



Latonia Small Area Study

Existing Conditions Report **April 2010**



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Table of Contents

Acknowledgements	i
Table of Contents	iii
<hr/>	
1 - Introduction	1
2 - Previous Plans	7
3 - Market Study	13
4 - Green Infrastructure	21
5 - Community Facilities and Utilities	35
6 - Existing Land Use and Zoning	53
7 - Transportation	61
8 - Streetscaping and Wayfinding	69
9 - Areas of Influence	83
10 - Building Conditions Survey	87
11 - Latonia Survey	91
<hr/>	
Appendix A - Existing Zones in the Study Area	95
Appendix B - Street Conditions	107
Appendix C - Sidewalk Conditions	115
Appendix D - Sidewalk Deficiencies	127
Appendix E - Damaged Sidewalks	129
Appendix F - Evaluation Criteria and Definitions	131
Appendix G - Latonia Questionnaire	133
Appendix H - Response Categories	139
Appendix I - Questionnaire Responses	143
Appendix J - In the News	153

Chapter One - Introduction

Background

In the summer of 2009 the City of Covington requested the Northern Kentucky Area Planning Commission (NKAPC) conduct a detailed study and plan for the Latonia neighborhood of the city. Preparatory data collection efforts for the study began shortly thereafter and included a market analysis, prepared by Market Metric\$, LLC and a property conditions survey prepared by the Center for Great Neighborhoods. This document is a precursor of the plan and describes the existing conditions experienced in Latonia in late 2009 and early 2010. Information found throughout this text will serve as the basis for planning recommendations, which will be provided in the study's final report (anticipated to be published in the fall of 2010).



Figure 1.1 – Winston Avenue in Latonia

Study Area

The Latonia Small Area Study will examine and make recommendations for 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 was requested by the City of Covington during initial study discussions in the summer of 2009. A detailed visual representation of the study area can be found in Map 1.1.

Public Involvement

As with every planning effort, public input is essential to making the best plan possible. NKAPC views the finished plan as belonging to the people and

businesses of Latonia and works diligently to create plans that reflect their wishes. Staff serves as technical advisors and preparers of the plan; however, the plan truly belongs to the aforementioned groups. The *Latonia Small Area Study Existing Conditions Report* has worked to involve the public through numerous methods, as detailed below.

Task Force

Task Forces comprise the primary citizen involvement in small area studies. They work with NKAPC staff to provide oversight and guidance throughout the study process while representing the interests of the overall 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 group representatives. The group also includes 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 of Covington (CGN).

The Task Force will guide decisions on a variety of topics throughout the course of the study. Some of these decisions include; the vision and goals of the study, approval of the land use and transportation alternatives, and approval of the final draft of the *Latonia Small Area Study* for submission to city council.

Key Person Interviews

Key person interviews are important resources that provide staff with invaluable insight into the study area. Over forty interviews were conducted in the initial phases of the *Latonia Small Area Study*. Interviews took place during the data collection phase of the study and included discussions with churches, business owners, utility providers, transportation organizations, city officials, major property owners, representatives of areas outside the study area that potentially influence the area, and neighboring cities to name a few. Information from the interviews was analyzed and serves as a cornerstone for the existing conditions described in this document.

Public Meetings

Public meetings present additional opportunities for members of the public, business owners, and other stakeholders to have their voices heard in the study. Input from these meetings is recorded and presented to the Task Force for their consideration and potential inclusion into the plan.

At the time of publishing of this report no public meetings have occurred, although three meetings are planned. The first meeting is scheduled take place on April 29, 2010. At this meeting NKAPC staff will present the existing conditions described in this document, provide opportunities for the public to describe their thoughts on the report, and give ideas for moving forward into the planning phase of the project. The second public meeting is anticipated for mid to late summer 2010 and will likely present potential future land uses and redevelopment alternatives for public input and review. The final public meeting is tentatively scheduled for early to mid fall 2010 and will likely present the draft of the final plan for public comment and review.

Survey

Throughout February and early March 2010 a survey was conducted for the Latonia Small Area Study that represented yet another level of public input. The survey was designed to collect local resident input as well as the thoughts of people who visit the area for shopping, school, church, or other activities. Questions were wide ranging and related to topics such as the assets and challenges facing the area, local businesses, resident involvement in the community, transportation, and several other topics. 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 this document.

Document Synopsis

The *Existing Conditions Report* contains a snapshot of the general composition of the Latonia neighborhood as it exists in early 2010. The remainder of this chapter provides a brief synopsis of information found throughout other sections of this document.

2-Review of Past Studies

A thorough review of recent studies in the Latonia area was conducted to become more familiar with planning efforts pertaining to the neighborhood. This information gives valuable insight and allows NKAPC and the Task Force to build upon previous plans and work toward incorporating the ideas of current planning efforts.

3-Market Study

In late 2009 MarketMetric\$, LLC conducted a market study for the Latonia area. This analysis examined existing conditions in the study area and the market for goods and services within drive time rings that centered on the Ritte's Corner intersection. Recommendations for the best land uses within the study area will be generated from this information. A summary of the findings of the market study is included in Chapter Three of this document with the entire document available at nkapc.org.

4-Green Infrastructure

Green infrastructure refers to raising the natural environment to the same level of importance as constructed infrastructure to provide such benefits as open space and assist in the management of storm water. Chapter Four describes the current status of green infrastructure in the neighborhood and offers considerations for reintroducing natural areas into the built environment as the plan moves forward.

5-Community Facilities and Utilities

Parks, police and fire stations, schools, libraries, and religious institutions are some of the numerous categories that work to make up an area's community facilities. Utilities refer to items such as the electrical grid, storm and sanitary sewer systems, and telecommunication facilities that are located in an area. Information regarding the current services and locations of Latonia's community facilities and utilities can be found in Chapter Five.






6-Existing Land Use and Zoning

Information pertaining to the existing land use and zoning districts found in Latonia is described in Chapter Six.

Map 1.1 Study Area



Legend

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

7-Transportation

Transportation refers to methods of getting into, around and out of an area with a variety of modal choices. Pedestrians, cyclists, automobiles, truck and rail freight, and bus transit represent a key element of the study, which traverses the Latonia neighborhood thousands of times a day. Chapter seven outlines the current state of this important consideration of the study.

8-Streetscape and Wayfinding

Nearly every street and sidewalk in the Latonia area was inspected and rated in the 2009 Covington pavement inventory conducted by NKAPC and the city's engineering department. Chapter eight describes the current condition of street and sidewalk pavement and discusses wayfinding by examining how travelers are directed to attractions within the study area.

9-Areas of Influence

Areas of influence refer to properties or markets outside of the neighborhood that could influence activities in the study area. Several areas of influence were identified in the existing conditions analysis and are described in detail in chapter nine.

10-Building Conditions Survey

Throughout the summer of 2009 staff and interns from the Center for Great Neighborhoods of Covington conducted a Building Conditions Survey in the study area. Approximately 95 percent of buildings within the study area were included in this survey. The survey was based on an examination of the exterior physical conditions of residential, commercial and community buildings and also documented land use, occupancy, number of stories, construction type, and a rating of the structure's general condition. Chapter ten provides a detailed analysis of the survey's methodology and findings from the data collection.

11-Latonia Survey

In February and March 2010 a survey was made available for people to give their thoughts and opinions on the Latonia area. Over 100 responses to the survey were submitted either online or via paper form. Chapter eleven provides a synopsis of the survey methodology and results found in the survey. Numerical data from survey responses can be found in Appendix I - Questionnaire Responses.



Figure 1.2 – The Latonia Neighborhood

Chapter Two - Previous Plans

To ensure every effort has been made to work toward recommendations that will have the highest success in implementation; a review of previous planning efforts within the vicinity of the study area was conducted. Reviews of this nature provide valuable insight into existing issues, concerns, or efforts that are currently underway. Five plans were reviewed with respect to their relevance to the *Latonia Small Area Study*. The plans, their recommendations and findings are noted to ensure that any recommendations made within the *Latonia Small Area Study* will be made in the context of other activities already taking place or those that are planned for the area and its surrounding neighborhood.

It was found that in recent years no planning studies have been conducted specifically for the Latonia area of Covington. The most recent plans dedicated solely to the Latonia area were found to be the *Latonia Business District Improvement Plan* of 1988 and the *Latonia Area Traffic Study* of 1982. More recently a few studies encompassing a broader, more regional planning approach have been conducted. All of these studies should be kept in mind throughout the *Latonia Small Area Study* process. Regional or city level plans reviewed for the study include the *Licking River Greenway Master Plan* of 2008, the *Covington Strategic Plan* of 2007, and the *Vision 2015* plan of 2005.

Latonia Business District Improvement Plan (1988)

Though dated, the *Latonia Business District Improvement Plan* provides insight into a previous neighborhood effort to revitalize the Latonia Business District. This plan maintained a focus on the pedestrian environment and physical improvements to the area. Emphasis was placed on the fact that implementation of this plan would need to rely heavily upon public-private partnerships for capital funding. Ideas like implementation and partnerships could be useful in carrying the *Latonia Small Area Study* forward. The *Latonia Business District Improvement Plan* addressed many aspects of the business community including parking, land use, streetscape and landscape elements,

design process, utilities, paving materials, lighting, signage, and street furniture. This plan also provided preliminary cost estimates and phasing schedules for implementation.

Latonia Area Traffic Study (1982)

The *Latonia Area Traffic Study* of 1982 provided a relatively detailed inventory of the existing traffic conditions in the area, identification of problems, discussion of the objectives of the plan, and recommendations for implementation. Additionally, based on the response to recommendations made within the study process, three additional areas were further reviewed. These areas included the Latonia Business District, the Latonia Plaza Shopping Center, and a portion of the residential neighborhood between Winston and Decoursey Avenues.

Vision 2015 (2005)

In 2005, the organization formerly referred to as Forward Quest evolved into a new project called Vision 2015. Vision 2015, a Northern Kentucky wide effort, focused its attention on six strategic directions for Northern Kentucky. These included competitive economy, educational excellence, livable communities, urban renaissance, effective governance, and regional stewardship. These six directions are all aimed to help Vision 2015 attain the vision of a more competitive economy. With nearly 2,000 participants in this process, the Vision 2015 planning team feels that they truly have captured the vision of the entire Northern Kentucky community. Included in these directions was an emphasis on recreation and open space at their linkages to economic success. One initiative, the Licking River Greenway and Trails initiative, traverses the study area. The *Licking River Greenway Master Plan* completed in 2008 is discussed in a following section.

Covington Strategic Plan (2007)

The *Covington Strategic Plan* was a study conducted to guide development in the overall community of Covington. Numerous ideas that can work

cooperatively with the Latonia study were included in the plan. Some of the many ideas expressed in the plan that can apply directly to the Latonia study include:

- Create a more positive image of Covington
- Create effective transportation systems
- Create alternatives to the automobile to establish and improve connections
- Connect greenspace to facilitate safe, enjoyable, and efficient movement from one greenspace to another
- Create, develop, and maintain aesthetically pleasing greenspace and focal points in neighborhoods throughout all of Covington
- Effectively market greenspace to encourage its use
- Connect the region to Covington and its rivers
- Maintain and improve our river corridors, thereby inspiring civic appreciation of this asset and increasing social interaction
- Excellence in community schools
- Increase family and community engagement in all Covington schools
- Increase the focus of the Covington community on learning as a life-long value and process
- Quality housing for all income levels
- Increasing home ownership
- Enhance property values over the near term
- Raise the quality of housing to attract and retain responsible tenants and owners
- Increase awareness, appreciation, and protection of Covington's historic architecture
- Ensure that preservation is integrated into Covington's economic development and that city and private industry decision-makers are cognizant of historic preservation issues
- Good employment opportunities
- Highly effective city government
- Improve on the ground police/community relations and reduce crime in Covington
- Create a culture in Covington of zero tolerance for petty crimes and "broken windows" code violations
- Commitment to arts, culture and historic preservation
- Strengthen and support Covington's arts and cultural organizations, artists, and artist-owned businesses
- Create an environment that will attract the creative class

Licking River Greenway Master Plan (2008)

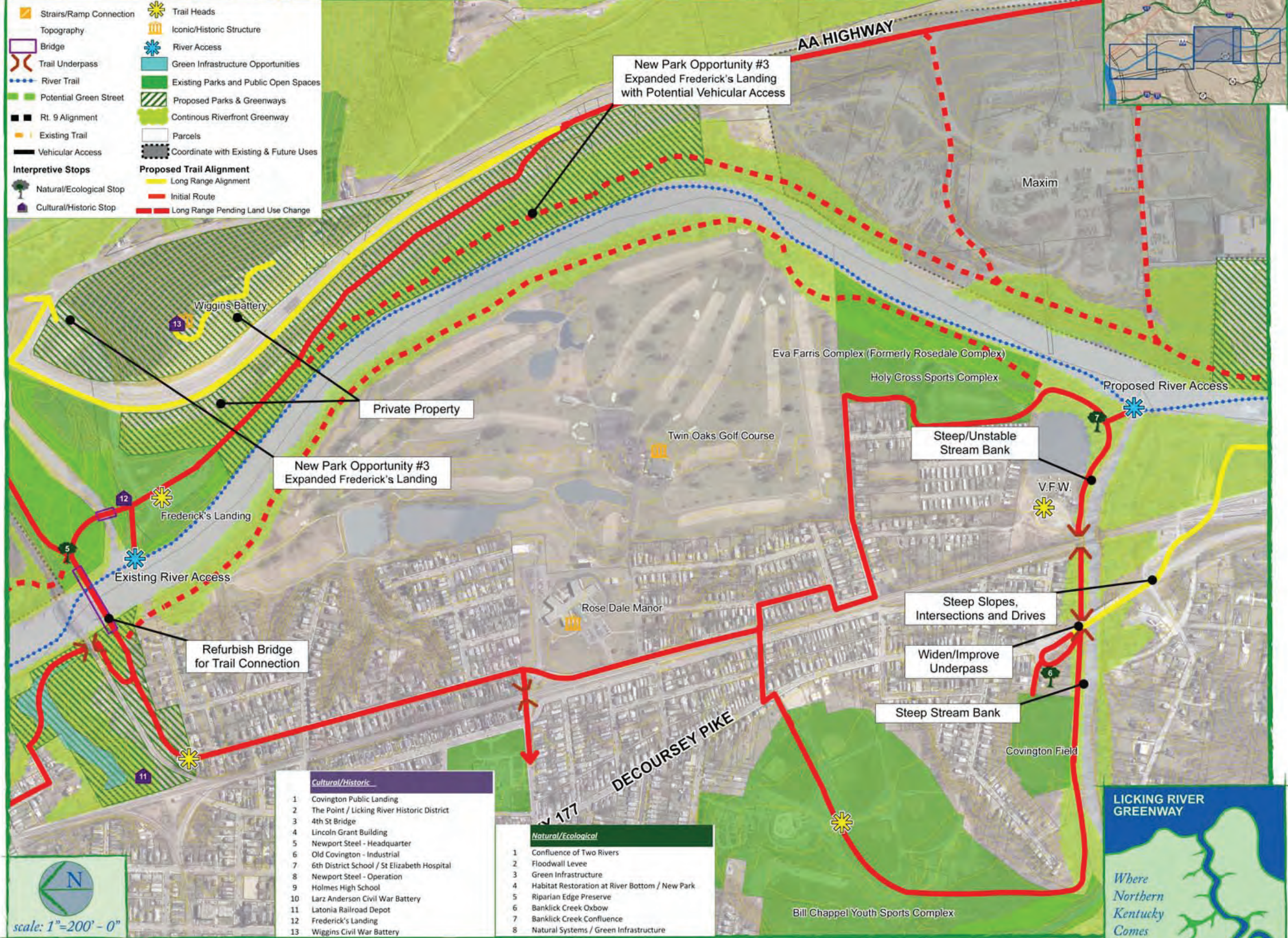
In 2008, a Northern Kentucky initiative group known as Vision 2015 created a plan for an urban greenway from the mouth of the Licking River to the I-275 loop. The goal behind the creation of the greenway and trail system was to link neighborhoods and businesses on both sides of the river in Campbell and Kenton counties while improving safety and increasing property values within the greenway and trails areas. The ultimate goal of this effort is for the greenway to extend beyond the connections made in southern Kenton and Campbell Counties and connect north to the urban core of the region along the Ohio River. Specific to the Latonia area of Covington, this plan addresses the need for a river crossing across the abandoned water main bridge, creation of a park in the land encompassed by the old Latonia Depot, align the trail along public streets where access is limited along the golf course property, tie the trail to assets including Bill Cappel Youth Sports Complex, Latonia Elementary, Covington Field and Eva Farris Park, and work with the VFW Hall for river and creek access. Map 2.1 illustrates recommendations found in the *Licking River Greenway Master Plan*.

Considerations

- Previous planning efforts and their recommendations should be kept in mind while progressing through this study. This plan should make efforts to ensure its recommendations are in line with those already in progress throughout the community.
- The *Latonia Business District Improvement Plan* may provide the Latonia Small Area Study project with a strong point of reference to review what changes may or may not have occurred over the past twenty years. This report may also provide an opportunity to evaluate how the goals and vision of the Latonia Business District and surrounding community may have changed over the past two decades.
- The *Latonia Area Traffic Study* of 1982 may be too far out of date to be of real relevance to this *Latonia Small Area Study* process. Traffic and general

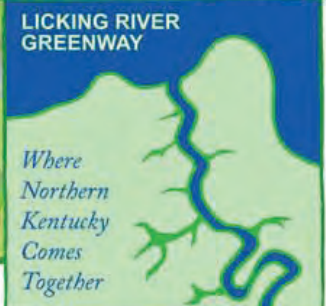
Map 2.1 Licking River Greenway Master Plan

Area 3: Long-Range Greenway & Trail Master Plan



- | Cultural/Historic | |
|-------------------|---|
| 1 | Covington Public Landing |
| 2 | The Point / Licking River Historic District |
| 3 | 4th St Bridge |
| 4 | Lincoln Grant Building |
| 5 | Newport Steel - Headquarter |
| 6 | Old Covington - Industrial |
| 7 | 6th District School / St Elizabeth Hospital |
| 8 | Newport Steel - Operation |
| 9 | Holmes High School |
| 10 | Larz Anderson Civil War Battery |
| 11 | Latonia Railroad Depot |
| 12 | Frederick's Landing |
| 13 | Wiggins Civil War Battery |

- | Natural/Ecological | |
|--------------------|--|
| 1 | Confluence of Two Rivers |
| 2 | Floodwall Levee |
| 3 | Green Infrastructure |
| 4 | Habitat Restoration at River Bottom / New Park |
| 5 | Riparian Edge Preserve |
| 6 | Banklick Creek Oxbow |
| 7 | Banklick Creek Confluence |
| 8 | Natural Systems / Green Infrastructure |



Vision 2015 - Woolpert, Inc. - Human Nature

The Licking River Greenway Master Plan

transportation needs tend to be met more readily in a community and can change quickly based on consumer needs, business vitality and new locations that may attract traffic to use other routes. A new review of the traffic and transportation needs of the area should occur early in the *Latonia Small Area Study* process.

- *Licking River Greenway Master Plan* – With specific recommendations having been made for the Latonia area, the *Latonia Small Area Study* should be aware of these specifics and how their implementation could benefit the overall Latonia area. Efforts should be made when appropriate to collaborate

with *Vision 2015* to aid in the implementation of this regional planning approach to the Licking River Valley through Kenton County.

- *Covington Strategic Plan* – The *Latonia Small Area Study* should actively work to address the numerous points of the strategic plan. Incorporating these elements will allow Latonia to assist in realizing the overall vision for the City of Covington.
- *Vision 2015* – As the *Latonia Small Area Study* evolves it will be helpful to keep in mind the goals of the *Vision 2015* planning efforts as they speak to a more regional approach to improve the local economy.

Chapter 3 - Market Study Summary

A market analysis was conducted by Market Metric\$, LLC for this study. The purpose of this analysis was to determine the range of potential land uses that could be accommodated in the study corridor now, and in the future, based on the needs demonstrated by the marketplace. The objective of the analysis was to provide market-based information that will 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. The full market report will be available on NKAPC’s website prior to the completion of this study and will remain as a companion document to the plan.

Introduction

The Latonia Small Area is at the heart of the City of Covington, Kentucky. The defined area forms the link between older sections of Covington adjacent to the Ohio and Licking Rivers and newer, green field development at the southern end of the City. The shape of the City of Covington is very linear with the Latonia Small Area at the center. The map below provides an overview of the City of Covington and gives some perspective of the central importance of the “Latonia Small Area”.

Map 3.1 provides the definition of the “Latonia Small Area” in the context of Covington’s city boundary as highlighted in white and outlined in orange. This area is comprised of several smaller neighborhoods. The boundaries of the neighborhoods are best defined by the major thoroughfares that traverse Latonia and by the railroads that introduce barriers to convenient access from one small neighborhood to another under the overall, umbrella name of Latonia. The baseline map also shows existing building in the area which provides a form overview of the land uses in the planning area and enables the reader to visualize the “Latonia Small Area” as an important subset of the City of Covington.

Application of Highest and Best Use to the Latonia Small Area

Since this market analysis does not deal with a specific site or a specific proposed project, the four tests of highest and best use are not rigorously applied, but form the theoretical framework in which all of the land uses in the Latonia Small Area are analyzed in the context of the current market. The Latonia Small area is essentially fully developed so the four tests of highest and best use were successfully applied, historically, throughout the area.

Residential uses have been examined in detail. This is the largest single land use in terms of structures and land areas in Latonia. The various neighborhoods that comprise the area exhibit a variety of construction dates, construction types, housing sizes, ages, and conditions. The housing inventory, in general, is smaller and more densely spaced than is typical of residential development, today. These observations do not mean that the housing inventory does not represent the highest and best use of the underlying land, but it does mean that any infill development that may be suggested would likely produce housing products that may only appeal to a niche market of potential buyers, or renters, who prefer a more urban lifestyle. The age and overall condition of the inventory may make it difficult to obtain market prices for any infill products that would justify the cost of construction and produce a reasonable market profit for the effort. Thus, infill development may not be justifiable on the basis of the tests of highest and best use without supportive efforts to revitalize the neighborhood(s) that form the context for any new construction. In essence, do the market values of existing housing units appear to justify the value of new construction in the local marketplace today or not; i.e., market support.

Industrial uses have been given the most cursory consideration in the course of this market study. There is no industrial market section in the discussion that

follows. As has been stated, above, 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. Some of the industrial uses that appear in the Latonia area would actually be more likely to appear in retail developments today. Perhaps the best example of the meaning of this statement is the lumber company that is in the study area and appears to be quite successful. The current site of this company is industrial, but companies similar to the one under consideration are likely to be “big box” anchors of retail developments, today. In essence, the use(s) of the industrial areas in Latonia may represent uses that would fit in another category of zoning and land uses if they were to be developed today. In the case of the example, cited above, it is the zoning of the land that is called into question, not the use of the land. The overarching question is whether industrial zoning is applicable to the small portions of the Latonia area that this zoning encompasses today. While there may not be a better zoning category for some of these sites, in other cases, more intense commercial zoning could be more applicable and lead to higher land values for these sites, now, and in the future.

Office uses are scattered in the Latonia area in older, traditional office structures, more modern buildings, and in structures that have been converted from other uses to serve as office space. The typical office occupant is a small company, professional practice, or service provider that has located in Latonia to serve the immediate community. The nature of the built environment limits the potential for any large-scale office uses unless redevelopment of a site, or sites, would be undertaken in the future. Some obsolete “big box” retail storerooms have been converted to large-scale office uses in other locations in the local market and Latonia has an example of an obsolete retail “big box” within the study boundaries. While the existing improvements may no longer represent a highest and best use for retail, a structure could represent a highest and best use for an office tenant. This is an example of the highest and best use of a site, as improved, transitioning from one use to another. The highest and best use test for the site “as if vacant” could provide the determinant as to whether the existing improvements

are better left on the site or cleared for redevelopment. Finally, retail uses are an important component of the built environment in Latonia. However, the ages of the retail developments and structures in Latonia are exhibiting various levels of physical deterioration and functional obsolescence that is currently affecting vacancy and could be a more serious influence on vacancy levels in the future. The underlying sites may still be best improved with retail uses, but the current improvements no longer represent the highest and best improvements for the sites to remain competitive in the current marketplace for retail uses. This is an example of the different conclusions that can be reached when considering sites “as if vacant” and then considering them again “as improved”.

Housing Market Observations and Conclusions

The single most important step to stabilizing and revitalizing the market in Latonia is to stop the downward trend in households living in the area. The current trend speaks to an oversupply of housing to meet the demand of the current marketplace. This market condition often leads to decreasing housing values and a shift in occupancy types to more rentals versus sales. Unless this trend can be stopped and the market stabilized, or restored to a growth trend, all of the prospects for bolstering the commercial and retail markets in Latonia are not likely to take place.

The observations and conclusions regarding the housing market in Latonia are summarized as follows:

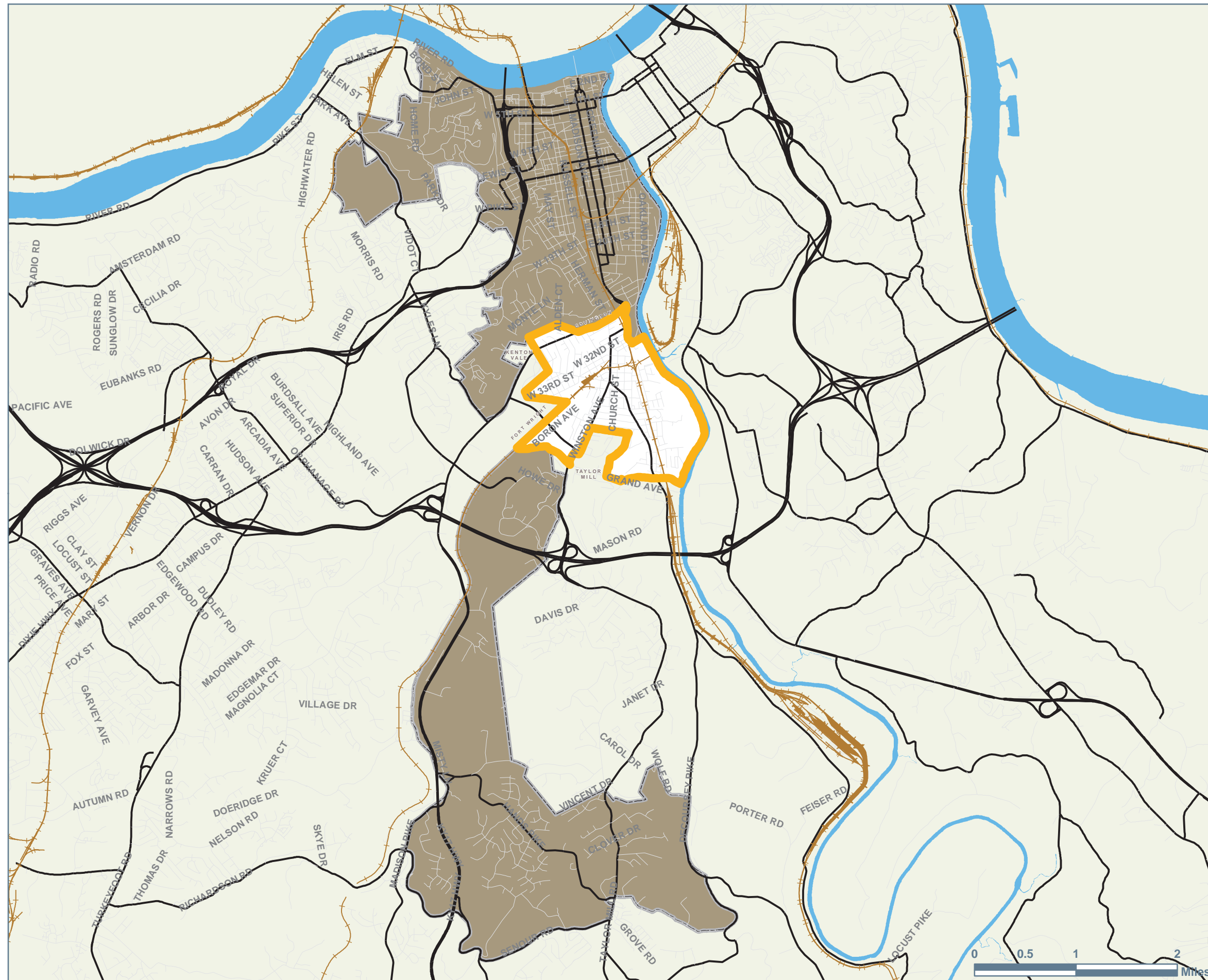
The Number One Strategic Priority - Stabilize the Out Migration of Households of All Types

- Determine the Reasons for the Loss of Households
- Address the Causes of Household Relocation
- Aggressively Market around Weaknesses While Working to Correct Weaknesses
- Find and Market Strengths of Latonia Area






The Number Two Strategic Priority - Enhance “Curb Appeal” First Impressions Are Critical

- Encourage and Support Low Cost Visual Enhancements

Map 3.1 Covington



Legend

-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways
-  Covington

- Enhancements Must Be of Sufficient Magnitude to Be Observed by Casual Passersby – ALL RESIDENTS SHOULD PARTICIPATE
- Correct or Remove Blight

The Number Three Strategic Priority - Rebalance Market Supply and Demand

- A Traditional Market Balance of Supply and Demand Has Been Defined As Five Percent (5%) Vacancy
- Evaluate the Merits of “Right Sizing” the Residential Inventory – Possibly 1,000 Housing Units Today or As Many As 1,200 Housing Units by 2013

The Number Four Strategic Priority - Focus on Home Buyers over Renters for Stability

- The Residential Inventory Included 5,533 Housing Units in 2000 – 3,438 Units Were Free-standing, Single-family Dwelling Units but Only 2,799 of These Units Were Owner-occupied
- Owner Occupied Housing is estimated at 2,532 Units Today and Projected to Decline to 2,491 Units by 2013

Office Market Observations and Conclusions

Latonia has opportunities to capture several categories of office and consumer based service businesses. The question is; how does Latonia market itself as a location for business. The Ritte’s Corner intersection of Decoursey and Southern has been selected as the focal point, or epicenter, for business in Latonia.

