Less than 10%
W 36Th St	292.1	12	4.1	Less than 10%
W 36Th St	152.9	0	0.0	Less than 10%
W 36Th St	155.8	12	7.7	Less than 10%
W 36Th St	345.6	72	20.8	10% to 50%
W 38Th St	106.6	0	0.0	Less than 10%
W 38Th St	311.9	42	13.5	10% to 50%
W 38Th St	89.6	5	5.6	Less than 10%
W 38Th St	290.8	160	55.0	More than 50%
W 39Th St	181.1	0	0.0	Less than 10%
W 40Th St	173.5	0	0.0	Less than 10%
W 40Th St	116.5	0	0.0	Less than 10%
W 43Rd St	1,691.6	230	13.6	10% to 50%
W 43Rd St	95.9	0	0.0	Less than 10%
W 43Rd St	220.3	0	0.0	Less than 10%
W 43Rd St	262.2	0	0.0	Less than 10%
W 43Rd St	36.8	5	13.6	10% to 50%
W 43Rd St	151.2	150	99.2	More than 50%
W Southern Ave	192.3	70	36.4	10% to 50%
W Southern Ave	372.3	85	22.8	10% to 50%
W Southern Ave	318.0	34	10.7	10% to 50%
W Southern Ave	161.5	35	21.7	10% to 50%
W Southern Ave	152.5	60	39.4	10% to 50%
W Southern Ave	157.8	85	53.9	More than 50%
W Southern Ave	222.9	115	51.6	More than 50%
W Southern Ave	157.8	50	31.7	10% to 50%
W Southern Ave	149.1	75	50.3	More than 50%
W Southern Ave	128.8	40	31.1	10% to 50%
W Southern Ave	302.1	50	16.5	10% to 50%
W Southern Ave	287.0	45	15.7	10% to 50%
W Southern Ave	59.6	15	25.2	10% to 50%
W Southern Ave	410.0	220	53.7	More than 50%
W Southern Ave	322.4	160	49.6	10% to 50%

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
W Southern Ave	254.9	40	15.7	10% to 50%
W Southern Ave	207.1	10	4.8	Less than 10%
W Southern Ave	406.1	170	41.9	10% to 50%
W Southern Ave	298.4	130	43.6	10% to 50%
Watson Ave	363.9	89	24.5	10% to 50%
Watson Ave	363.7	50	13.7	10% to 50%
Watson Ave	117.7	85	72.2	More than 50%
Watson Ave	154.3	35	22.7	10% to 50%
Watson Ave	361.2	145	40.1	10% to 50%
Watson Ave	361.1	85	23.5	10% to 50%
Winchester St	361.2	36	10.0	Less than 10%
Winchester St	322.7	36	11.2	10% to 50%
Windsor Ave	281.6	92	32.7	10% to 50%
Winston Ave	369.2	0	0.0	Less than 10%
Winston Ave	344.7	44	12.8	10% to 50%
Winston Ave	417.5	45	10.8	Less than 10%
Winston Ave	391.4	49	12.5	10% to 50%
Winston Ave	424.4	40	9.4	Less than 10%
Winston Ave	430.2	10	2.3	Less than 10%
Winston Ave	985.4	90	9.1	Less than 10%
Winston Ave	292.4	10	3.4	Less than 10%
Winston Ave	299.8	35	11.7	10% to 50%
Winston Ave	292.6	10	3.4	Less than 10%
Winston Ave	293.0	0	0.0	Less than 10%
Winston Ave	1,543.2	140	9.1	Less than 10%
Winston Ave	222.8	0	0.0	Less than 10%
Winston Ave	231.0	12	5.2	Less than 10%
Winston Ave	188.5	0	0.0	Less than 10%
Winston Ave	74.5	0	0.0	Less than 10%
Winston Ave	352.9	0	0.0	Less than 10%

