

ROBERTSON
AVENUE

ROBERTSON AVENUE CORRIDOR URBAN RENEWAL PLAN

*June 2001
Final Version*

prepared for
Department of Economic Development
City of Cincinnati

prepared by
City of Cincinnati
Department of City Planning
Office of Architecture and Urban Design
Department of Transportation and Engineering



TABLE OF CONTENTS



Introduction

Executive Summary.....	1
Introduction.....	2
Vicinity Map.....	4
Study Area Boundary Map.....	5

Existing Conditions

Land Use and Zoning.....	9
Zoning Recommendations.....	13
Circulation and Parking.....	17
Business/Property Ownership.....	25
Regional Development.....	33

Overall Plan

Goals and Objectives.....	36
Implementation Strategies-Concept Plan.....	38
Implementation	
• Development Projects & Programs.....	39
• Right-of-way Improvements.....	40
• Community Programs.....	41

Blight Study

Eligibility Blight Study.....	44
Blight Study Map.....	47

Credits

Appendices

Appendix A: Legal Boundary Description	
Appendix B: Urban Renewal Requirements	
Appendix C: Existing Businesses/Property Owners Map	
Appendix D: Business Survey	

The Urban Renewal Plan for the Robertson Avenue corridor is the result of analyzing existing conditions, surveying business owners and proprietors, and obtaining community input.

The Study Area core encompasses manufacturing, business, and residential uses in the west central section of Oakley. Enyart Avenue, Madison Road, Robertson Avenue, and I-71 provide the boundary.

The plan was initiated by the Oakley Community Council to reduce land use conflicts and provide expansion opportunities for existing businesses.

A Task Force of area businesses, residents, property owners, and Community Council representatives guided the entire Planning process.

A survey of owners and proprietors completed last summer by Economic Development staff was used to determine the needs of local businesses.

Goals developed by the planning task force include encouraging economic growth, elimination of blight, improving traffic circulation and integrating manufacturing, business and residential uses.

The Urban Renewal Plan identifies strategies to achieve these goals and to create and retain jobs within the City of Cincinnati while integrating new development into the neighborhood fabric. Examples of strategies include: roadway improvements on Appleton Avenue, Enyart Avenue and Robertson Avenue designed to improve vehicular traffic circulation through the area, development of additional off-street parking to encourage business expansion, encouraging zoning

that reduces land use conflicts and reinforces the development of this commercial/industrial business district, and maintaining an aesthetically pleasing appearance through establishment of additional landscape screening for parking lots. For more details and location of the recommended strategies refer to the Implementation and Strategies-Concept Plan.

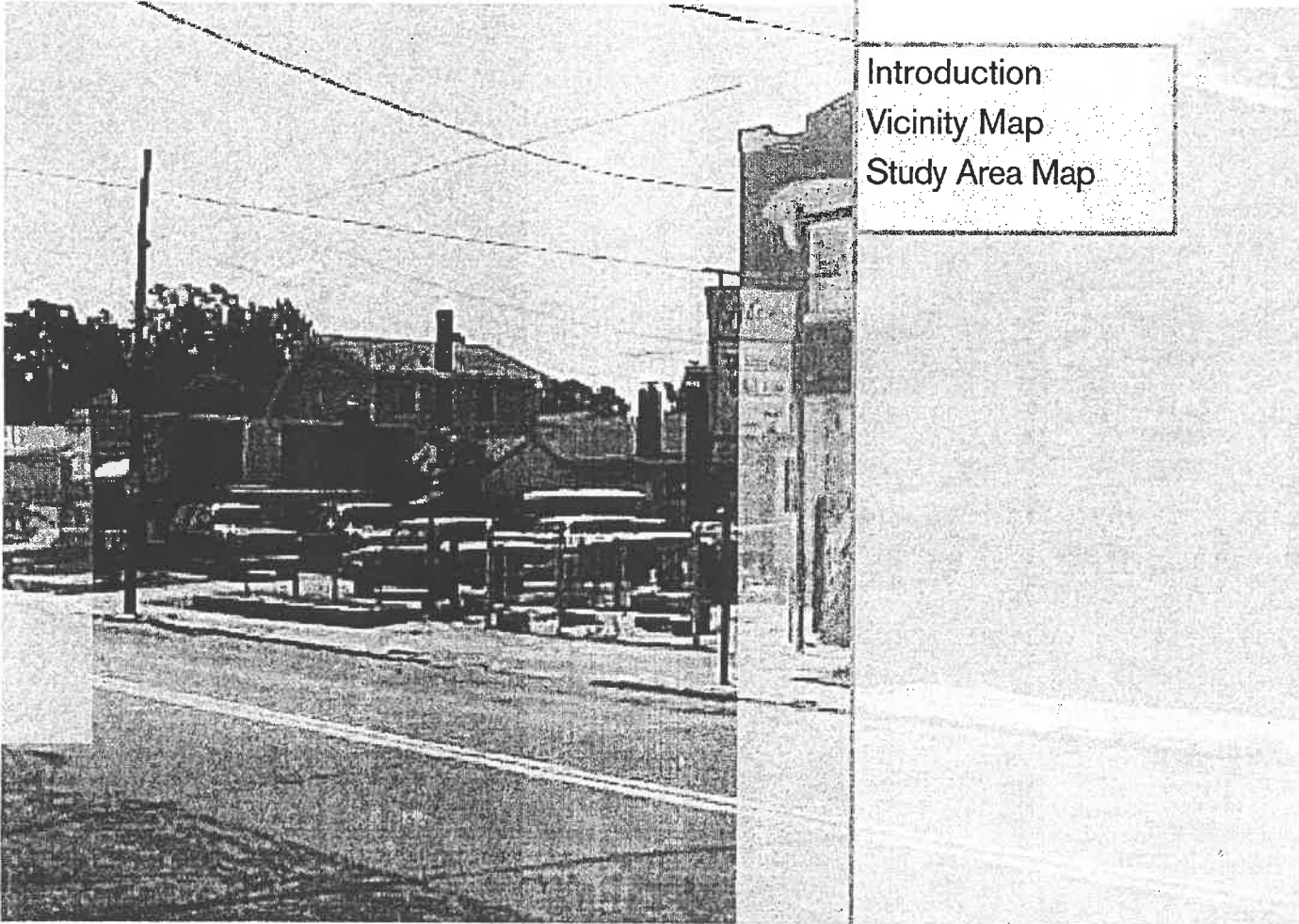
The plan also calls for a number of community initiatives, including formation of a Business Committee of the Community Council, whose mission would be to advocate for and implement improvements in the commercial/industrial business district. Other initiatives are assisting business and property owners in reducing vacancies, developing unified marketing strategy for smaller in-fill properties on south side of Robertson Avenue and encouraging partnership among stakeholders to promote development opportunities. The work program for that organization/committee would be guided by the Implementation Strategy contained in this plan.

The implementation of this plan requires the cooperation of the Oakley Community, the City of Cincinnati, business and property owners.

This Urban Renewal Plan is drafted in compliance with Chapter 725, Urban Renewal, of the Cincinnati Municipal Code. That chapter provides for property acquisition when necessary to carry out an urban renewal plan.

INTRODUCTION

Introduction
Vicinity Map
Study Area Map



Purpose

The plan was requested by the Oakley Community Council with the goal of having development issues and challenges addressed to foster economic development as well as protect residential uses in the area. In other words, the driving force behind the plan is to capitalize on the opportunities and respond to the problems in the corridor. The area is well equipped with utilities and includes stable residential areas. Major challenges include lack of available land for business expansion, limited parking facilities, and business traffic through residential streets.

An urban renewal plan was requested to provide the City the opportunity to acquire property needed for implementation. It also allows the City the potential to use Federal Funds to improve conditions and eliminates blighting influences. An urban renewal plan defines the area which is blighted or deteriorating, states the reasons for defining the areas as blighted or deteriorating, and recommends a certain course of action to redevelop or rehabilitate the area (See Appendix B for Urban Renewal Plan Summary).

Process

The Robertson Avenue Corridor Urban Renewal Plan is a result of extensive existing condition analysis, marketing analysis, identification of goals and objectives, development of solutions to the issues, and identification of implementation strategies.

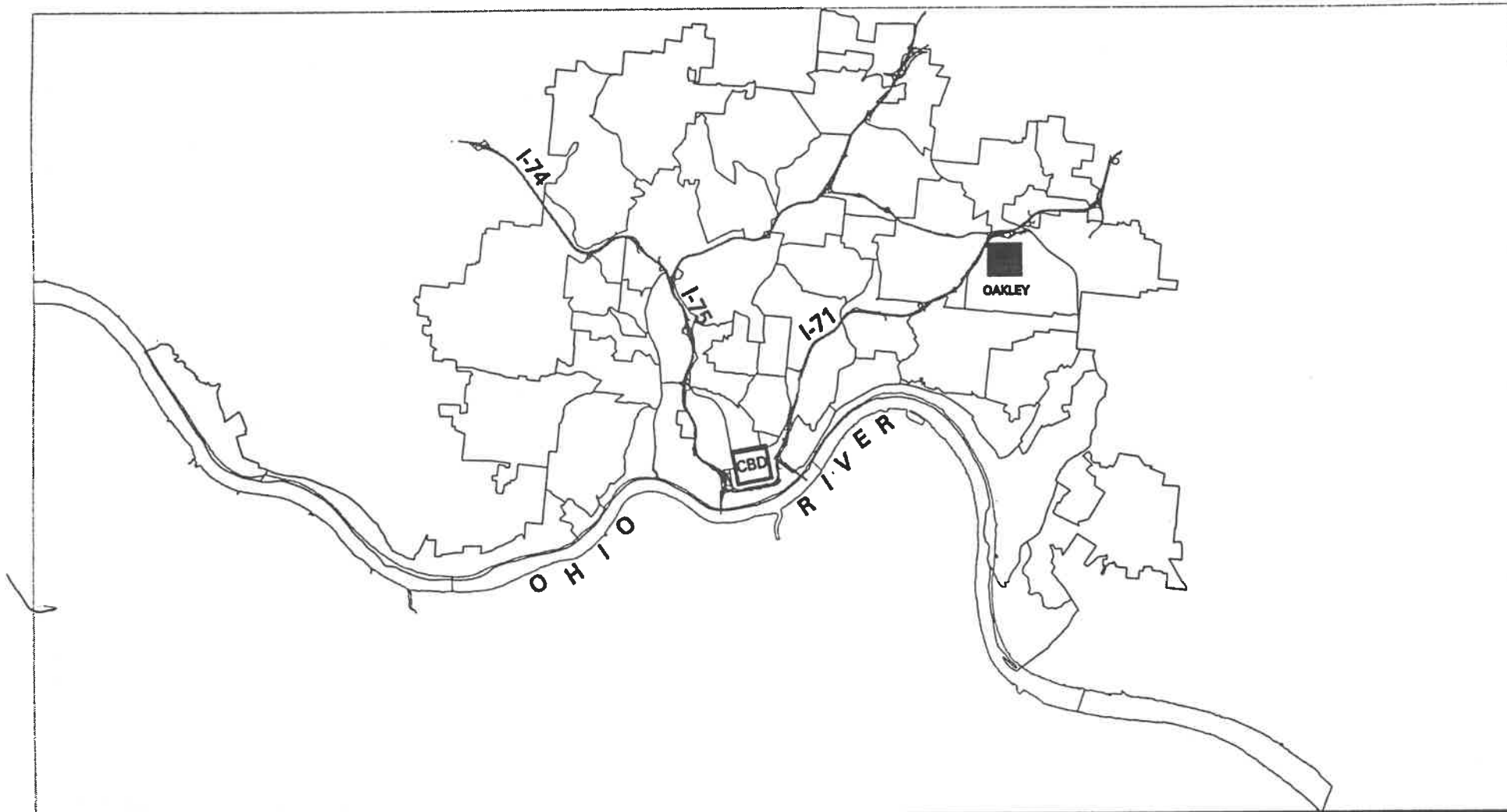
The plan's strategies identify solutions to meet the goals and objectives of the plan. The goals address economic growth in the area, including

job creation and retention; blighted structures; enhancing traffic circulation that respects both residential and manufacturing uses; and integrating manufacturing, business, and residential uses in the district.

The planning task force, comprised of residents, community leaders, business owners, and property owners, provides direction for the planning process. The process included a series of task force and public meetings.

Geographic Location

The urban renewal area is located in the northeast section of the City (See Map 1). More specifically, the Robertson Avenue Corridor Urban Renewal plan is bounded to the north by the CSX Railroad north right-of-way line between the I-71 expressway and Madison Road; and to the south along the south right-of-way line of Appleton Street and a meandering boundary approximately 100 feet south of Robertson Avenue, extending from Appleton Street toward the I-71 expressway (See Map 2). This study area extends east to west from the Madison Road Corridor to the I-71 expressway. The main core of this area is a mixture of manufacturing, business, and residential uses.