The categories of “Advertising,” “Auto Repair/ Services,” “Barber and Beauty Shops,” “Child Care Services,” “computer Services,” “Dry Cleaning and Laundry,” “Health and Medical Services,” “Hotels and Lodging,” “Legal Services,” “Miscellaneous Repair Services,” “Other Business Services,” “Other Personal Service,” and “Professional Services” all suggest that Latonia could be the location for business. Eleven of the thirteen categories identified indicate underserved markets in drive-time areas of five-minutes; essentially the neighborhood. Two of the identified categories indicate underserved markets up to ten minutes drive-time; a larger community need.

The deficits indicated by the model are “location deficits” not “market deficits”. In essence, the services described as in “short supply” by the model are available elsewhere in the metropolitan market, but not conveniently located to Latonia. The central location of Latonia in Covington enables the area to be convenient to numerous locations in the City and in the various suburbs that comprise the local area.

There are several categories of businesses that appear to be present in super-adequate numbers to support the marketplace. In general, this means that the businesses in these categories serve a larger scale market than has been modeled in the chosen drive-time distances. Conversely, this could mean that there are actually too many businesses to serve the market and there is the risk of attrition in these numbers of businesses and employees over time. If businesses in these categories are located in Latonia, the potential risks to their survival should be taken into consideration. It may not be possible to prevent inevitable failures of some businesses, but the observations offered by the model may be able to identify those risks in an effort to delay or avoid possible business failures in Latonia. Many of the categories of service businesses are those typically owned and operated by local entrepreneurs. These local businesspersons are likely to be easier to convince that Latonia can be a good location for their businesses because they live in the area and know the area.

There are several prerequisites needed in order to attract businesses to Latonia and these prerequisites are not in place. The final section of this report will offer some observations and suggestions for prerequisite steps to improve the chances for a successful implementation of a program in Latonia.

Retail Market Observations and Conclusions

There are several potential retail opportunities for the Latonia area. Ten categories of retail enterprises have been identified as being in short supply in Latonia. Eight of the highlighted categories are believed to be in short supply in one of more of the drive-time geographies. The categories that have been highlighted include:

“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”, and “Specialty Stores”.

As has been stated previously, the possibility of growing the existing merchant base through expansions cannot be overlooked. There may be existing merchants who could upgrade their facilities and meet at least a portion of the unmet demand in the category in which they do business.

The model used in this market analysis deals with the basic comparison of supply to demand. The model does not address market segmentation or niches. Just because a market appears to be adequately served, or even saturated, does not mean that a new enterprise that addresses a specific segment or niche in the market cannot be successful. It is more difficult for a new business to capture a market share and be successful if that market share has to come from the revenue streams of existing merchants. The existing merchants will not surrender a portion of their market without competing intensely to retain their market base.

As has been stated in the paragraphs, above, there are prerequisite steps to marketing the Latonia area to businesses and these prerequisites do not appear to be in place at the present time. The following section of this report will address some of the steps needed to market Latonia.

Aids to Successful Implementation

As has been stated in several places in the preceding text, there are some prerequisite steps that are needed in order to market Latonia as a destination.

In general, there are five steps to the successful marketing of any product; sometimes called the “five P’s” of marketing. The five components are; product, place, people, price, and promotion. Each of the five steps will be discussed below.

The first step is product; Latonia. It must be defined as a geographic area. It must be identifiable to outsiders; signage, perhaps a Latonia logo. The product’s strengths and weaknesses must be identified and the positive attributes emphasized to the marketplace. Negative attributes should be contained at worst and corrected at best in order for the product message to “ring true” to the recipients.

The place is integral to the product; Latonia. As has been identified in this analysis, Latonia is made up of several neighborhoods. Each of these neighborhoods may be identified as individual places with unique attributes yet under the umbrella of “Latonia”. The same identities could be applied to the various commercial and retail districts in Latonia. Giving each a specific identity and associating the merchants and businesses to the locale can make it easier for outsiders to find businesses they may want to “try out”. Of course, merchant participation is required and the merchants must be convinced that there is a potential business boost that will come from the association with their location in Latonia.

The next item is people; residents, merchants, or an organized marketing entity. The plan of which this market analysis is a part is being driven by a steering committee of volunteers. While volunteerism is to be applauded, it may not be enough to provide the energy and the focus that an organization could to promote all of the attributes of Latonia for residents and businesses alike. Funding of such an organization is always a challenge. In some cases, the marketing organization is funded through a tax assessment. These assessments take the form of a Special Improvement District, or SID. Typically, a Board of Directors is formed from residents and merchants in the geographical area of the SID and it sets policy and directs the efforts of a professional staff. The income generated from the SID assessment should not only fund payroll of the staff, but should enable programs and projects to be undertaken for the benefit of the entire SID area. Holiday events, street festivals, promotional merchant programs and other events focus attention on businesses in the SID area and are designed to generate activity that boosts business and creates an identity for the SID area.

The discussion, above, speaks to the fourth component of promotion. If the marketplace does not know that you have something to sell it is unlikely that anyone will show up to buy. This is one of the potentially strong reasons to consider an organization to promote Latonia. While merchants may promote their locations, it is coincidental that the locations are in Latonia. Coordinating merchant advertising to include references to the Latonia locations in all media is something a professional staff can help to coordinate or direct. In addition, realtors should be encouraged to identify Latonia in marketing homes for sale or units for rent. The goal is to build the image of Latonia; it should appear to be “bigger than life”.

The final marketing element is price. Since there are a number of businesses and a large number of homes and apartments in Latonia, of varying ages and descriptions, there is no one price strategy that is applicable. The objective of marketing; however, is simple, create demand for Latonia. If demand can be built for Latonia it should have the overall effect of increasing home prices, apartment rentals, and if businesses boost their sales, the rents that landlords can obtain for their storerooms and offices. One potential key outcome of marketing Latonia would be to stabilize or enhance the numbers of people and households in area. This alone will bolster prices of homes and rental rates for apartments in the area.

Chapter 4 - Green Infrastructure

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. Green infrastructure can broadly be defined as an interconnected system of parks, stream corridors, preserved hillsides, and large undeveloped spaces forming greenways. Green Infrastructure in some cases is also defined more narrowly to include on-site stormwater management practices including rain gardens, bio-retention systems and green roofs.

Green Infrastructure systems perform many valuable functions that typically cost less in the long run than manmade alternatives. These include; cleaning the air and water of pollution, cooling the environment, providing habitat for native species, improving our psychology, and increasing the value of the built environment. The most important contribution green infrastructure provides is on-site stormwater management.

Topographic Analysis

Drainage, geology and slope define the direction and flow of stormwater. These natural features factor into and are affected by land development. This section will provide basic information to help define these features within the study area.

Drainage

The drainage pattern of an area defines the area’s watershed. Watersheds are defined by the *Comprehensive Plan Update: 2006-2026* as the land water flows across or through on its way to a common river, lake, or ocean. Watershed boundaries are established along the tops of ridges and hills and determine what direction a drop of rain or snow will fall once it hits the surface. The study area is located

within two different watersheds – Banklick Creek Watershed and Licking River Watershed as shown on Map 4.1.

Banklick Creek watershed is one of the most thoroughly documented watersheds within Kenton County. This watershed has been designated as one of the three “highest priority” watersheds in the Licking River basin. In Kentucky, almost every body of water is designated with one or more uses. When these bodies of water do not meet their designated use, they are classified as “impaired”. Since 1998, the entire 19-mile length of Banklick Creek has been classified as an impaired waterway.

The Licking River watershed is approximately 170 square miles in Northern Kentucky and extends from the City of Covington in Kenton County, City of Newport in Campbell County, to the southern boundary of Kenton County with Grant County. This large watershed encompasses dense urban development in the north to very rural sparsely populated areas of southern Kenton County. The Kentucky Division of Water (KDOW) has designated a portion of the Licking River as an Outstanding State Resource Water. Three segments of the Licking River and one tributary are designated by KDOW as impaired waters .

Geology & Soils

The geology of the study area primarily consists of terrace deposits with some alluvium along Banklick Creek and Twin Oaks Golf & Plantation Club. Kope formations are also found where Latonia Terrace is located on Madison Pike.

Several soil types are located within the study area. Some of the major soil types are outlined below :

Urban Land

A majority of land within the study area is classified as urban land. This soil type is made up of areas of soils that have been so disturbed by deep cutting and filling with earth moving machinery and have affected the soil in such a way that the original soil could not

be determined. They are underlain by deep, stratified alluvium deposited by the Licking and Ohio Rivers and by glacial outwash.

Egam Silty Clay Loam

This soil is located primarily along the southern boundary of the study area along Banklick Creek. This soil is on floodplains with little or no hazard of erosion.

Nolin Silt Loam

This soil is located primarily along the Licking River within the floodplain. There is a slight erosion hazard in this soil type with flooding that occurs in winter and spring.

Licking Silt Loam

This soil type covers the Shopping Center Area and industrial land located on Howard Litzler Drive and Winston Avenue. There is no hazard of erosion with this soil type.

Alluvial Land

This soil type is located in close proximity to the southern boundary of the study area. Alluvial Land soil consists of rather narrow steep areas, along riverbanks, on the edges of stream terraces, and on edges of glaciated soils. Erosion is a hazard because surface runoff is rapid. Flooding limits most uses along the riverbanks.

Floodplain

Map 4.2 indicates significant floodplain areas exist within the study area, which are further detailed in the text below. Floodplain areas are located along the Licking River that forms the eastern boundary of the study area, and Banklick Creek, which forms the southern boundary of the study area. A major portion of the Bill Cappel Youth Sports Complex is also located within the floodplain. Twin Oaks Golf & Plantation Club is located entirely within the floodway, or areas that must be protected and reserved to discharge base flood events. A significant ravine located west of Church Street is also located within a floodplain and is heavily wooded. Undeveloped vegetated areas located in the vicinity of 33rd and 38th Streets are also located in the floodplain.

Homes in Rosedale Mobile Home Park are located in the floodplain and these dwellings are elevated for flood protection. While floodplain areas are strictly controlled through zoning for many construction purposes, they provide opportunities for recreational uses and for development of an interconnected greenway system.

Natural Features

Licking River and Banklick Creek

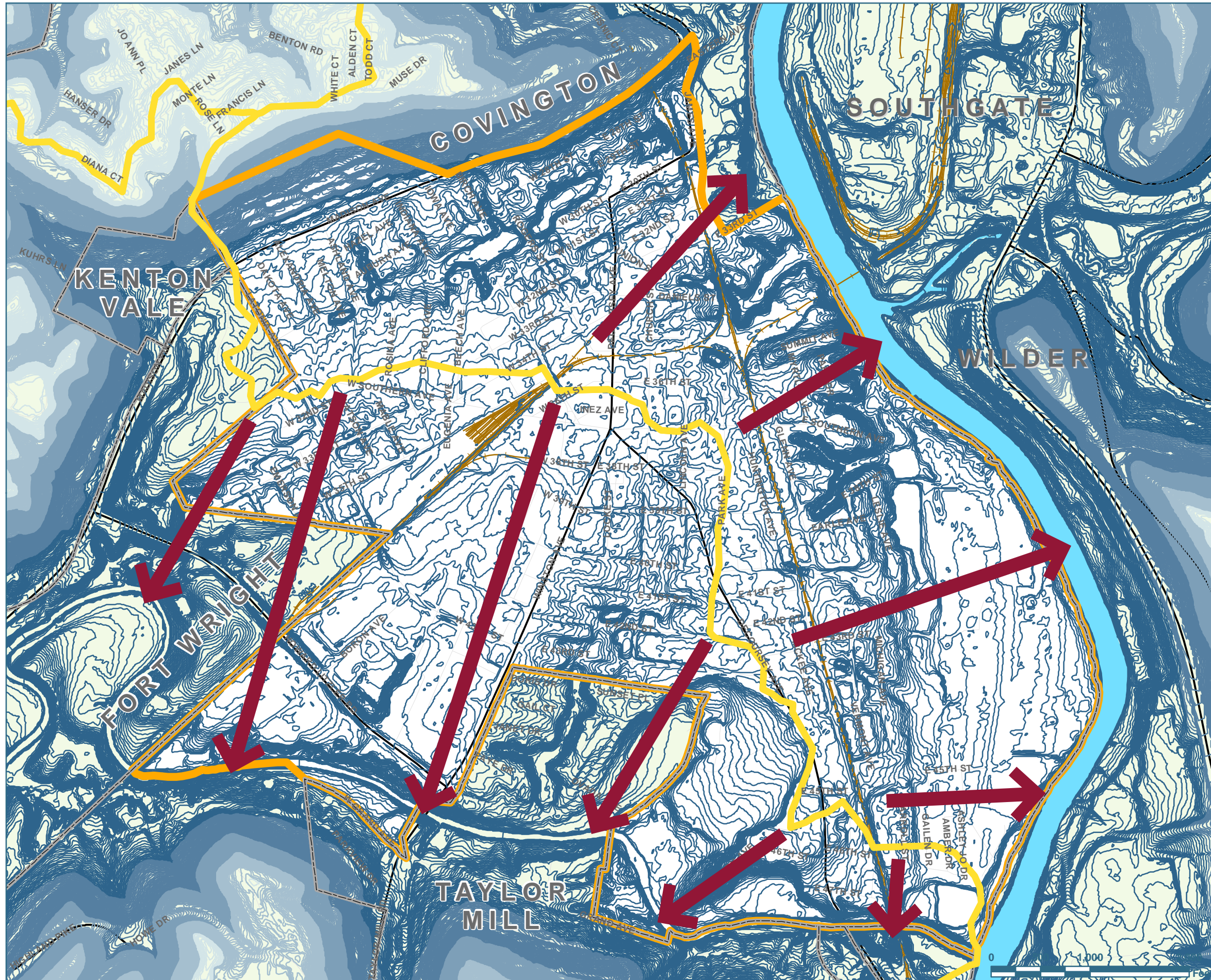
The Licking River, a tributary to the Ohio River, has a significant presence forming the eastern boundary of not only the study area but also Kenton County. The Licking River – named for the mineral springs and salt licks that attracted buffalo and other animals – begins in the highlands of the Allegheny Plateau in Magoffin County, Kentucky. The river flows northwest through the Eastern Bluegrass for about 300 miles before emptying into the Ohio River between Newport and Covington .



Figure 4.1 – Banklick Creek near East of Winston Avenue

Banklick Creek, a tributary to the Licking River, extends 19 miles beginning in the headwaters area in Boone County through Kenton County. Banklick Creek’s confluence with the Licking River is located adjacent to the south eastern boundary of the study area. At the beginning of the 21st century, the creek reflects a highly developed, ecologically compromised watershed . As mentioned previously, since 1998,

Map 4.1 Topographic Analysis



Legend



Watershed



City boundary

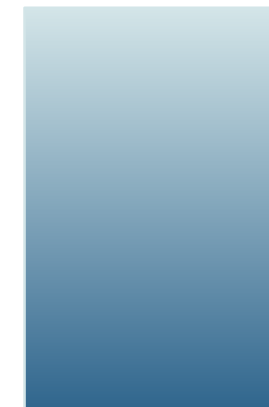


Study Area



Direction of Flow

ELEVATION



784 - 872

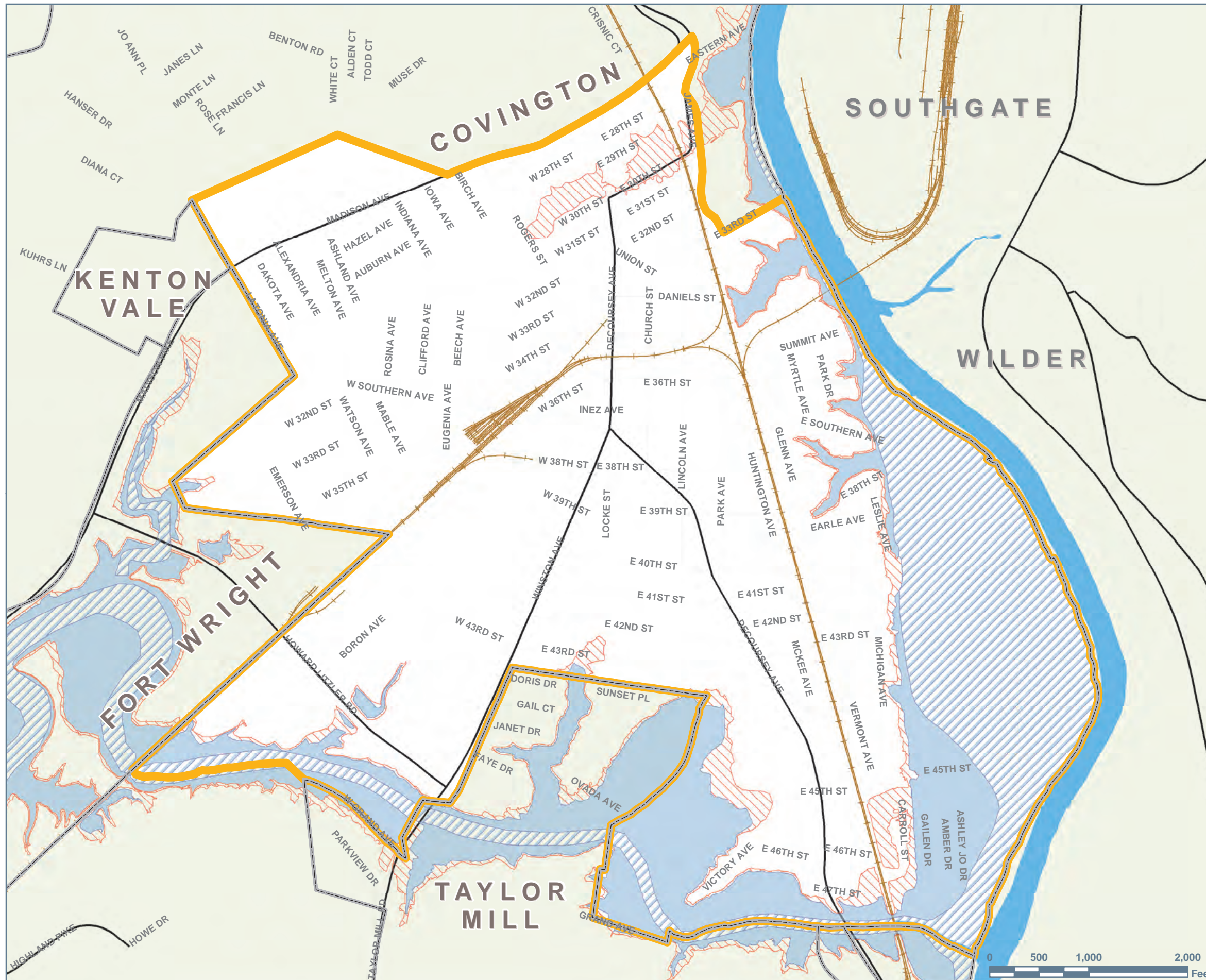
720 - 784

642 - 720









560 - 642

458 - 560

Map 4.2 Flood Area



Legend

-  Floodway
-  100 YR Flood-Detailed Study
-  500 Year Flood
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways



Source: LINK GIS Date: March, 2010

the entire 19-mile length of Banklick Creek has been classified as an impaired waterway. The Banklick Creek is hydraulically influenced by the Licking River at its mouth, such that, at times, the Licking River flows upstream into the Banklick for 30-40 feet and has an influence on the Banklick's temperature, dissolved oxygen and other stream parameters (Limno-Tech, Inc. 1998).

Green Infrastructure Elements

Stormwater Management

Sanitation District No.1 (SD1) is the local authority that manages stormwater and sewage for major portions of Northern Kentucky. The excess stormwater and sewer discharge within the Northern Kentucky area is managed by SD1 through a series of Combined Sewer Overflows (CSO's) which discharge excess untreated sewage into rivers and streams. CSO's were designed to convey domestic, commercial and industrial wastewater as well as stormwater runoff through a single pipe system to a treatment plant. This type of stormwater infrastructure is no longer allowed for new sewer extensions. According to SD1, overflows are designed to occur when the combined system's capacity is exceeded to prevent flooding and basement backups of combined sewage. SD1 has entered into a consent decree with the U.S. Environmental Protection Agency and the U.S. Department of Justice to address a broad array of issues, including CSO's, through an adaptive watershed management approach. The consent decree requires a twenty year plan to address the issue of CSO's to ultimately improve the water quality of streams of rivers to support designated uses.



Figure 4.2 – Combined Sewer Overflow

There are presently 9 CSO's located along the boundary of the study area. Six outfalls are located on the Licking River such as the one shown in Figure 4.2 and three are located on Banklick Creek which forms the southern boundary of the study area.

Flooding and direct sewage discharge has become a reoccurring and expensive problem for local communities. The primary reason for this increase in stormwater entering the drainage system is the ever-increasing amount of impervious surfaces and lack of adequate tree canopy. Impervious surfaces are those that do not allow water to percolate through them including rooftops, parking lots, driveways, etc. Instead of infiltrating into the ground, stormwater is channeled into manmade drainage systems. As the amount of impervious surfaces increases, the amount of water entering the drainage system increases to the point of overwhelming the sewage treatment plant, thus triggering the dumping of untreated sewage into rivers and streams.

On-site stormwater management using natural systems to decrease the amount of runoff into pipes will help alleviate the issue of CSO's as discussed previously.

There are many different natural ways to reduce stormwater runoff, one of which is shown in Figure 4.3. These include bio-retention swales that can hold water during heavy rain events and clean the water as



Figure 4.3 – Example of vegetated curb extension that captures stormwater before entering the storm sewer.

it slowly percolates through the vegetation and soil, rain gardens that allow stormwater to infiltrate the soil quickly, vegetative medians, and curb extensions that reduce the amount of impervious surfaces, retention ponds, and green roofs that absorb most of the water that lands on them.

Tree Canopy

Trees provide many benefits from cooling the ground and buildings, to reducing flooding, and even help to clean the air. American Forests, a nationally recognized forestry research organization, recommend 25 percent canopy coverage for urban residential. Currently Latonia has 8 percent tree coverage within the study area.

Large areas of canopy cover are located primarily within the floodplain areas of the Licking River and Banklick Creek as shown on Map 4.3. This canopy cover acts as a riparian buffer which is integral to the health of the streams. These buffers protect the stream by filtering sediment and pollutants, cool water temperature which is critical to the health of aquatic species and stabilizes bank erosion.

Impervious Surfaces

Impervious surfaces including buildings and driveways contribute to stormwater runoff and are a contributing factor for flooding. According to the Comprehensive Plan Update: 2006-2026, impervious surfaces prevent water from entering the ground where it can be cleansed and slowly released into the surface drainage system. During the preparation of the comprehensive plan impervious surfaces for the entire city of Covington were calculated to be approximately 18 percent. The area of impervious surface within the study area is 32 percent (Map 4.4). The shopping center and industrial development on Winston Avenue as outlined on Map 4.5 comprises only 16 percent of the entire landmass within the study area, however, this area comprises approximately 50 percent of the land within the study area that is covered by impervious surfaces.







Considerations

- Opportunities to increase green infrastructure should be considered by the plan
- These techniques include, but should not be limited to:
 - Curb extensions with planters
 - Green medians on streets like Winston
 - Reforestation efforts to increase tree canopy
 - Use of green techniques as areas redevelop

Map 4.4 Impervious Surfaces



Legend

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

Study Boundary
Approximately 1159 acres

Impervious Surface
Approximately 367 acres

Impervious Surface Percentage
Approximately 32% of study area

Chapter Five

Community Facilities and Utilities

Community facilities encompass a wide array of amenities and services in an area such as; educational facilities both public and private, parks and public spaces, police and fire protection, and religious institutions. Utilities refer to items such as sewer, storm sewer, water, electric, and natural gas infrastructure. This chapter contains information pertaining to these facilities and utilities that are wholly contained within the study area or those that are close enough to provide services into the area. Information contained within this chapter was obtained through key person interviews with representatives of the agencies or organizations or through information available from sources available to the public.

Schools

Schools play an important role within a community. They are not only centers for education and employment, but also serve as a venue for recreational activities and gatherings. These facilities bring community residents together, attract outside visitors, and create a sense of identity and place for an area. The schools currently located within the study area have been established for over 40 years and are a core component of the fabric of the community.

Covington Independent School System

The Covington Independent School System (CISS) operates two schools, Latonia Elementary (Figure 5.1) and Ninth District Elementary (Figure 5.2), whose districts encompass the entire study area. Both schools teach children from kindergarten through the fifth grade. Students from the area attend Holmes Middle School and High School located outside the study area.

Latonia Elementary is located in the middle of the study area at 3901 Huntington Avenue and had an enrollment of 403 students in the winter of 2010. The building was constructed in the mid-1960s and sits on an approximate six acre site featuring a playground and three greenspace areas that encompass approximately



Figure 5.1 – Latonia Elementary



Figure 5.2 – Ninth District Elementary

2 acres of land. Latonia Elementary currently offers all day kindergarten and early childhood education, both of which contribute to the educational wellbeing of the students and provide financial benefits to the parents. While these programs have been popular, their long term status depends on the budget of the school system.

Ninth District Elementary, constructed in the mid-1950s, is located in the northwest portion of the study area at 2800 Indiana Avenue. The school had an enrollment of 410 students in the winter of 2010. The school sits on an approximate seven acre site featuring a playground and a soccer field.

The Covington Independent School System has no plans to construct other schools within the study area and intends to continue operations at the existing schools into the foreseeable future. Repairs and improvements are planned for each school over the next five years. These plans include updating classroom facilities and safety systems to current state standards, removal of asbestos, new roofing, ongoing parking lot maintenance, lighting upgrades, and the construction of a greenhouse. While there are no plans for expansion, discussions with CISS did reveal the desire for a joint venture for a community center or swimming pool.

A large number of students enrolled in both schools are on free or assisted lunch programs. Seventy-three percent (73 percent) of the students enrolled in Latonia Elementary are on a free lunch program and thirteen percent (13 percent) are on an assisted lunch program. At Ninth District Elementary, eighty-one percent (81 percent) of the total student enrollment are on a free lunch program and seven percent are on an assisted lunch program. These percentages are consistent with other schools in the Covington Independent School System. The costs of both programs can have a significant impact the schools system budget.

Many of the students within the study area, and the CISS as a whole, will relocate their homes and move to another district in the system at least once, and in many cases, multiple times over the course of their education. Provisions are in place that allows students to maintain enrollment at a specific school despite moving to another district. There are also a significant amount of students which continue to attend school in the system despite moves to outside areas which creates multiple administrative and financial problems.

Other CISS Facilities in Latonia - In addition to the two elementary schools, the CISS operates a facility for Continuing Adult Education. The facility is located in the middle of the study area at 3618 Caroline Avenue, less than 500 feet from Ritte's Corner. The continuing education facility is open Monday through Friday between the hours of eight o'clock in the morning until eight o'clock in the evening. Aspects such as flexible hours and central location have helped facilitate continued popularity and support from within

the community and surrounding areas for the services offered by the program. The Covington Independent School System also owns a lot along West Southern Avenue which houses the 19 school busses which run 23 routes throughout the entire school district. Approximately 30 percent of the children within the school system use busses. The remaining 70 percent either walk, bike, or are dropped off at school by their parents.

Considerations for Covington Schools

- Examine possibility of recreation center for school and community
- Investigate the potential for a shared community pool facility

Holy Cross Schools

The Holy Cross schools (Figure 5.3) are growing parochial schools located in the middle of the study area near Ritte's Corner. The schools span both sides of Church Street primarily between East 36th Street and Southern Avenue and the campus-like layout of the complex imparts a unique character to the area. While the church and high school share the name "Holy Cross" they are unique organizations and have been since the early 1980s.

Total enrollment at Holy Cross is approximately 640 students, 453 in the high school and approximately 180 in the grade school. About one quarter of the student population lives within the Latonia area. The remaining students, many of which are children of



Figure 5.3 – Holy Cross Schools

former alumni, commute from outside the Latonia area. Grade schools other than Holy Cross which feed in to the high school include St. Augustine and St. Benedict in Covington, St. Anthony in Taylor Mill, and St. Cecilia in Independence.

Continual growth in recent years has necessitated the expansion of Holy Cross. The growing campus currently consists of two larger institutional buildings, church, chapel, rectory, gymnasium, and five recently acquired single family buildings. The church operates and owns the grade school, gym rectory and church, while the high school is owned by the school. Two of the single family buildings have been professionally remodeled to accommodate administrative offices, counseling services, disabilities learning, and miscellaneous church activities. There are plans to raze the other three single family buildings and replace them with one larger building that will provide much needed space for classrooms, science labs, offices, and a book store. Some of these facilities are currently located in portions of commercial buildings that front Decoursey Avenue and are accessed through an abutting alley. The school also has athletic and storage facilities at the Eva Farris Complex, formerly Rosedale Park, which is located in the southeast portion of the study area near the Licking River and Banklick Creek.