# APPENDIX D - SIDEWALK DEFICIENCIES

Street Name/Area	Segment Detail	One Side Only	No Sidewalks
Alexandria Drive	Entire Street		X
Ashland Drive	Entire Street		X
Bill Cappel Sports Complex	Entire Area		X
Blackburn Street	Entire Street		X
Boron Drive	Entire Street		X
Carroll Street	Entire Street		X
Decoursey Avenue	South of East 47th Street	X	
East 38th Street	East of Glenn Avenue	X	
East 42nd Street	Between Winston Ave. & Church St. Eastern 375 Feet		X
East 42nd Street	Between Winston Ave. & Church St. Central 75 Feet	X	
East 43rd Street	Between Winston Ave. & Church St. Eastern 550 Feet		X
East 43rd Street	Between Winston Ave. & Church St. Central 140 Feet	X	
East 45th Street	Eastern 775 Feet	X	
Frazier Street	Entire Street		X
Glenn Avenue	Between Baltimore Ave. & East 45th St	X	
Glenn Avenue	Between East 40th Street & East 44th Street	X	
Harold Mason Lane	Entire Street		X
Howard Litzler Drive	Entire Street		X
Huntington Avenue	Between East 40th Street & East 45th Street	X	
Indiana Drive	Entire Street		X
Iowa Avenue	Northern 450 Feet		X
Iowa Avenue	Southern 115 Feet	X	
James Avenue	Between East 31st Street & Eastern Avenue	X	
Latonia Avenue	Between Silmar Driveway & Kroger Service Drive	X	
Latonia Elementary	Entire Area		X
Melton Avenue	Entire Street		X
Nevada Avenue	Entire Street		X
Park Drive	East / West Segment	X	
Rogers Street	South of Railroad Tracks	X	
Rosedale Court	Entire Street	X	
Rosedale Manor Drive	Entire Street		X
Rosedale Mobile Home Park	Entire Area		X
Sehon Street	Entire Street		X
Summit Drive	Entire Street	X	
Twin Oaks Drive	Entire Street		X
Virginia Avenue	Northern 300 Feet	X	
West 35th Street	Between Latonia Ave. & Grace Ave.	X	
West 35th Street	Between Grace Ave. & Eugina Ave.		X
West Southern Avenue	225 Feet East of Rail Yard		X
Windsor Avenue	Entire Street	X	