Vicinity Map

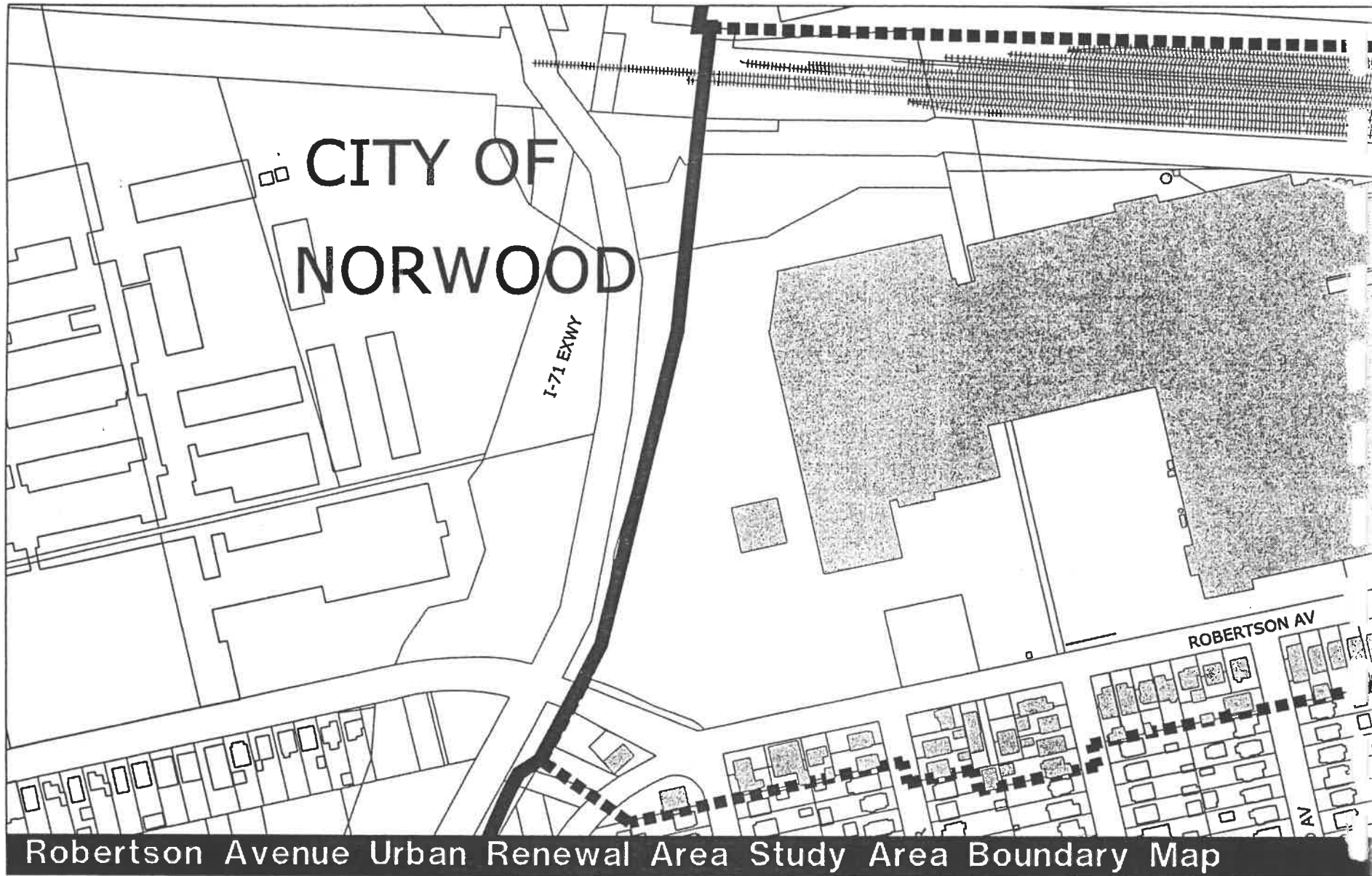
Legend

■ Robertson Avenue Study Area

MAP 1

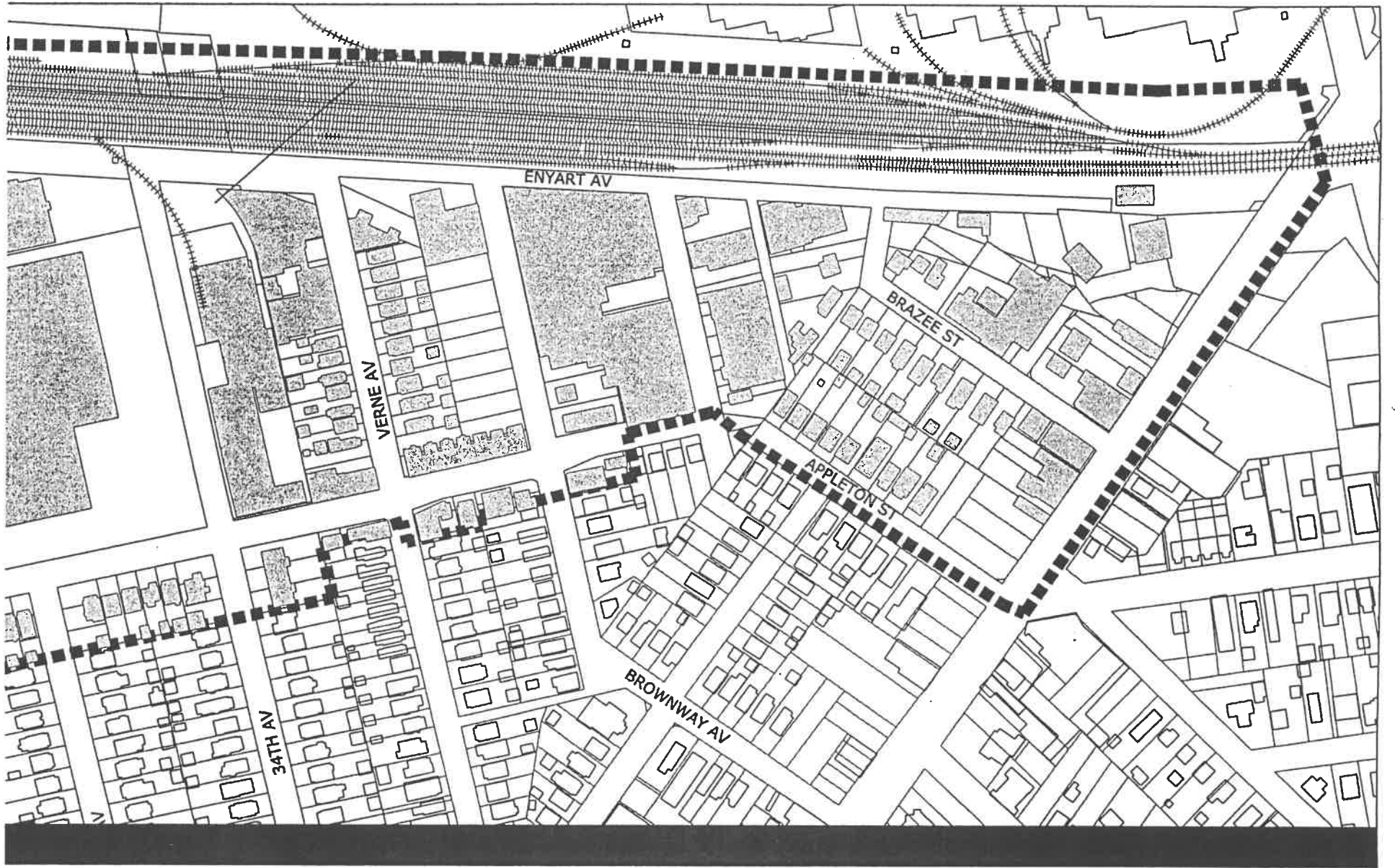


Scale: 1"=10,000'



■■■■ Study Area Boundary

■■■■ Civil Boundary



MAP 2

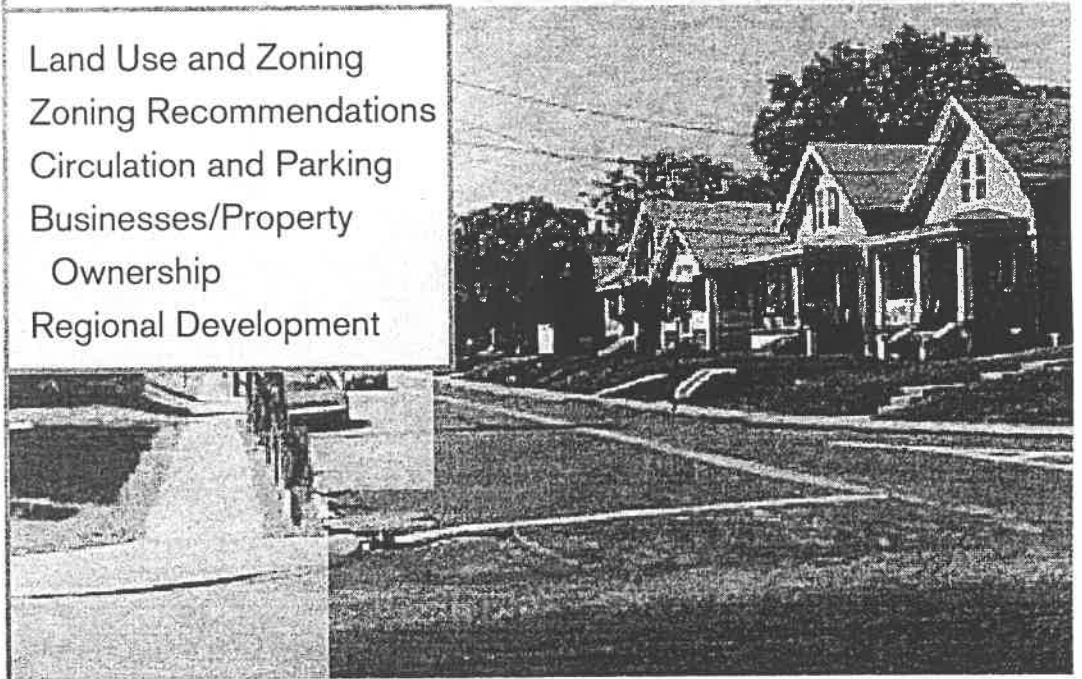


Scale: 1"=250'0"



EXISTING CONDITIONS

Land Use and Zoning
Zoning Recommendations
Circulation and Parking
Businesses/Property
Ownership
Regional Development



Land use in the Robertson Avenue Corridor primarily consists of commercial and manufacturing uses with a small percentage of residential uses. The residential uses are concentrated on the south and southeast portion of Robertson Avenue. There are thirty-four multi-family residential units along Robertson Avenue between Appleton Street and Millsbrae Avenue. The community wants to preserve the residences on the property and hence maintain the residential character.

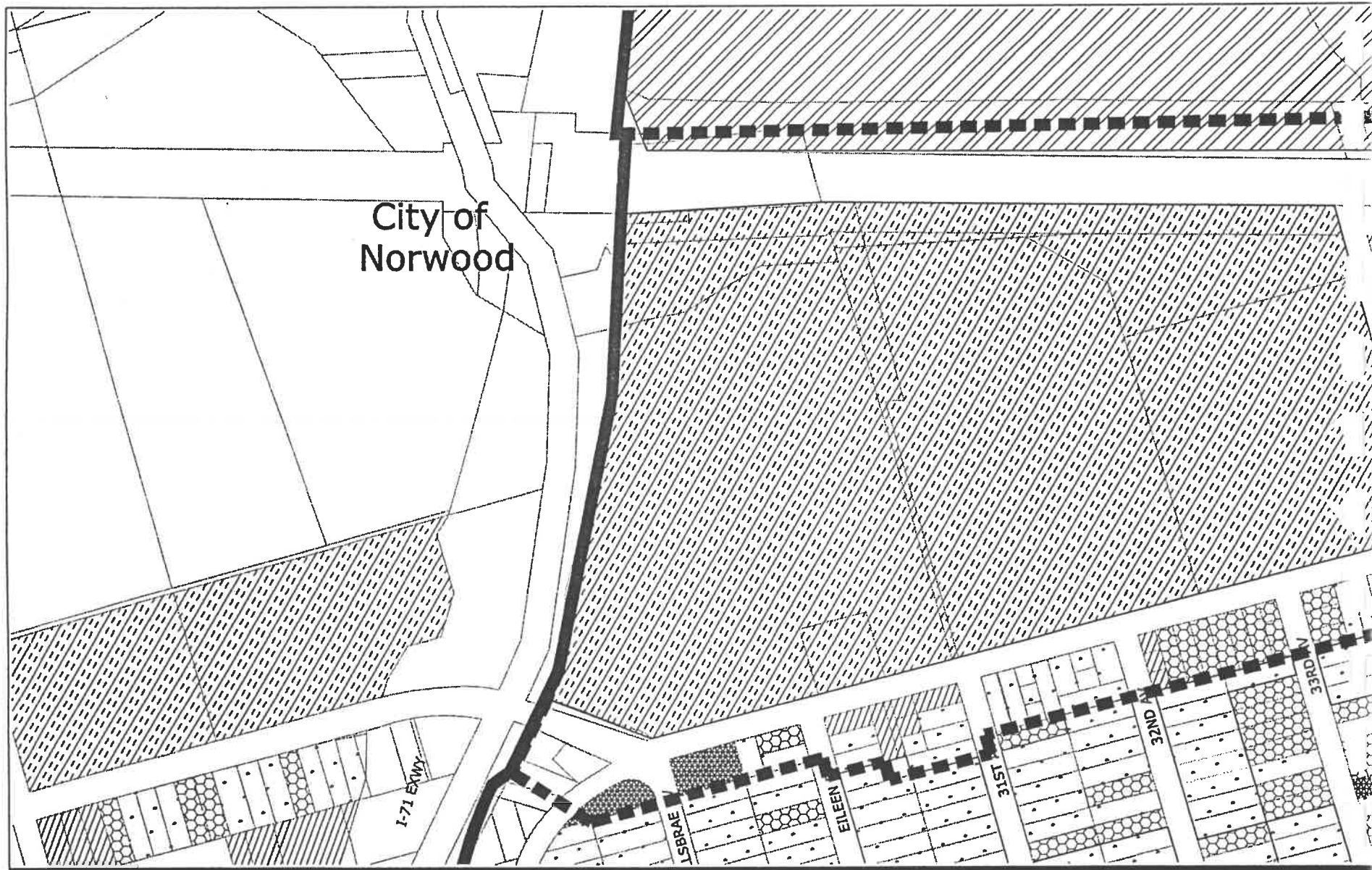
The northern section of the corridor boundary, with approximately 114 businesses, consists largely of manufacturing and commercial uses, such as industrial and service-type businesses (See Map 3). Most of the buildings are one to two stories in height. Parking is available on street and in off-street surface parking lots that are privately owned and operated. A few are shared. There are several clusters of well-maintained commercial and industrial facilities but very few vacant sites for new development.