Two of the primary concerns the school is currently faced with are traffic and safety. Several times throughout the day during class changes, students cross Church Street creating traffic congestion and potential safety hazards. Church Street is a main route with wider pavement than other streets through Latonia connecting the north and south areas. The route also avoids the 5-way intersection at Ritte's Corner. Parking has also been a continual concern as limited space force significant number of students to park on the local streets in the surrounding areas.

Considerations for Holy Cross Schools

- Examine options to address safety of pedestrians in the vicinity of Holy Cross
- Review potential for shared parking lots

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 activity, which helps shape the identity of a neighborhood. There are currently 11 recreation areas within the study area. Seven of these facilities are public, three operate under private control, and one is public / private partnership. Map 5.1 illustrates the location of recreational facilities in the Latonia area.

Bill Cappel Youth Sports Complex.

The Bill Cappel Youth Sports Complex (Figure 5.4) is located on approximately 63 acres along the south side of 43rd Street in the southern portion of the study area. The complex lies mostly in Covington, although some facilities are in Taylor Mill. The park sits atop a reclaimed landfill area and is located within the floodplain of Banklick Creek. As such, portions of the park occasionally have flooding problems following heavy rain events. The complex features a water park, playground, a substantial amount of green space and several athletic fields for soccer and baseball.



Figure 5.4 – Bill Cappel Youth Sports Complex

The complex hosts over 1,000 sanctioned sports contests annually and is home to several sports leagues and tournaments which bring large numbers of visitors into the study area. The water park also has increased

in popularity with local residents. Due to this increased popularity its use now requires residency in the City of Covington. The next closest aquatic facilities in Covington are Randolph Pool and Goebel Park Pool, which are located approximately four miles to the north. The city partners with the Red's Community Fund to provide maintenance services which has been extremely helpful to the long term viability and health of the park.

Victory Avenue Covington Field

The Victory Avenue Covington Field is located on five acres in the southern portion of the study area along the southeast side of Victory Avenue, just south of the Bill Cappel Sports Complex. The park is an open area bounded by woods and the Banklick Creek. The facility is used by the Bengal Tiger Youth Football League during their season. Like the Cappel Sports Complex this facility is subject to periodic flooding due to Banklick Creek as displayed in Figure 5.5.



Figure 5.5 – Seasonal Flooding at Victory Avenue Covington Field

Eva Farris Sports Complex

Eva Farris Sports Complex is located on 22 acres in the southeastern corner of the study area at 4524 Virginia Avenue and represents a public / private recreation partnership. Formerly known as Rosedale Park, revitalization of the once aging and obsolete facility was made possible through funds raised by Holy Cross Schools. The city and the school have agreement in which the activities of the school have first priority for use of the facility. The complex features a track, football field, locker rooms, concessions, a playground and small pockets of green space. It should be noted

the park lies in an area that is susceptible to flooding, which can limit its availability for use.

Ninth District Athletic Field

The Ninth District Athletic Field is located on four acres adjacent to the 9th District Elementary School in the northern portion of the study area between Rogers Street and Clifford Avenue. The grounds feature a playground and soccer field. In addition to school activities this property is also used for a youth league play.

30th and Decoursey Tot Lot

The 30th and Decoursey Tot Lot is located on one acre in the northern portion of the study area. The facility features a running track, basketball hoop, and green space. The current lighting in the park is outdated and insufficient. There have been occasional problems with delinquent behavior occurring on the grounds.

35th and Carlisle Tot Lot

The 35th and Carlisle Tot Lot is a smaller pocket park woven into the fabric of the eastern portion of the study area. The park lies on less than an acre and features wooded areas, green spaces, and places for gathering.

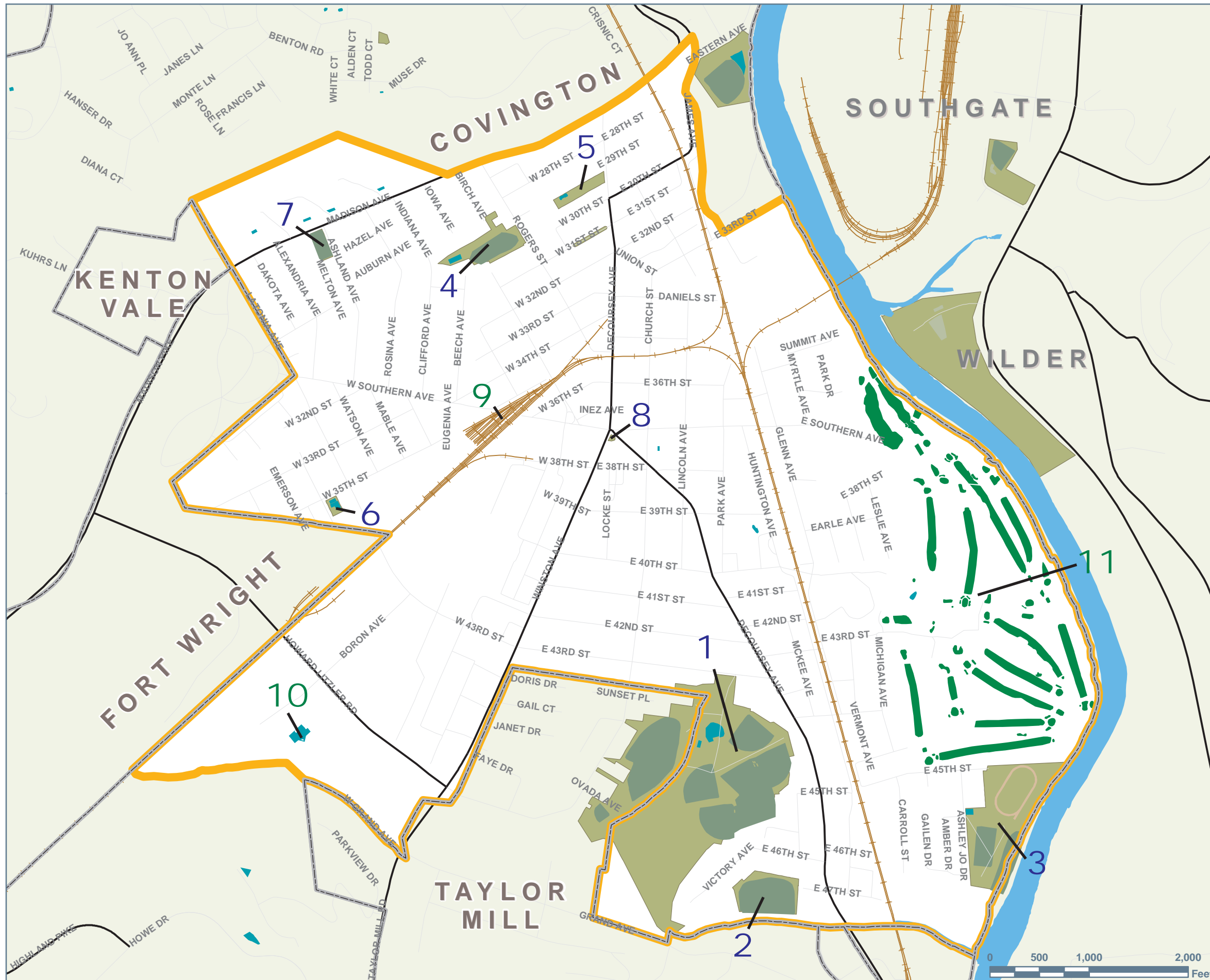
Madison and Ashland Playground

The Madison and Ashland Playground lies on approximately one acre and is a Tot Lot located in the eastern portion of the study area. The grounds feature open area, a playground, and basketball courts.

Korean War Memorial

The Korean War Memorial is located on a small portion of the southern block of the Winston Avenue and Decoursey Avenue section of Ritte's Corner. The memorial park opened in 2004 and was the result of a four-year collaborative effort between the VFW Post 6095 and the Ritte's East Neighborhood Group. The memorial features a bronze plaque listing the names of local soldiers who gave their lives fighting in Korea, a fountain, brick pavers, and benches. The intent of the memorial is to keep the sacrifices of the soldiers in the minds of those throughout the community and provide a local neighborhood center in which residents can take pride in Latonia.

Map 5.1 Recreational Activities and Areas



Legend

- Public Recreation Facilities**
- 1 Bill Cappel Youth Sports Complex
 - 2 Victory Avenue Covington Field
 - 3 Eva Farris Sports Complex
 - 4 Ninth District Athletic Field
 - 5 30th and Decoursey Tot Lot
 - 6 35th and Carlisle Tot Lot
 - 7 Madison and Ashland Playground
 - 8 Korean War Memorial
- Private Recreation Facilities**
- 9 Cincinnati Railway Museum
 - 10 Totters Otterville
 - 11 Twin Oaks Golf & Plantation Club

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

Source: LINK GIS Date: March, 2010



Private Recreation Facilities

Railway Museum of Greater Cincinnati

The Railway Museum of Greater Cincinnati (Figure 5.6) is located on approximately five acres in the central portion of the study area at 315 Southern Avenue, near Ritte's Corner. The facility is located on approximately four acres and contains over 80 artifacts and several trains cars. There are small pockets of green and wooded areas located on the grounds. The museum operates on a limited schedule and is open on Wednesdays and Saturdays.



Figure 5.6 – Railway Museum of Greater Cincinnati

Totters Otterville

Totter's Otterville is an educational entertainment center for children 10 and under located in the southern portion of the study area at 4314 Boron Drive, adjacent to Johnny's Toy Store. The facility lies on part of the 16 acre toy store parcel and features a water park, playgrounds, fishing pond, small amphitheater, a café, a maze and many other amenities geared towards children. Totter's Otterville is open seven days a week year round.

Twin Oaks Golf & Plantation Club

Twin Oaks Golf & Plantation Club (Figure 5.7) is an eighteen-hole privately owned public golf course located on approximately 160 acres in the southeastern corner of the study area at 450 East 43rd Street, next to the Licking River. Built in 1926, the club features a clubhouse which contains large indoor and outdoor dining areas, a pro shop, bar and grill, and two great



Figure 5.7 – Twin Oaks Golf & Plantation Club

rooms used for gathering and assembly. The club is open year round and has five full-time employees and 35 part-time employees.

Considerations for Recreation

- Address flooding issues where possible
- Create linkages to Licking River Greenway
- Pursue other bike and pedestrian linkages between parks outside of the Licking River Greenway Master Plan including a possible connection between Bill Cappel Youth Sports Complex and Victory Avenue Covington Field
- Examine opportunities for better signage and wayfinding
- Consider potential of adding area and facilities to the Bill Cappel Youth Sports Complex if the police impound lot becomes available
- Work with information found in Chapter 3 – Market Study to determine the feasibility of adding amenities to the area such as hotels and restaurants that could lead to more regional events at the Bill Cappel Youth Sports Complex
- Identify potential to increase access and parking
- Explore opportunities for a Recreation Center
- Investigate the possibility of a community pool
- Look at potential for 32nd St. Park at the vacant gas station site
- Work towards creating more pocket parks or other small recreational facilities such as community gardens in neighborhood areas
- Look at chance for bigger events at sports complex

Safety and Emergency Services

Police

The mission of the Covington Police Department (CPD) is to interact with all citizens of Covington to improve the quality of life in the community. Each year a staff of approximately 145 sworn officers and civilians handle about 90,000 calls throughout the entire city. The main criminal problems in the study area include drug use and trafficking as well as theft.

There are two areas within the boundaries of the study that were identified as recently having higher than average levels of crime (Map 5.2). These areas fell victim to an outbreak of burglaries in November and December of 2009. The number of burglaries has since been reduced within the Latonia study area.

The Covington Police Department operates a substation in West Southern Avenue in Ritte's Corner. The substation is part of the Community Outreach Bike Patrol program and houses bicycle and locker facilities. The department also currently owns and operates an impound lot near the Bill Cappel Sports Complex. CPD is in the process of selling the lot due to continued shortfalls in the funds generated compared to the operating costs.

Neighborhood Watch

The study area benefits from an established Neighborhood Watch group in addition to police services. The watch started over 25 years ago and immediately proved effective in reducing crime. Today the watch continues to protect the citizens of Latonia by working cooperatively with the City and police department. Interviews with the Watch indicate that break-ins have increased recently, likely due to the downturn in the overall economy.

Fire and Emergency Medical Services

The mission of the Covington Fire Department is to minimize the loss of life and property resulting from fire, medical emergencies and other disasters. The City of Covington's Fire Department was recently rated the best in Northern Kentucky from ISO with a Class II fire insurance rating. Covington shares this rating with only 12 other fire departments in the Commonwealth of Kentucky.

The Department is made-up of 117 firefighters and five firehouses. One firehouse provides fire protection for the entire study area and is located near Ritte's Corner at 3315 Church Street, north of Holy Cross High School. Church Street is the main access route for emergency runs to the south and southeastern portion of the study area.

Discussions with fire personnel indicated poor access to the VFW Hall and trailer park, both located in the southeast corner of the study area. Ashland Oil, located adjacent to the northern boundary of the study area, also poses a fire and safety hazard.

Considerations for Safety and Emergency Services

- Examine new potential uses for police impound lot
- Consider the need for additional police and fire protection in redevelopment alternatives within the study area
- Examine the Church Street route and its impact on fire and EMS operations in Latonia and the pedestrian activity at the Holy Cross schools and church

Business and Neighborhood Associations

The Latonia area is served by the Latonia Business Association, Ritte's East Neighborhood Group, and West Latonia Neighborhood Association, each of which are formally recognized by the City of Covington. These groups work towards general awareness of issues, promotion of businesses, general support of the neighborhood and neighborhood events, and contributions to efforts such as public safety and even the preparation of this plan.

Latonia Business Association

Historically Latonia had a business association whose roots started in the early 1900s. The association was in existence until the 1990s when it disbanded due to a reported lack of interest. The group was reorganized in 2004 and was officially restarted in 2005 under the same historical name. Today the association is very active and is represented by membership from many of the approximately 250 businesses in the area. Dues of \$75 per year per business helps to pay for events and programs like the Latonia Halloween Party, beautification efforts, and scholarship for local students.

Ritte's East Neighborhood Group

The Ritte's East Neighborhood Group has been active since 1995. While membership is open to anyone, their area of focus includes Ritte's Corner east to the river, north to 35th Street, and south to 40th Street (Map 5.3). The group meets monthly to discuss issues and plan events. Their largest project was the Korean War Memorial Fountain Plaza, created in partnership with VFW Post 6095 and the City of Covington. They hold annual Christmas parties, ice cream socials, and cleanup and beautification efforts. Yearly dues, to cover expenses, are \$5 for individuals, and \$10 for families.

West Latonia Neighborhood Association

The West Latonia Neighborhood Association is the newest neighborhood association in Latonia (Map 5.3). The group includes approximately 70 members comprised of residents and business owners that meet monthly. The association holds events such as ice cream

socials and participates in neighborhood beautification events like the Great American Cleanup. At this time yearly dues of \$5 per household give members voting privileges and helps pay for social events.

Considerations for Business and Neighborhood Associations

- Work to create a new group or groups to cover residents throughout Latonia by an association (Map 5.3)
- Rework boundaries of the existing associations with the new association(s) to most efficiently address the needs of local residents
- Examine creating a full-time position that would promote the needs of Latonia businesses and residents

Religious Institutions and Organizations

Numerous religious institutions and organizations exist within Latonia as illustrated on Map 5.4. The subsections below describe some of the larger institutions in greater detail.

Holy Cross Church

Holy Cross Church and Holy Cross School occupy the same campus area, just east of Ritte's Corner. As mentioned earlier in the school section, the church and school have been separate entities since the early 1980s. The church operates and owns the grade school, gym rectory and church, while the high school is owned by the school. Parking at the campus has been reported as an issue. This issue has grown as enrollment demographics at the school have changed from primarily Latonia students to scholars that travel from outlying areas by car.

The church itself has been located on the site since the early 1900s, although a fire damaged the interior of the building in 1988. Outreach such as working closely with other neighborhood churches, feeding people on a weekly basis, working with St. Vincent

DePaul, conducting pastoral ministries at Rosedale, and holding festivals in the community are just some of the numerous activities the church pursues. The church also provides assistance to homeowners who need help with property upkeep through a program known as Helping Hands.

Calvary Baptist Church

Calvary Baptist Church is located in the middle of the study area at 3711 Tibbatts Street, near the Latonia Plaza Shopping Center. They have approximately 1,500 members with a weekly attendance of eight to nine hundred people at their Sunday services. Many of the church's members come from areas outside of Latonia. Interviews with church leadership indicated there are only a few members from within the study area.

Overflow parking for church events is located in the adjacent shopping center and is provided free of charge. The church employs approximately 45 full and part time staff and operates a school approximately 5 miles south on Taylor Mill Road (KY 16) in South Covington. The church has become more involved in community outreach within the study area in recent years due to concerns with neighborhood decline. They are currently examining the full time employment of an individual to coordinate and carry-out their Latonia outreach efforts.

Latonia Baptist Church

Latonia Baptist Church is located in the middle of the study area at 3800 Church Street, immediately to the southeast of Ritte's Corner. The church, facing a declining membership, began providing outreach to the community which has continued to be a primary focus. They currently provide a number of programs and services which benefit all of the community. Approximately 20 percent of the church membership lives within the study area.

Latonia Christian Church

Latonia Christian Church is located in the middle of the study area at 3900 Decoursey Avenue. The church has approximately 750 members with an average weekly attendance of 250 people at their Sunday services. A

majority of the current membership (approximately 65 percent) live within the study area. Concerned with neighborhood decline, the church has become increasingly interested in offering community outreach and development services.

Catholic Charities

Catholic Charities has been involved in efforts within the Latonia study area for over 25 years and plays a vital role within the community. Their office is located at 3629 Church Street, near Holy Cross. The organization is a separately incorporated agency which operates as a part of the Diocese of Covington. The mission of the organization is to promote healing, restore hope and affirm human potential through services that empower, voices that speak for justice; and, partnerships that strengthen communities. They provide a wide variety of community services throughout Northern Kentucky, especially within the study area, featuring programs targeted towards community building and development, counseling, outreach, and assistance. Catholic Charities has a large presence in the community.

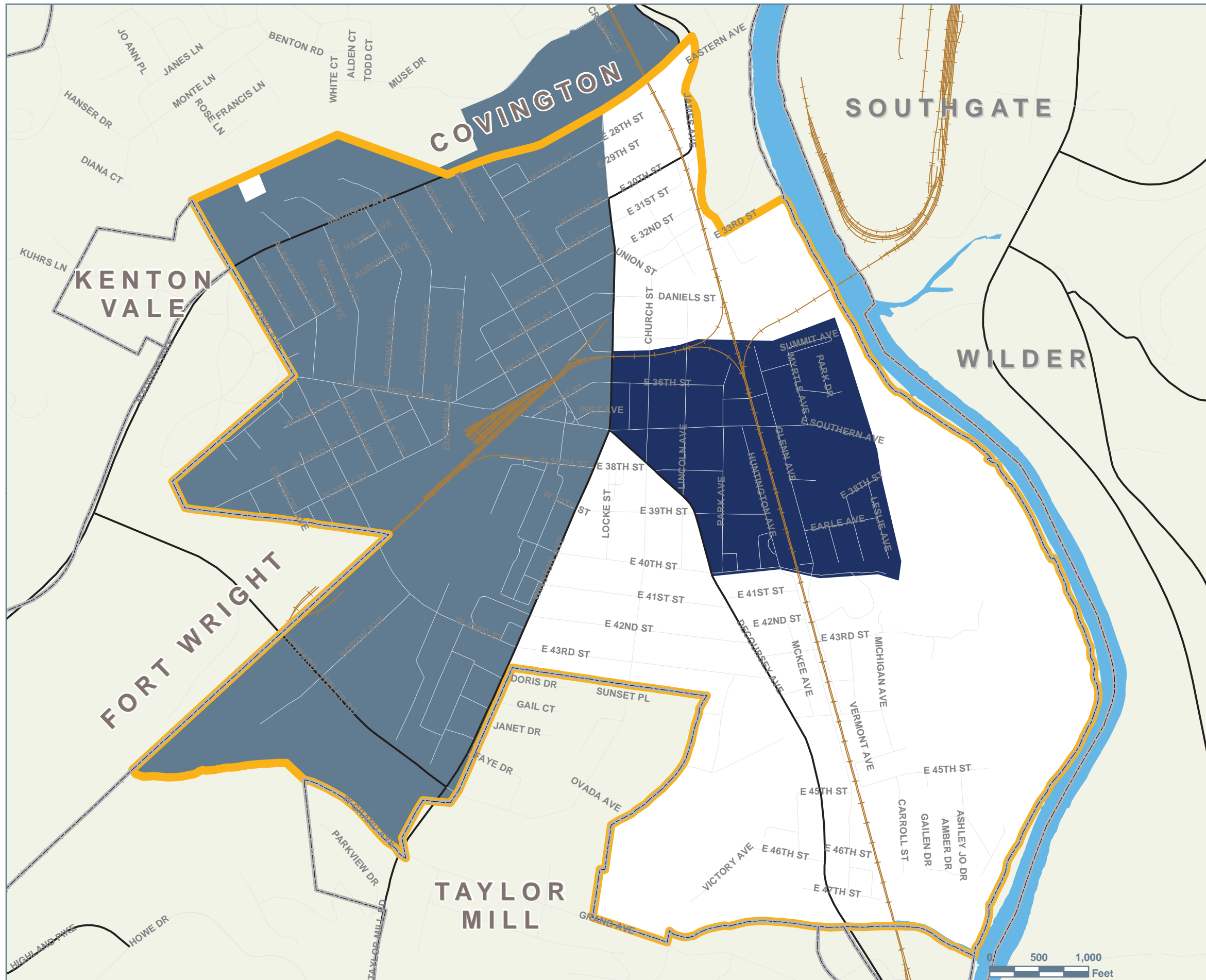
Action Ministries

Action Ministries is a volunteer based food pantry located at 4375 Boron Drive in Latonia. The organization is funded by churches, individual and corporate donations, and corporate grants. The food pantry serves over 600 local families monthly. Aside from food and grocery items for families in need the organization also provides referrals to GED classes and assists with furthering education and job placement assistance.








Considerations for Religious Institutions and Organizations

- Work towards retaining and strengthening existing institutions
- Investigate opportunities for increasing community outreach programs
- Partner with churches to increase greenspace in the community
- Explore the potential for shared parking opportunities between churches and business, particularly those closest to Ritte's Corner.

Map 5.3 Neighborhood Associations








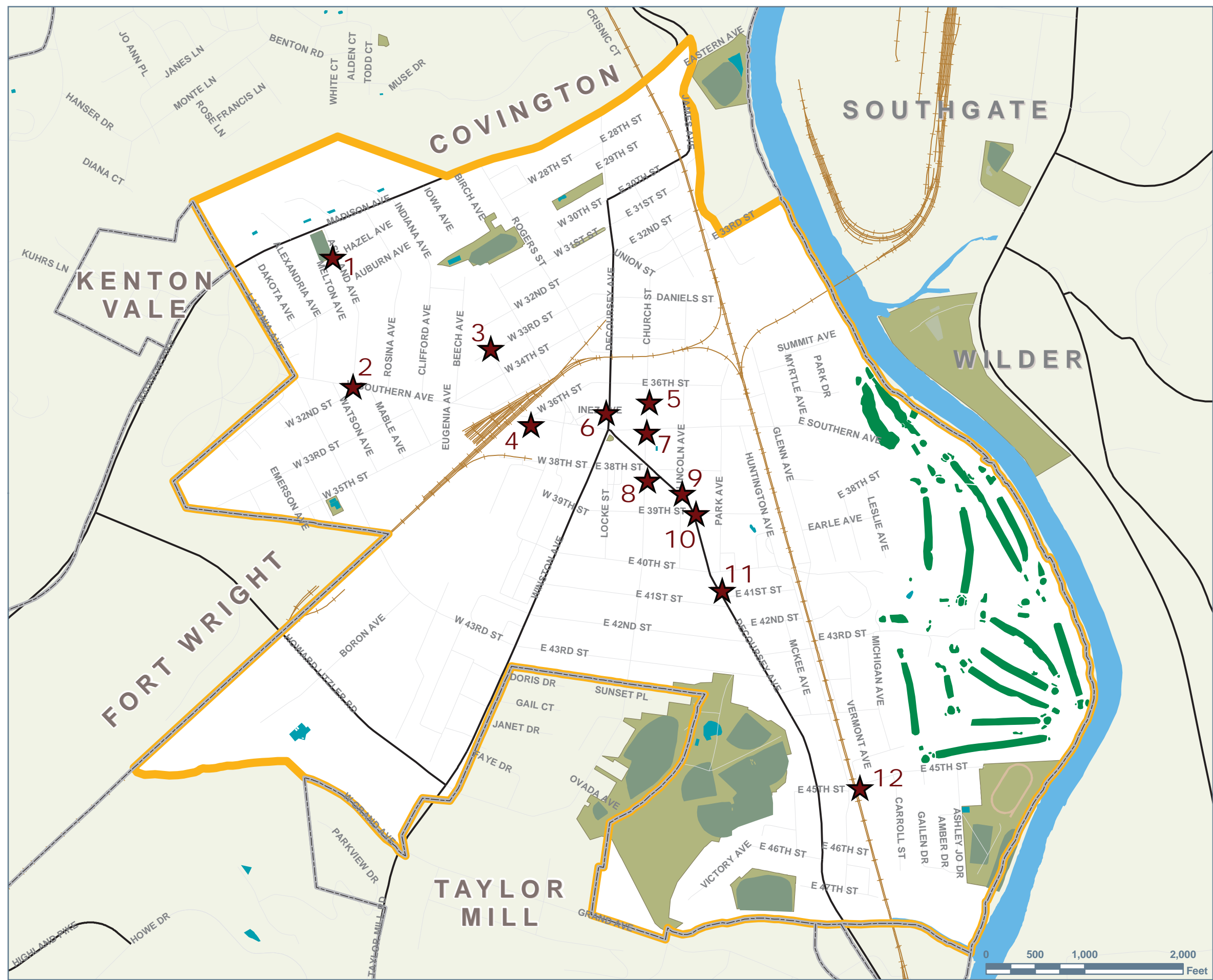
Legend

-  Ritte's East Neighborhood Group
-  West Latonia Neighborhood Association
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways

Map 5.4 Religious Institutions

Legend

- 1 Ashland Avenue Baptist Church
- 2 First Church of God
- 3 Faith Baptist Church
- 4 Calvary Baptist Church
- 5 Holy Cross Church
- 6 Runyan Memorial Christian Church
- 7 Trinity United Methodist Church
- 8 Latonia Baptist Church
- 9 First Evangelical Methodist Church
- 10 Latonia Christian Church
- 11 Latonia Community Pentecostal Church
- 12 Rosedale Baptist Church
-  Study Area
-  City boundary
-  US and State Hwy
-  County and Local Roadways
-  Railroad



Source: LINK GIS Date: March, 2010



Other Community Facilities

The American Legion

The American Legion is located in the middle of the study area at 3801 Winston Avenue, near Latonia Plaza. The facility contains a bowling alley that is mainly used for league play, two bar areas, and two rooms for gathering and assembly. The primary draw to the Legion is B-I-N-G-O, which is held on Sunday and Tuesday nights. The organization currently has approximately 200 members, a decline from the roughly 700 members the organization reported at its height.



Figure 5.8 - Veterans of Foreign Wars Hall

The Veterans of Foreign Wars Hall

The Veterans of Foreign Wars Hall (VFW) is located in the southeastern corner of the study area at 343 East 47th Street. The 18.5 acre facility features a building for gathering and assembly. The property also has a lake. Each year the organization lends its facilities to the police and fire department to conduct bicycle safety classes. The VFW also hosts an annual fishing tournament on the site. The organization currently has 180 members and approximately 50 to 60 members in the Lady's Auxiliary, an organization for women similar to the VFW.

Considerations for Other Community Facilities

- Consider other community outreach programs the in which VFW could partake
- Consideration needs to be given to potential reuse of all land currently owned by these organizations

in case in the long-term future these groups sell the property for relocation or in the event they disband.

Utilities

Gas and Electric

Duke Energy provides gas and electric service to the entirety of the study area. The utility provider is currently in the process of updating a substation located along Decoursey Avenue, between 35th and 36th streets, near Ritte's Corner. Updates include tying in new higher voltage systems, and replacing an existing outdated conductor with a larger conductor. Together these improvements will allow for the removal of many unnecessary poles and wires located in and around Ritte's Corner.

Duke's future plans for the area include continual updates and the possible removal of their substation. The protocol for removal would include extraction of all equipment, testing the soil for contaminants, followed by the sale of the building.

Northern Kentucky Water District

The Northern Kentucky Water District provides water service to most of the study area, the exception being the trailer park, located in the southeast corner of the study area. This community runs and operates its own private water and sewer system. The existing water system in the study area has the ability to serve most residential, commercial, and industrial uses. Many of the water mains in the area are older concrete or cast iron construction which can create rust buildup, discolored water, seepage, and bad smelling water. Future plans for the area include replacing or cleaning water mains, many of which have been serviced since 1990.

Sanitation District Number One (SD1)

Sanitation District No. 1 (SD1) is responsible for the collection and treatment of wastewater as well as new storm water services and infrastructure. SD1 has 188

employees and treats 34 million gallons of wastewater daily. The District serves 33 communities in Boone, Campbell and Kenton Counties of Northern Kentucky. SD1 also plays an advocacy role for the promotion of green infrastructure within communities such as the separation of storm and sewer water systems, utilizing bio-swales, water gardens, green roofs, and other eco-friendly technologies. More information on SD1 can be found in Chapter 4 - Green Infrastructure.

