

## 4.7 STREETScape

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

### *Short Term 0-5 Years*

#### **Streets and Sidewalks**

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

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

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

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

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

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

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

### *Ongoing*

## **Sidewalk Installation**

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

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

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

## **Street Trees and Treelawns**

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

## **Vegetated Medians**

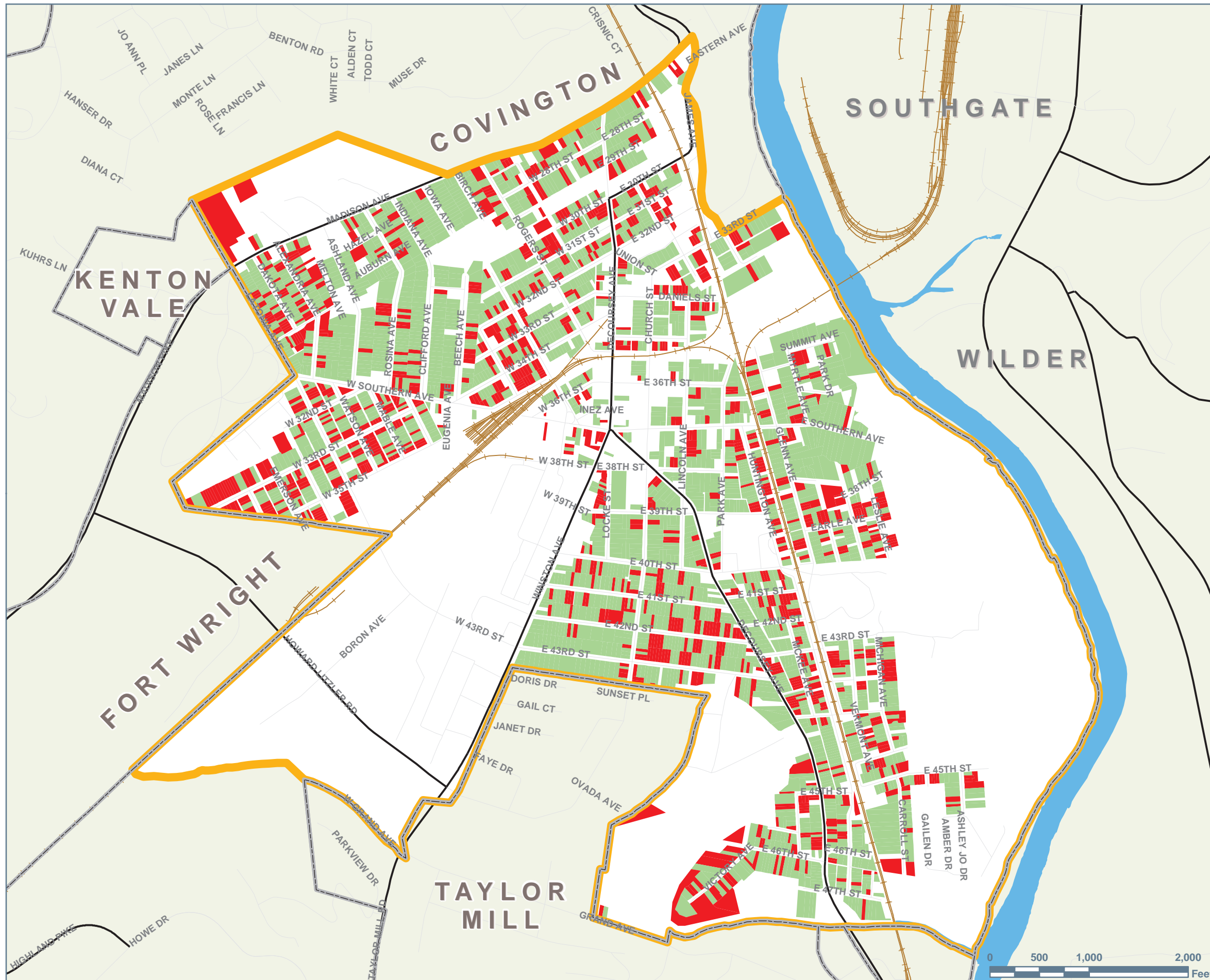
Vegetated medians are planting areas that lie between the travel lanes of a roadway. Medians should be incorporated on major internal streets of the redevelopment area as displayed in Figure 4.8.6 on page 95. Additional details on vegetated medians can be found in the Green Infrastructure and Latonia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

## **Lighting**








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

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

# Map 4.7.1 Residential Off Street Parking Analysis



## Legend

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

Source: LINK GIS Date: October, 2010





Figure 4.7.1: Standard Utility Lights

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

### **Building Height and Placement**

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



Figure 4.7.2: Decorative Lighting in Ritte's Corner

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