The primary zone M-2, Intermediate Manufacturing District is north of Robertson Avenue and west of 34th Street. A B-3, Retail-Wholesale Business District in the eastern half of the area occupies the second largest share. The R-5, Multi-Family Medium-Density District between Appleton and Brazee Streets ranks third in terms of area and land occupied. The B-4, General Business and the R-5 (T), Multi-Family Transitional Districts south of Robertson Avenue and northeast of Appleton Street, both equal in size, occupy the fourth place in terms of acreage. The O-1, Suburban High Density Office District, at the southeast corner of Robertson and Verne Avenues occupies the least acreage (See Map 4).

Land use and zoning are consistent with one another, with the exception of two pocket areas. One area is located on the south side of Robertson Avenue east of Verne Avenue. This area zoned O-1, Suburban High Density Office District and B-3, Retail Wholesale District is currently used for commercial and manufacturing uses. The second area, north of Robertson and west of Robertson Avenue, is zoned B-3, Retail Wholesale Business but is currently being used for manufacturing which requires a manufacturing zone. A study of these areas would determine the appropriate zoning. A new zoning classification should assure conformity of uses with zoning. Both zones have been in place since 1965.

Furthermore, a study of zoning for the area south of Robertson Avenue between 31st and Verne Avenues, currently zone R-5(T), Multi-Family Medium Density Transitional District, which provides opportunity for business activity, is recommended. This area which is predominantly residential should be rezoned from R-5(T) to R-5, Multi-Family Medium Density which reflects the current uses on property as well as providing a transition between manufacturing on the north and single and two-family residential on the south. The R-5 zone district does not allow business use. The recommendation to R-5 is appropriate since only one property owner established a business within the R-5(T) zone district. The new zone will reinforce the residential character of the area.

There are specialty retail-oriented businesses along Brazee Street. An appropriate concentration of B-2 Community Business District types could be ideal in the area south of Robertson Avenue between Eileen Drive and Brownway Avenue. Other development that provides essential services for the community and surrounding area should be found toward the Madison Road Business District.



Robertson Avenue Urban Renewal Plan Existing Land Use Map

LEGEND

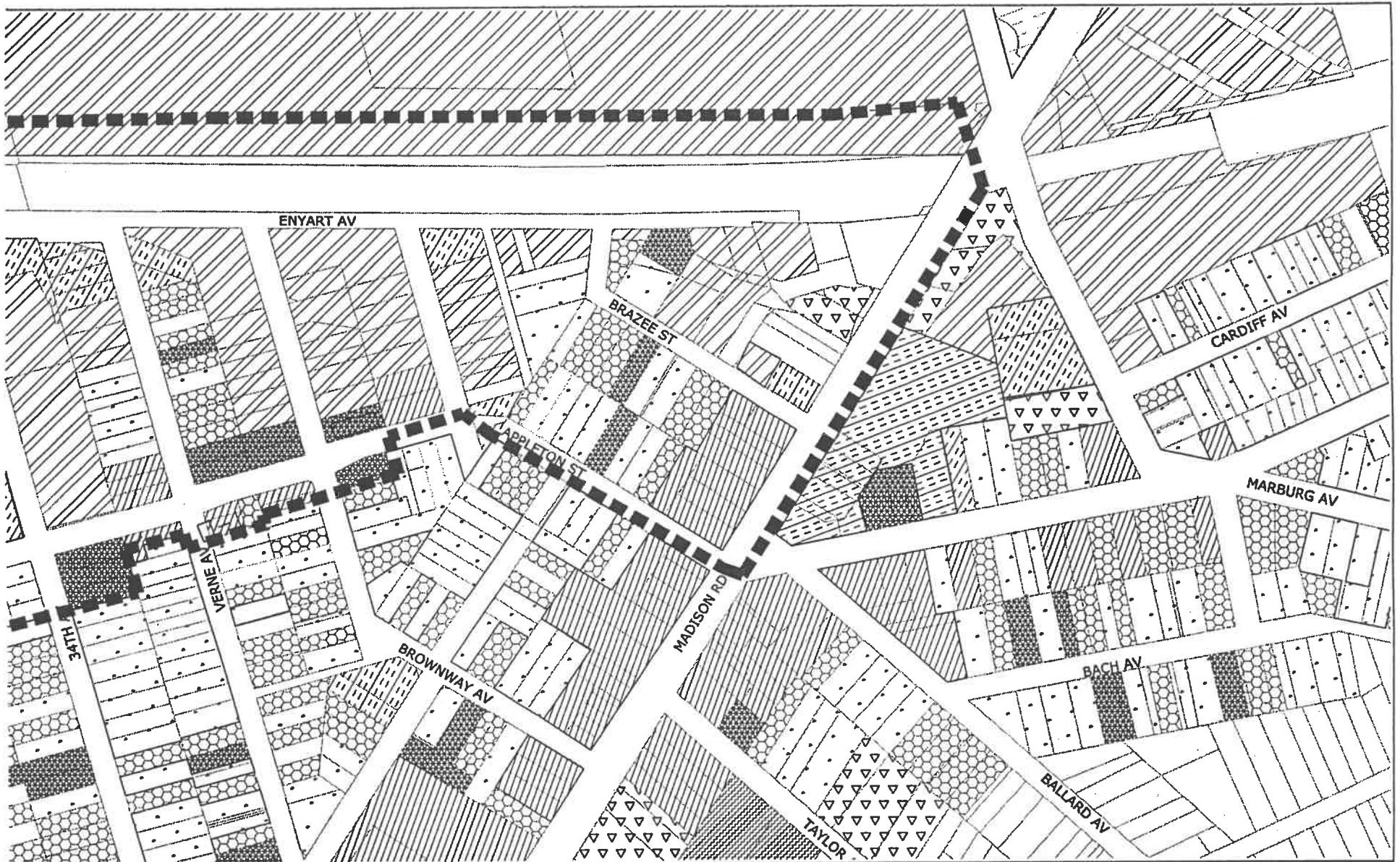
- ■ ■ Study Area Boundary
- ▬ Civil Boundary

LAND USE LEGEND

- ▨ Single-Family
- ▩ Two Family
- ▧ Multi-Family

- ▨ Educational
- ▧ Public Use
- ▨ Manufacturing

- ▨ Wholesale & Storage
- ▨ Commercial



MAP 3

Scale: 1" = 250'0"



While the majority of parcels are appropriately zoned, the Task Force identified four rezoning opportunities to allow more intense use of the property to stimulate economic development and hence satisfy economic development and conformity goals and objectives of this plan. One area is recommended to protect its residential character. The parcels recommended for rezoning total approximately 4.3 acres of non-right-of-way property (See Map 4 that identifies the locations of the properties proposed for zone changes). The recommended zone change studies are:

A. Rezone property at the southeast corner of Robertson and Verne Avenues from O-1 to B-2 (0.10 acres approximately)

Rationale: Area south of Robertson Avenue currently zoned O-1 should be rezoned to B-2, which permits offices. A portion of an office building that also is situated in the B-3 zone district currently occupies the O-1 zoned property. A zone change will place the entire property in one zone instead of two zones.

B. Rezone property south of Robertson Avenue between 34th Avenue and Appleton Street from B-3 to B-2 (0.9 acres approximately)

Rationale: Rezoning the area currently being used for single-family, two-family, multi-family, and commercial to B-2 provides a more restrictive buffer between the proposed M-2 across Robertson Avenue and the adjacent residential properties to the south.

C. Rezone property north of Robertson east of 34th Avenues from B-3 to M-2 (3.3 acres approximately)

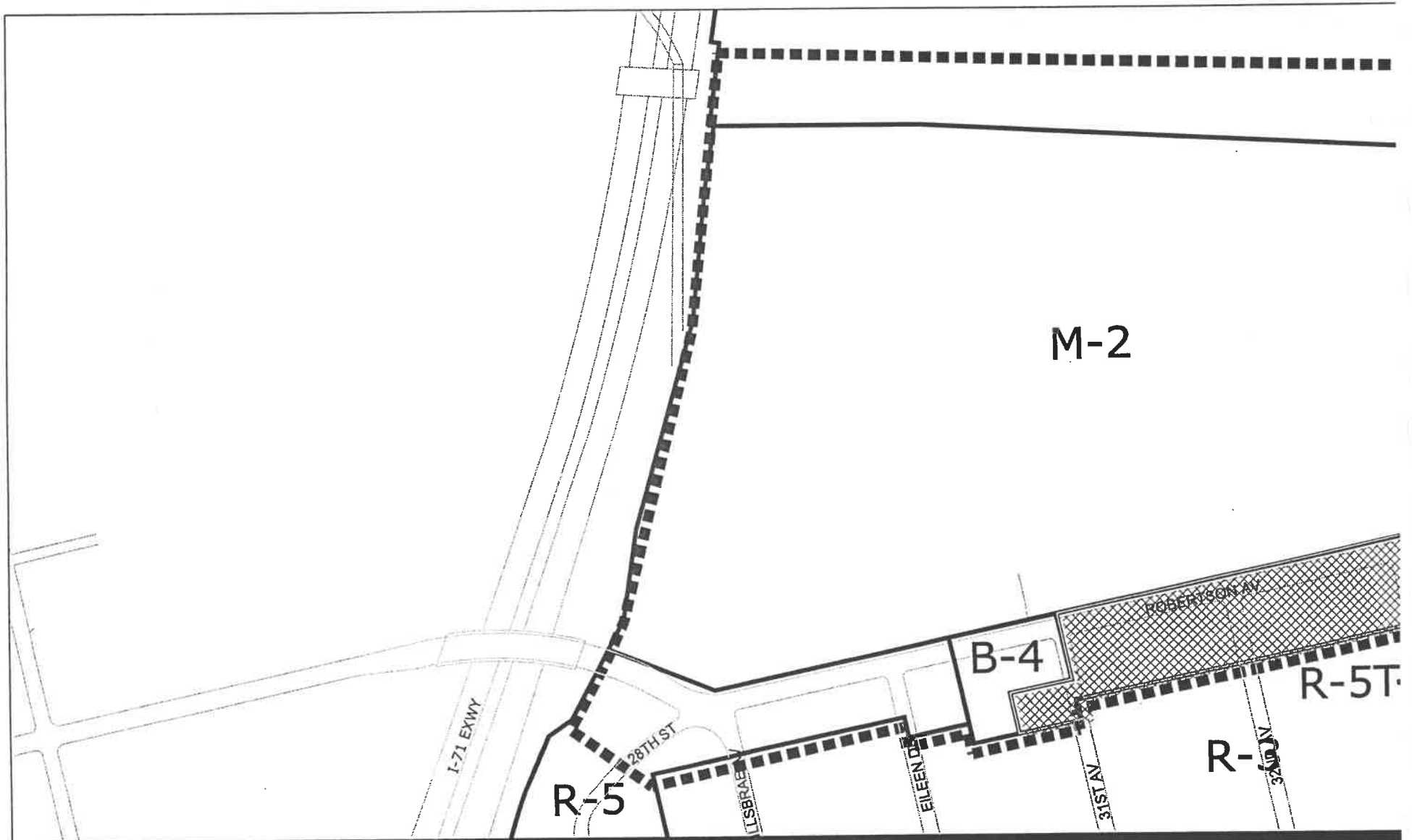
Rationale: Rezoning the area currently zoned B-3 and used for

residential, commercial, wholesale and storage, and manufacturing to M-2 will accommodate expansion by manufacturing companies in an area that is clearly manufacturing in nature. This area is shown on Map 8 as potential development area.

D. Rezone property south of Robertson Avenue between 31 St Avenue and Verne Avenue from R-5(T) to R-5 (-. acres approximately)

Rationale: Rezoning the area currently used predominantly as residential from R-5(T), Multi-Family Medium Transitional District to R-5, Multi-Family Medium Density will maintain and enhance the residential physical character of the area south of Robertson Road. Additionally, only one business has exercised business right since 1933 and hence no need to accommodate business establishment(s) in this area.

These recommendations would require zone change studies that must be initiated independently of this Plan.