Considerations for Utilities

- Work with Duke Energy to reduce the amount of overhead utility lines in Ritte's Corner and throughout the study area
- Examine potential for new uses at the Duke substation site to prepare if they decide to close it.
- Consider green infrastructure practices in the area as redevelopment takes place

Chapter Six

Existing Land Use and Zoning

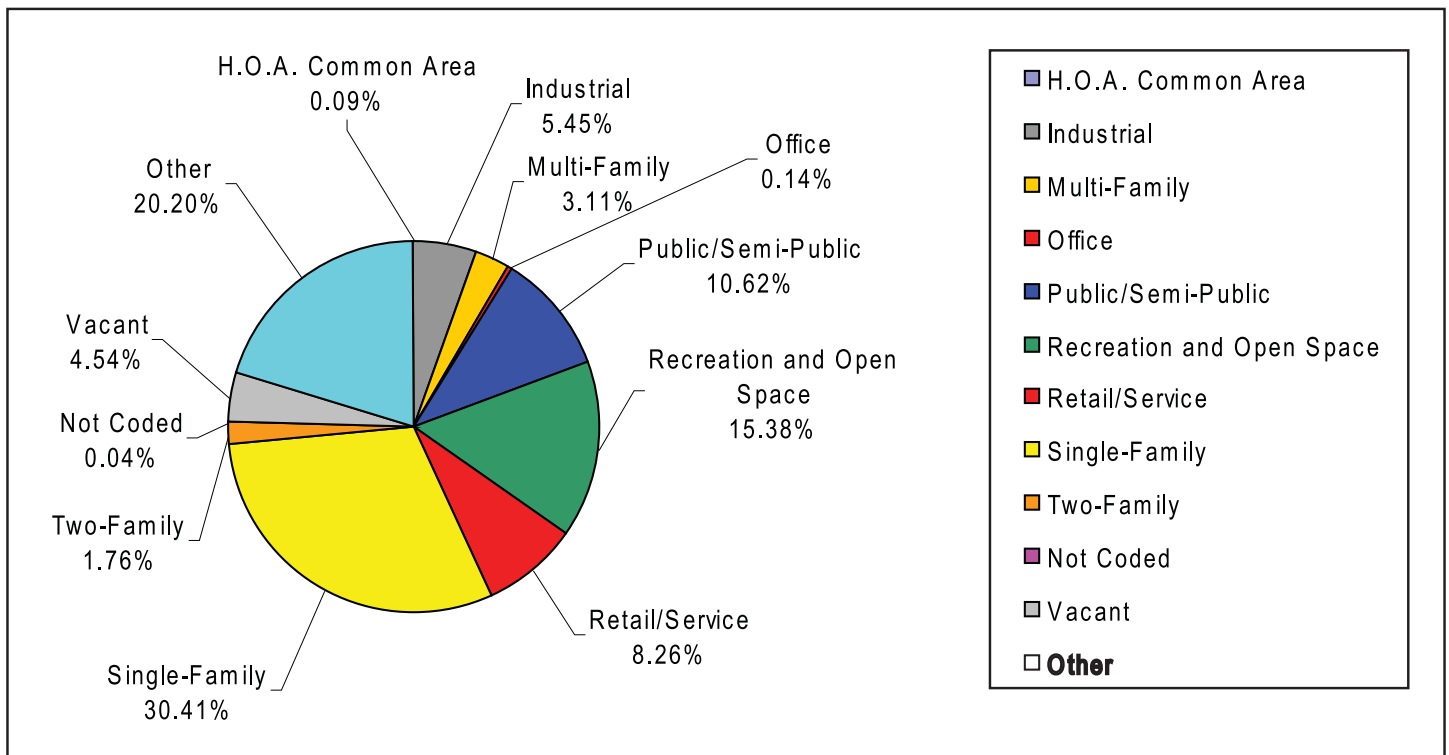
Existing Land Use

There are a wide variety of land uses within the study area, which are illustrated in Map 6.1 and Chart 6.1 below. Residential uses comprise the largest use category with approximately 35 percent of the total land mass within the Latonia Study Area, or approximately 410 acres. The majority of residential uses are single-family, comprising over 30 percent of the entire land area. Multi-family comprises over 3 percent and two-family residential is approximately 1.5 percent. Both of these uses are scattered throughout the area.

Land uses associated with right of way comprise the next largest use category with approximately 20 percent of the total landmass. These uses include both rail and roadway right of way. Recreation and open space make up the next largest use category and total just over 15 percent. The majority of this category of land use is within two facilities; the Twin Oaks Golf

& Plantation Club and the Bill Cappel Youth Sports Complex, both of which lie close to the edges of the community along the Licking River and Banklick Creek. Public / semi-public uses, or those comprised of churches and schools, is the fourth largest land use with a little over 10 percent. Retail / service uses comprise approximately 8 percent of the total land mass. Most of these land uses are located along Winston Avenue, primarily in the two large shopping centers and in Ritte's corner. There are some commercial uses scattered in areas primarily zoned for residential land uses, such as those along Decoursey Pike south of 40th Street. Industrial land uses, comprising a little over 5 percent, are located in the area behind the Winston Avenue shopping centers and stretches to West 35th Street. These industrial areas are bisected by the railroad.

Chart 6.1 - Existing Land Use Percentages



Considerations

- Examine whether Latonia needs as much commercial acreage in areas that will likely redevelop
- Evaluate existing and future commercial land uses by type and location based on the market study (See Chapter 3 - Market Study Summary)
- Additional park and recreation space should be considered in smaller pocket parks

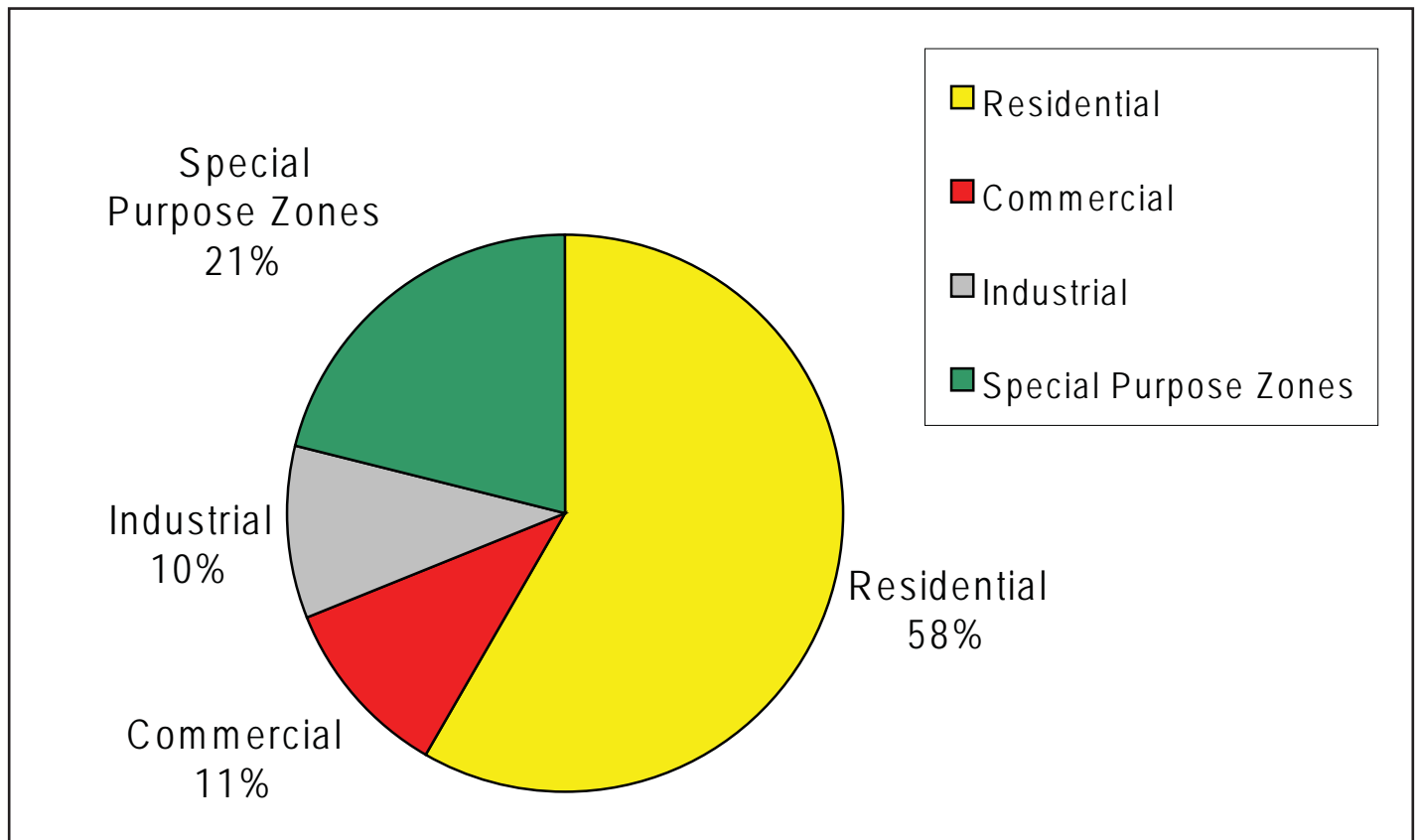
Existing Zoning

Numerous zones exist within the study area and are displayed in Map 6.2 and Chart 6.2. The majority of the study area (approximately 60 percent) is zoned as some density level of Urban Residential (RU). The City of Covington’s zoning ordinance specifies these zones as areas that are primarily intended to be applied in built-up areas, or areas that have already experienced development. All land areas identified as in the RU zones are intended to have excellent access to transportation facilities and a full range of urban facilities and services. The exception is land within the RU-5 zone, which may be used to accommodate development in developing suburban areas as well as infill development.

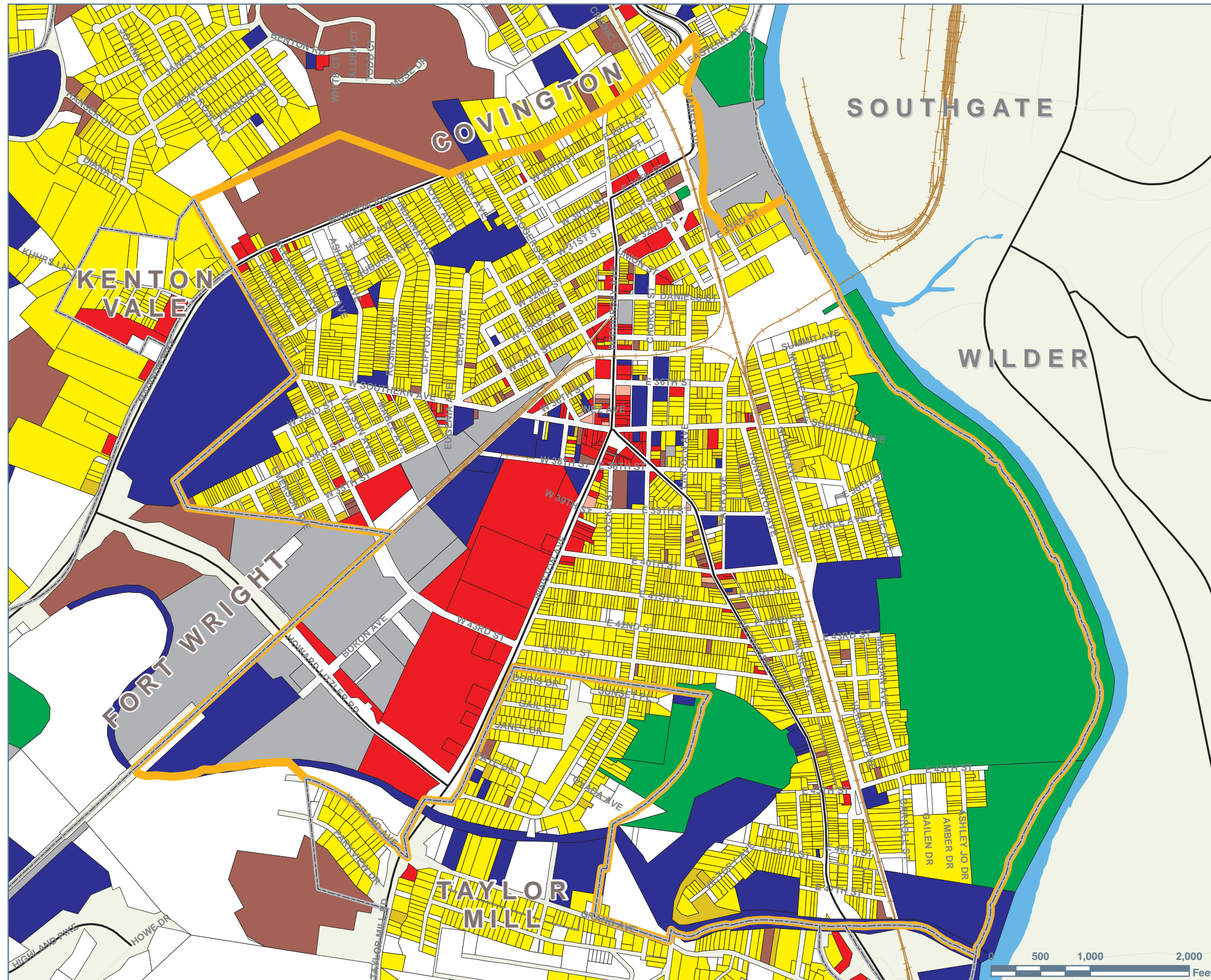
Chart 6.2 - Existing Zone Percentages

Zone	Acreage	Percentage
Residential Zones		
RS-7.5	8.95	0.77
RU-1	1.72	0.15
RU-2	607.84	52.45
RU-2B	43.26	3.73
RU-3.5	4.10	0.35
RU-5	10.67	0.92
Commercial Zones		
CC-1A	93.11	8.03
CG-1M	2.38	0.21
CG-1P	22.39	1.93
CG-5M	1.70	0.15
CN-1M	3.01	0.26
CN-1P	1.26	0.11
Industrial Zones		
IG-1A	5.16	0.45
IL-1A	22.15	1.91
IP-1A	85.83	7.41
Special Purpose Zones		
REC	14.02	1.21
RP	231.82	20.00

Chart 6.2 - Existing Zoning Percentages



Map 6.1 Existing Land Use



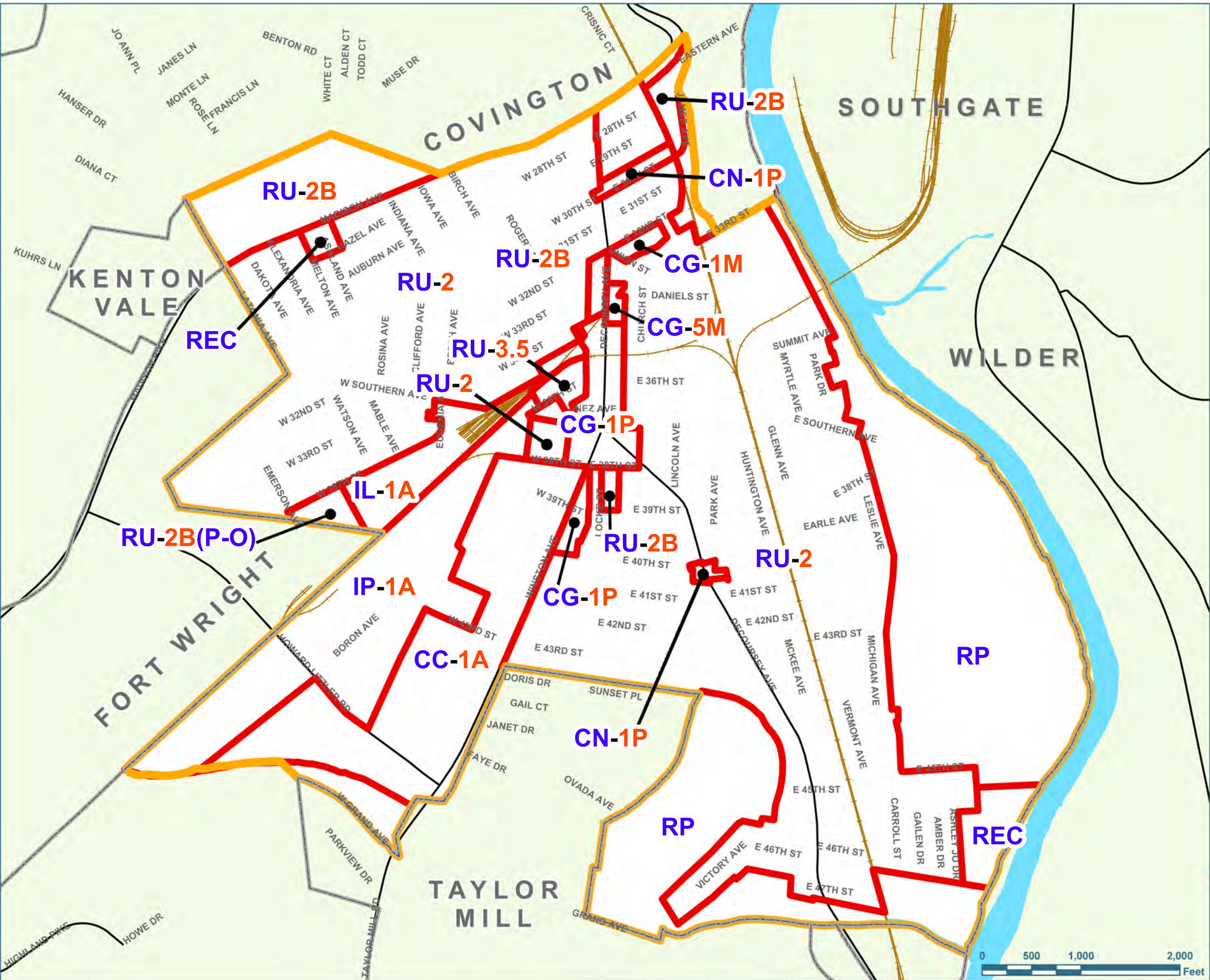
- Legend**
- Agricultural
 - HOA Common Area
 - Single-Family
 - Two-Family
 - Multi-Family
 - Retail/Service
 - Office
 - Industrial
 - Public/Semi-Public
 - Recreation and Open Space
 - Not Coded
 - Right-of-Way
 - Vacant
 - City boundary
 - Study Area
 - Railroad
 - US and State Hwy
 - County and Local Roadways



Source: LINK GIS Date: March, 2010



Map 6.2 Existing Zoning



Legend

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

Special infill development standards apply in these built-up areas to ensure development is compatible with the surrounding context (e.g. keeping with the established character of the surrounding city). All of these zones, with the exception of the RU-1 Zone, allow for moderate-density development consisting of detached and attached housing. The RU-1 Zone allows for moderate to high-density development.

There is one smaller stand-alone RU-2 Zone located in the southern portion of the study area that has a phased overlay zone attached to it. Phased Zoning is used in cases where the timing and/or phasing of the zoning of an area is especially critical to the implementation of the Area Wide Comprehensive Plan. The intent of the phased zoning is to encourage redevelopment of a specified area for the land use designated within the comprehensive plan when the necessary conditions for the development are realized. The comprehensive plan identifies the approximate 3.8 acre area for industrial land uses. Phased Zoning does not restrict the use of a property as it pertains to the underlying zone.

The City of Covington Zoning Ordinance establishes five Special Purpose zones for resource protection (RP), agriculture (AG), public and institutional (PI), recreation and open space (REC) and arts and technology (ART). Land within these zones comprises approximately 20 percent of the study area with much of this in Resource Protection (RP), which is intended to protect natural resources. Both Twin Oaks Golf & Plantation Club and the Bill Cappel Youth Sports Complex are zoned RP. There is a small amount of land zoned recreational and open space (0.47 percent)

Industrial zones make up almost 10 percent of the area, a majority of which is in the Industrial Park (IP-1A) zone. This zone is for low-impact manufacturing, wholesaling, warehousing, and distribution activities. There is a small amount of Limited Industrial IL-1A (approximately 1.9 percent), which allows moderate impact uses such as limited and general manufacturing, recycling facilities, and warehousing. A small amount of land is zoned as General Industrial IG-1A (0.45

percent), which allows for high impact uses such as salvage yards, intensive manufacturing, warehousing, and mining facilities.

Commercial zones account for a little over 10 percent of the area. There are six different commercial zones with the largest being Community Commercial CC-1A (approximately 8.03 percent). This zone overlays a majority of the shopping area along Winston Avenue and accommodates a broad range of commercial and mixed use development. Development in this zone is expected to be destination-oriented with a large percentage of customers arriving by automobile. There are also three different General Commercial zones, CG-1M, CG-1P, and CG-5M. These zones, found in the vicinity of Ritte's Corner and the northern section of Decoursey Avenue, are designated for a wide range of uses and typically will have smaller buildings and more local oriented occupants than the CC zone. Many of the uses in these zones are mixed in nature. There are two small areas zoned Neighborhood Commercial CN-1M, and CN-1P. These areas in the vicinity of the Decoursey Avenue and East 40th Street intersection and along East 30th Street are intended for smaller scale neighborhood uses that are more pedestrian-oriented in character.

It should be noted the "M" and "P" suffix at the end of the zone designation indicated on Map 6.2 determines the location of buildings in relation to the street. In zones classified as "M" at least 60 percent of the building facade must be placed within five feet of the front and side property lines. In zones with a "P" suffix (e.g., CN-1P), buildings must be placed within five feet of the front and street side property lines.

Considerations

- Examine whether the many residential and commercial zones can be consolidated to streamline zoning
- Identify whether the current zone limits the desired development or allows for new development that may be incompatible, such as in use, size or density with adjoining or nearby land uses

Chapter Seven - Transportation

Vehicular Access

Three major arterials serve the area from the south, KY 17 - Madison Pike, KY 16 - Winston Avenue, and KY 177 - Decoursey Avenue. KY 16 and KY 177 converge at Ritte's Corner in a five way intersection with Southern Avenue and continue north as KY 16 - Decoursey Avenue. KY 16 and KY 17 converge just north of the study area and lead to downtown Covington on Madison Pike. East-west mobility in and out of the study area is restricted by the Licking River to the east and is limited by topographic constraints to the west. Map 7.1 illustrates the transportation network within the study area.

Traffic Counts and Congestion

Data in Table 7.1 indicates volumes on major streets within the study area range from approximately 3000 vehicles per day (VPD) on collector streets, such as Southern Avenue to almost 20,000 VPD on major arterials such as KY 16 and 17. Review of traffic volumes does not indicate significant deficiencies in the roadway cross-section. This indicates that significant widening, such as the addition of more travel lanes in unwarranted. However, local choke points do exist such as at major intersections like Ritte's Corner and rail crossings, which may contribute to intermittent delay and congestion. Capacity improvements in the area should concentrate on improving these locations rather than increasing total roadway capacity.

The primary congestion concern in the study area is at Ritte's Corner which is comprised of the intersections of Winston Avenue, Decoursey Avenue, and Southern Avenue. Approaching the intersection Winston Avenue is narrowed from a five lane section to a three lane section immediately south of Ritte's Corner with a single through lane in each direction. Additionally, the five-leg intersection at Ritte's Corner provides for inefficient operation of the traffic signal. Significant truck traffic entering and exiting downtown Covington along KY 16 further complicates operations at the intersection. Some of this traffic is generated by the Marathon Depot directly north of the study area. Other freight traffic includes trucks travelling to Lally Pipe and

Table 7.1 - Average Daily Vehicular Traffic in Latonia

Count Location	Traffic Volume
Madison Avenue at Ashland Avenue	19,595
Madison Avenue north of Latonia Avenue	19,595
Winston Avenue north of 43 rd Street	18,158
James Avenue at Marathon Depot	12,225
Decoursey Avenue north of 45 th Street	4,014
Decoursey Avenue south of 39 th Street	2,878
East 43 rd Street east and west of KY 16	4,741
West Southern Avenue at Mable Avenue	2,702

Tube and Progress Rail, which travel out of the study area to the south along Decoursey Avenue. Trucks from both the Marathon Depot and pipe facilities travel into the study area, continue through Ritte's Corner, before heading south on Winston Avenue to I-275. Field observations have not however, identified prolonged periods of congestion other than those caused by the at-grade railroad crossing directly to the north at 36th Street. More information on truck traffic can be found in Chapter 9 - Areas of Influence.

East - West Connectivity

Connectivity within the study area is somewhat limited due to the short residential nature of streets. Few streets serve as collectors providing connectivity to the east and west. Streets that do serve as collectors include Howard Litzler Drive that eventually changes into Church Street after crossing Winston Avenue, 43rd Street and Southern Avenue. Aside from the major routes of Winston, Decoursey and Madison avenues, Huntington Avenue and Church Street provide north-south connectivity through the study area.

Rail Crossings

Access in the eastern portion of the study area is severely restricted by the railroad tracks to the west and north and the Licking River to the east and south. Entrance into the area is provided only from the west

by 4 at-grade rail crossings and 1 grade separated crossing. Access by tractor trailers is further restricted due to the grade of the crossings, which prohibit large trucks from entering the area. Railroad crossings in the vicinity of 35th Street also restrict access between the north and south sides of study area.

Transit

Three TANK routes travel through Latonia. The #25 and #9 travel north/south along KY 16 and the #7 travels south along 16, then deviates through Latonia via Decoursey Avenue, 45th Street, Huntington, and Southern. 2009 ridership totals for these routes are provided below:

- Route #7 – 247,930
- Route #25 – 211,246
- Route #9 – 51,407

Interviews with TANK revealed an operational issue on the #7 route which travels northbound on Huntington Avenue. At the intersection of Huntington and East 40th Street there is a 4-way intersection but only a 3-way stop where free-flowing traffic westbound on 40th does not stop. Visibility of oncoming traffic is restricted due to the railroad underpass presenting a problem for bus operations.

One Way Streets

Several residential streets in the study area have been converted to one-way operation in recent years especially off Winston Avenue between East 39th and East 43rd Streets. Detailed information on one-way streets can be found in Map 7.2. These conversions were seemingly to reduce cut through traffic on the streets, though they have now raised concerns due to the high speeds of cut through traffic. Reconfiguration of these streets from one-way to two-way operation has been proposed to improve this situation. It should be noted that on-street parking demands and parcels lacking off-street parking may complicate this conversion (Map 7.3).

Holy Cross

Traffic patterns have also been noted to create significant levels of congestion along Church Street in the vicinity of Holy Cross School. These levels and the presence of heavy pedestrian traffic in the form of students crossing the street numerous times per day presents a safety concern. Observations on Church Street have however, identified a majority of this traffic is generated by the school during morning and afternoon drop-off and pick-up times. The city fire station at 3315 Church Street uses Church Street as a main access to the southern and southeastern residential/recreation areas within the study area.

In addition to mobility and safety concerns several issues have surfaced regarding parking in the vicinity of Holy Cross and Ritte's Corner. Limited parking has been noted through key person interviews in addition to residential parking issues previously discussed. The need for a parking inventory and use survey has been suggested.

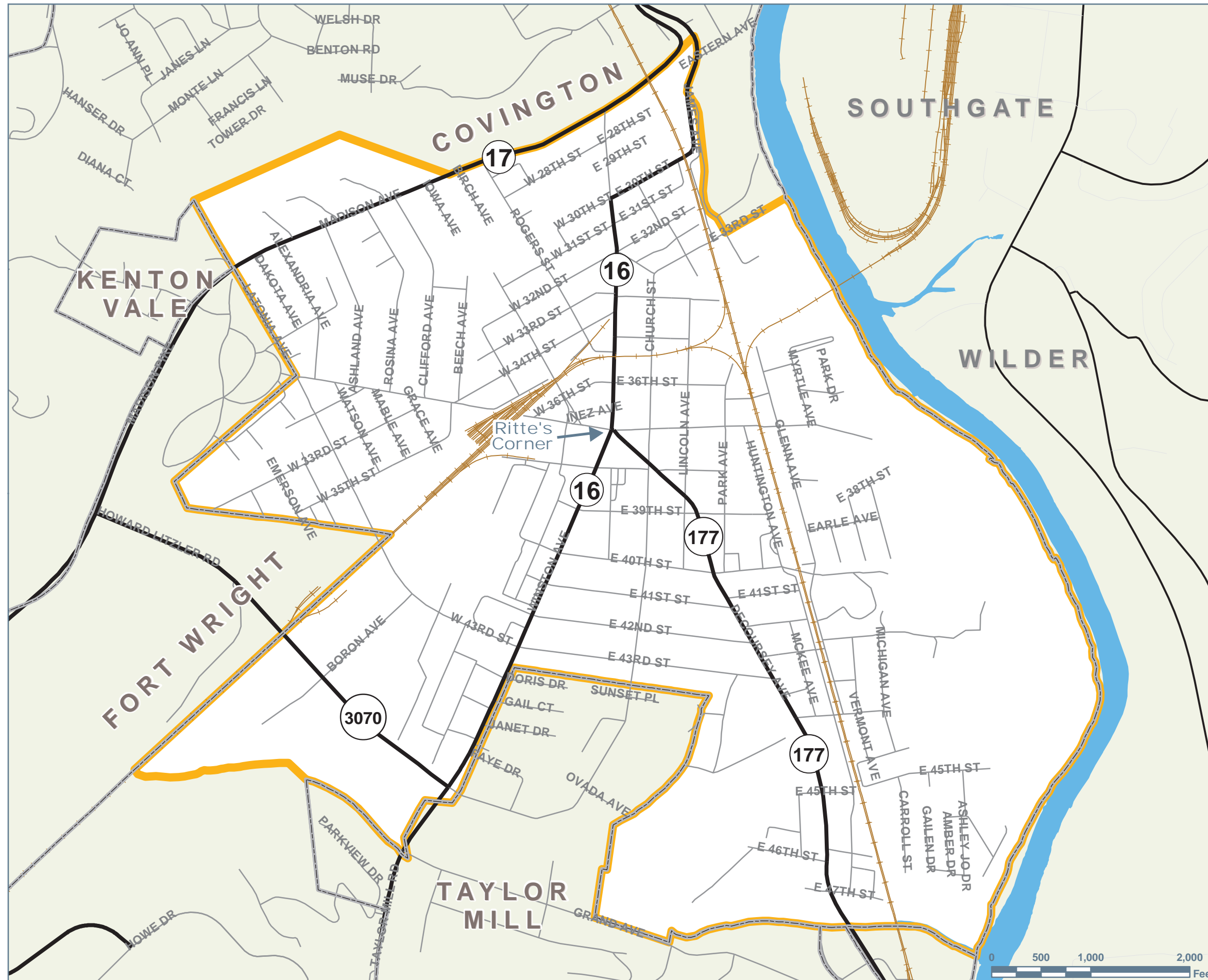
Conclusion

Overall the transportation system within the study area has adequate capacity to handle the existing traffic levels. The primary issue that should be addressed is the limited connectivity in the study area, complicated by the short residential street pattern and numerous at grade rail crossings.