# 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.

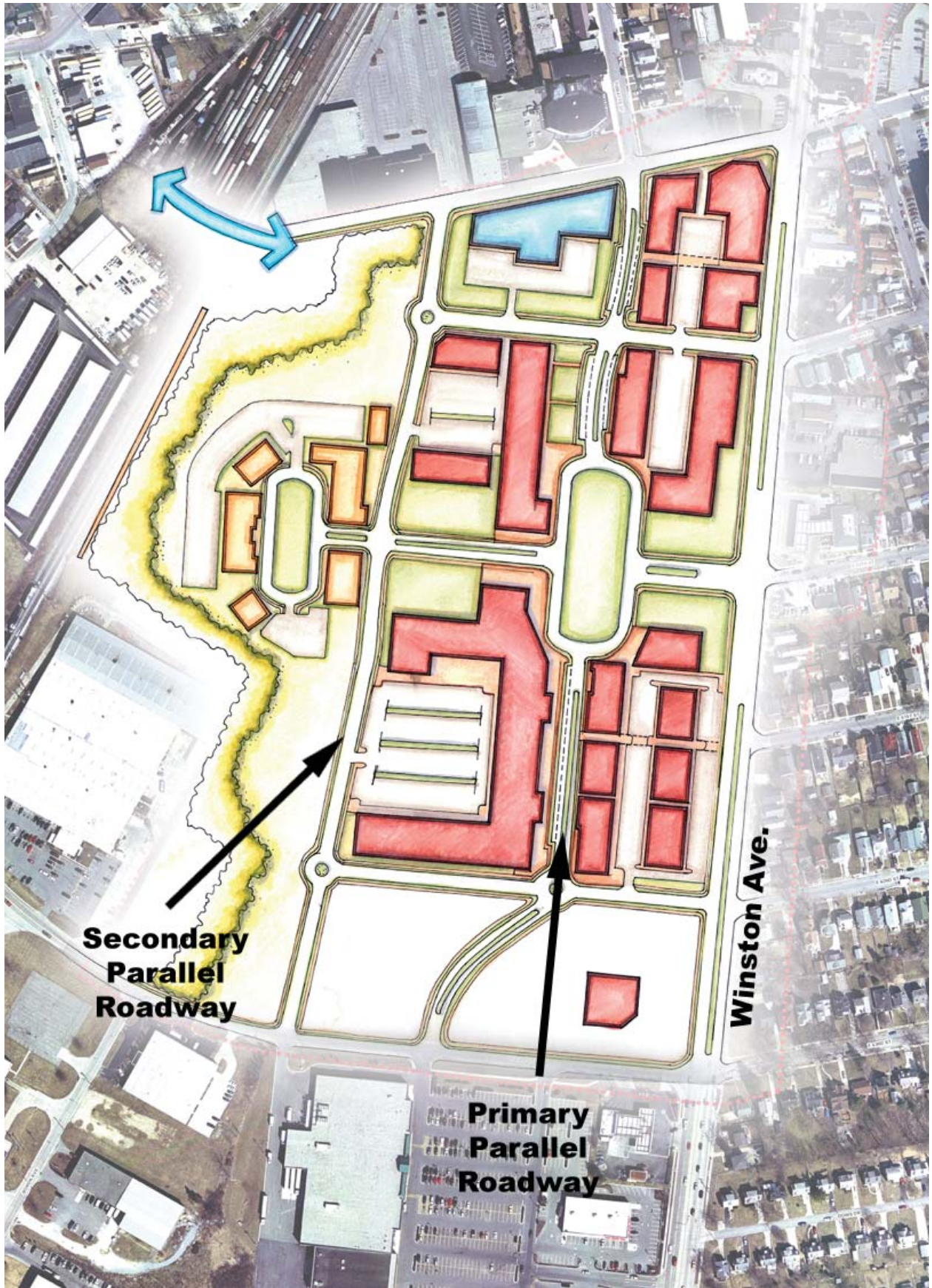


Figure E.1: Conceptual Scenario One



## 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.

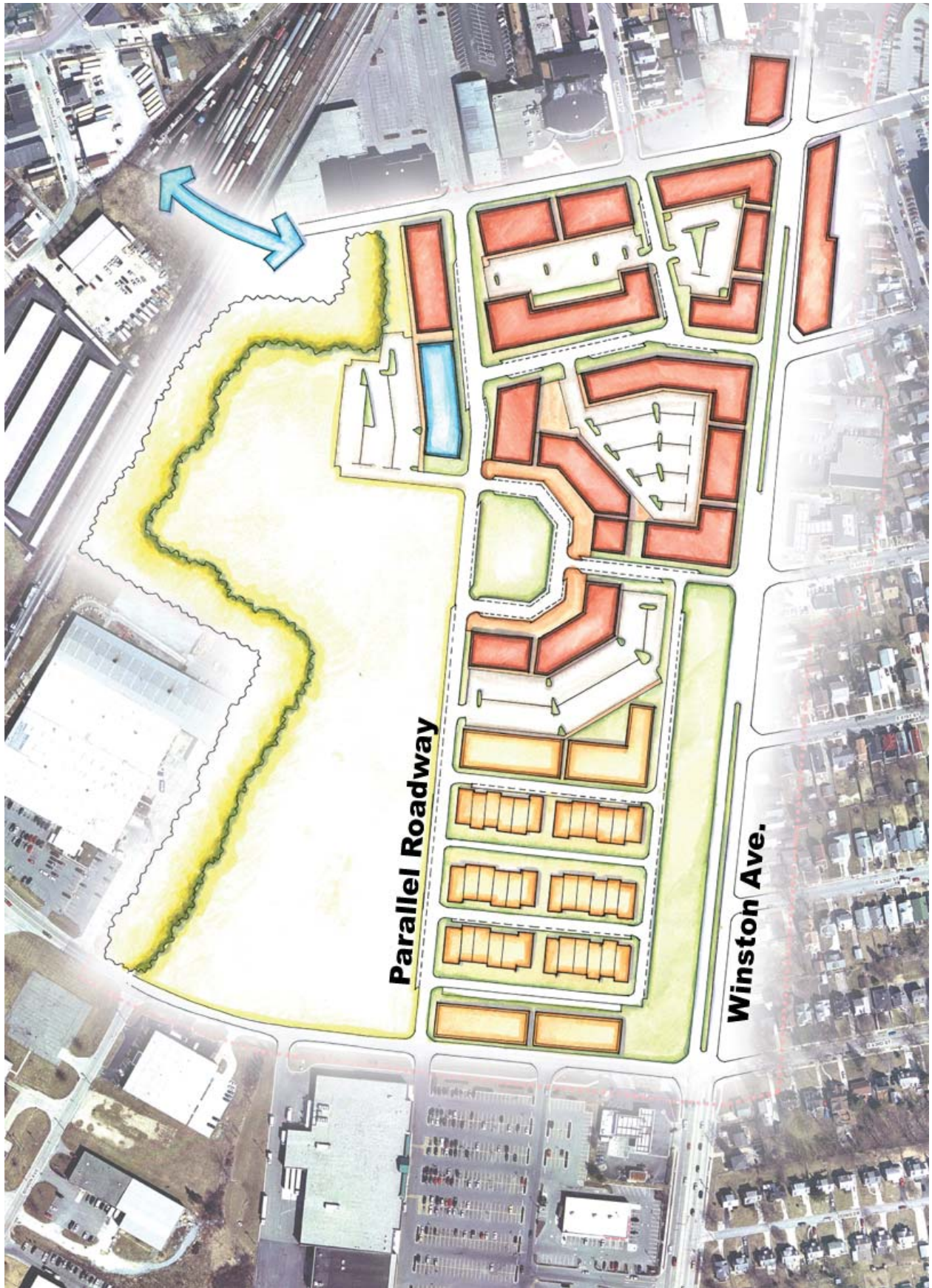


Figure E.2: Conceptual Scenario Two