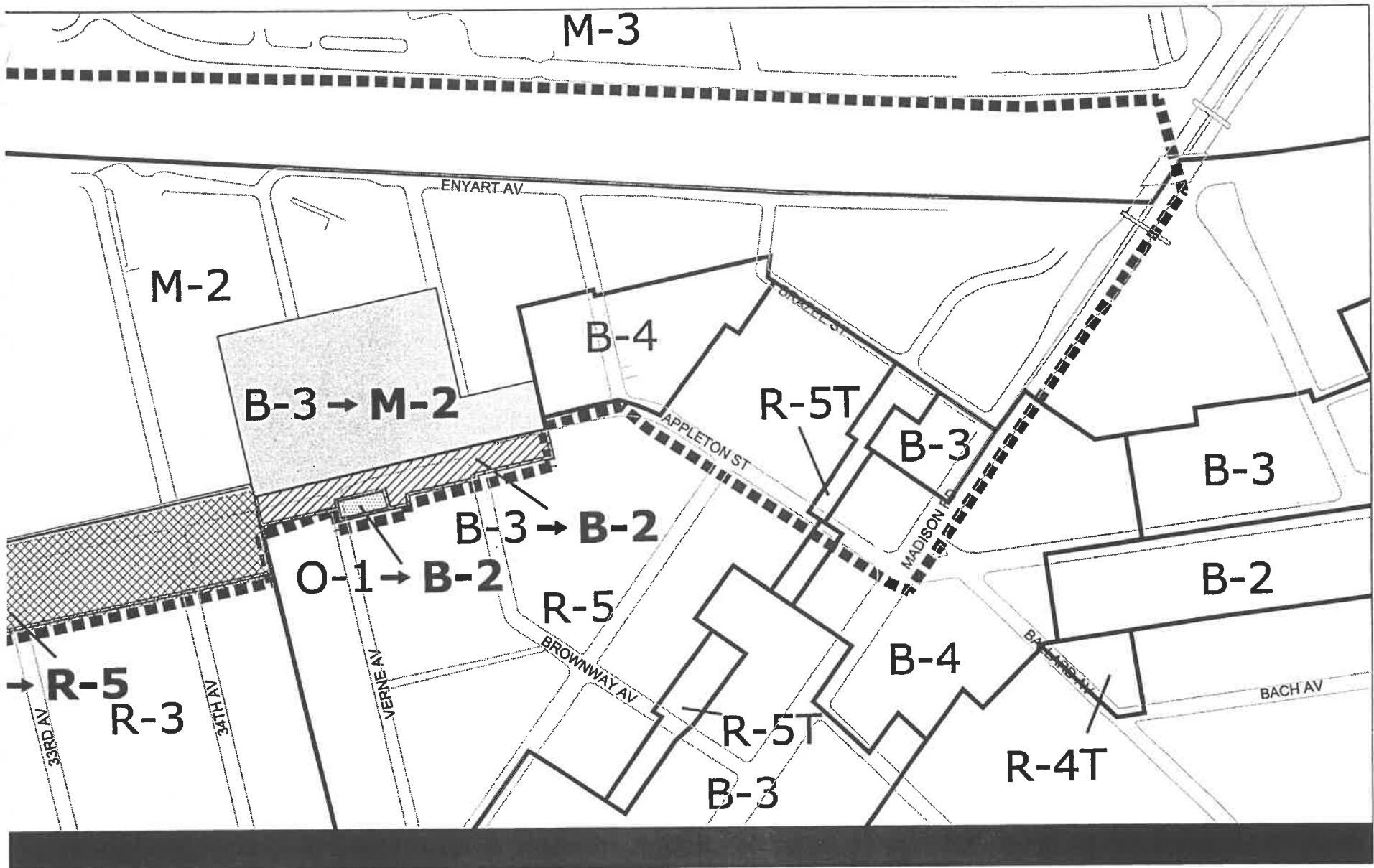
ROBERTSON AVENUE URBAN RENEWAL PLAN ZONING MAP

LEGEND

- Study Area Boundary
- Zoning





Zoning Legend

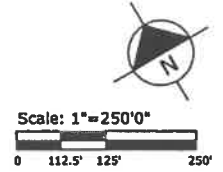
- | | |
|---|----------------------------------|
| R-3 Two-Family | B-3 Retail Wholesale Business |
| R-4 Multi-Family Low Density | B-4 General Business |
| R-4T Multi-Family Low Density Transitional District | M-2 Intermediate Manufacturing |
| R-5 Multi-Family Medium Density | M-3 Heavy Manufacturing |
| R-5T Multi-Family Medium Transitional District | O-1 Suburban High Density Office |
| B-2 Community Business District | |



MAP 4

Recommended Zone Changes

-  Area of Zoning Change from B-3 to M-2
-  Area of Zoning Change from B-3 to B-2
-  Area of Zoning Change from O-1 to B-2
-  Area of Zoning Change from R-5T to R-5



Major thoroughfares, including Madison Road and Ridge Road, traverse the area, providing excellent traffic circulation patterns and convenient interstate accessibility. This roadway network also provides excellent visibility and easy access to downtown.

Traffic counts were taken at three locations: Madison Road at the railroad right of way, Robertson Avenue at Millbrae Avenue and Robertson Avenue at the I-71 Expressway Viaduct. The largest volume of traffic count of 7,318 vehicles is along Madison Road near Marburg Avenue going south, and 6,968 vehicles going north. The traffic count on Robertson Avenue east of Millsbrae Avenue going east is 3,146 and going west under the I-71 Expressway Viaduct is 3,134 (See Map 5).

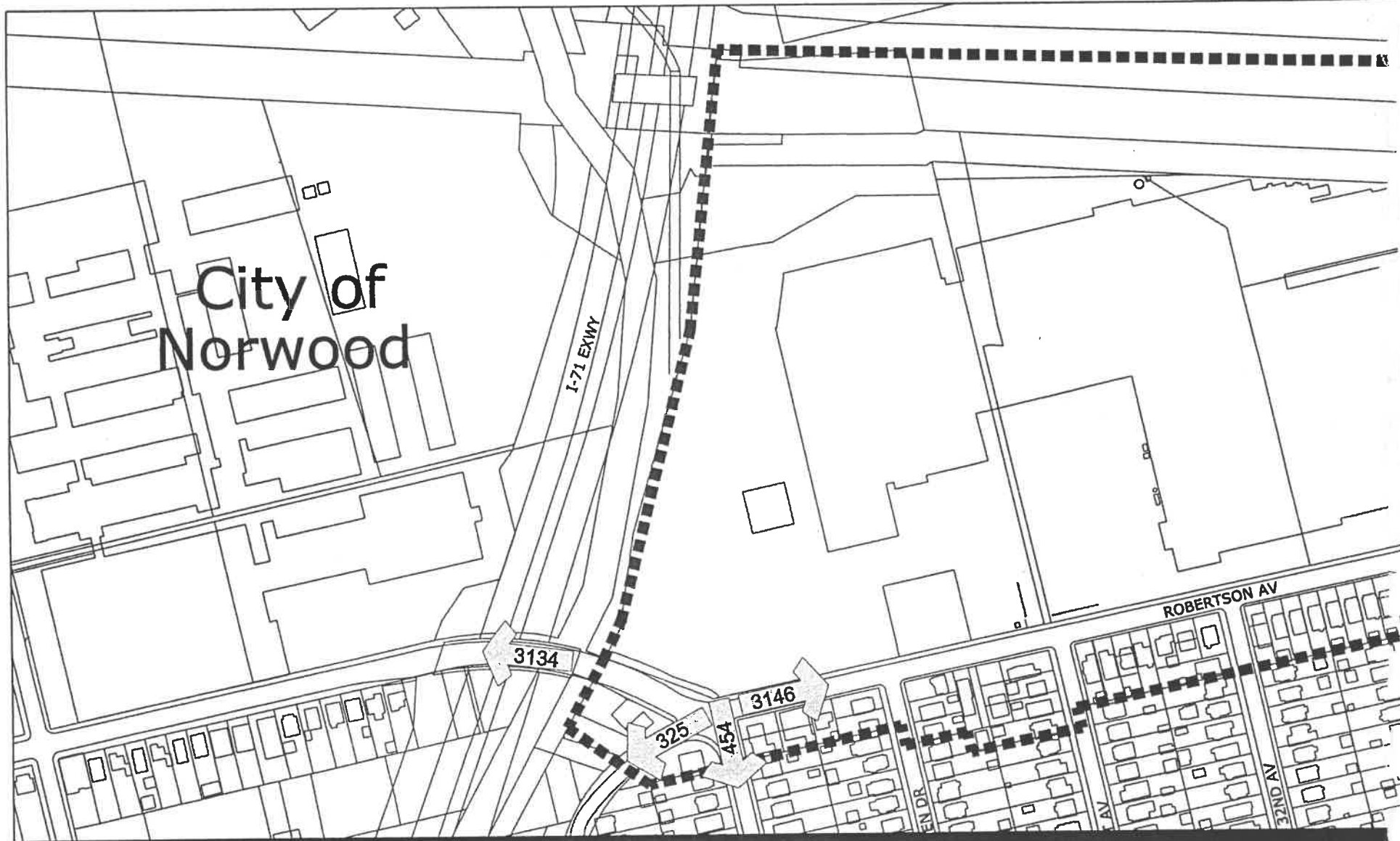
Traffic circulation and parking were identified as two of the primary problems in the corridor. Some traffic circulation issues result from commercial traffic within residential sections south of Robertson Avenue. Large commercial vehicles have difficulty passing through existing roadways. A significant portion of the commercial traffic uses residential streets in the area as cut-through routes to the manufacturing and business portion of the study area. Local residents feel that it is unsafe to have those types of vehicles traveling through their residential zone. They also view this vehicular traffic pattern behavior as a nuisance.

In an effort to separate commercial traffic from residential areas, there are several opportunities to encourage street improvement and traffic operation strategies. These opportunities include road widening and/or realigning Enyart Avenue, Appleton Street, and Robertson Avenue at Millsbrae Avenue, corner rounding at Appleton Street and Madison

Road, creating a cul-de-sac on 28th Street, and re-directing traffic flow in certain areas from two-way to one-way to help increase the opportunity for additional on-street parking (See Schematic Drawings on the next four pages and Implementation Section on Right-of-Way Improvements). The proposed improvements for Enyart Avenue will play a major role in the re-routing of commercial traffic, particularly semi-trucks, to and from their service areas between Robertson Avenue and Enyart. Realignment and corner rounding on certain roadways will also result in re-direction of truck traffic since geometric and design limitations would be minimized.

The construction of a new connector street from Enyart Avenue to Madison Road in close proximity to the railroad overpass was considered and was deemed not feasible economically. Additionally, the extension will limit visibility for existing traffic near the new intersection of Enyart and Madison Road.

Although most businesses have their own parking lots with some shared, business proprietors identified a lack of adequate parking as an issue. To assist with the issues regarding parking, additional off-street parking lots should be developed in the vicinity to minimize the demand for on-street parking. The plan identifies area north of Robertson Avenue between 34th and Appleton Streets for business expansion as well as development of parking space. The development of additional off-street parking should be employed in an incremental, phased approach as property becomes available or is acquired. Landscape screening around the parking areas should also be implemented to improve the aesthetics and image of the area.

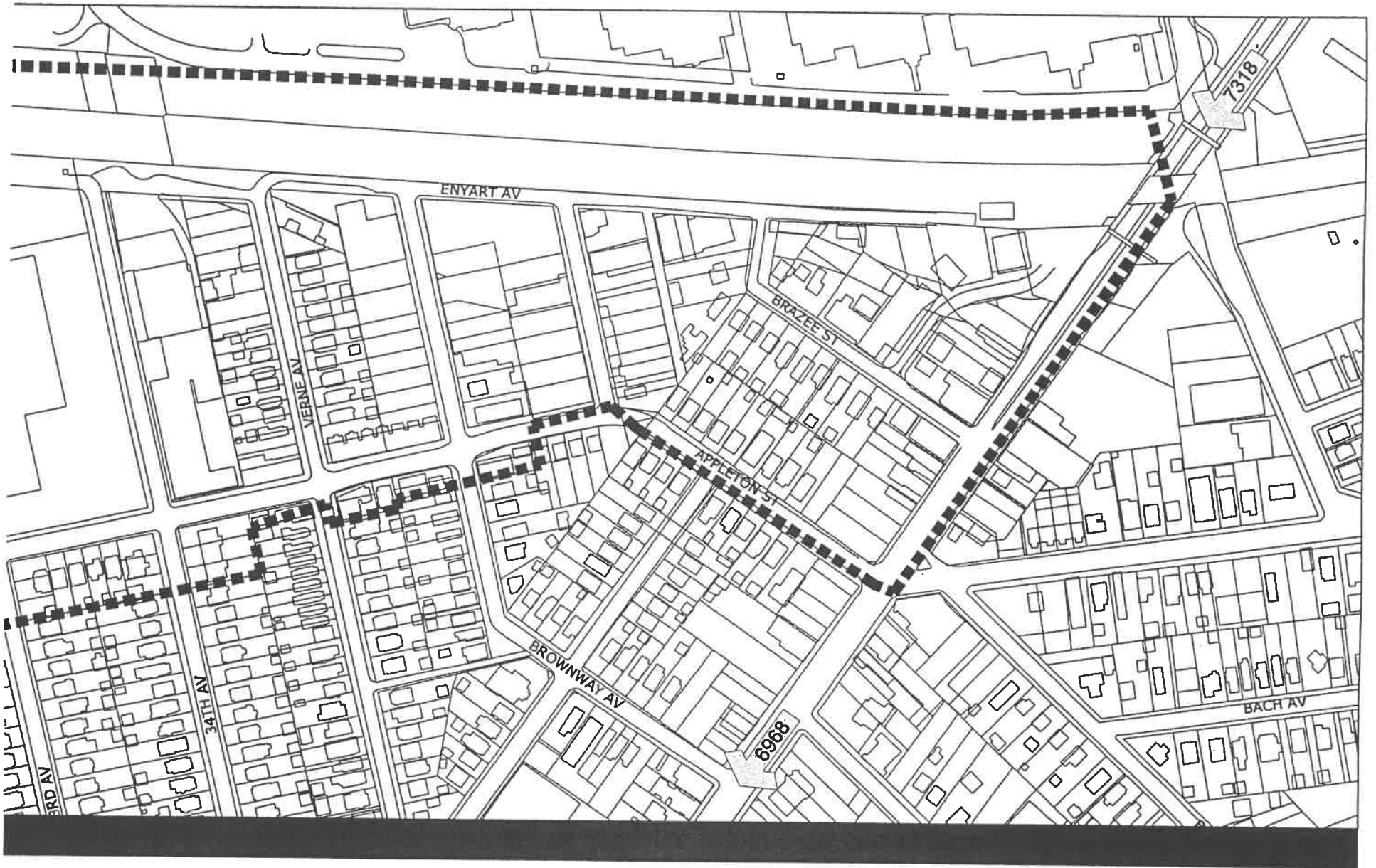


ROBERTSON AVENUE URBAN RENEWAL TRAFFIC CIRCULATION MAP

LEGEND

■■■■ Study Area Boundary

← 8130 Traffic Count



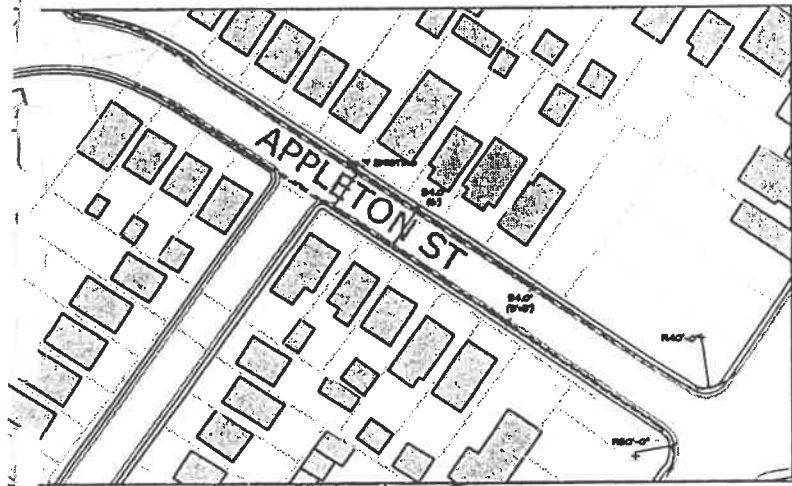
MAP 5



Scale: 1"=250'0"
0 112.5' 125' 250'