Considerations

- Examine full stops for four-way intersections at railroad and East 40th Street
- Consider further study of safety issues on Church Street near Holy Cross
- Address one-way and two-way streets
- Consider parking study for areas near Ritte's Corner

Map 7.1 Transportation Network



Legend

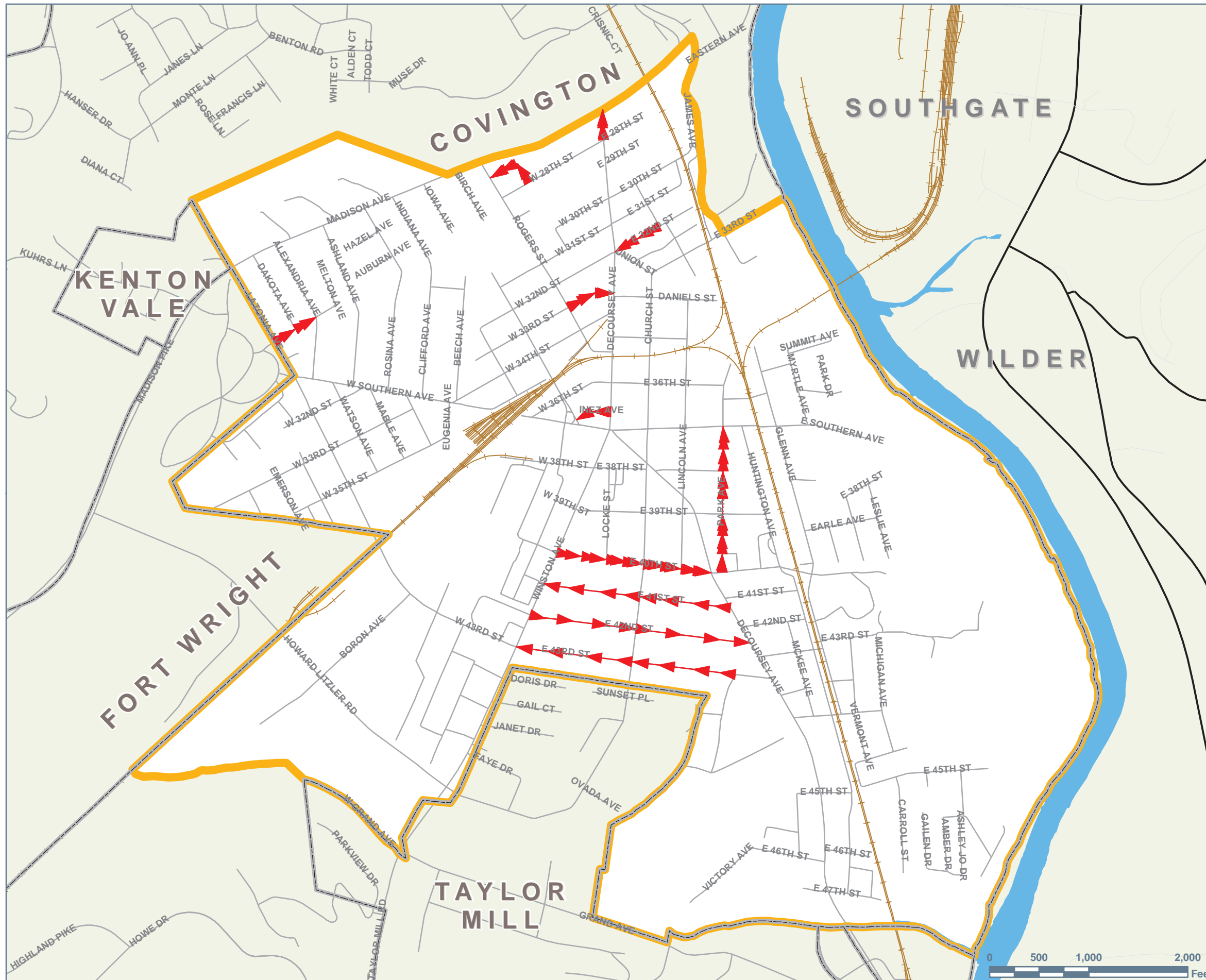
-  City boundary
-  Railroad
-  US and State Hwy
-  County and Local Roadways
-  Study Area



Source: LINK GIS Date: March, 2010



Map 7.2 One-Way Streets



Legend

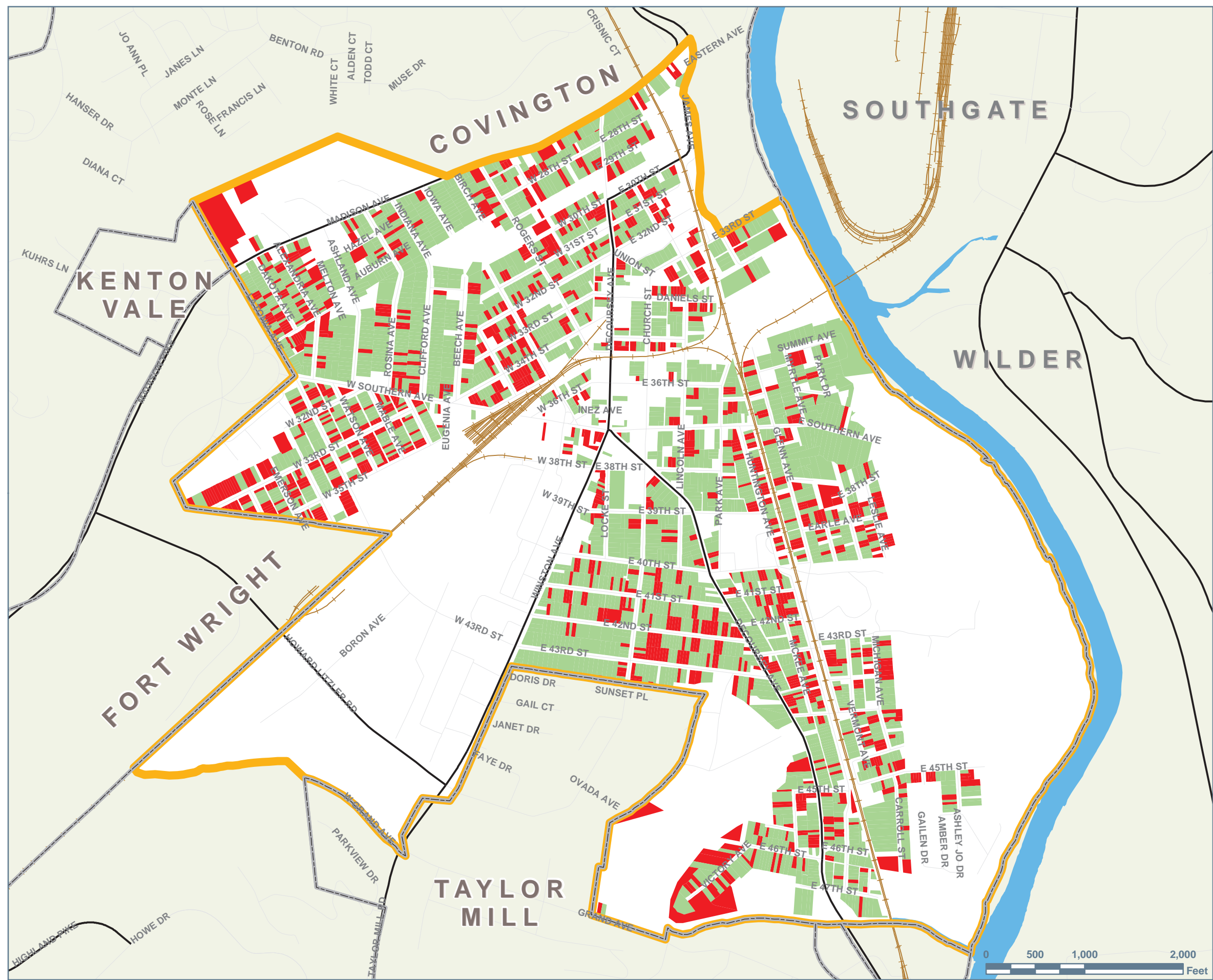
- One-Way Street Direction
- City boundary
- Study Area
- Railroad
- Streets










Source: LINK GIS Date: March, 2010



Map 7.3 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: March, 2010



Chapter Eight

Streetscape and Wayfinding

Streetscape

Streetscape is a broad term encompassing the many elements that make up the cross-section of a roadway. This study examined the following streetscape elements in the area; streets, sidewalks, on-street parking, treelawns, street trees, and vegetated medians. A field study was conducted by the City of Covington with assistance from NKAPC in 2009 to inventory conditions of street and sidewalk pavement in the area. Statistics of street and sidewalk conditions can be found in Appendix B - Street Conditions and Appendix C - Sidewalk Conditions. Field and GIS analysis conducted throughout this study also recorded whether the street had sidewalks on both sides of the street, if the street had street trees and treelawns, and presence of parking on one or both sides of the street.

Streets

Streets encompass the primary element of the roadway cross-section. They provide area for vehicular traffic operations and on-street parking facilities. This subsection will primarily focus on vehicular traffic operations, with more details about on-street parking later in the chapter. Streets in the study area are comprised of various conditions, widths and capacities to carry traffic. Map 8.1 provides information on pavement condition recorded during Covington's inventory. It demonstrates that approximately 83 percent of streets are in very good, satisfactory, or fair condition. The remaining 17 percent of streets are classified as poor, very poor, or serious condition. No streets were reported as having a condition of failing.

Streets throughout the study area are comprised of varying widths and lane configurations. As indicated in Chapter 7 - Transportation, no significant deficiencies were reported in the roadway make up. Transportation research shows the area is well served with adequate street widths and configurations.

While streets in the study area adequately move vehicular traffic, Winston Avenue is one particular

street that has been reported as being intimidating to pedestrians. Key person interviews with The Colony Towers, neighborhood associations and discussions with the Task Force reported many people felt unsafe when walking along or trying to cross the street. Winston Avenue throughout most of the study area is a 5 lane arterial roadway with little pedestrian amenities other than sidewalks. Amenities such as medians that provide refuge between travel lanes, sidewalk bump outs that decrease distances pedestrians must travel, and flashing lights in the roadway to alert motorists when pedestrians are present are some examples. Seeing as the street divides homes in the neighborhood from key shopping areas efforts should be explored to make the street more inviting to users of all transportation modes.

Street Considerations

- Consider a pavement repair program to improve conditions on streets listed as being in poor, very poor, or serious condition and continue maintenance on existing streets that are currently ranked higher.
- Examine possibilities to increase pedestrian amenities along Winston Avenue.

Sidewalks

Sidewalks are an important part of the streetscape that allows pedestrians to travel along a roadway with limited conflicts with vehicular traffic. These facilities also provide a good indication of how "walkable" an area is by providing pedestrian connections to homes, shopping and attractions. Latonia is well served with sidewalks, as they exist on both sides of the street on a majority of streets in the study area. However, it should be noted there are some streets lacking sidewalk connectivity. Appendix D - Sidewalk Deficiencies provides information on streets with either no sidewalks or sidewalks on only one side of the street.

While most streets have sidewalks the condition varies significantly throughout the study area. Map



Figure 8.1 - Sidewalk Along Winston Avenue

8.2 provides information on sidewalk connectivity and sidewalk condition in the Latonia area. This map displays condition ratings based on the amount of damage that was observed during inspection. Ratings are classified as less than 10 percent damage, 10 percent to 50 percent damage, or more than 50 percent damage in the sidewalk segment. These determinations were created by the City for use in their inventorying process and have been carried forward to this study. The map indicates a majority of sidewalks in the study area are classified as having 10 percent to 50 percent damage. While few of the sidewalks are classified as having more than 50 percent damage these segments require special attention and should be addressed more quickly. Appendix E - Damaged Sidewalks, indicates sidewalks along streets needing more immediate attention.

Sidewalk Considerations

- Work to preserve sidewalks listed as having less than 10 percent damage.
- Examine a stabilization program to address sidewalks with ratings ranging from 10 percent to 50 percent damaged over a 5-year period.
- Implement an aggressive sidewalk repair program to quickly renovate sidewalks listed as having more than 50 percent damage.

Parking

Travel lane widths in relation to street widths in the Latonia study area vary significantly based on-street parking configurations. Parking is prohibited or limited to one lane availability in narrower streets. It should be noted that parking is allowed on both sides of a vast majority of streets in the neighborhood without restrictions.

Map 8.3 illustrates the availability of on-street parking in the study area. Green lines on the map indicate unrestricted areas where parking is allowed 24-hours a day. Special parking areas have either time limits (i.e. two-hour parking) or time of day restrictions (i.e. no parking between 8:00 a.m. and 10:00 a.m.) and are represented by blue lines on the map. These areas are primarily in higher demand areas such as Ritte’s Corner or in the vicinity of Holy Cross Church and School. Chapter 7 - Transportation indicates on-street parking in these higher volume areas is limited for schools and businesses near Ritte’s Corner and suggests further study of parking in the area. Red areas on the map indicate streets where parking is prohibited during all hours of the day



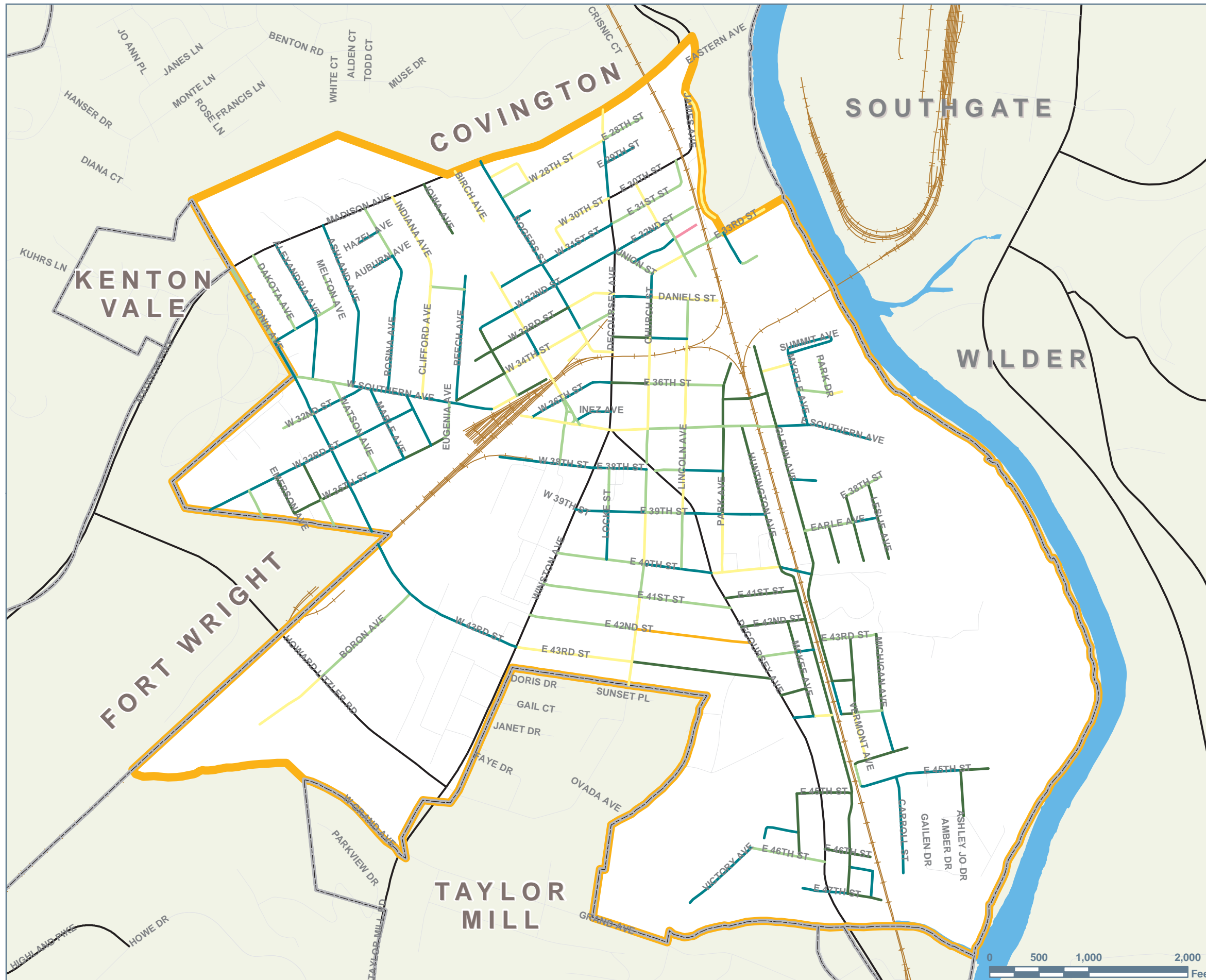
Figure 8.2 - On-Street Parking

On-street parking is a vital necessity to some property owners in Latonia (Figure 8.2), as particular parcels do not have off-street parking. Map 7.3 identifies parcels within the study area with no off-street parking facilities on their property as shown in red. In instances such as these the property owner’s only choice is to park on the street. Inasmuch, special attention must be given to any efforts to modify street configurations so that property owners without off-street parking facilities are not impaired.

Parking Considerations

- Identify parcels for shared neighborhood off-street parking lots if on-street parking is recommended for removal.
- Consider further research of parking in the Ritte’s Corner area. (See Chapter 7 - Transportation)

Map 8.1 Street Conditions



Legend

- Very Good
- Satisfactory
- Good
- Poor
- Very Poor
- Serious
- Failed

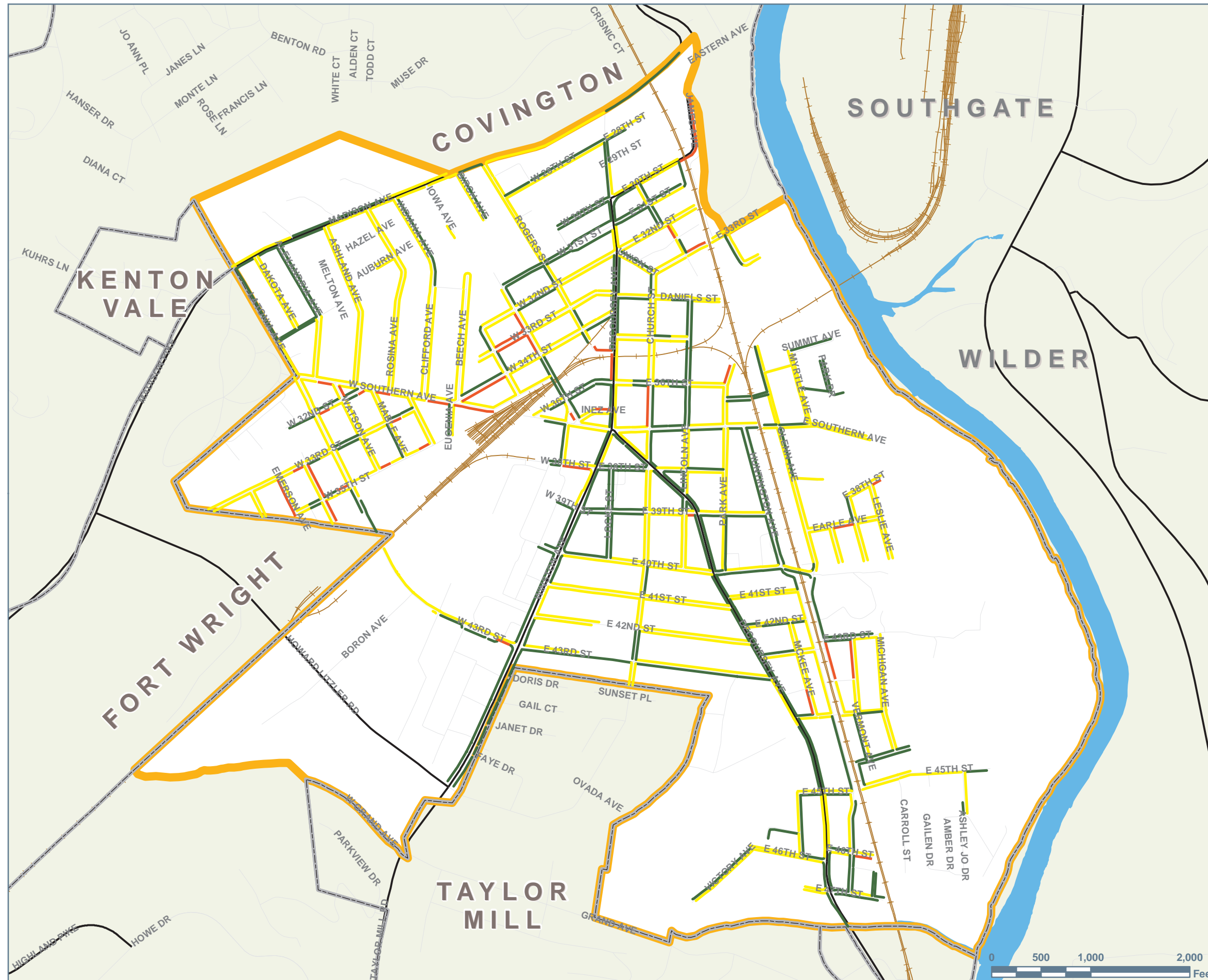
- Study Area
- City boundary
- US and State Hwy
- County and Local Roadways
- Railroad

Source: LINK GIS Date: March, 2010











Latonia Small Area Study

Map 8.2 Sidewalk Conditions

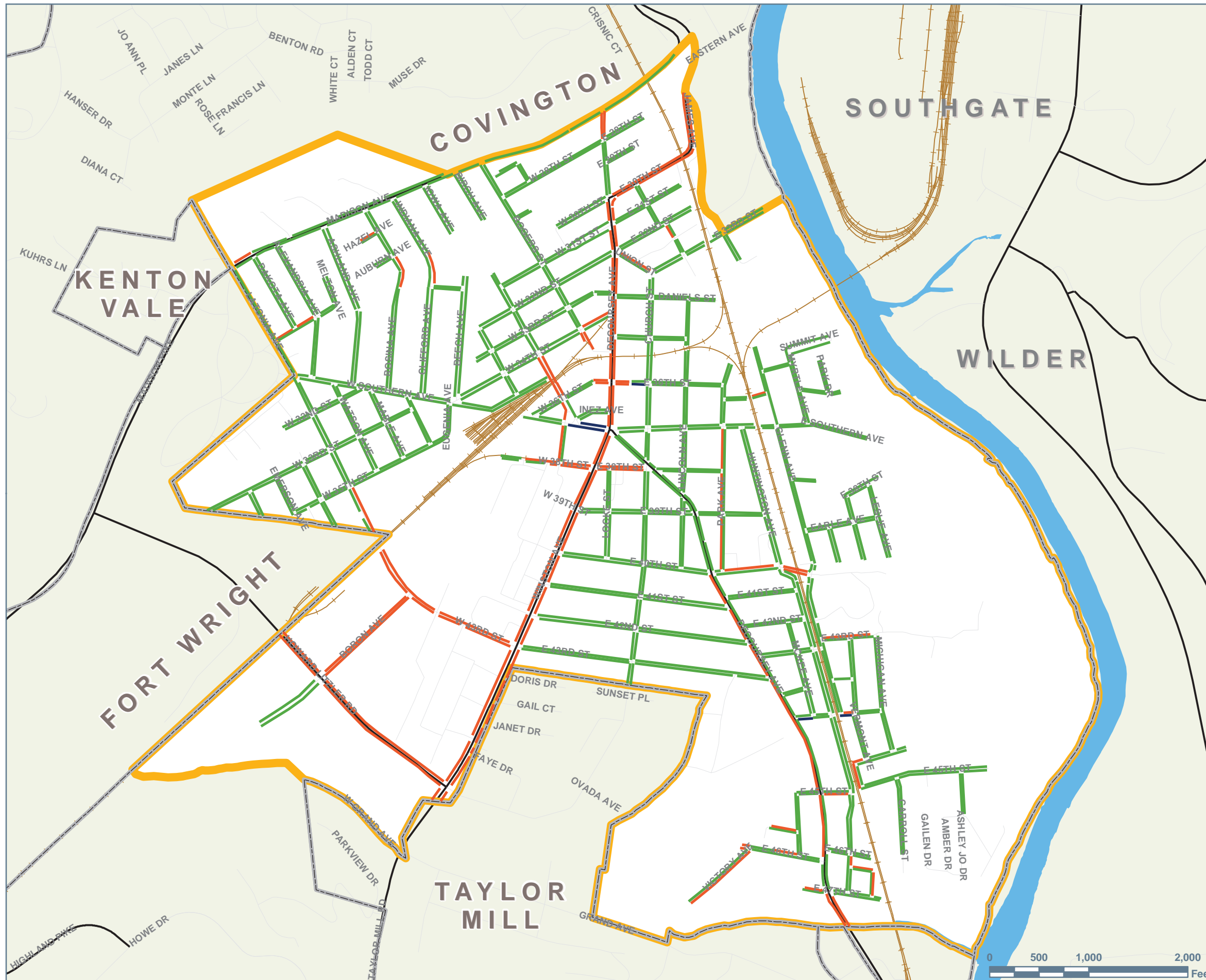


Legend









-  Less than 10% Damaged
-  10% to 50% Damaged
-  More than 50% Damaged
-  Study Area
-  City boundary
-  US and State Hwy
-  County and Local Roadways
-  Railroad

Source: LINK GIS Date: March, 2010

Map 8.3 On Street Parking Analysis



Legend

-  Special Parking Zone
-  Parking Allowed
-  No Parking Allowed
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways

Source: LINK GIS Date: March, 2010

Treelawns and Street Trees

Street trees are defined for the purposes of this study as the trees planted in space between the street and sidewalk known as the treelawn. Street trees have been found to provide many positive benefits to a community, some of which include:

- Increased safety
- Traffic calming
- Increased security
- Reduction in the amount of stormwater runoff in an area
- Provision of shade in an area, which can help lower energy costs
- Absorbs and filters harmful airborne emissions
- Lowers the urban air temperature
- Softens the built environment
- Adds value to adjacent homes and businesses

In general, urban neighborhoods that developed throughout the early 20th Century have an ample supply of street trees. Unfortunately, Latonia is underserved by street trees. While the neighborhood has a scarcity of street trees, it is well served by the presence of treelawns. Map 8.4 shows the location of street trees and treelawns in the area.

Treelawn and Street Trees Considerations

- Identify opportunities for a street tree and overall neighborhood landscaping beautification program.

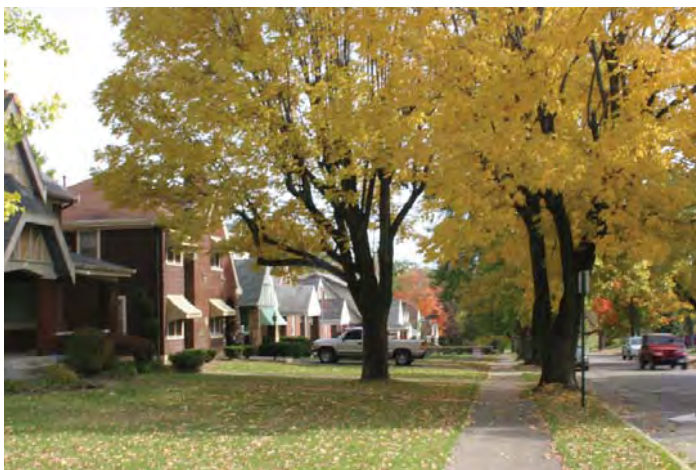


Figure 8.3 - Trees in the Treelawn along East 43rd Street

- Locate potential areas to widen and improve existing treelawns that are too narrow for adequate tree growth.
- Examine programs to retain and strengthen existing street trees in the area.

Vegetated Medians

Vegetated medians are planting areas that lie between the travel lanes of a roadway. These medians exist along Clifford Avenue, West 31st Street, and Summit Drive within the study area. Each of these medians contains trees, contributes to the general beauty of the street, and provides rainwater permeation as discussed in Chapter 4 - Green Infrastructure. Figure 8.3 illustrates a typical vegetated median in Latonia.

Vegetated Median Considerations

- Work to retain and strengthen the existing vegetated medians in the area.
- Examine the possibility of installing new vegetated medians where roadways of adequate width and design can be reconfigured.



