

# Chapter Nine - Areas of Influence

While the *Latonia Small Area Study* focuses specifically on the area displayed in Map 1.1 (see page 9) there are areas outside the study boundary that influence Latonia. Understanding what is happening today and the future plans for these areas is critical to creating a successful region and for giving Latonia the best chance for success. Please refer to Map 9.1 for the location of these areas of influence and their proximity to the study area.

## Taylor Mill and the KY 16 / I-275 Interchange

The City of Taylor Mill abuts the southern boundary of the study area and has an approximate population of 6,950 people. The Taylor Mill Road (KY 16) and Interstate 275 interchange is located approximately 1.15 miles south of the study area. Taylor Mill Road continues north from I-275 and eventually changes names and becomes Winston Avenue approximately 600 feet south of the study area. The arterial street and interchange are heavily used for commuter travel and freight movement generated from in and around the study area. A strip center is located approximately 500 feet south of the interchange and features a variety of retail / service uses including a grocery store, along with two drive-thru restaurants and car wash facilities are located adjacent to KY 16.

The Kentucky Transportation Cabinet is currently in the process of making improvements to KY16/Taylor Mill Road. Planned improvements extend from the city of Independence in the south to the I-275 interchange in the city of Taylor Mill. The plans include a beautification element featuring a signage package, ornamental lighting, and a tree lined median stretching along both sides of the interstate extending into the southern boundary of the study area. In addition the city of Taylor Mill conducted its own small area study entitled: *The I-275/KY 16 Improvement Area Land Use Study* in 2006. The city has a marketing campaign in place which uses the roadway improvement plans and the land use study as part of an effort to attract development around the interchange, in particularly

commercial uses such as a hotel, sit-down restaurants, an integrated big-box development, professional offices and a more upscale business park featuring a campus-like atmosphere.

Through key person interviews the City voiced concerns about the types of land uses the potential redevelopment areas within the Latonia study area will aim to attract. Taylor Mill would like to see both plans work together to complement one another to promote the best and highest uses for the constituents of both areas.

## Valley Plaza Development Fort Wright

The recently constructed Valley Plaza is located in the City of Fort Wright, slightly more than a miles drive from the Latonia Avenue and Madison Pike intersection at the corner of the study area. This development includes big box retail anchored by a Wal-Mart Supercenter. Outlots in the development include typical outlet retail / service uses such as a bank, video game and pet supply stores, as well as sit-down, drive-thru and carry-out restaurants. The types and number of land uses contained within the development, located less than ten minutes from the study area is accounted for by the Market Study and should be considered as plans for commercial redevelopment within the study area are formulated.

## Northern Covington

There are number of plans in place, or in progress, for the redevelopment and revitalization of different key areas in the northern portion of Covington. These plans focus on areas such as lands around the I-75 interchanges, the Central Business District, the banks of the Ohio River, the Mainstrasse Village, and along the Madison Avenue, Pike Street, 12th Street, and 5th Street corridors. The redevelopment and recommended future land uses for the study area should complement these plans and not compete with their recommendations.

## **Fidelity Investments**

While the Fidelity Investments campus is in the City of Covington, it lies outside of the Latonia study area to the south. Approximately 4000 employees come to the site daily, approximately 1,600 of which reside in Ohio. These employment figures make the company one of the largest private employers in Kenton County. The facility is open seven days a week and currently does not have any expansion plans in the foreseeable future. Many of the employees would like to see more “quick” options for lunch in addition to their own eating facility as many take 1/2 hour lunches and would take advantage of other restaurants. The amount of traffic generated each day, prospective consumer base from employees, and potential home buyers that Fidelity could provide to the Latonia area should be considered in the study.

## **Marathon Depot / Ashland Oil**

The Marathon Depot is a bulk petroleum facility located just north of the study area at the terminus of East 30th Street. Petroleum is offloaded from barges on the Licking River and pumped into on-site storage containers. Petroleum is then loaded onto semi trucks and shipped to other facilities. The majority of this traffic traverses the study area on a daily basis.. Approximately 75 percent (roughly 90 trucks) of the facility’s truck traffic visits the site each day for pickup by traveling along KY 16 between the site and the interstate. This truck traffic contributes significantly to traffic throughout the study area and is discussed further in Chapter 7 – Transportation.

The site also facilitates a road that serves as an emergency exit for residents in the study area that live along East 33rd Street, east of the railroad tracks. This one-lane unnamed street parallels the railroad and intersects KY 16 immediately east of the railroad underpass and is available for use when trains block the street leading to East 33rd Street. While the street is intended to be used in emergency situations, key person interviews with Marathon indicated the street is used even when trains are not present. Right of way for the street belongs to Marathon who views the street as a critical link for the residents in the area.

## **Lally Pipe and Tube**

Lally Pipe and Tube is located southeast of the study area off Locust Pike, next to Progress Rail. They are a national distributor and processor of structural and limited service steel pipe. Key person interviews with the company revealed shipping from the facility yields approximately 10-15 semi-trucks per day that traverse study area to travel between their facility and I-275. Trucks going to the facility travel into the study via Winston Avenue and turn right to Decoursey Avenue (KY 177) at Ritte’s Corner. This right turn movement is problematic as the intersection angles are sharper than 90 degrees. The company mentioned they would be in favor of a bridge that crossed the Licking River south of the study area, which would provide more efficient and convenient access to Interstate 275. They also indicated they would be in favor of traveling along different routes in the vicinity of the study area so they did not have to maneuver in Ritte’s Corner.