## 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.

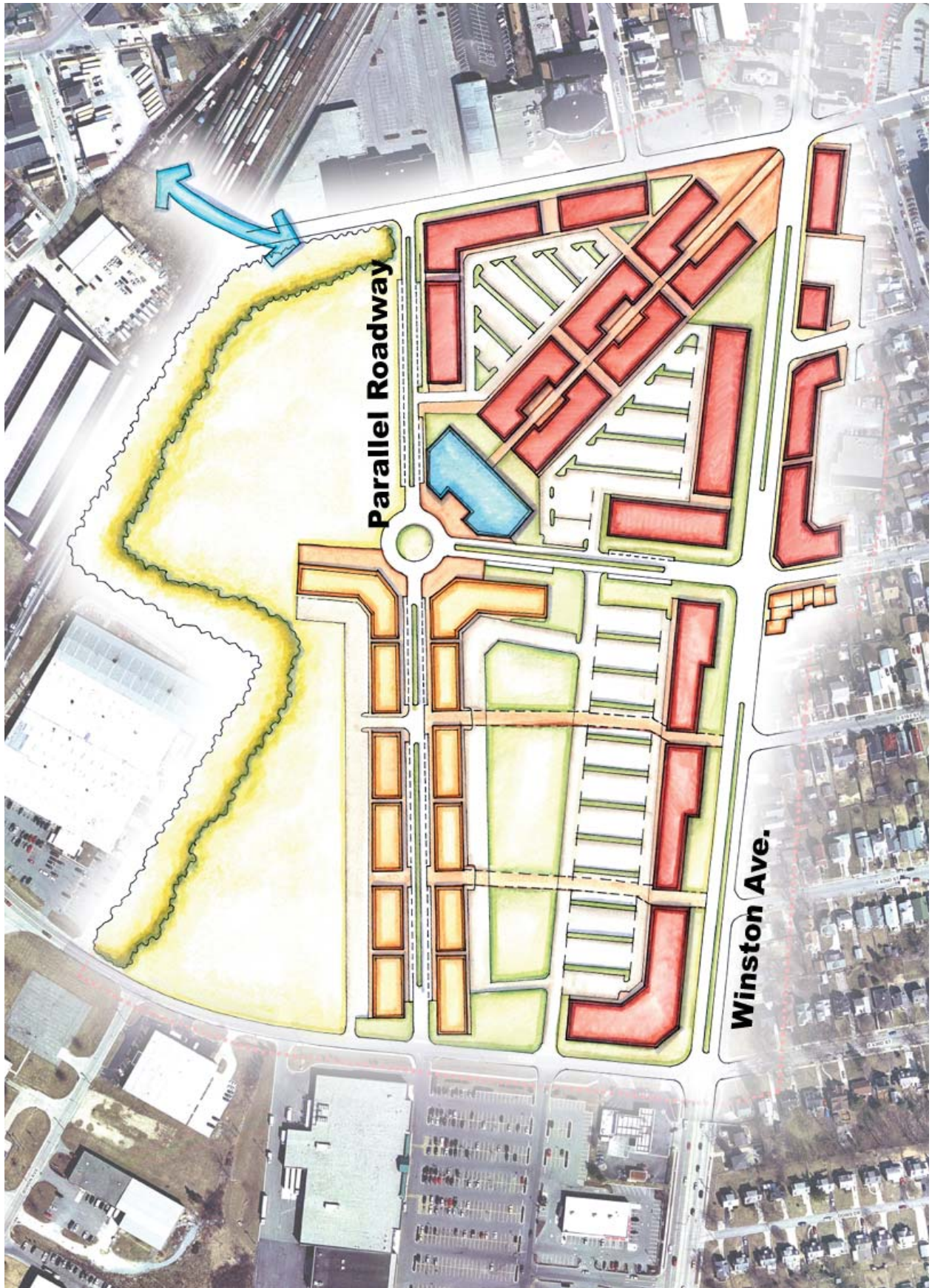


Figure E.3: Conceptual Scenario Three

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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