Figure 8.3 - Vegetated Median along West 31st Street

Wayfinding

Wayfinding refers to a coordinated collection of signs that assist people in locating and navigating to attractions in an area. Often wayfinding efforts will start on the periphery of an area and help direct patrons through the necessary turns to get to the attraction in question. In Latonia wayfinding is accomplished with signs that refer to an amenity by name and provide a directional arrow. Figure 8.4 represents an example of wayfinding in the neighborhood. These signs are frequently attached to utility poles, grouped with other signs, and can easily be missed by the traveler.

Map 8.5 represents the location of signs for amenities in the Latonia area such as the Bill Cappel Sports Complex and Twin Oaks Golf & Plantation Club. It should be noted that no wayfinding for attractions in Latonia was found to be present outside of the study area. This consideration is important because of the area’s unique location in the context of Covington and the neighboring cities of Fort Wright and Taylor Mill.

Table 8.1 indicates thousands of vehicles operate around the Latonia area each day. While some of these vehicles eventually enter the study area, many more pass the area by likely without knowing the neighborhood or amenities exist. Capturing some of these potential customers with clear and concise wayfinding could bring additional revenue to businesses in the study area.



Figure 8.4 - Wayfinding Sign in Ritte’s Corner

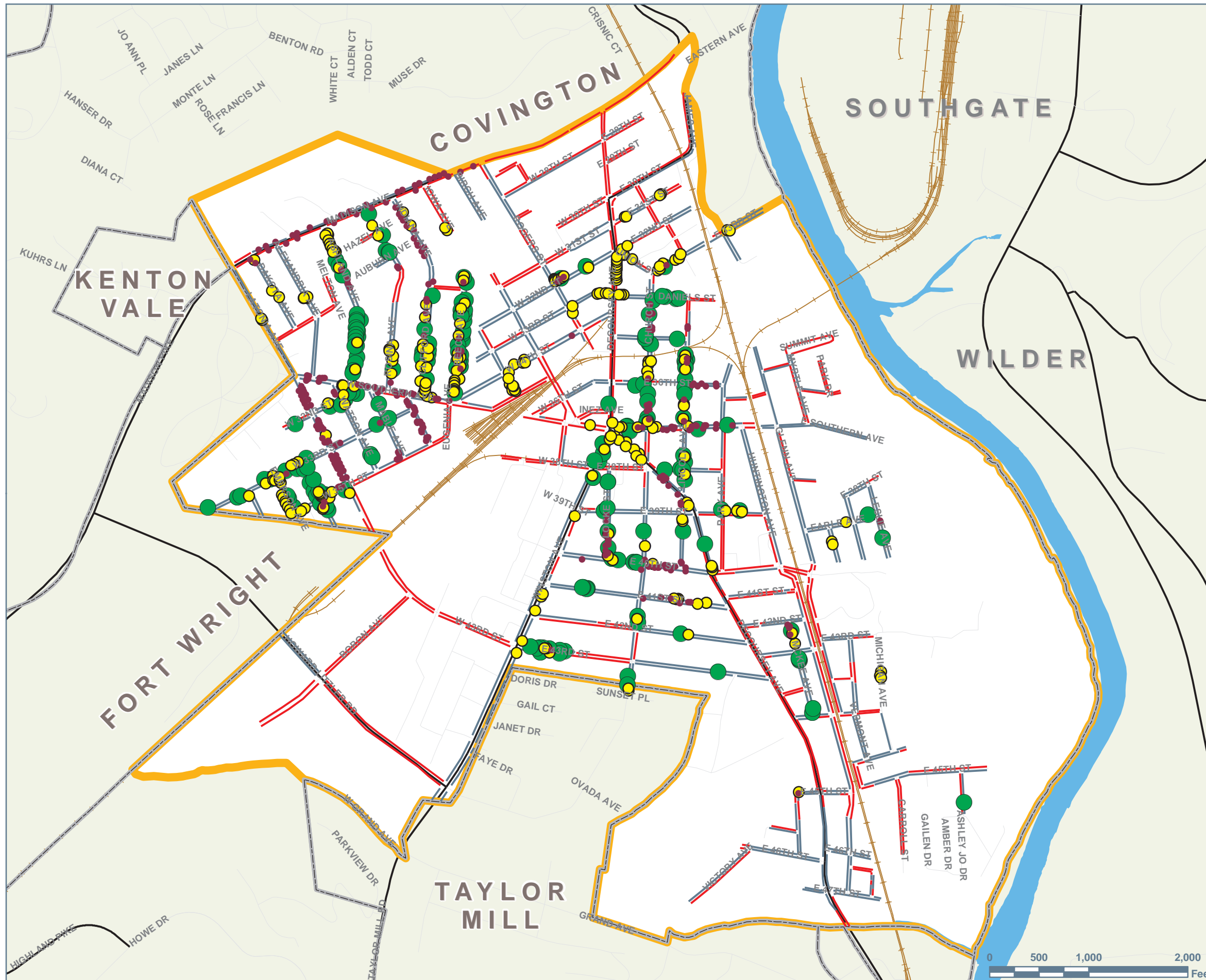
Wayfinding Considerations

- Consider uniform signage and wayfinding for Latonia and/or all of Covington.
- Examine listing attractions on blue Interstate Logo Boards or Trailblazing Signs along I-275.
- Strive to achieve partnerships with Fort Wright and Taylor Mill to locate signs outside the neighborhood that will direct people to non-competing amenities in Latonia.

Table 8.1 - 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

Map 8.4 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: March, 2010

Map 8.5 Wayfinding Analysis



Legend

-  Eva Farris Sports Park
-  Twin Oaks Golf Course
-  Linden Grove Cemetary
-  Bill Cappel Sports Complex
-  VFW Post
-  City boundary
-  Study Area
-  Railroad
-  US and State Hwy
-  County and Local Roadways

Source: LINK GIS Date: March, 2010

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.

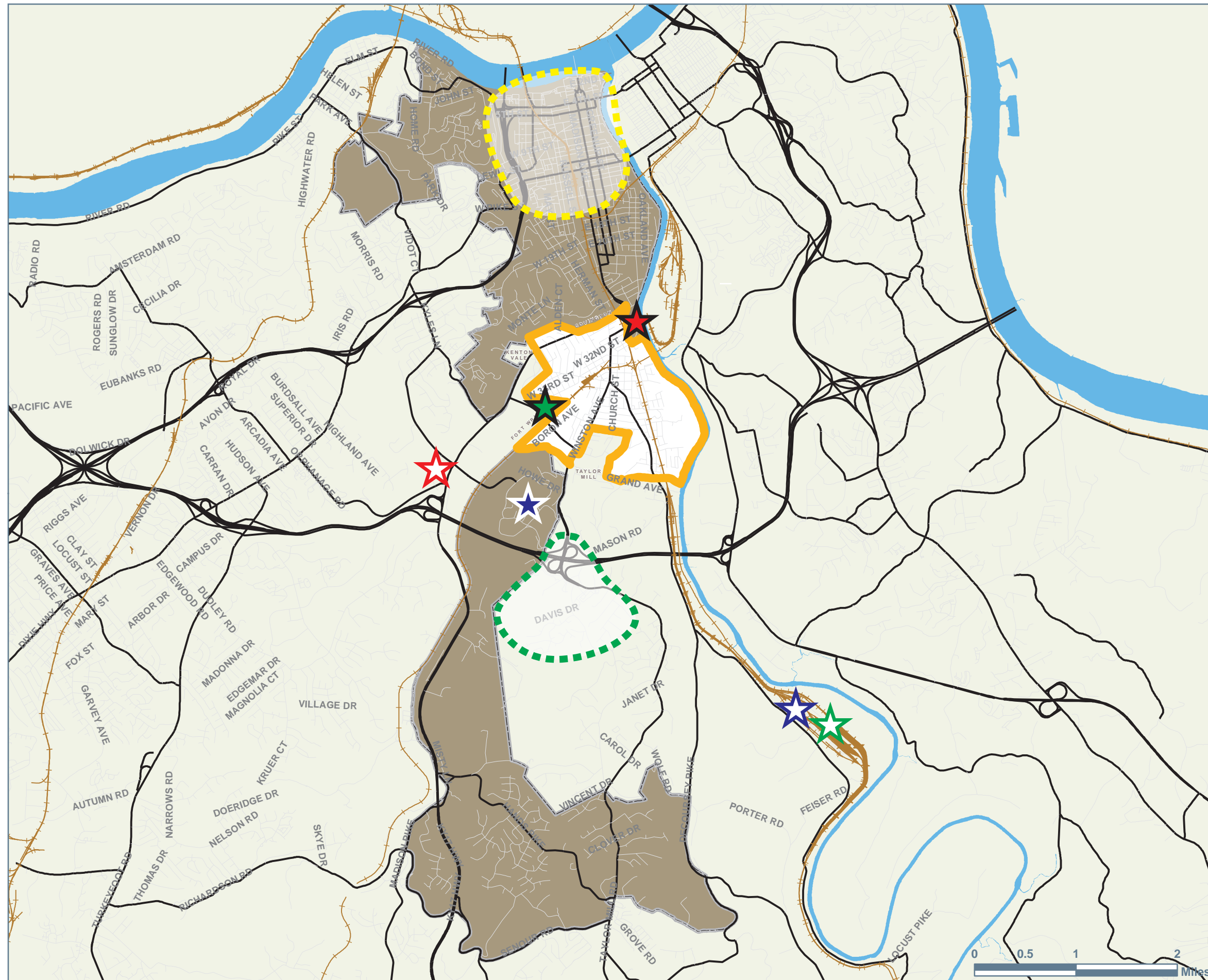
Progress Rail

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

Source: LINK GIS Date: March, 2010

Chapter Ten - Building Condition Survey

Background and Methodology

In the summer of 2009 the Center for Great Neighborhoods of Covington (CGN) and NKAPC worked to conduct a building conditions analysis for structures in the Latonia study area. The survey included a field review of the exterior condition of buildings in all land use categories. Observations conducted by reviewers included physical information on buildings such as construction type and exterior surface as well as their use, occupancy status and overall condition.

The property condition survey built upon the analysis previously performed by NKAPC and CGN for the *Linden Gateway Small Area Study*, conducted for Covington in 2006 and 2007. Using this analysis as a starting point, the evaluation form was reviewed and revised to streamline the analysis process. A copy of the actual form used in the survey can be found in Figure 10.1 on page 96.

The survey was designed to quickly and accurately obtain critical information for the structure being studied. All properties were visually inspected from the sidewalk or street. The rear of the property was also surveyed when feasible for out buildings and their condition if present. Worksheets were filled out for structures in the study area and for parcels with no buildings when these vacant lots were easily identifiable.

Worksheets were comprised of five sections, each pertaining to different data on the parcel in question. The first two sections provided general information on the parcel being studied. Section one provided information on the date of evaluation and recorded the evaluator's name. Section two recorded the parcel identification number (PIDN), if available beforehand, and the observed street address.

Section three examined the physical nature of structures in the area. This segment of the form observed whether a structure was present on the parcel, if the structure appeared to be occupied, the number of floors, construction type, exterior surface, and the presence and condition of outbuildings.

The fourth section observed the condition of structures by examining five different evaluation criteria. The criteria included:

- Foundation
- Stairs, rails and porches
- Roof, gutter, downspouts and chimneys
- Exterior surfaces
- Windows and doors

Evaluators utilized the same assessment criteria found in the Linden Gateway analysis; the foundation of which was based on the University of Oregon's Community Planning Workshop. The evaluation matrix assigned a numerical rank to the observed condition of the aforementioned housing criteria. The numerical ranking corresponds to the following short explanations; well maintained, moderate maintenance, minor repair, moderate repair, major repair, and not salvageable. A more detailed explanation of the evaluation criteria can be found in the chart in Appendix F - Building Condition Survey Evaluation Criteria and Definitions.

Numerical ranking was a tool that allowed evaluators to quickly tally and rank the overall condition of a structure. Scores could range on a scale of zero to 30, with 30 being the best score possible. Once a property was evaluated, the score was added and the sum provided the following corresponding rankings:

- | | |
|------------------------------|-------|
| • Good Condition | 24-30 |
| • Minor Deterioration | 18-23 |
| • Moderately Deteriorated | 12-17 |
| • Substantially Deteriorated | 6-11 |
| • Dilapidated | 0-5 |

If an element could not be seen it received a score of '0.' When elements were not observed the overall condition of the structure was evaluated and ranked to account for the missing score.

The final section of the survey sheet observed what type of land use the structure appeared to be using. This section evaluated whether the structure was residential, commercial, public/semi-public, or other and provided areas for more detailed analysis such as the name of a business or single / multi family. An area for notes was also provided in case the evaluator wished to record information outside the scope of the form.

After the fieldwork was completed by CGN, NKAPC staff entered all the paper forms into an electronic database. The electronic information was then integrated with Geographic Information System (GIS) data for visual representation of the results and statistical analysis. In total, over 3,000 parcels were surveyed and details of the results can be found below.

Results

Total:

Total parcels surveyed – 3,179

Table 10.1 - Structures

Parcels with structures	3,165
Parcels with no structures	14

Table 10.2 - Occupancy

Occupied	3,049
Vacant	117
Unrecorded	13

Table 10.3 - Number of Floors

One	1,369
One and a half	51
Two	1,718
Two and a half	3
Three	10
Eleven	1
Unrecorded	27

Table 10.4 - Construction Type

Wood	2,079
Brick	995
Stone	65
Other	25
Unrecorded	15

Table 10.5 - Exterior Surface

Brick	671
Wood	572
Veneer	28
Aluminum / vinyl	1,724
Stucco	43
Asphalt shingles	30
Other	67
Multiple types	29
Unrecorded	15

Table 10.6 - Observed Land Use

Single family residential	2,862
Duplex	106
Multi family	44
Commercial first floor	108
Commercial second floor	16
Public / semi-public	13
Other	10
Unrecorded	20

Table 10.7 - Overall Condition

Good condition	1,393
Minor deterioration	1,473
Moderately deteriorated	279
Substantially deteriorated	15
Dilapidated	4
Unrecorded	15

Data Evaluation

Considering the age of most structures in the area the average condition is very favorable. Chart 10.1 displays a breakdown of the overall building conditions in the Latonia area and shows that over 90% of the structures are in either Good Condition or have some indications of Minor Deterioration. The average condition of all structures in the area was 22.15.

Considerations

- Work to retain existing properties reported as being in Good Condition.
- Explore programs to improve Minor and Moderately Deteriorated properties.
- Consider closer inspection (e.g. interior inspections) of Substantially Deteriorated and Dilapidated structures to determine if properties can be restored to good condition.

Chart 10.1 - Overall Building Condition Percentages

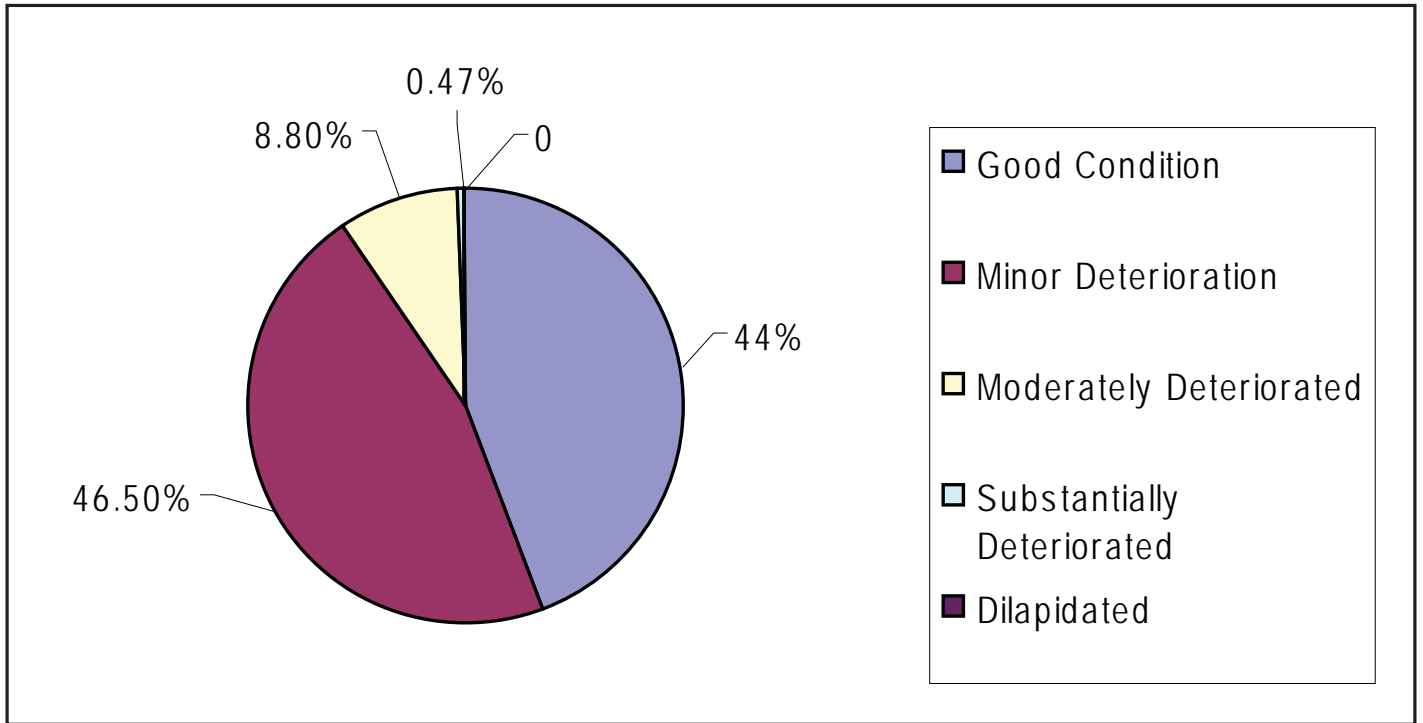


Figure 10.1 - Housing Condition Worksheet

Housing Condition Worksheet

Date:
Evaluator:

Parcel ID:
Street Address:

Structure (circle one)
1. Yes
2. No

Occupancy (circle one)
1. Occupied
2. Vacant

Number of floors (circle one)
1 2 3 4 5 6+

Construction Type (circle one)
1. Wood
2. Brick
3. Stone
4. Other

Exterior Surface (circle one)
1. Brick
2. Wood
3. Veneer
4. Aluminum/Vinyl
5. Stucco
6. Asphalt shingles
7. Other

Outbuildings (circle one)
1. Yes Condition:
2. No 1. Good 2. Adequate 3. Poor

Elements of Residence	Score (0-6)	Observed	
		Yes	No
Foundation			
Stairs, Rails, Porches			
Roof, Gutter, Downspouts, Chimneys			
Exterior Surfaces			
Windows and Doors			
Total			
Overall Condition			
1. Good condition (24-30)			
2. Minor deterioration (18-23)			
3. Moderately deteriorated (12-17)			
4. Substantially deteriorated (6-11)			
5. Dilapidated (0-5)			

Land Use
Residential: SFD _____ Duplex _____ Multi _____
Commercial: 1 st FL _____
2 nd Floor _____
Other _____
Public/Semi-Public _____

Notes:

Chapter Eleven - Latonia Survey

Background and Methodology

Throughout February and March 2010 a survey was presented to residents and people interested in the future of Latonia to collect respondent's thoughts and opinions on the study area. The survey consisted of three parts; an open-ended response section designed to gather people's opinions on the neighborhood, a multiple choice section specifically geared toward gathering information about Latonia, and a demographic section. A copy of the survey can be found in Appendix G - Latonia Questionnaire.

The survey was provided electronically on the NKAPC website and paper copies were also made available by request to people without computers or Internet access. Advertisement of the survey was provided through multiple avenues including; the City of Covington and NKAPC e-newsletters, neighborhood associations, the Kenton County Recorder, an online Enquirer announcement, and through announcements on social networking pages dedicated to Latonia. In total, over 100 surveys were received from people interested in giving their thoughts on the area.

It should be noted this survey was conducted to gather basic information useful for helping this study and those who may implement the study in the future. Results cannot be considered a sample of the opinion of the entire Latonia study area because the survey was not designed for that purpose. It can, however, be part of the information used to begin discussion and planning with the intent that any recommendations generated would be presented before the public as part of the planning process for this study.

After the response window closed, staff began processing information received from respondents. Open-ended responses were read and categorized into specific keywords to allow for categorization and processing of answers. For instance, a response in the survey that read "centrally located, 3 access points to interstates" was simplified to "Location" for purposes of data assessment. Responses to question 30 "Is there anything else you would like to tell us about Latonia?"

were also categorized and added into data from the other open-ended questions. A detailed list of general categorized responses and the specific responses that make up these categories can be found in Appendix H - Response Categories. Sections two and three consisted of multiple choice answers, which did not require additional categorization methods.

Results of Note to Open Ended Questions

This subsection provides summarizations of the data found in the survey. Detailed information found in Appendix I - Questionnaire Responses provides a breakdown of categorized responses, multiple choice answers, and the number of times that response was received. Varying answers were noticed throughout categorization of the data; however, some trends did begin to appear. While the information found through the survey was not scientific in nature several conclusions can be inferred, which are outlined below.

Assets in Latonia

One of the most frequently recurring assets identified in the study was the area's small town feel and character of the neighborhood with 61 responses. Small town feel was followed by location with 31 responses and convenient amenities with 30 responses.

Challenges Facing Latonia

Based on the responses it appears the most significant challenges facing the area are those relating to the loss of business and empty retail space with 52 responses. Rental properties and absentee landlords were the next most frequent response with 37 responses. Deteriorating properties and the lack of maintenance received 29 responses and litter followed closely with 27 responses. The final challenge of note was the presence of crime and drugs with 24 responses.

Requested Amenities

When asked what businesses and activities they would like to have in the area fifty responses were received

indicating the desire for a sit-down style family restaurant. The next highest request was for recreational activities and received 27 responses. Requests for specialty retail, parks and greenspace, and general retail all received approximately 20 responses.

Why People Moved To/From Latonia

Responses to why people moved into or left Latonia were not as clearly defined as the previous questions. Good housing stock was the most frequent reason given to why people moved to the area with 6 responses. Public schools, crime and drugs, deteriorating properties and housing issues were the most frequent reasons given as to why neighbors had left the area, each receiving approximately 10 responses. Another frequently received response was that none of their neighbors had moved recently, again with 10 responses.

Cities Respondents Like

The fourth question, which asked which cities people liked that they had visited or previously lived received several specific answers. Unfortunately, no city was mentioned with enough frequency for staff to use as a preferred city. Cities were broken down by size into small towns, big cities, or international cities for classification purposes. After classification of the data the most frequent response given to small towns was for preference of clean and highly maintained cities with 18 responses. The presence of festivals and events followed closely with 15 responses. Responses for big city preferences were less clearly defined. For instance people again preferred clean and well maintained cities but this answer only received 6 responses. The next closest result was the presence of parks and greenspace with 4 responses. International cities were mentioned infrequently, however cleanliness and maintenance was the most frequent answer with 2 responses.

Results of Note to Latonia Specific Questions

The multiple choice section dedicated specifically to Latonia yielded interesting findings as well. Most of the respondents either lived (70) or shopped (64) in Latonia. Of the 110 respondents, 41 had lived in Latonia for longer than 20 years. Thirty-nine respondents indicated they were involved with their local neighborhood or other associations; however,

only 65 indicated they were involved with community projects. Most respondents indicated they attended events in Latonia (80). Respondents also indicated they knew their neighbors on a first-name basis (63) and that they helped their neighbors with chores sometimes (28) or all the time (20). These responses seem to indicate that residential involvement is part of the reason why people view the area's small town character as the neighborhood's greatest asset.

While respondents indicated they were involved in the area they did feel there were problems in Latonia. Respondents generally felt the area was getting worse (62). When examined with the previously mentioned challenges responses of losing businesses and the increase of rental properties in the area it could be inferred that these challenges should be addressed by the plan.

Respondents indicated they primarily used the car (105) to get from place to place in Latonia. It should also be noted that 64 respondents indicated they walked to amenities in the area and that most people felt there were adequate bicycle and pedestrian facilities (55). Chapter 8 – Streetscape and Wayfinding provides more information on these facilities.

Results of Note to Demographic Questions

Approximately 50 respondents were born between 1946 and 1964, more commonly known as the “baby boom” generation. This age range presented the generation that most frequently took the survey. Members of “generation X,” or those born between 1965 and 1981, were the second most frequent group to answer with 35 respondents. Approximately 70 respondents respectively indicated they were married, employed for wages, lived in a house with a mortgage, and had obtained some level of degree after high school. These results seem to correlate with respondents identifying small town character as Latonia's greatest asset. Nearly every response to race (108) indicated respondents were white or Caucasian, which would imply the area is not extensively diverse. More information on demographics can be found in Chapter 3 – Market Study Summary.

Considerations

- Work to maintain and strengthen assets including small town character, marketing Latonia's location and providing convenient amenities
- Aggressively examine programs to avert the loss of additional businesses, promote efforts to strengthen the business environment and encourage filling existing retail space
- Pursue efforts to increase homeownership
- Examine efforts to make property owners accountable for the upkeep of their properties
- Consider programs that address deteriorating properties, which could include homeowner assistance efforts
- Create efforts that address litter in the area
- Work towards reducing crime in Latonia
- Coordinate with findings in the market study to determine the feasibility of adding family restaurants, recreational activities and specialty retail in the Latonia area
- Work to increase parks, greenspace and connections to the Licking River Greenway
- Work towards increasing demographic diversity in the Latonia area

Appendix A

Existing Zones in the Study Area

The purpose of this appendix is to provide a reference to the different land uses permitted under the current zoning within the study area. There are currently 13 individual zoning classifications in use which fall into four categories; residential, commercial, industrial, and special purpose. This appendix reviews that intent and purpose of each individual zoning classification accompanied by easy to read matrix tables listing the permitted uses and specific building and lot sizes.

The current zoning classifications within the study area are shown in blue lettering on Map 6.2 (page 63). The orange alphanumeric symbols which follow some of the zoning classifications represent intensity and character designations. Intensity designations, depicted as numerical values, correspond to lot and building standards while character designations, depicted as letters, correspond to specific regulations for building placement and façade treatments to ensure proper integration of permitted land uses into the built up character of specific areas of the city.

Residential Zones

There are six different residential zones within the study area: RU-1, RU-2, RU-2B(P-O), RU-2B, RU-3.5, and RU-5.

The intent of the RU-2, RU-2B, RU-3.5, and RU-5 Zones is to accommodate moderate-density residential development that is in keeping with the established character of some areas of the city. These zones are primarily intended to be applied in already built-up areas with excellent transportation access and a full range of urban facilities and services. Special infill development standards apply in built-up areas to help ensure that new development is compatible with the surrounding context. The intent of the RU-1 Zone is the same as the aforementioned with the omission that it is intended for higher density residential development rather than moderate density residential development.

The RU-2B(P-O) Zone, shown in the southern portion of the study area, has the same intent and purpose as the RU-2B zone with the exception that it carries an phased overlay zoning designation. Phased Zoning is used in cases where the timing and/or phasing of the zoning of an area is especially critical to the implementation of the Area Wide Comprehensive Plan. The intent of the phased zoning is to encourage redevelopment of a specified area for the land use designated within the comprehensive plan when the necessary conditions for the development are realized. The comprehensive plan identifies the approximate 3.8 acre area within the study area for industrial land uses. Phased Zoning does not restrict the use of a property as it pertains to the underlying zone.

The matrix table located on page 102 features each residential zone in the study area along the horizontal axis and the different land use categories along the vertical axis. Permitted uses are designated with a (P), Conditional Uses are designated with a (C) and those uses that are not permitted are designated with a dash (-). Conditional Uses, unlike outright Permitted Uses, require a public hearing to determine whether the proposed use can and will integrate properly into the existing fabric of the community and surrounding areas.

Note: A table showing the lot and building sizes for each residential zone within the study area immediately follows this table.

Note: The study area is located within an urban area. As such, each residential zone does permit a number of non-residential uses that would not detract from a residential neighborhood.

Use Category (Defined in Article 16)	RU 5	RU 3.5	RU 2	RU 2B	RU 1	Use-Specific Standards
RESIDENTIAL						
Household Living						
Detached (single-family) Houses	P	P	P	P	P	
Lot Line (single-family) Houses	P	P	P	P	P	§2.03.02
Attached (single-family) Houses	P	P	P	P	P	§2.03.03
Two-unit (two-family) Buildings	–	C	–	P	P	
Multi-unit (multi-family) Buildings	–	–	–	P	P	
Qualified Manufactured Housing Units	P	P	P	P	P	§Section 6.22
Group Living						
Residential care facility	P	P	P	P	P	
Nursing home	C[1]	C[1]	C[1]	C[1]	C[1]	
Youth shelter	C	C	C	C	C	§Section 6.13
PUBLIC AND CIVIC						
Cultural Exhibits and Libraries						
	C	C	C	C	C	
Day Care						
Babysitting or Family Day Care Home	P	P	P	P	P	
Day Care, Type 1/Type 2	C	C	C	C	C	§Section 6.07
Hospital	C	–	C	–	–	§section 6.14
Lodge or Private Club	–	–	–	–	C	
Recreation and Open Space						
Low-Intensity	P	P	P	P	P	
High-Intensity	C	C	C	C	C	
Religious Assembly	C	C	C	C	C	
Safety Services	C[1]	C[1]	C[1]	C[1]	C[1]	
Schools	C	C	C	C	C	
Utilities						
Essential services	P	P	P	P	P	
Major	C	C	C	C	C	
COMMERCIAL						
Artist Studios				P	P	P
Funeral and Internment Services						
Cemetery	C	C	C	C	C	
Funeral home (undertaking)	C[1]	C[1]	C[1]	C[1]	C[1]	
Lodging						
Bed and Breakfast	C	C	C	C	–	§Section 6.04
Neighborhood Retail Sales and Service	P	P	P	P	P	§Section 6.20
Office (no medical or dental offices/clinics)	C	C	C	C	C	
Reuse of Historic Commercial Structure	C	C	C	C	C	§14.05.06, E.