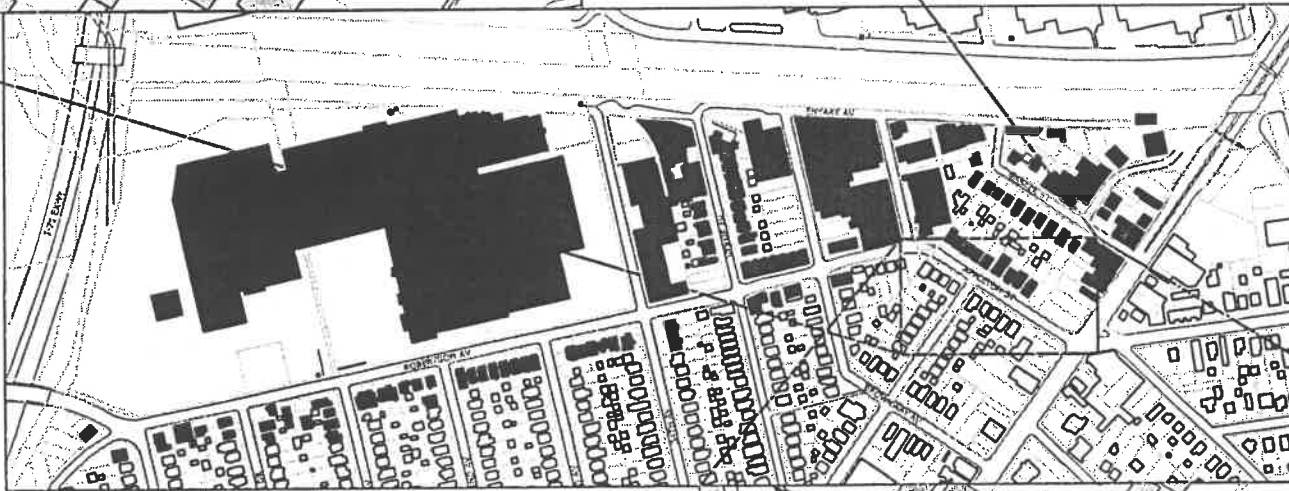
ROBERTSON AVENUE URBAN DESIGN PLAN

Appleton Improvements



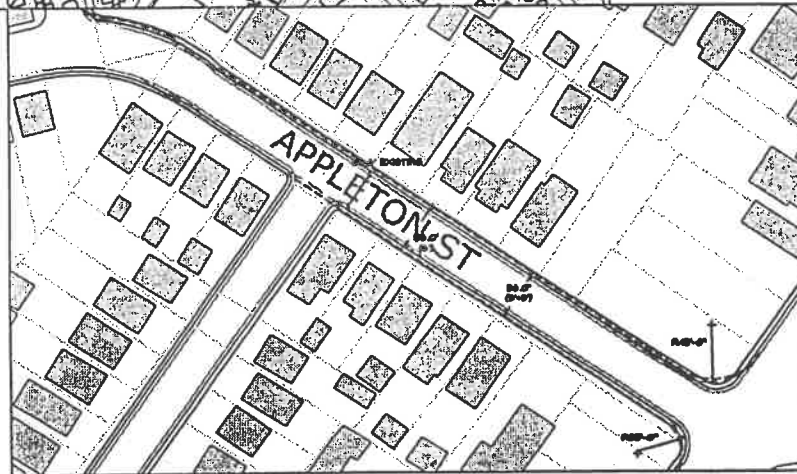
Scale: 1" = 50'0"

34'0" WIDE EXPANSION
(CURRENT 30'0")



Scale: 1" = 200'0"

NOTE: LEFT TURN RESTRICTION REMOVED FROM
APPLETON TO MADISON

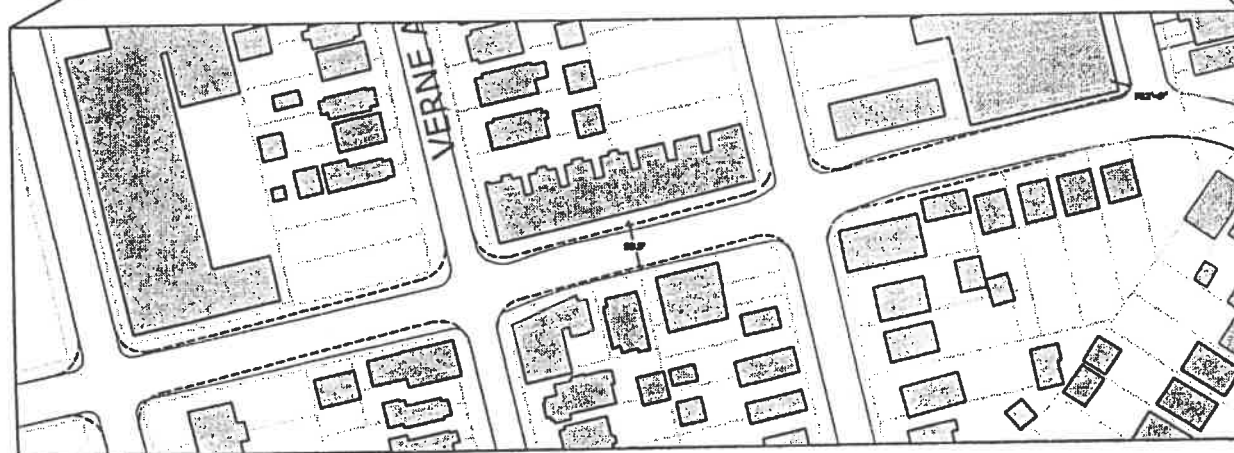
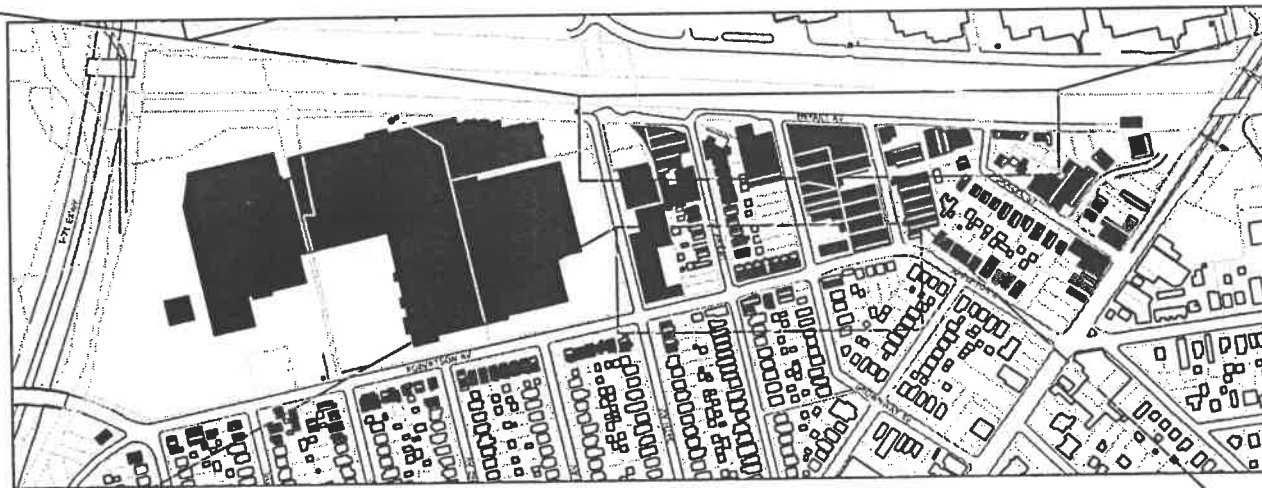
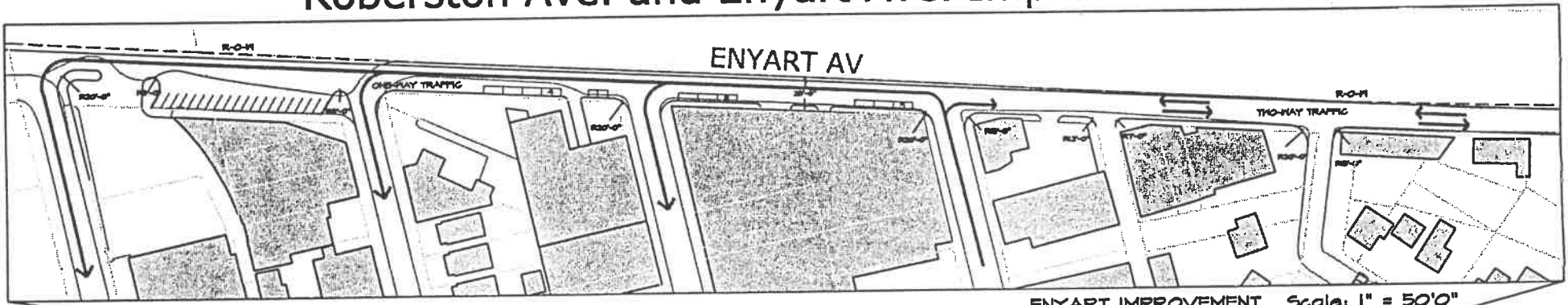


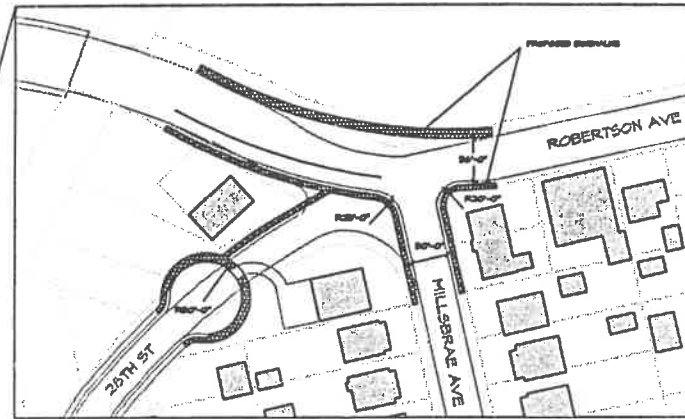
Scale: 1" = 50'0"

36'0" WIDE EXPANSION
(CURRENT 30'0")

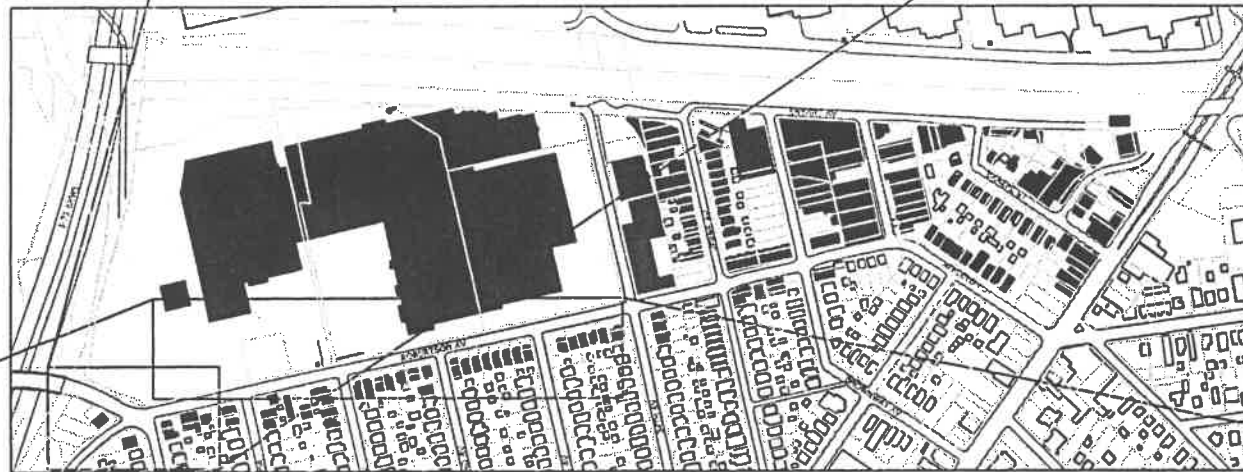
ROBERTSON AVENUE URBAN RENEWAL PLAN

Robertson Ave. and Enyart Ave. Improvements

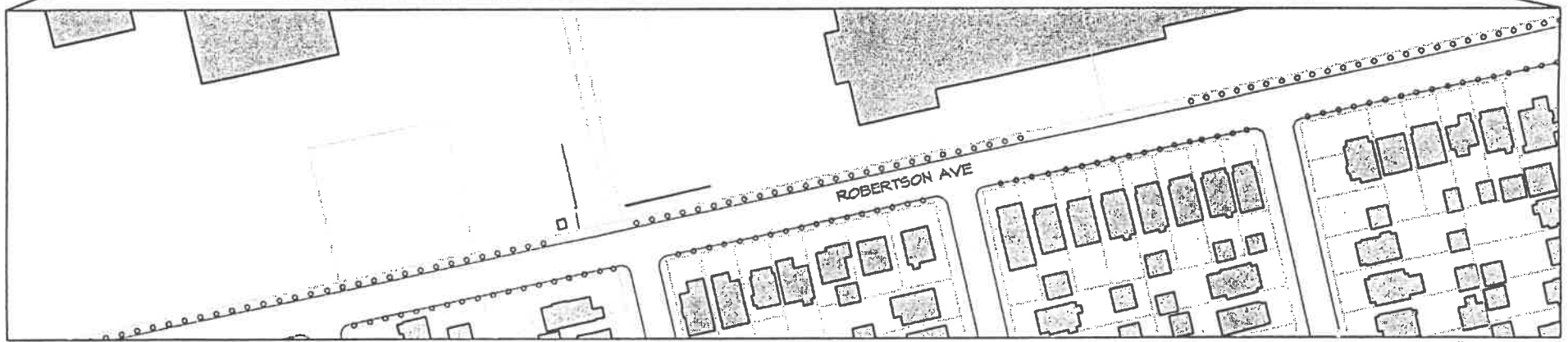




MILLSBRAE/28TH/ROBERTSON IMPROVEMENTS
Scale: 1" = 50'0"