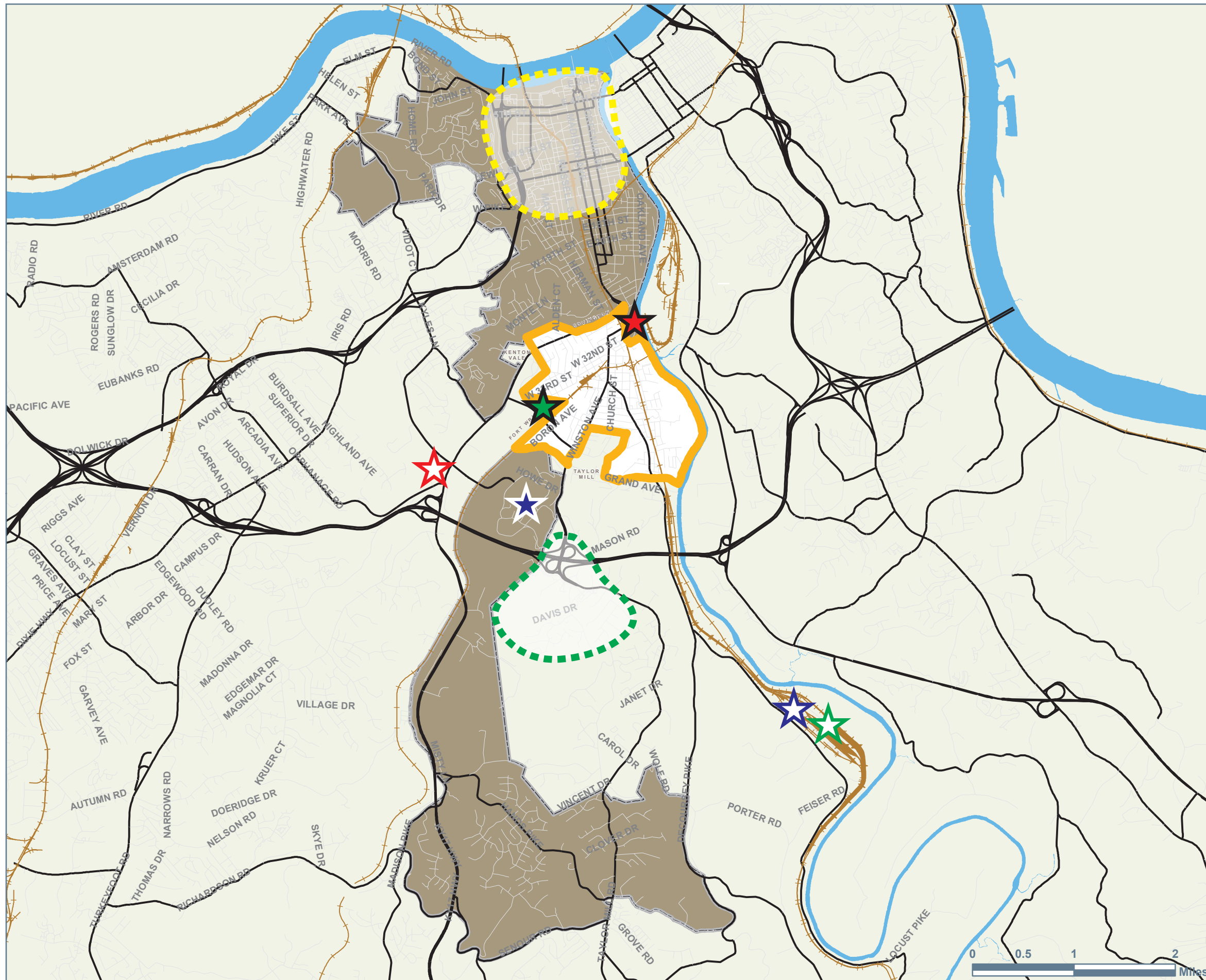
## **Progress Rail**

There are two divisions of Progress Rail located southeast of the study area off Locust Pike, next to Lally Pipe and Tube. The operations of both facilities revolve around locomotive and train car repair, as well as material for railroad tracks and crossings. Ground shipping from both facilities uses the study area to connect to Interstate 275 via Decoursey Avenue to KY 16 and experience the same issues as Lally Pipe and Tube. The company also indicated they would be in favor of a bridge crossing the Licking River or efforts to reroute traffic in the vicinity of the study area to limit maneuvering in Ritte’s Corner.














## **Silmar Resins Division Interplastic Corporation**

Silmar is part of the Thermoset Resins Division of Interplastic Corporation, headquartered in St. Paul, Minnesota. They are located along Latonia Avenue immediately south of the study area. Reports of odors emanating from the facility were expressed in several key person interviews and were also found in the survey, prompting an interview request from members of the Task Force. Attempts to meet with the company included phone messages, email messages and stopping by the facility in person. At the time of publication staff had not been able to obtain an interview with the company.

# Map 9.1 Areas of Influence



## Legend

-  Taylor Mill - KY 16 / I-275
-  Northern Covington
-  Valley Plaza - Fort Wright
-  Fidelity Investments
-  Marathon Depot / Ashland Oil
-  Lally Pipe and Tube
-  Progress Rail
-  Silmar Resins Division
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways
-  Covington



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