OTHER						
Neighborhood parking lot	P	P	P	P	P	
Greenhouse or nursery	-	-	-	-	-	
Roadside stand	-	-	-	-	-	
Stable or riding academy	-	-	-	-	-	§Section 6.27

The table shown below displays the lot and building standards for each of the residential zones located within the study area.

	RU-5	RU-3.5	RU-2, 2A, 2B	RU-1
Minimum lot area (square feet)	5,000	3,500	2,000 [3]	2,000
Minimum lot area for multi-unit buildings (square feet)	NA	NA	6,000	6,000
Min. lot area per dwelling unit (sq ft)	5,000	3,500	2,000 [2] [3]	1,000
Maximum density of cluster development (dwelling units/net acre)	8.7	12.4	21.8	43.6
Minimum lot width (feet)	50	35	20	20
Minimum setbacks (feet)				
Front	20	15 [1]	10 [1]	10 [1]
Rear	25	25	25	25
Side (1 side/combined total)	3/10	2/6	2/4	2/4
Maximum height (feet)	35	38	38	38
Minimum height (feet)	24	24	24	24

[1] Street-facing garages, where allowed, must be setback at least 20 feet.

[2] Within the RU-2B Zone, the minimum lot area per dwelling unit is 2,000 square feet, except that in the case of an existing residential building, one dwelling unit shall be permitted for each 1,000 square feet of gross floor area in the building, not including the basement.

[3] In the case of an existing residential building within the RU-2A Zone, the minimum lot area shall be 1,800 square feet per dwelling unit. This provision only applies to an existing residential building being converted into single-family residential

Commercial Zones

There are six commercial zones within the study area comprised of three different zoning classifications, shown in blue on Map 6.2, which are as follows: CN (Commercial-Neighborhood), CC (Commercial-Community), and CG (Commercial-General). Each commercial zone has its own unique alphanumeric intensity and character designation shown in orange following immediately following the individual zoning classification. More information regarding intensity and character designations can be found on page one of this appendix.

The intent and purpose of each commercial zone within the study area is as follows:

CN (Community Neighborhood)

The CN Zone is intended to accommodate mixed-use, neighborhood-serving commercial land uses that have a relatively small-scale, pedestrian-oriented character. They are intended to be applied in compact nodes at street intersections characterized by slower traffic speeds in order to promote storefront-style buildings with residential dwelling units above the ground floor.

CC (Commercial-Community)

The CC Zones is intended to accommodate a broad range of commercial and mixed-use development, such as shopping centers and other large building development, typically reached by automobile and located at sites with primary access to major streets. The CC Zone permits and is intended to accommodate mixed-use buildings with residential dwelling units above the ground floor.

CG (Commercial-General)

The CG Zone is intended to accommodate a very wide variety of commercial uses and development styles with typically large building sizes located adjacent to an arterial street. The CG Zone permits and is intended to accommodate mixed-use buildings with residential dwelling units above the ground floor.

The matrix table located below or on Page %% features each commercial zone in the study area listed along the horizontal axis and the different land use categories listed along the vertical axis. Permitted uses are designated with a (P), Conditional Uses are designated with a (C) and those uses that are not permitted are designated with a dash (-). Conditional Uses, unlike outright Permitted Uses, require a public hearing to determine whether the proposed use can and will integrate properly into the existing fabric of the community and surrounding areas.

Note: Tables and listed information showing how the intensity and density designations of a zone affect the lot size, building size and building location immediately follow this table.

Note: The study area is located within an urban area. As such, each commercial zone does permit some non-commercial uses that would not detract from a commercial area.

USE GROUP	Zones			Use-Specific Standards
Use Category	CN	CC	CG	
1 Specific Use Type	CN	CC	CG	
P = permitted by right C =				
RESIDENTIAL				
Group Living				
Addiction Treatment Facility	-	C	-	§Section 6.13
Household Living				
Attached house	C	C	C	
Detached house	C	C	C	
Dwellings in mixed-use buildings	P	P	P	§Section 6.18
Multi-unit	C	C	C	
Two-unit	C	C	C	
Qualified Manuf. Housing Units	C	C	C	§section 6.22
PUBLIC AND CIVIC				
Colleges and Universities	C	C	C	
Cultural Exhibits and Libraries	P	P	P	
Day Care	P	P	P	§Section 6.07
Hospital	C	C	C	§Section 6.14
Lodge or Private Club	C	C	C	§Section 6.17
Recreation and Open Space				
Low-Intensity	P	P	P	
High-Intensity	C	C	C	
Postal Service	P	P	P	
Religious Assembly	P	P	P	
Safety Services	P	P	P	§Section 6.25
Schools	C	C	C	
Utilities				
Essential services	P	P	P	
Major	C	C	C	
COMMERCIAL				
Animal Services				
Sales and grooming	P	P	P	§Section 6.03
Veterinary hospitals	C	P	P	
Kennels and shelters	-	-	C	
Other (not specifically listed, above)	-	-	C	
Artist Galleries and Studios (excluding Body Art Services)	P	--	P	
Body Art Services	-	-	-	§Section 6.06
Building Maintenance Services				
Indoor	-	-	P	
Outdoor	-	-	C	
Business Equipment Sales and Service	P	P	P	
Business Support Services				
Day laborer employment	-	-	-	

USE GROUP	Zones			Use-Specific Standards
Use Category	CN	CC	CG	
1 Specific Use Type	CN	CC	CG	
P = permitted by right C =				
agency or pick-up facility				
Other (not specifically listed, above)	-	C	P	
Communication Service Establishments				
	-	-	P	
Construction Sales and Service				
Indoor	-	-	P	
Outdoor	-	-	P	
Repair or Laundry Service, Consumer				
Laundromat	-	C	-	
Other (not specifically listed, above)	P	P	P	
Eating/Drinking Establishments				
Microbrewery	-	-	-	§Section 6.28
Restaurant with or without beer, wine or alcohol	P	P	P	§Section 6.28
Tavern	P	P	P	§Section 6.28
Entertainment				
Small	P	P	P	
Medium	-	C	P	§Section 6.08
Large	-	-	C	§Section 6.09
Bingo Hall	-	C	-	
Financial Services				
Currency exchange (check cashing)	-	C	-	§Section 6.10
Payday loan	-	C	-	§Section 6.10
Pawn shop	-	C	-	§Section 6.10
Tax Preparation Service	C	C	-	§Section 6.10
Other (not specifically listed, above)	C	P	P	
Food and Beverage Sales, Retail				
Package Liquor (Distilled Spirits)	-	P	C	
Other (not specifically listed, above)	P	P	P	
Fortune Telling Service	-	C	-	§Section 6.11
Funeral and Internment Services	C	C	P	
Gasoline Stations	-	C	P	§Section 6.12
Lodging				
Bed and breakfast	P	P	P	§Section 6.04
Hotel/motel	-	-	P	
Medical Service	C	P	P	
Office	P	P	P	§Section 6.21
Personal Improvement Service	P	P	P	

USE GROUP	Zones			Use-Specific Standards
Use Category	CN	CC	CG	
1 Specific Use Type	CN	CC	CG	
P = permitted by right C =				
Residential Storage Warehouse	-	-	-	§Section 6.23
Retail Sales and Service				
Antique shop	P	P	P	
Flea market	-	-	-	§Section 6.24
Furniture rental, consumer	-	C	-	§Section 6.24
Secondhand store	-	C	-	§Section 6.24
Vintage clothing store	-	-	-	§Section 6.24
Other (not specifically listed above or specifically excluded herein)	P	P	P	
Sexually Oriented Business				
Sexually oriented media store, sex shop or service-oriented escort bureau	-	P	-	§Section 6.26
A sexually oriented business featuring on-premise entertainment	-	P	-	§Section 6.26
Vehicle Sales and Service				
Auto supply/ accessory sales	-	-	P	
Car wash	-	-	P	
New vehicle and equipment sales, light	-	P	P	
Used vehicle and equipment sales, light	-	-	-	§Section 6.29
Vehicle and equipment sales, heavy	-	-	-	
Vehicle servicing, minor	-	P	P	§Section 6.19
Vehicle repair, minor	-	C	C	§Section 6.19
Vehicle repair, major	-	-	-	
INDUSTRIAL				
Junk/Salvage Yard	-	-	-	§Section 6.15
Manufacturing, Production, and Industrial Service				
Limited	-	-	P	§Section 6.16
General	-	-	-	
Intensive	-	-	-	
Mining/Excavation	-	-	-	
Recycling Facilities				
Class I	-	-	-	
Class II	-	-	-	
Class III	-	-	-	
Warehouse and Freight Movement				
Indoor	-	-	C	
Outdoor	-	-	-	
Waste-Related Service	-	-	-	§Section 6.30
OTHER				

USE GROUP	Zones			Use-Specific Standards
Use Category	CN	CC	CG	
1 Specific Use Type	CN	CC	CG	
P = permitted by right C =				
Marine-related Use				
Temporary passenger watercraft loading	-	-	-	
Boat docking facilities	-	-	-	§Section 6.05
Barge and industrial facilities	-	-	-	
Parking, Non-accessory	-	C	P	
Signs, Advertising	-	-	-	

The table shown below displays the affect of intensity designations as they pertain to the lot and building standards for each of the commercial zones located within the study area. The intensity designation is the orange number immediately following the blue zoning classification found on Map 6.2 on page 63.

Standard	Intensity Designation				
	-1	-2	-3	-5	-7
Maximum floor area ratio	1.0	2.0	3.0	5.0	7.0
Min. lot area per dwelling unit (square feet)	1,250	1,000	700	500	400
Maximum height (stories)	2	3	5	10	None
Minimum Front Setback (feet)	None	None	None	None	None
Minimum Side Setback (feet)					
Abutting R Zone	10% of lot width				
Abutting non-R Zone	None required				
Minimum Rear Setback (feet)					
Abutting property line of R-zoned lot	25% of lot depth or 25 feet, whichever is less				
Abutting alley, street or non-R Zone	None required				
Floors containing dwelling units	30 feet				

Character designations, shown as the orange number following the intensity designation on Map 6.2 on page 63, determine the location and setback of buildings, thus ensuring proper integrations with the existing built up character of specific areas.

“P” Designation

In zones with a “P” suffix, buildings must be placed within 5 feet of the front and street side property lines.

“M” Designations

In zones with an “M” suffix, at least 60 percent of the building façade must be placed within 5 feet of the front and side yard property lines

“A” Designations

In zones with an “A” suffix, no additional building placement standards apply, other than those governing required setbacks

Industrial Zones

There are two industrial zones within the study area comprised of two different zoning classifications, shown in blue on Map 6.2 on page 63, which are as follows: IP (Industrial Park) and IL (Industrial-Limited). Each commercial zone has its own unique alphanumeric intensity and character designation shown in orange following immediately following the individual zoning classification. More information regarding intensity and character designations can be found on page one of this appendix.

The intent and purpose of each commercial zone within the study area is as follows:

IP (Industrial Park)

The IP Zone is intended to accommodate low-impact manufacturing, wholesaling, warehousing, and distribution activities that occur within enclosed buildings, typically within an industrial or business park setting.

IL (Industrial-Limited)

The IL Zone is intended to accommodate low- to moderate-impact manufacturing, wholesaling, warehousing, and distribution uses, including storage and work-related activities that occur outside of enclosed buildings.

The matrix table located on Page 109 features each industrial zone in the study area listed along the horizontal axis and the different land use categories listed along the vertical axis. Permitted uses are designated with a (P), Conditional Uses are designated with a (C) and those uses that are not permitted are designated with a dash (-). Conditional Uses, unlike outright Permitted Uses, require a public hearing to determine whether the proposed use can and will integrate properly into the existing fabric of the community and surrounding areas.

Note: The intensity and density designations of a zone, and the manner in which they affect the lot size, building size and building location are the same as those found within the aforementioned commercial section of this appendix.

Note: The study area is located within an urban area. As such, each industrial zone does permit a some non-industrial uses that would not detract from an industrial areas

USE GROUP	Zones		Use-Specific Standards
Use Category	IP	IL	
1 Specific Use Type			
P = permitted bermitted			
RESIDENTIAL			
Group Living			
Addiction Treatment Facility	-	-	§Section 6.13
Household Living			
Attached house	-	-	
Detached house	-	-	
Dwellings in mixed-use buildings	-	-	§Section 6.18
Multi-unit	-	-	
Two-unit	-	-	
Qualified Manuf. Housing Units	-	-	§section 6.22
PUBLIC AND CIVIC			
Colleges and Universities	C	C	
Cultural Exhibits and Libraries	-	-	
Day Care	C	-	§Section 6.07
Hospital	-	-	§Section 6.14
Lodge or Private Club	C	-	§Section 6.17
Recreation and Open Space			
Low-Intensity	C	C	
High-Intensity	C	C	
Postal Service	P	P	
Religious Assembly	-	-	
Safety Services	P	P	§Section 6.25
Schools	-	-	
Utilities			
Essential services	P	P	
Major	C	C	
COMMERCIAL			
Animal Services			
Sales and grooming	-	-	§Section 6.03
Veterinary hospitals	P	P	
Kennels and shelters	P	P	
Other (not specifically listed, above)	P	P	
Artist Galleries and Studios (excluding Body Art Services)	--	--	
Body Art Services	-	-	§Section 6.06
Building Maintenance Services			
Indoor	P	P	
Outdoor	P	P	
Business Equipment Sales and Service	P	-	
Business Support Services			
Day laborer employment	C	C	

USE GROUP	Zones		Use-Specific Standards
Use Category	IP	IL	
1 Specific Use Type			
P = permitted bermitted			
agency or pick-up facility			
Other (not specifically listed, above)	P	P	
Communication Service Establishments	P	-	
Construction Sales and Service			
Indoor	P	P	
Outdoor	P	P	
Repair or Laundry Service, Consumer			
Laundromat	-	-	
Other (not specifically listed, above)	P	-	
Eating/Drinking Establishments			
Microbrewery	-	-	§Section 6.28
Restaurant with or without beer, wine or alcohol	P	-	§Section 6.28
Tavern	P	-	§Section 6.28
Entertainment			
Small	-	-	
Medium	-	-	§Section 6.08
Large	-	C	§Section 6.09
Bingo Hall	-	-	
Financial Services			
Currency exchange (check cashing)	-	-	§Section 6.10
Payday loan	-	-	§Section 6.10
Pawn shop	-	-	§Section 6.10
Tax Preparation Service	-	-	§Section 6.10
Other (not specifically listed, above)	-	-	
Food and Beverage Sales, Retail			
Package Liquor (Distilled Spirits)	-	-	
Other (not specifically listed, above)	-	-	
Fortune Telling Service	-	-	§Section 6.11
Funeral and Internment Services	-	-	
Gasoline Stations	P	P	§Section 6.12
Lodging			
Bed and breakfast	-	-	§Section 6.04
Hotel/motel	-	-	
Medical Service	-	-	
Office	C	C	§Section 6.21
Personal Improvement Service	-	-	

USE GROUP	Zones		Use-Specific Standards
Use Category	IP	IL	
1 Specific Use Type			
P = permitted bermitted			
Residential Storage Warehouse	C	C	§Section 6.23
Retail Sales and Service			
Antique shop	-	-	
Flea market	-	C	§Section 6.24
Furniture rental, consumer	-	-	§Section 6.24
Secondhand store	-	-	§Section 6.24
Vintage clothing store	-	-	§Section 6.24
Other (not specifically listed above or specifically excluded herein)	-	-	
Sexually Oriented Business			
Sexually oriented media store, sex shop or service-oriented escort bureau	-	-	§Section 6.26
A sexually oriented business featuring on-premise entertainment	-	P	§Section 6.26
Vehicle Sales and Service			
Auto supply/ accessory sales		-	
Car wash		P	
New vehicle and equipment sales, light	-	P	
Used vehicle and equipment sales, light	-	C	§Section 6.29
Vehicle and equipment sales, heavy	-	P	
Vehicle servicing, minor	-	-	§Section 6.19
Vehicle repair, minor	-	P	§Section 6.19
Vehicle repair, major	-	P	
INDUSTRIAL			
Junk/Salvage Yard	-	C	§Section 6.15
Manufacturing, Production, and Industrial Service			
Limited	P	P	§Section 6.16
General	-	P	
Intensive	-	-	
Mining/Excavation	-	-	
Recycling Facilities			
Class I	P	P	
Class II	-	P	
Class III	-	C	
Warehouse and Freight Movement			
Indoor	P	P	
Outdoor	-	P	
Waste-Related Service	-	-	§Section 6.30
OTHER			

USE GROUP	Zones		Use-Specific Standards
Use Category	IP	IL	
1 Specific Use Type			
P = permitted etermined			
Marine-related Use			
Temporary passenger watercraft loading	-	-	
Boat docking facilities	-	-	§Section 6.05
Barge and industrial facilities	-	P	
Parking, Non-accessory	P	-	
Signs, Advertising	-	-	

Special Purpose Zones

Special Purpose Zones are used to deal with fairly unique situations or help accomplish special zoning goals, such as preservation, provide for recreation or gathering facilities.

There are two special purpose zones within the study area; RP (Riparian) and REC (Recreation).

RP (Riparian)

The RP zone is intended to protect natural resource areas. Uses permitted within RP Zones include agriculture, parks (publicly or privately owned), campgrounds, boat harbors, marinas, and other activities oriented towards recreation and leisure.

REC (Recreation)

The REC Zone is intended to be applied to large parks and public gathering areas. Uses permitted within REC Zones include recreation and open space, cultural exhibits and libraries, community centers, reception facilities, and bed and breakfast facilities with housing for a caretaker or groundskeeper.

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	CSDSN01	9965	East End	Lincoln	Latonia Milldale	298.1	Poor	Rutting, Patching, Alligator Cracking	3776	6
Daniels St	2	CSDSN02	9966	Lincoln	Church	Latonia Milldale	186.6	Poor	Alligator Cracking, Potholes, Patching	343	6
Daniels St	2	CSDSN02	9967	Lincoln	Church	Latonia Milldale	186.2	Poor	Alligator Cracking, Potholes, Patching	3773	6
Daniels St	3	CSDSN03	9981	Church	Decoursey	Latonia Milldale	376.9	Satisfactory	Alligator Cracking	2464	6
Decoursey Ave	1	CSDSC01	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	CSDSDC03	10941	29th E	30th E		358.0	Satisfactory	Weathering	961	6
Decoursey Ave	2	CSDSDC02	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

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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

Street Name	Section ID	Unique ID	Road ID Number	From	To	Neighborhood	Length (Ft)	PCI	Defects	OBJECTID	CLASS
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

Street Name	Section ID	Unique ID	Road ID Number	From	To	Neighborhood	Length (Ft)	PCI	Defects	OBJECTID	CLASS
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 - Damaged Sidewalks

Street Name	Sidewalk Length	Damaged Length	Damaged Percent	Rating
Carlisle Ave	368.5	200	54.3	More than 50%
Carlisle Ave	235.0	205	87.2	More than 50%
Caroline Ave	210.7	110	52.2	More than 50%
Caroline Ave	208.8	165	79.0	More than 50%
Caroline Ave	86.2	55	63.8	More than 50%
Church St	411.2	215	52.3	More than 50%
Decoursey Ave	268.9	136	50.6	More than 50%
E 33Rd St	223.9	135	60.3	More than 50%
E 38Th St	97.7	72	73.7	More than 50%
E 39Th St	86.1	57	66.2	More than 50%
E 46Th St	186.4	100	53.6	More than 50%
Earle Ave	211.0	111	52.6	More than 50%
Emerson Ave	415.3	240	57.8	More than 50%
Frazier St	151.3	150	99.2	More than 50%
Glenn Ave	395.2	205	51.9	More than 50%
Inez Ave	154.2	90	58.4	More than 50%
James Ave	1,172.9	620	52.9	More than 50%
Mckee Ave	260.7	162	62.1	More than 50%
Park Ave	197.3	192	97.3	More than 50%
Rogers St	204.1	170	83.3	More than 50%
Vermont Ave	396.7	212	53.4	More than 50%
W 32Nd St	81.1	50	61.6	More than 50%
W 32Nd St	126.7	65	51.3	More than 50%
W 33Rd St	121.5	65	53.5	More than 50%
W 33Rd St	125.3	75	59.8	More than 50%
W 33Rd St	344.2	205	59.6	More than 50%
W 33Rd St	344.4	235	68.2	More than 50%
W 34Th St	510.0	270	52.9	More than 50%
W 35Th St	126.3	110	87.1	More than 50%
W 35Th St	123.0	100	81.3	More than 50%
W 35Th St	126.5	70	55.3	More than 50%
W 38Th St	290.8	160	55.0	More than 50%
W 43Rd St	151.2	150	99.2	More than 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	149.1	75	50.3	More than 50%
W Southern Ave	410.0	220	53.7	More than 50%
Watson Ave	117.7	85	72.2	More than 50%

Appendix F - Building Conditions Survey

Evaluation Criteria and Definitions

EVALUATED ELEMENTS	6 Well Maintained	5 Moderately Well Maintained	4 Needs Only Minor Repair	3 Needs Moderate Repair (up to ¼ of element)	2 Needs Major Repair (up to ½ of element)	1 Not Salvageable (majority of element needs repair)	0 Not Witnessed
Foundation	Does not need immediate maintenance.	Some peeling or cracking in the protective surface over only a small portion	A few small cracks, small amount of missing mortar, a small hole over a small area of the surface.	Cracks, missing mortar, loose or broken surface over a moderate portion. No evidence of settling or out of vertical alignment.	Cracks, missing mortar, loose or broken surface over a large portion. Some evidence of settling or out of vertical alignment.	Cracks, missing mortar, loose or broken surface over a majority of the foundation. Evidence of major settling or out of vertical alignment.	
Stairs, Rails, Porches	Does not need immediate maintenance.	Paint needs minor touch ups.	One missing, broken, or cracked step, riser, baluster, handrail, or railing that needs minor repairs or paint.	More than one missing, broken, or cracked steps, risers, balusters, handrails, or railings that need minor repairs or paint. Not a serious safety concern.	Between ¼ to ½ of the steps, risers, balusters, handrails, or railings are missing, broken, rotting, or cracked. Hazard of tripping or falling because of disrepair.	A majority of the steps, risers, balusters, handrails, or railings are missing, broken, rotting, or cracked. Hazard of tripping or falling because of disrepair.	
Roof, gutters, downspouts, chimneys	Does not need immediate maintenance.	Small leaves on the roof or gutters that may need to be cleaned out.	Need minor repairs to correct a missing or sagging shingle, gutter, or downspout; cracked or missing brick or mortar in chimney;	More than one missing or sagging shingle, gutter, or downspout; cracked or missing brick or mortar chimney or rotting fascia	Missing, buckling, or sagging shingles; holes in the roof or chimney; missing or loose gutters or downspouts; chimney settling or leaning;	Missing, buckling, or sagging shingles; holes in the roof or chimney; missing or loose gutters or downspouts; chimney settling or leaning;	

			or moss growing on roof.	affecting less than 1/4 of the roof and chimney elements.	cracked or rotting fascia affecting between a 1/4 and 1/2 of the roof and chimney elements.	cracked or rotting fascia affecting the majority of roof and chimney elements.	
Exterior Surfaces – paint, siding, or other material and the structural elements that add strength, bear weight, or insulate the structure	Does not need Immediate maintenance.	Isolated areas where some touch up painting is needed.	Paint and/or siding need some repair work, but there is no evidence of structural decay.	Paint and/or siding need repair work and there is evidence of some structural decay, such as dry rot, affecting up to 1/4 of the surface.	Major repair work is needed to correct paint, siding, or other parts of the protective surface. There are areas of structural decay affecting up to 1/2 of the surface.	A majority of the protective surface is missing, loose, rotting, or broken allowing weather to reach the structural elements of the structure.	
Windows and Doors	Does not need Immediate maintenance.	All doors, frames, and glass present; may have an isolated instance needing a touch up, such as replacing a latch or other hardware.	Need minor repairs to correct a broken or cracked frame, re-hang a door, or other small hole related to a door or window.	There are missing or broken panes, broken or rotting window or door frames, or other holes related to a door or window failure affecting up to 1/4 of all of the windows and doors.	There are missing or broken panes, broken or rotting window or door frames, or other holes related to a door or window failure affecting between a 1/4 to 1/2 of all the windows and doors.	A majority of the windows and doors are failing. There are missing or broken panes, broken or rotting window or door frames, or other holes related to a door or window.	

3. If you live in Latonia, have any of your neighbors moved into or out of Latonia recently? If so, please share their reasons to why they moved into or left the city.
4. Of all the cities you have ever visited or lived in, which ones did you like most? What, if anything, did these cities have that you would like to see in Latonia? (housing, retail, transportation, recreation, special events, cleanliness, population diversity, etc.)

Your Specifics About Latonia

5. Do you _____ in Latonia? (Mark all that apply)

- Live
- Play
- Work
- Go to school
- Shop
- Other? _____

6. If you live in Latonia, how long have you lived in the neighborhood?

- Less than 1 year
- 5-10 years
- 1-3 years
- 10-20 years
- 3-5 years
- Longer than 20 years

7. Overall, I think Latonia is _____ over time.

- Getting Better
- Getting Worse
- Staying the Same

8. Are you involved with, or a member of, your Latonia neighborhood association?

- Ritte's East Latonia Neighborhood Group _____yes _____ no
- West Latonia Neighborhood Association _____yes _____ no
- Others (please list) _____

9. Do you attend events in Latonia such as festivals or parades?

- Yes No

10. Have you worked on a community project in Latonia in the last 12 months? Some examples include: neighborhood clean-up, mural, gateway sign, school or church project, community garden, street sale, etc.

- Yes No

11. In the past 12 months, have you attended any public meeting for Latonia in which there was a discussion of neighborhood activities?

- Yes No

12. If you live in Latonia, do you feel you know your neighbors on a first name basis?

- Yes No

13. If you live in Latonia, do you and any of your neighbors help each other out with chores such as getting the mail, taking in trash cans, mowing others' lawns, or watching others' children?

- All the time Sometimes
- Frequently Never

14. How safe do you feel in Latonia?

- Feel safe all the time Feel safe some of the time
- Feel safe most of the time Never feel safe

15. How do you get from place to place in Latonia? (Mark all that apply)

- Walk Car
- Bicycle Other _____
- Transit (bus)

16. If you walk, bicycle or use transit to get to destinations in Latonia, do you feel there are adequate facilities?

- Yes No

17. Before this survey, were you aware of the study now being conducted for Latonia?

- Yes No

18. Would you like to receive updates via email of the study?

- Yes No

19. If you answered yes to the previous question please enter your email address. Your address will be kept confidential and not provided to outside sources.

8. Are you involved with, or a member of, your Latonia neighborhood association?

- Ritte's East Latonia Neighborhood Group _____yes _____ no
- West Latonia Neighborhood Association _____yes _____ no
- Others (please list) _____

9. Do you attend events in Latonia such as festivals or parades?

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10. Have you worked on a community project in Latonia in the last 12 months? Some examples include: neighborhood clean-up, mural, gateway sign, school or church project, community garden, street sale, etc.

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11. In the past 12 months, have you attended any public meeting for Latonia in which there was a discussion of neighborhood activities?

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13. If you live in Latonia, do you and any of your neighbors help each other out with chores such as getting the mail, taking in trash cans, mowing others' lawns, or watching others' children?

- All the time Sometimes
- Frequently Never

14. How safe do you feel in Latonia?

- Feel safe all the time Feel safe some of the time
- Feel safe most of the time Never feel safe

15. How do you get from place to place in Latonia? (Mark all that apply)

- Walk Car
- Bicycle Other _____
- Transit (bus)

16. If you walk, bicycle or use transit to get to destinations in Latonia, do you feel there are adequate facilities?

- Yes No

17. Before this survey, were you aware of the study now being conducted for Latonia?

- Yes No

18. Would you like to receive updates via email of the study?

- Yes No

19. If you answered yes to the previous question please enter your email address. Your address will be kept confidential and not provided to outside sources.

28. Please specify your race. (Mark all that apply)

- White or Caucasian
- Black or African American
- American Indian or Alaska Native –
Please enter name of enrolled or principal tribe: _____

- Asian Indian
- Chinese
- Filipino
- Japanese
- Korean
- Vietnamese
- Other Asian –
Please enter race (*Hmong, Laotian, Thai, Pakistani, Cambodian, etc.*): _____

- Native Hawaiian
- Guamanian or Chamorro
- Samoan
- Other Pacific Islander
Please enter race (*Fijian, Tongan, etc.*): _____

- Other race – Please enter race: _____

29. How many children 17 or younger live in your household?

- 0
- 1
- 2
- 3
- 4
- 5 or more

30. Is there anything else you would like to tell us about Latonia?



Appendix H - Response Categories

Numerous unique responses were submitted in the open ended response section of the survey. Responses with similar themes were grouped together to make the data more easy to understand and use. The charts in this appendix list responses that were entered into the electronic database. These responses are highlighted in bolded blue text. Responses found throughout the surveys that applied to the overall group are listed below the categorized response in regular black text.