Scale: 1" = 200'0"



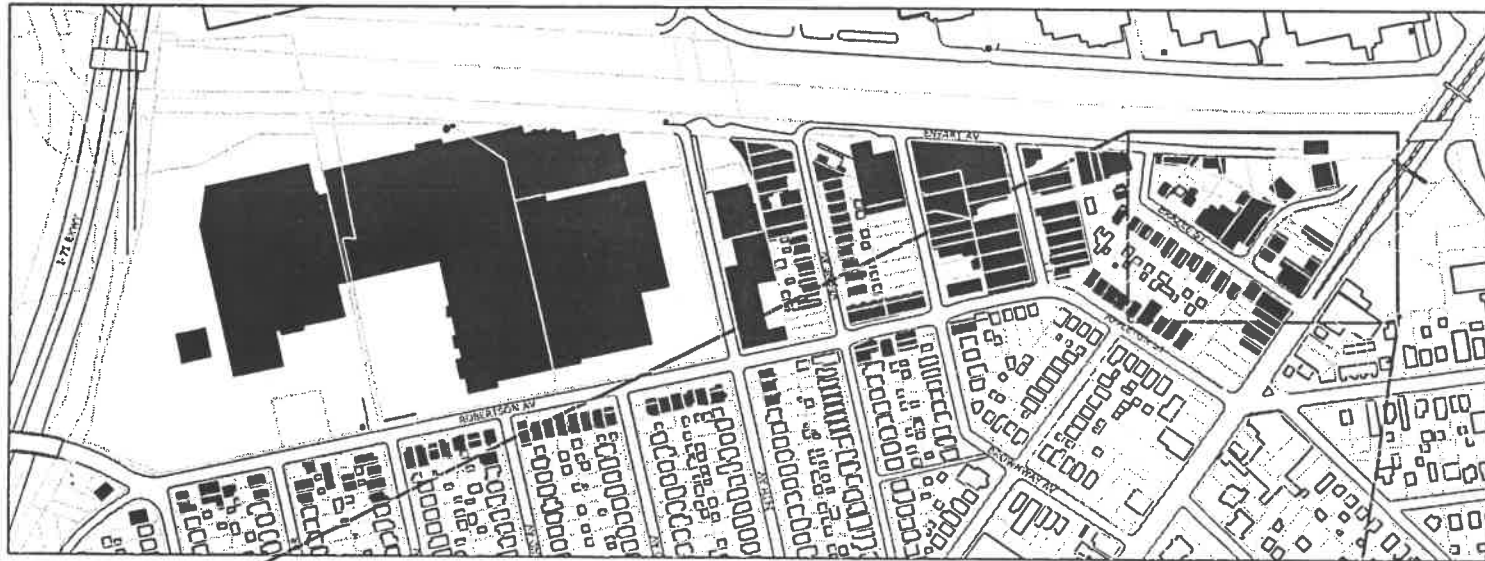
Scale: 1" = 50'0"

ROBERTSON AVENUE URBAN RENEWAL PLAN

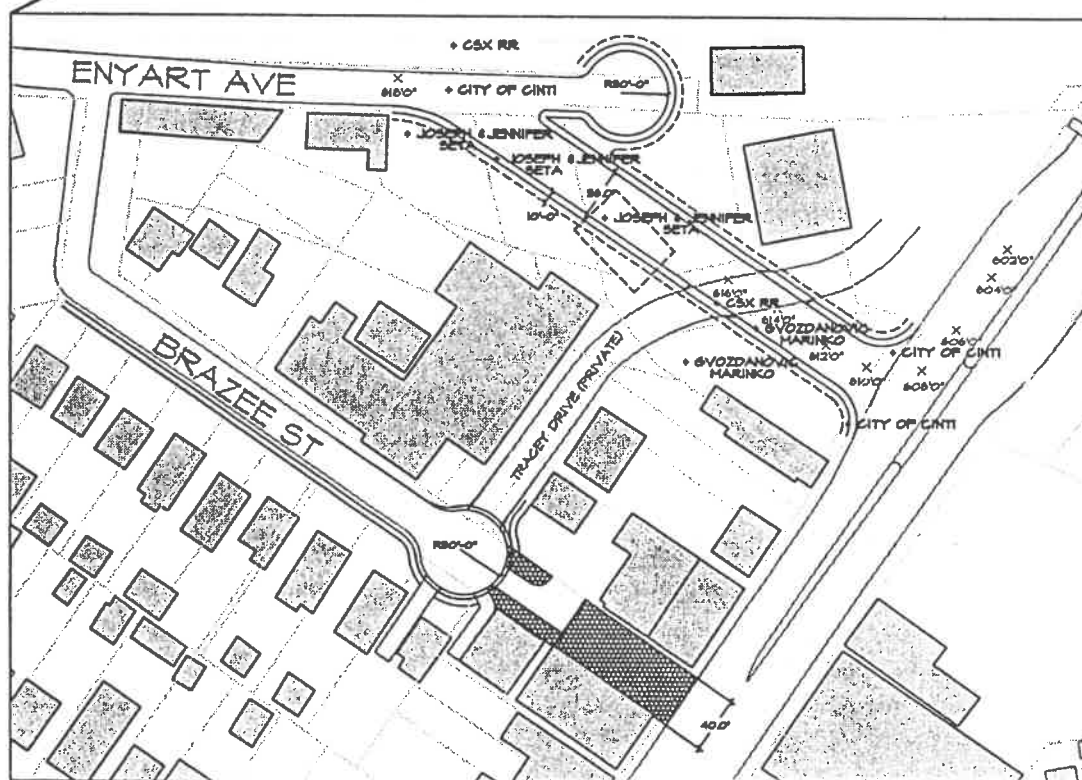
Robertson Ave/28th St. Improvement

ROBERTSON AVENUE URBAN RENEWAL PLAN

Madison/Enyart Ave. Improvements



Scale: 1" = 200'0"



A review of the most recently updated Hamilton County Auditor's records reveals a variety of property owners within the boundary of Robertson Avenue Corridor Urban Renewal area. There are numerous property owners within the study area. The majority of property owners possess single or small parcels of land occupied by an owner-operated business or being leased out (See Appendix D). The Robertson Avenue Corridor renewal area is composed of both large and small businesses.

Major land owners are considered to be owners of large single parcels, parcels that might be developable, or individuals who own several properties within the boundary. Two Gateway Limited Partnership, Recto Molded Products, Joseph Seta, Terry Collins, Roofing Distributor, and Performance Plastics are the largest landowners (See Map 6). There is no apparent evidence that the properties of major landowners are available for development.

In summer 2000, Economic Development staff surveyed owners and proprietors of 16 businesses in the study area to determine the needs, problems and future plans of local businesses. The survey was designed to identify attributes needed to enhance the business climate and stimulate economic growth. A copy of the survey questionnaire is included in this document's Appendix. Thirteen (13) businesses responded. The responses showed that the companies vary greatly in numbers of employees, yearly dollar value and sales, and total land owned. Company functions are largely commercial retail and manufacturing. Respondents articulated that a lack of adequate parking and limited land for expansion were their most pressing hardships. Twelve respondents who indicated they need land for expansion were: The Roofing Distributing Company, Performance Plastics, Quality

Wood Supply, Shur-Good Biscuit Company Inc., The T-Shirt Company, Midwest Drywall, Champion Cleaning, Late For The Sky Productions, Champion Cleaning Specialists, Eccles Saw and Tool Co., Master Recycling, and Nest. Map 7 shows the location of the 12 businesses that need room to expand as well as vacant or underutilized properties. Map 8 shows two potential development sites. One is an area north of Robertson Avenue east of 34th Avenue located north of Robertson Avenue in the vicinity of Verne Avenue and Brownway Avenue. This area, in the B-3 zone district, is currently used for manufacturing, commercial and residential. Another area for redevelopment is situated east of Brownway Avenue, between Enyart and Appleton Avenues and is situated within the B-4 and M-2 zone districts. The survey also revealed projects and factors key to improving the area. See Appendix E, Business Survey and results.

The demand for opportunities for business expansion is very high and hence the plan recommends full utilization of available area resources including maximizing space in large buildings north of Robertson Avenue. Some businesses who indicated a need to expand such as those along Appleton Street can not expand because of existing zoning restrictions and/or lack of land for expansion at their present location. Relocation of such businesses should be explored, when feasible. Similarly, as property becomes available, the new opportunities could be targeted for existing businesses expansion needs. Business relocation from area bounded by Enyart Avenue, Appleton Street, Robertson Avenue, and Brazee Street could accommodate some business expansion or parking.

City of Norwood



ROBERTSON AVENUE URBAN RENEWAL MAJOR PROPERTY OWNERS MAP

LEGEND

■■■■ Study Area Boundary

▬ Civil Boundary

Major Property Owners

▬ Blue Sky Partners

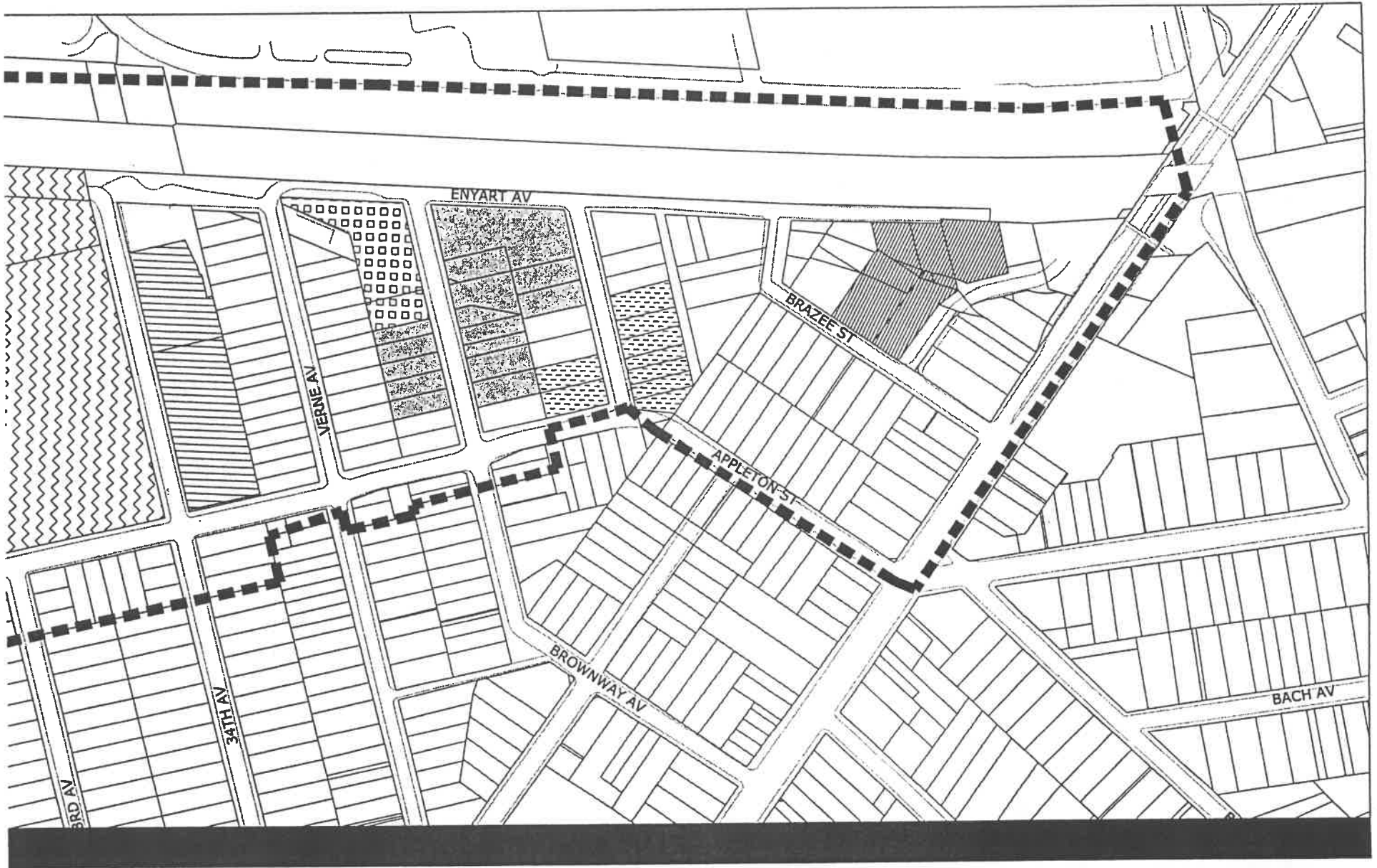
▨ Joseph and Jennifer Seta

▩ Recto Molded Products

▤ The Roofing Distribution Co.

▧ Performance Plastics Ltd.