Response Categories for Assets in Latonia

Small Town / Neighborhood Character Family Oriented / Friendly Friendly People Diversity Quiet Neighborhood Tight-knit Community History and character Long time residents Sense of place Clean area Good neighborhood Police substation Strong Neighborhood Values	Streetscape Beautification Efforts Street Trees Transportation Transit choices Good transportation network Transit Religious Institutions Holy Cross Church outreach programs	Convenient Amenities Twin Oaks Ritte's Corner Rosedale Railroad Museum Bill Capell Youth Sports Complex
Housing Affordable Housing Density High level of owner occupied housing Beautiful / diverse architecture Well-maintained homes Home Owners	Retail Small Businesses Shopping Center Good shopping Burlington Coat Factory Businesses Kroger Klingenberg's	Civic Organizations Latonia Business Association Neighborhood associations Core of civic minded citizens Location Fidelity close to city I-275 Proximity to downtown
Schools Good preschool program	Walkable / Bikeable	Festivals / Events Good Mix of Uses
	Safe Neighborhood	

Response Categories for Challenges in Latonia

Transportation Issues	Lack of Amenities	Losing Businesses
Railroads / Trains	Need larger Post Office	Empty Retail Space
Off-Street Parking	Lack of youth activities	Tie Shopping Areas Together
Narrow Streets	Lack of night life	Business Development
40th Street Underpass	Lack of gym	Need better retail choices
Lack of Wayfinding	Lack of senior activities	Overdeveloped Retail
Lack of ped. traffic at Ritte's Corner		Lack of new businesses
Speeding in residential / school areas	Housing	Lack of Streetscape
Traffic / Semi Trucks	Small Houses	
Holy Cross noise and traffic	High number of homes for sale	Public Schools
	Declining Property Values	
Other	Community Composition	High Taxes
Homelessness	Problem Residents	
Odor from sewer system	People / families leaving area	Negative Regional Image
Churches need to work together	Aging population	
Winston Avenue has no sense of place	Neighbors don't know each other	Low Household Incomes
Need an increase in civic involvement	No Population Diversity	
Poor state of global economy	No sense of community	Lack of Park / Greenspace
Incorporation		
City Leadership	Litter	Street / Sidewalk Condition
Lack of representation		
No Investment from city	Crime / Drugs	Trailer Park
Need for Immediate political intervention		
	Lack of Restaurants	Safety
Deteriorating Properties		
Lack of Maintenance	Noise	Code Enforcement
Lack of money for maintenance		
Section 8 / Public Housing	Stopping Future Decline	Latonia Plaza
Retail Catering to Lower Incomes	Lack of Job Opportunities	
Rental Property/Absentee Landlords		

Response Categories for Requested Amenities in Latonia

<p>Civic / Neighborhood / Residential Based Services</p> <p>Homeowner assistance organization Neighborhood Watch Program Government Offices Family / Resident Assistance Center Bigger Post Office Citizen feedback panel Computer reuse program Differently abled / Intellectually Disabled Programs Latonia Only Transit Loop</p>	<p>Recreational Activities</p> <p>Bowling Alley Skating Rink Movie Theater Gym / Healthclub Drive in Theater Gameworks Playhouse (Theater) Night Club Horseracing Museum</p>
<p>Specialty Retail</p> <p>Bicycle Shop / Repair Antique Stores Shoe Repair Eclectic Retail Firing Range / Firearms Shop Soda fountain / ice cream shop in Ritte's Corner Mom & Pop / Locally Owned Businesses Art Gallery Repair Shop Coffee Shop Tea Shop Bob's 5 and Dime</p>	<p>General Retail</p> <p>Auto Parts Store Sporting Goods Store Fabric / Craft Store Book Store Discount / Consignment Shop Flea Market</p> <p>Neighborhood Center</p> <p>YMCA / Youth activities Senior Center Community recreation center</p>
<p>Sit-Down / Family Restaurant</p> <p>TGI Fridays Applebees Texas Roadhouse O'Charley's Olive Garden Ponderosa Bonanza</p>	<p>Park / Greenspace</p> <p>Tie into Licking River Greenway Community Gardens</p> <p>Outdoor Recreation</p> <p>Skate Park Shared Use Trail Access to Banklick Creek Access to Licking River Historic Walking Tour</p>
<p>Service Retail</p> <p>Dry Cleaner</p>	<p>More Police</p>
<p>Focused / Theme Businesses (Ex: Wedding District)</p>	<p>Fill Existing Retail Space</p>
<p>Festivals / Events</p>	<p>Family oriented businesses</p>
<p>Specialty Market (Trader Joes, Whole Foods, etc.)</p>	<p>Better retail choices</p>
<p>General Retail Store (Value City, Kmart, Sears)</p>	<p>Garden store (Frank's Nursery)</p>
<p>Swimming Pool</p>	<p>Healthcare / Doctors Offices</p>
<p>Johnny's Toys</p>	<p>Library</p>

Response Categories for Why People Moved To Latonia

Good Housing Stock	Small Town / Neighborhood Character	Location
Well-built Homes	Friendly Neighbors	
Ability to Remodel Homes		
Can get More Home for the Money	Childhood Neighborhood	Safe Area
Affordable Housing		
Attractive Housing Stock	Convenient amenities	More diversity

Response Categories for Why People Left Latonia

Housing	Public Schools	Foreclosure
Better Housing Elsewhere	Better Schools Elsewhere	
Affordable Housing Elsewhere	School Redistricting	Better Governance
Housing is Outdated and Needs Repair		
Housing Value is Slow to Increase	Aging Homeowner Moved	Litter
	Moved to Senior Housing	
	Homeowner Died	More diversity
Deteriorating Properties		
Lack of Maintenance	Location	Crime / Drugs
Lack of money for maintenance	Moved to be Closer to Work	
		Problem Residents
Property Taxes	Safety	Vacancies
Lower Taxes Elsewhere	Safer Elsewhere	
High Taxes in Latonia	Latonia is Not Safe	Increased poverty
Transportation / Parking	Moved to New Suburb	No young families
Delays at Rail Crossings	More Land	
Road Not Safe for Children		Lack of Shopping
Holy Cross noise and traffic		Uncontrolled dogs
	Negative Regional Image	
Uncertain of Latonia's future		
	Changing demographics	
Section 8 / Public Housing		
	Convenient amenities	
Rental Property / Absentee Landlords		

Appendix I - Questionnaire Responses

Total:

Total surveys received – 110

Open Ended Responses

1. What are the two greatest assets and two greatest challenges facing Latonia today?

Latonia Assets

Small Town / Neighborhood Character	61
Location	31
Convenient Amenities	30
Housing	17
Retail	16
Walkable / Bikeable	13
Religious Institutions	10
Safe Neighborhood	5
Transportation	5
Streetscape	3
Civic Organizations	2
Festivals / Events	2
Schools	2
Good Mix of Uses	1

Latonia Challenges

Losing Businesses / Empty Retail Space	52
Rental Property / Absentee Landlords	37
Deteriorating Properties / Lack of Maintenance / Lack of money for maintenance	29
Litter	27
Crime / Drugs	24
City Leadership / Lack of representation / No investment from City	10
Code Enforcement (litter and maintenance laws)	9
Community Composition	9
Transportation Issues	9
Other	8
Section 8 / Public Housing	8
Lack of Amenities	7
Public Schools	7
High Taxes	6
Negative Regional Image	6
Lack of Restaurants	5
Latonia Plaza	5
Low Household Incomes	5
Retail Catering to Lower Incomes	5
Street / Sidewalk Condition	5
Stopping Future Decline	4
Housing	3
Safety	3
Lack of Job Opportunities	2

Lack of Park / Greenspace	2
Lack of Streetscape	2
Holy Cross noise and traffic	1
Noise	1
Trailer Park	1

2. Which businesses and activities, past or present or new, would you like to see that are not currently located in Latonia? Please list your suggestions and explain why you think those would be a good fit today and in the future.

Desired Businesses or Activities

Sit-Down / Family Restaurant	50
Recreational Activities	27
Specialty Retail	20
Park / Greenspace	19
General Retail	18
Neighborhood Center	17
Better retail choices	12
Outdoor Recreation	11
Swimming Pool	9
General Retail Store (Value City, Kmart, Sears)	8
Civic / Neighborhood / Residential Based Services	7
Specialty Market (Farmers, Trader Joes, Whole Foods, etc.)	7
Garden store (Frank's Nursery)	6
Library	6
Johnny's Toys	5
Fill Existing Retail Space	4
Family oriented businesses	3
More Police	3
Festivals / Events	2
Focused / Theme Businesses (Ex: Wedding District)	2
Healthcare / Doctors Offices	1
Service Retail	1

3. If you live in Latonia, have any of your neighbors moved into or out of Latonia recently? If so, please share their reasons to why they moved into or left the city.

Reasons Neighbors Moved Into Latonia

Good Housing Stock	6
Childhood Neighborhood	1
Convenient amenities	1
Location	1
Safe Area	1
Small Town / Neighborhood Character	1

Reasons Neighbors Moved Out of Latonia

Public Schools	10
Crime / Drugs	9
Deteriorating Properties / Lack of Maintenance / Declining Property Values	9

Housing	9
Problem Residents	6
Property Taxes	5
Rental Property / Absentee Landlords	5
Aging Homeowner Moved	4
Moved to New Suburb / More Land	4
Transportation / Parking	4
Litter	3
Location	3
Safety	3
Section 8 / Public Housing	3
Foreclosure	3
Changing demographics	1
Increased poverty	1
Lack of Shopping	1
More diversity	1
Negative Regional Image	1
No young families	1
Vacancies	1

Unknown if Anyone had Moved but Reason Given

Rental Property / Absentee Landlords	2
Better Governance	1
Foreclosure	1
Housing	1
Problem Residents	1
Property Taxes	1
Safety	1
Section 8 / Public Housing	1
Uncertain of Latonia's future	1
Uncontrolled dogs	1

Other Response

No one has moved recently	10
Respondent considering moving	5
No Plans to Leave	2
Respondent plans on moving soon	2
Unsure	2
Respondent moved	1

- 4. Of all the cities you have ever visited or lived in, which ones did you like most? What, if anything, did these cities have that you would like to see in Latonia? (housing, retail, transportation, recreation, special events, cleanliness, population diversity, etc.)**

Reasons Given for Liking Small Towns

Well maintained city / cleanliness	18
Festivals	15
Eclectic Shops	9

Parks / Greenspace	9
Low Crime / Safe	8
Walkable	6
Small town atmosphere	5
Unique Dining	4
Convenient amenities	3
Suburban Convenience	3
Transportation	3
Affordable	2
Attractive Housing	2
Children's Activities	2
Good Schools	2
Historic Architecture	2
People take pride in their property/city	2
Bike lanes / Bike friendly	1
Calm traffic	1
Community Involvement	1
Dry county	1
Everyday retail	1
Family Friendly	1
Minimal Public Housing	1
Neighborhood vs. subdivision	1
New Businesses	1
Proximity to major city	1
Revitalization Efforts	1
Rural Feel	1
Sense of community	1
Street trees / landscaping	1
Town Square	1

Reasons Given for Liking Big Cities

Well maintained city / cleanliness	6
Parks / Greenspace	4
Eclectic Shops	3
Transportation	3
Bigger city	2
Climate	2
Diversity	2
Educational institutions	2
History	2
People take pride in their property/city	2
Recreation	2
Street trees / landscaping	2
Walkable	2
Able to function without car	1
Attractions	1
Buried utilities	1
Historic Architecture	1
Library system	1
Music / Arts	1

Outdoor vendors	1
Parking on 1 side of street	1
Progressive leadership	1
Promote and utilize waterways	1

Reasons Given for Liking International Cities

Well maintained city / cleanliness	2
Street trees / landscaping	1
Promote and utilize waterways	1
Climate	1
Attractions	1

Multiple Choice - Latonia Specific Responses

5. Do you _____ in Latonia? (Mark all that apply)

Live	70
Shop	64
Other	30
Work	25
Go to school	4
Play	0

6. If you live in Latonia, how long have you lived in the neighborhood?

Less than 1 year	0
1-3 years	4
3-5 years	4
5-10 years	15
10-20 years	10
Longer than 20 years	41
<i>No Response</i>	35

7. Overall, I think Latonia is _____ over time.

Getting Better	18
Getting Worse	62
Staying the Same	30
<i>No Response</i>	0

8. Are you involved with, or a member of, your Latonia neighborhood association?

Yes, Ritte's East Latonia Neighborhood Group	12
Yes, West Latonia Neighborhood Association	13
Other	14

9. Do you attend events in Latonia such as festivals or parades?

Yes	80
No	30

No Response 0

10. Have you worked on a community project in Latonia in the last 12 months? Some examples include: neighborhood clean-up, mural, gateway sign, school or church project, community garden, street sale, etc.

Yes 28
No 65
No Response 17

11. In the past 12 months, have you attended any public meeting for Latonia in which there was a discussion of neighborhood activities?

Yes 28
No 79
No Response 3

12. If you live in Latonia, do you feel you know your neighbors on a first name basis?

Yes 63
No 8
Do not live in Latonia 33
No Response 6

13. If you live in Latonia, do you and any of your neighbors help each other out with chores such as getting the mail, taking in trash cans, mowing others' lawns, or watching others' children?

All the time 20
Frequently 17
Sometimes 28
Never 7
Do not live in Latonia 31
No Response 7

14. How safe do you feel in Latonia?

Feel safe all the time 17
Feel safe most of the time 71
Feel safe some of the time 16
Never feel safe 4
No Response 2

15. How do you get from place to place in Latonia? (Mark all that apply)

Walk 64
Bicycle 17
Transit (bus) 6
Car 105
Other 0

16. If you walk, bicycle or use transit to get to destinations in Latonia, do you feel there are adequate facilities?

Yes	55
No	24
<i>No Response</i>	31

17. Before this survey, were you aware of the study now being conducted for Latonia?

Yes	43
No	66
<i>No Response</i>	1

18. Would you like to receive updates via email of the study?

Yes	45
<i>No Response</i>	65

19. If you answered yes to the previous question please enter your email address. Your address will be kept confidential and not provided to outside sources.

Email provided	45
No email given	65

Multiple Choice – Demographic Responses

20. What is your gender?

Male	40
Female	68
<i>No Response</i>	2

21. In what year were you born? _____

1920-1929	2
1930-1939	7
1940-1949	20
1950-1959	22
1960-1969	27
1970-1979	23
1980-1989	7
<i>No Response</i>	2

22. What is your marital status?

Now married	69
Separated	2
Widowed	7
Never married	23
Divorced	8
<i>No Response</i>	1

23. Are you currently...?

Employed for wages	65
Self-employed	11
Out of work and looking for work	0
Out of work but not currently looking for work	7
A homemaker	4
A student	1
Retired	20
Unable to work	1
<i>No Response</i>	0

24. Is your house, apartment, or mobile home...?

Owned by you or someone in this household with a mortgage or loan?	72
Owned by you or someone in this household free and clear (without a mortgage or loan)?	26
Rented	9
Occupied without payment of cash rent?	0
<i>No Response</i>	3

25. Highest education level completed

Less than high school	0
High school / GED	18
Some college	19
2-year college degree (Associates)	18
4-year college degree (Bachelors)	28
Master's degree	24
Doctoral or Professional (MD, JD)	3
<i>No Response</i>	0

26. Yearly household income

Less than \$10,000	1
\$10,000 to \$14,999	1
\$15,000 to \$24,999	7
\$25,000 to \$34,999	18
\$35,000 to \$49,999	7
\$50,000 to \$74,999	29
\$75,000 to \$99,999	17
\$100,000 to \$149,999	11
\$150,000 to \$199,999	2
\$200,000 or more	2
<i>No Response</i>	15

27. Are you of Hispanic, Latino, or Spanish origin?

No, not of Hispanic, Latino, or Spanish origin	102
Yes, Mexican, Mexican American, Chicano	2

Yes, Puerto Rican	0
Yes, Cuban	0
Yes, another Hispanic, Latino, or Spanish origin –	0
<i>No Response</i>	6

28. Please specify your race. (Mark all that apply)

White or Caucasian	108
Black or African American	2
American Indian or Alaska Native	1
Asian Indian	0
Chinese	0
Filipino	0
Japanese	0
Korean	0
Vietnamese	0
Other Asian	0
Native Hawaiian	0
Guamanian or Chamorro	0
Samoan	0
Other Pacific Islander	0
Other Race	2

29. How many children 17 or younger live in your household?

0	67
1	22
2	12
3	6
4	1
5 or more	0
<i>No Response</i>	2

30. Is there anything else you would like to tell us about Latonia?

Responses varied and were added into the totals for questions one through four.

Appendix J - In the News

November 27, 2009

Covington looks to improve Latonia

*By Scott Wartman
swartman@nky.com*

COVINGTON - A study commissioned by Covington will look at how to improve Latonia.

Residents and business owners said they hope the study will create a plan that encourages more homeownership and recreational opportunities in the Covington neighborhood.

The city of Covington commissioned the Northern Kentucky Area Planning Commission for \$59,000 to look at issues such as housing stock, business environment and traffic as part of the Latonia Small Area Study.

"Latonia is a major area of the city," said Covington City Manager Larry Klein. "I think the city wants to encourage more owner-occupied housing. Maybe there needs to be more programs for owner-occupied housing. There are some vacancies at the shopping center. The market study will find some types of commercial uses that would thrive there."

The study would be similar to one NKAPC completed in 2008 for the Linden Grove area of Covington, Klein said.

The Linden Grove study led to changes in traffic patterns and other improvements, he said. The city is continuing to implement recommendations from the Linden Grove study, he said.

"The study keeps moving," Klein said. "You have a committee that includes citizens that is working with city staff and the Center for Great Neighborhoods to make sure the recommendations become reality."

A committee of about 20 residents, business owners and public officials assembled to lead the Latonia study began meeting this month. Over the course of the next year, input from the committee and from a series of public meetings will form a plan the city commission can use to address issues in the neighborhood.

"I was thrilled when I heard about the study," said Rita Dreyer, a Latonia resident and member of the committee. "In the recent past, most of the emphasis in the city has been on the riverfront area. I'm thrilled about the study and hope it can bring in more restaurants and homeowners."

An increasing amount of rental units concerns several residents on the study committee.

Dreyer and other residents on the committee want the study to highlight Latonia's strengths and encourage people and businesses to invest in the area.

Resident Lisa Gillham said many people don't know about the area's rich housing stock. Gilliam, whose family has lived in Latonia for five generations, moved back to Latonia to rehab her great aunt's Victorian home.

"A lot of times people don't think of Latonia and Realtors don't think of Latonia as being a place

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people would want other than for starter homes," Gillham said. "That is not true. We have a lot of interesting old homes that can be had for reasonable prices and that have quality material in them. An old house fan can have a field day here."

A senior center in Latonia also ranked high on residents' wish list. Concerns about traffic spurred resident Kate Iadipaolo to join the Latonia study committee.

Iadipaolo, who has two children ages 2 and 3, and is expecting her third child, said cars speed down streets, especially 40th to 43rd streets. She wants the city to consider traffic-calming measures and extending sidewalks.

"Without sidewalks on parts of the street and traffic going so fast, it is the makings of a serious accident," Iadipaolo said. "Something needs to be done to make it safer for pedestrians and drivers."

Study to keep Latonia 'viable'

By Regan Coomer
rcoomer@nky.com

Covington wants the community to visualize a bigger, better Latonia 10, 20 and even 30 years from now.

A small area study will commence this fall on the Covington neighborhood that was once its own city and still retains much of a city's character.

Business owners, residents and city officials will work with the Northern Kentucky Area Planning Commission to evaluate land-use, transportation and mobility and community facilities as well as implementation strategies and recommendations for city commission.

"It's a neat part of town because at one time it was its own city and it has retained some of that distinction," said City Manager Larry Klein. "Now is a good time to plan for the future so that when the economy does rebound we'll be ready with that plan – hopefully our timing will be consistent with the national economy improving."

The \$125,000 study will get going this fall and should be completed by late summer next year, Klein said.

A task force will be created to steer the study. The task force will use data currently being gathered in a separate marketing study to how Latonia stands now in terms of residential and business properties, population, etc.

"There's a lot of large genera-



FILE PHOTO

Historic **Ritte's** Corner is one of the focal points of the Latonia neighborhood, which will be part of a Northern Kentucky Area Planning Commission small area study for the next year or so.

tors of activities and businesses there and it was thought to be a good idea to take a comprehensive look at that area and see if there's something the city can do to help it prosper either through changes in land use, zoning or public infrastructure improvements," Klein said.

Ritte's East Neighborhood Group co-president Donna Horine said the study is a long time coming.

"We're just very excited about it," she said. "Latonia has maintained a viable community for a long time. We're putting things in place to make sure that continues in the future."

The life-long resident hopes the study can help facilitate homes for seniors who have "stayed in Latonia, grew old in Latonia and want to stay in Latonia," she said.

Klein said the task force should

be formed soon and that a meeting introducing the study and soliciting community input should be held in October or November.

"It is a big commitment of time and energy. It's not just sitting down in a meeting you're taking the material home and studying it," Klein said.

"The reward is you're a part of a huge effort to make your neighborhood better."

The Latonia Small Area Study intends to address the current and future needs of the northern Kentucky neighborhood in a comprehensive manner. Annexed by Covington in 1909, Latonia was named after the nearby Latonia Springs resort. The study is in the early phases now and could potentially include topics like land use, transportation, community facilities, and implementation strategies and recommendations.

Much like a city comprehensive plan, the Latonia Small Area Study will look to engage the community and use that input to guide the comprehensive planning process that will hopefully make the neighborhood a better place for future generations.

At this point field work is currently being done to compile data on existing building conditions and land uses, and should be completed by the end of September.



This data will lay the ground work to discuss a variety of issues in the comprehensive planning process, and will provide needed information for the [Northern Kentucky Area Planning Commission](#) (NKAPC).

Following the initial data collection, a market study will also have to be completed that looks at all aspects of the Latonia area. Demographic, real estate, business, housing, land use, and other information will all need to be collected during this step of Phase 1 of the Small Area Study.

Community input is going to be extremely important, but plan organizers note that residents and business owners will be engaged soon. A project website is currently under development and public meetings are being organized so that those interested can stay involved in the study and comprehensive planning process.

The first public meeting has not yet been scheduled, but will happen in late fall 2009. The comprehensive planning process will continue on over the next year with final public involvement wrapping up at

Continued On Next Page

Continued From Previous Page

the beginning of fall 2010.

Those looking to get involved and stay up-to-date are encouraged to contact Angela Cook at the City of Covington at (859) 292-2160, James Fausz at the NKAPC at (859) 331-8987, or Rachel Hastings at (859) 547-5546.

Writer: [Randy A. Simes](#)

Photography provided

Stay connected and follow Randy on Twitter [@SoapboxRandy](#)

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swartman@nky.com

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"Without sidewalks on parts of the street and traffic going so fast, it is the makings of a serious accident," Ladipaolo said. "Something needs to be done to make it safer for pedestrians and drivers."



[Return to Covington Community Page »](#)

Thursday, February 25, 2010

Latonia small area study survey

Contributed By James Fausz | NKAPC | [ShareThis](#)

Covington, KY – February 25, 2010 The Northern Kentucky Area Planning Commission (NKAPC) in conjunction with the City of Covington, Kentucky would like to invite you to share your thoughts about the Latonia neighborhood via the study's online survey. Survey responses will be used to guide the planning process over the next ten months of the study. The survey is open to anyone who lives in or visits Latonia for any reason. Individuals or organizations interested in participating in the survey should visit <http://www.nkpc.org/LatoniaSurvey.asp> to provide their insight into the area. Paper copies of the survey can also be obtained by contacting James Fausz of NKAPC at (859) 331-8980 or Angela Cook of the City Manager's Office at Covington City Hall at (859) 292-2160. Responses for the survey will be collected March 5, 2010.

[» Covington Local News Headlines](#)

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COMMUNITY RECORDER

Your Community Recorder
newspaper serving Northern Kenton County

E-mail: kynews@communitypress.com

Web site: NKY.com

Thursday, February 25, 2010

BECAUSE COMMUNITY MATTERS

50¢

Surveys needed for Latonia small area study

By Regan Coomer
rcoomer@nky.com

Kenton County has until March 5 to respond to a survey about Latonia.

The survey results will be a key component in the Northern Kentucky Area Planning Commission's small area study of the Covington neighborhood, said

Project Manager James Fausz.

"If you have an interaction with Latonia, you don't necessarily have to live there, we're interested in hearing from you and what you'd like to see in Latonia or some of the things you found that were problematic and needs to be addressed," he said.

The 28-question survey takes about 10 minutes to fill out and includes both multiple-choice and open-ended questions. The survey can be taken online at nkapc.org or by stopping by the NKAPC in Fort Mitchell if a computer is unavailable.

The survey asks residents and Latonia-enthusiasts to describe what they think are the neighborhood's greatest assets and greatest challenges as well

as which businesses and activities they'd like to see that are not currently in Latonia.

In addition to the survey results, the NKAPC is wrapping up interviews with "key" persons in the community such as businesses, property owners, neighborhood associations, police and fire departments, city officials and more. Fausz expects to have as many as 50 key-person interviews completed soon.

"The survey goes along with the key person interviews," Fausz said. "We're looking at finding as much information as we can for the existing conditions report."

Once Latonia's existing conditions report is wrapped up, the NKAPC will host three public meetings to get

input from residents on the information they've gathered and the small area recommendations for development and growth that will be drawn up by the study's task force.

Fausz said the first public meeting is tentatively scheduled for late April. The first meeting will ask residents to add to or correct the existing conditions of Latonia. The second meeting, which Fausz said could happen in mid-summer, will ask residents to look at redevelopment opportunities and the third, to be held in September or October, would solicit opinions on the entire plan.

"Our target date is to have everything wrapped up later this fall; ideally in October," Fausz said.

Covington mayor asks for help in developing vacant sites

BY REGAN COOMER • RCOOMER@NKY.COM • MARCH 26, 2010

On the fly during his talk at a Covington Business Council meeting, Covington Mayor Denny Bowman came up with an idea to help promote his primary message: working together to promote growth.

Bowman listed some of the city's 1,000 vacant sites that would profit from development at the luncheon, held March 25 at The Madison.

"It's going to take everyone here to turn these sites around," he said. "All of these sites are crucial sites for Covington."

Bowman went on to suggest that the city should form several three or four-person committees, assigning each one to focus entirely on a particular site.

"If we can bring our staff together with business leaders and financial leaders and bring them all in as part of that discussion with the property owner, I think you'll see some action," he said.

Bowman later admitted he had just thought of the idea but confirmed he would be following up on it.

"Absolutely," he said, adding it is important to mobilize stakeholders toward one goal. "If the organizations are going different directions you're not going to be successful."

A committee would approach the owner and ask what it could do to make the property more marketable and would be the liaison between the property owner and the city, Bowman said.

"These two people can't do it all," said Bowman, gesturing to City Manager Larry Klein and Assistant Manager Larisa Sims. "The property owners will work with us if you come to them in a positive direction."

During his presentation Bowman shared facts about Covington's history as well as about projects on the books now geared toward the betterment of the city.

Continued On Next Page

Continued From Previous Page

Bowman said the Latonia Small Area Study, the purchase of identifying signs for landmarks, landscaping the city's gateways, the Experience Covington online tours and more will help bring on a "continued re-birth of Covington."

Covington Business Council Executive Director Gary Keller said he and the group's members would work with the city in any way to promote growth.

"It's important to ask, 'How can we bring all these organizations together?' because all them do great work."

Holding the luncheons and promoting "connectivity" is allowing the CBC to help Covington, Keller said, adding "it's easy to forget about who's doing what."

<http://nky.cincinnati.com/article/C2/20100326/NEWS/3260306/-1/recorder/Covington+mayor+asks+help+in+developing+vacant+sites>

Vacant Marathon could become park

BY SCOTT WARTMAN • SWARTMAN@NKY.COM • MARCH 31, 2010

COVINGTON - Latonia residents and business owners have tired of looking at the vacant Marathon gas station on Decoursey Pike for almost 12 years.

A grassroots neighborhood group known as the Latonia Gateway Park Work Group hopes it can this year replace the boarded up building and cracked concrete with fountains, foliage and benches.

The group is negotiating with Marathon in hopes of buying the former gas station at the corner of Decoursey Pike and 32nd Street for a pocket park, said Marvin Wischer, president of the Latonia Business Association and one of the work group's leaders. Wischer is president of KW Mechanical in Latonia.

Wischer thinks the work group might have the gas station purchased by this summer. A letter-writing campaign to support the proposed park started in the past month and has yielded letters from 10 different organizations and a resolution of support from the Covington City Commission.

The park work group formed in July 2008. They've met monthly and have preliminary designs for a park. Public meetings in the past year on the proposed park have been attended by as many as 70 people, Wischer said.

"It is pulling Latonia together," Wischer said. "It is good that everybody is meeting together and talking about this. It is a good project."

The property is small, but it's centrally located in the Latonia business district. As the city and residents work on an area study to plan Latonia's future, the residents want to address this vacancy. Wischer said 25,000 cars a day pass this gas station.

"To get from downtown Covington to Latonia, this is how you get into Latonia," Wischer said. "It would be tremendous to have a park there. For prospective business owners, it would say, 'Hey, somebody cares.'"

Continued On Next Page

Continued From Previous Page

The gas station opened in 1963 and closed in 1998 and has remained for sale ever since. Kenton County has assessed the property's tax value at \$60,000, according to the property valuation administrator.

If the work group can buy the property, it would start raising money to build the park, Wischer said.

Resident Rita Dreyer, a member of the work group, said a park would improve Latonia.

"All it is, is an eyesore in the community," Dreyer said. "There has been a new interest in pocket parks, and that would be an ideal spot for one. The more we have started looking into it, the more interest it gained."

<http://nky.cincinnati.com/apps/pbcs.dll/article?AID=/AB/20100331/NEWS0103/4010347>



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