▦ Two Gateway Limited Partnership

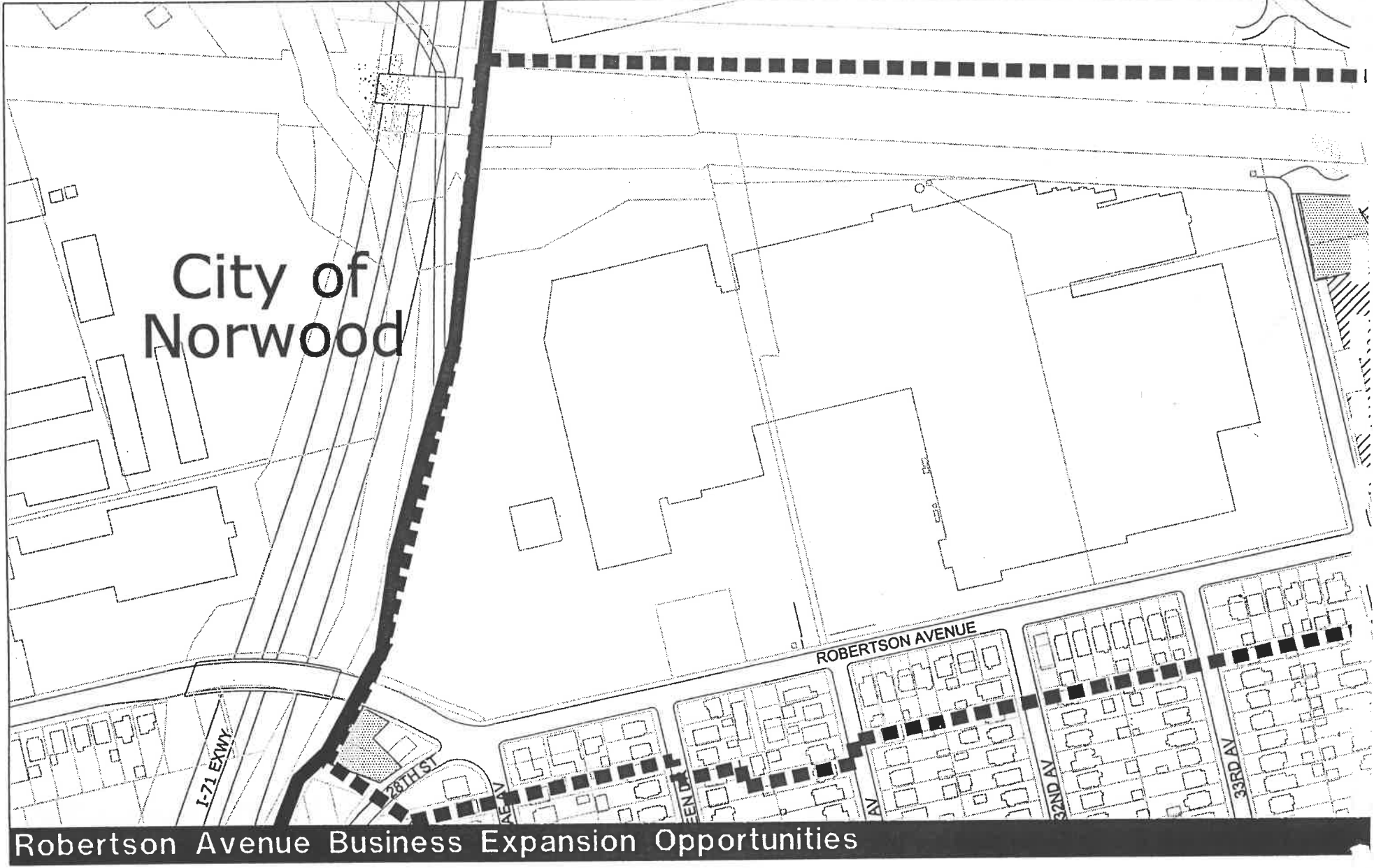


MAP 6

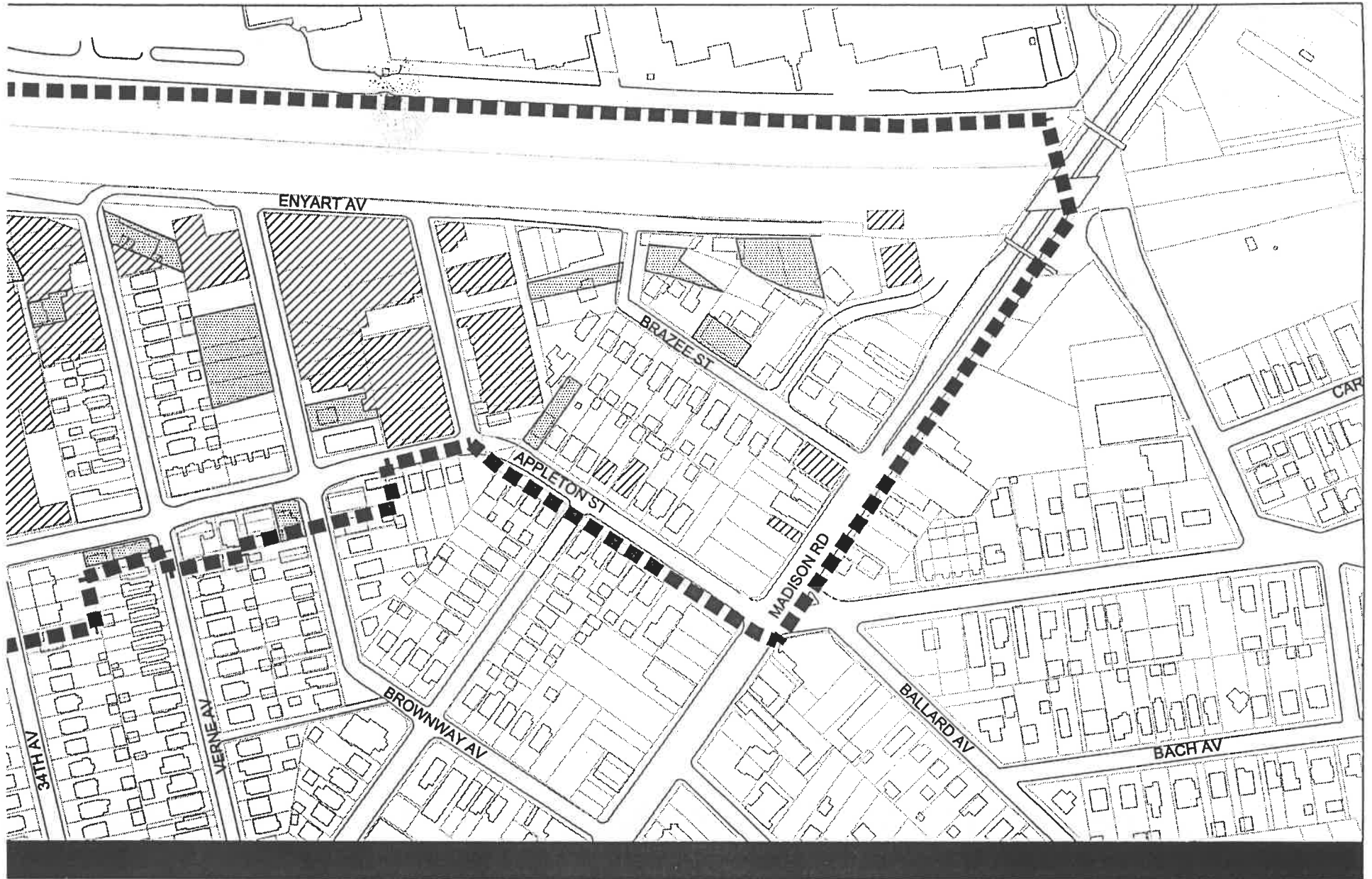


Scale: 1" = 250'0"





- ■ ■ ■ Urban Renewal Study Area Boundary
- Civil Boundary
- ▨ Businesses For Potential Expansion
- ▤ Vacant or Underutilized Properties



MAP 7



Scale: 1" = 260' 0"

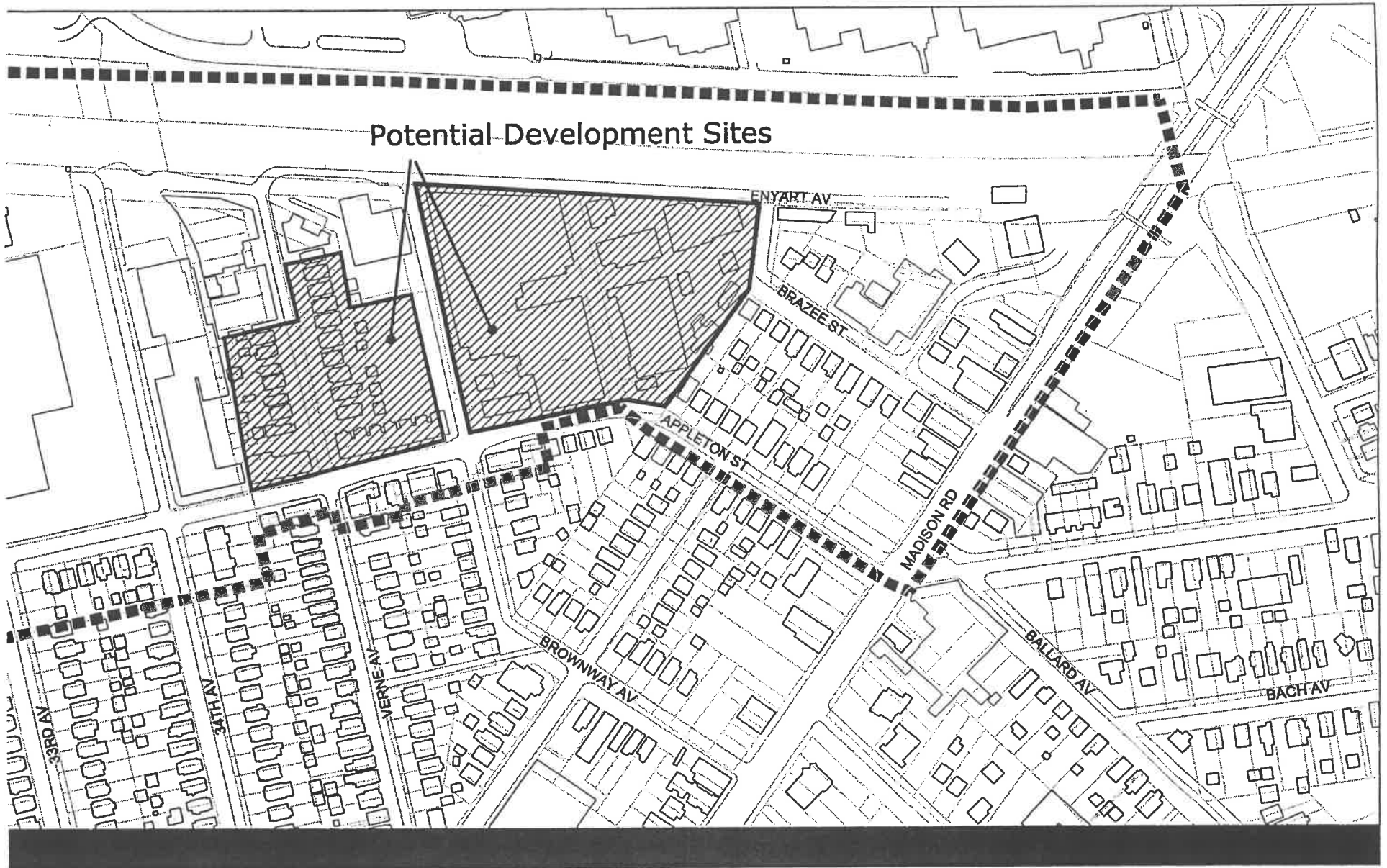




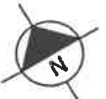
City of
Norwood

ROBERTSON AVENUE URBAN RENEWAL PLAN POTENTIAL DEVELOPMENT

- Study Area Boundary
- Civil Boundary



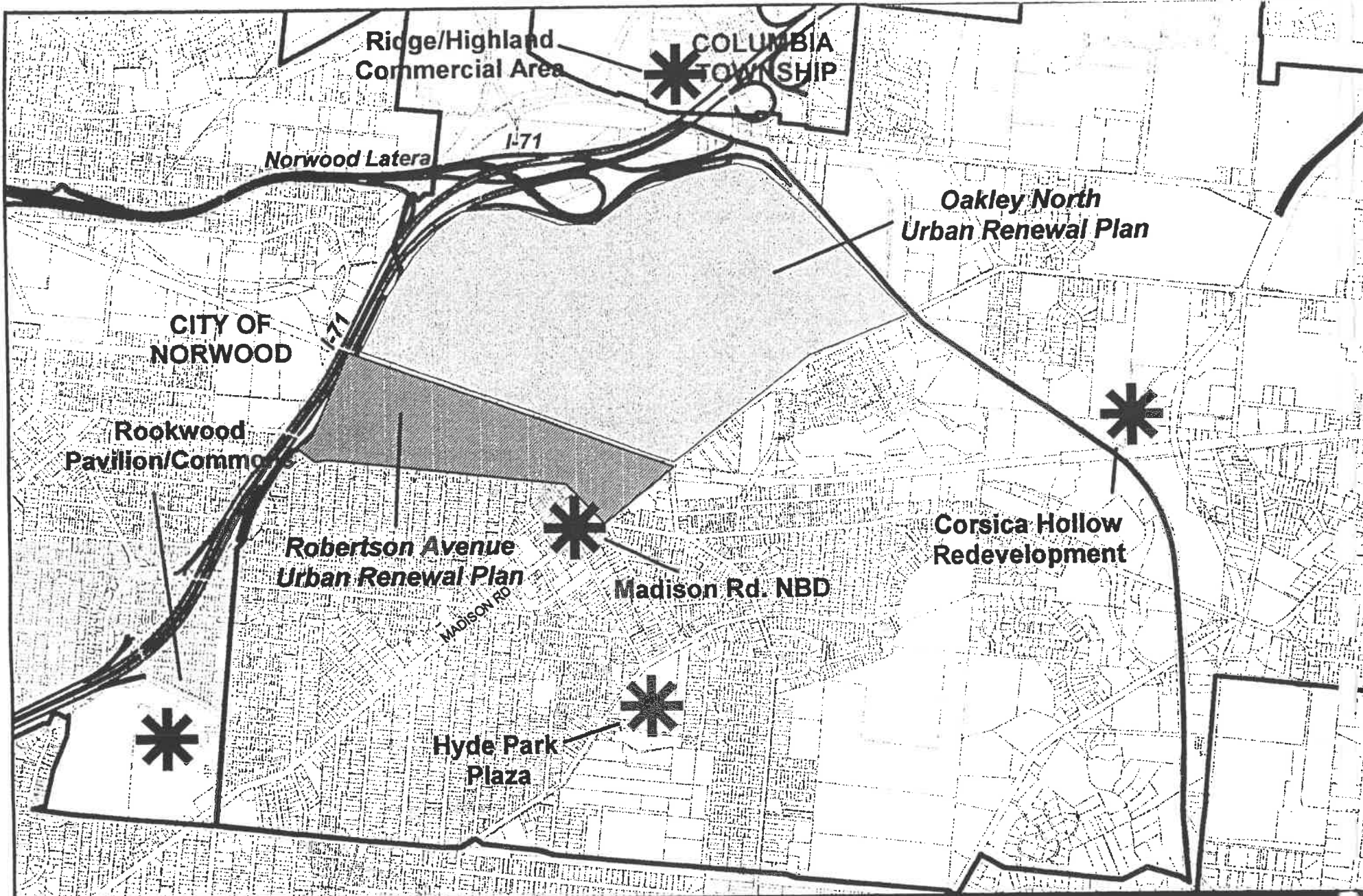
MAP 8



The eastern corridor of Cincinnati provides a very stable commercial/industrial market area with an extremely low vacancy rate. Major thoroughfares including Madison Road and Ridge Road provides excellent traffic circulation patterns and convenient interstate accessibility. This roadway network also provides great visibility and easy access to I-71 and downtown. The area is well equipped with utilities and consists of stable neighborhoods. The corridor is supplied with several clusters of well-maintained commercial and industrial facilities, but apparently very few vacant sites for new development.






Map 9 depicts six areas or developments that have significant impact on the Robertson Avenue Corridor. The six areas are: the Oakley North Urban Renewal Area, Corsica Hollow Redevelopment, Madison Road NBD, Hyde Park Plaza, Rookwood Pavilion/Commons, and Ridge/Highland Area. The City Planning Department is coordinating planning effort for Oakley that will produce an urban renewal plan for the area adjacent to the Robertson Avenue Corridor planning area. The challenges for the Oakley North Urban Renewal Area are similar to those addressed in this plan. The Oakley North Urban Renewal Plan will review the land use, development and financing issues and opportunities that may result from the proposed commercial development of 37 acres on the east side of Marburg Avenue, formerly Milacron site. Map 9 shows the location of six centers of commerce or development opportunities

In addition to Rookwood Pavilion, the recently completed Rookwood Commons, Ridge/Highland Commerce Center, and Hyde Park Plaza, there are other surrounding commerce areas, which service the area.



Robertson Avenue Urban Renewal Plan Regional Development Map

LEGEND

-  Development Areas
-  Oakley Community Boundary
-  Municipalities & Townships
-  I-71 Corridor
-  Parcel Boundaries

MAP 9



OVERALL PLAN

A black and white photograph of a residential street. In the foreground, there is a sidewalk and a utility pole. The street leads towards several houses, some with gabled roofs and others with more modern, boxy designs. There are trees and bushes along the sides of the street. The overall scene is a typical suburban or urban neighborhood.

Goals and Objectives

Implementation Strategies-Concept Plan

Development Policies

Implementation

- Development Projects & Programs
- Right-of-Way Improvements
- Community Programs

1. OVERALL GOAL

To reduce land use conflicts and provide expansion opportunities for existing businesses in the Robertson Avenue Corridor.

2. DEVELOPMENT GROWTH

To promote development opportunities within the business corridor.

- Encourage business expansion.
- Foster development of and sustain of unique stores along Brazee Avenue.
- Develop additional off-street parking for the area.

3. DESIGN AND INFRASTRUCTURE

Provide the necessary infrastructure framework to encourage development growth, security, and accessibility while maintaining neighborhood scale.

- Convey safe, positive image of the business corridor.
- Enhance the business corridor by improving the traffic circulation, upgrading structures, and making land uses more compatible.

4. LAND USE AND ZONING

Land uses and zoning should reinforce the development goals of the business corridor.

- Encourage land uses that are sensitive to both businesses and residents.
- Encourage growth that provides services and development patterns sensitive to the community.

5. SECURITY/IMAGE

Assure that the business corridor is a safe place to work, shop, and does not impact negatively impact residential areas.

- Foster a partnership with stakeholders of the community to address security issues.
- Identify traffic projects that improve vehicular traffic and circulation.
- Encourage additional landscaping, particularly of parking areas, to maintain an aesthetically attractive business corridor.
- Increase the visual attractiveness of the business corridor through coordinated street improvements and traffic operations.

6. MARKETING/PROMOTIONS

Promote the business corridor as a viable environment in which to do business.

- Foster a partnership with stakeholders, including the business group, residents, Oakley Community Urban Redevelopment Committee, and the Oakley Community Council.
- Foster a partnership with existing businesses to promote business retention and development opportunities.
- Market area to potential businesses.

7. BUSINESS CORRIDOR MANAGEMENT

Promote effective and efficient management of the business corridor.

- Continue to develop an organization within the community that will promote and implement the goals of this plan.
- Identify areas within the boundary to focus retail and wholesale businesses.

Implementation Strategies - Concept Plan

Wholesale/Manufacturing Zone

Maintain existing wholesale/manufacturing uses
 Implement Robertson Avenue traffic and roadway improvements
 Encourage aesthetically pleasing business district by providing landscape screening to existing parking lot along north of Robertson between 31st and 28th.
 Pave and provide landscape screening to existing gravel parking lots along Browmway north of Robertson and on 34th south of Enyart

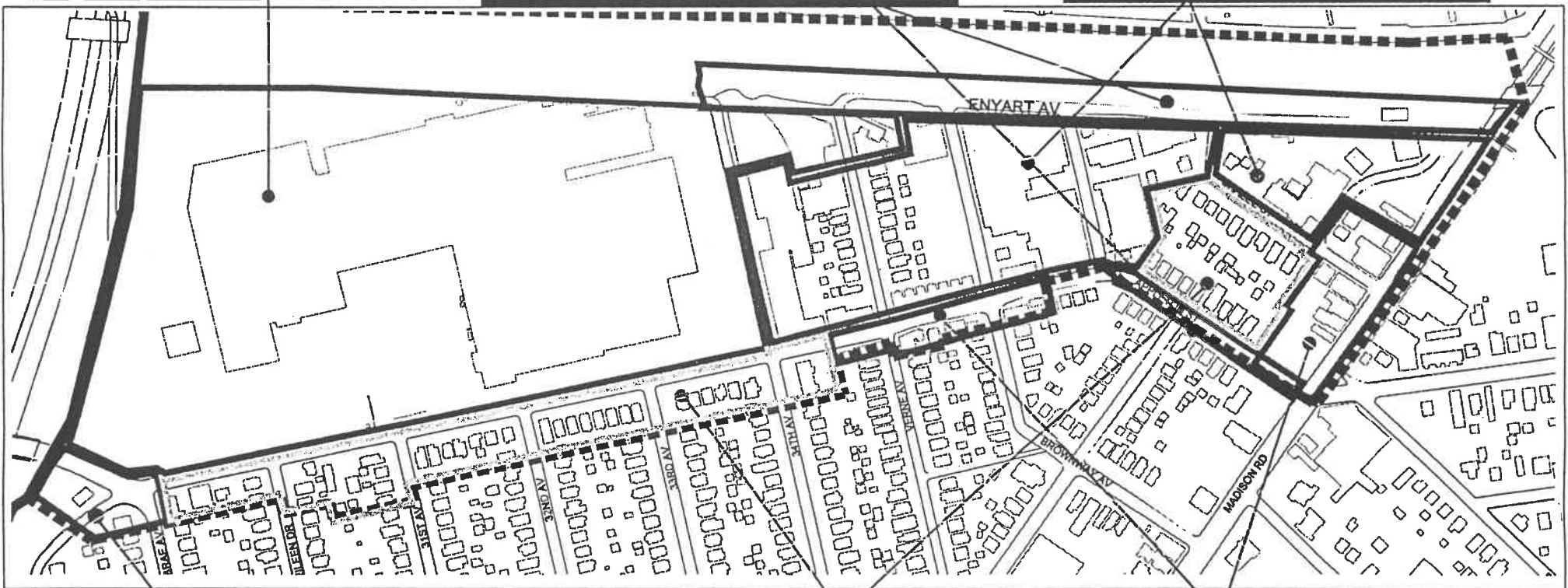
Traffic Improvement Zones

Implement District Access Improvements to enhance the functional traffic flow and image of Enyart by:

- Establishing corner rounding at Appleton and Madison Rd
 - Extend Enyart from Madison Rd to Browmway; Improvements include curb, gutter, and new street pavement.
 - Improve vehicular access throughout the district by either implementing corner rounding at Appleton from Madison to Browmway.
 - Widen Enyart and develop on-street parking from Verne to 34th
- Enhance the traffic flow by redirecting traffic along Enyart:
- One-way traffic westward from Appleton to 34th
 - Two-way traffic from Appleton to Madison
- Remove the left turn restriction on Appleton Avenue at Madison

Manufacturing Zone

Zone Change recommendation : B-3 to M-2 along Verne North of Robertson
 Encourage business expansion and parking by property acquisition along Verne north of Robertson and along Enyart between Brazee and Tracey
 Maintain existing manufacturing uses, and promote manufacturing uses along Enyart between Brazee and Tracey
 Implement Enyart Avenue District Access Improvements
 Pave and provide landscape screening to existing gravel parking lots along Browmway north of Robertson and on 34th south of Enyart



Traffic Improvement Zone

Implement transportation improvements along Robertson Avenue

- Realign Robertson at Millsbrae and create a cut-de-sac at 28th Street
- Implement minor realignment and corner rounding of Robertson from Browmway to 34th Street

Residential Zone

Maintain medium density residential uses
 Implement transportation improvements along Robertson Avenue
 Appleton Transportation Improvements
 Improve safety by enforcing the No Truck Allowed traffic regulations of residential streets
 Implement recommended zone changes:
 - R-5 to R-S along Robertson between Verne and Millsbrae

Commercial Zone

Implement recommended zone changes:
 - B-3 to B-2 along Robertson between 34th and Appleton
 - O-1 to B-2 along Robertson between 34th and Appleton
 Encourage B-3 and B-4 commercial uses along:
 - Madison from Appleton to Enyart
 - Along Brazee from Madison to Tracey
 Maintain commercial uses along Madison Rd.
 Maintain and promote unique specialty stores along Brazee.
 Implement Appleton Avenue Transportation Improvements
 Implement Enyart Avenue District Access Improvements

Project/Program	Scope	Potential Implementation Entity/Source	Estimated Costs
1. Promote Development Opportunities	<ul style="list-style-type: none"> -Encourage business expansion on two potential development sites shown on Map 8 -Develop additional off-street parking for the area 	Economic Development	Variable depending on City involvement, and scope of project
2. Parking Improvements	<ul style="list-style-type: none"> -Develop off-street parking north of Robertson Avenue in incremental phases as property becomes available or is acquired. 	Economic Development	Variable depending on City involvement, and scope of project
3. Recommended Zone Changes (see text on zone change recommendations)	<ul style="list-style-type: none"> -Rezone property at the southeast corner of Robertson and Verne Avenues from O-1 to B-2; -Rezone property south of Robertson Avenue between 34th Avenue and Appleton Street from B-3 to B-2; -Rezone property north of Robertson east of 34th Avenue from B-3 to M-2; -Rezone property south of Robertson Avenue between 31st and Verne Avenue from R-5(T) to R-5. 	City Planning Department	Minimal
4. Safety/Image Enhancements	<ul style="list-style-type: none"> -Enforce traffic and safety laws and regulations -Enforce the No Truck Allowed traffic regulations on residential streets -Pave and provide landscape screening to existing gravel parking lots -Provide landscape screening to existing parking lot north of Robertson Avenue -Develop additional landscape to serve as buffer for off-street parking lots. 	Safety Department, City Department of Transportation – Public Services, Private companies and individuals, Economic Development, Parks – Urban Forestry	Dependant on project

* This estimate does not include acquisition, demolition, or relocation

NOTE: Certain types of improvement projects require private property owner participation through assessment or modification of utility services. Each project Must secure funding, coordinate with appropriate agencies, and integrate with surrounding community.

Project/Program	Scope	Potential Implementation Entity/Source	Estimated Costs
1. Appleton Avenue Improvements	<p>Widen Appleton Avenue by approximately 4 feet.</p> <p>Improve vehicular access throughout the district by implementing corner rounding at Appleton from Madison to Brownway.</p> <p>Remove the left turn restriction on Appleton Avenue at Madison Road.</p>	City of Cincinnati- Departments of Transportation and Engineering, Public Services, and Economic Development. Oakley Community Council	\$450,000 (varies according to material, methods, and scope of work)
2. District Access Improvements	<p>Enhance the functional traffic flow and image of Enyart Avenue by:</p> <ul style="list-style-type: none"> a.) Enyart/Robertson improvements <ul style="list-style-type: none"> ■ redirection traffic (one-way from Appleton to 34th; two-way from Appleton towards Madison) ■ realignment of Enyart ■ add on-street parking along Enyart from Appleton to 34th b.) Realignment of Robertson from Brownway to 34th(improvements include curbs, gutter and new street pavement) c.) Madison/Enyart Improvements -construction of new connector street from Enyart to Madison. 	City of Cincinnati- Departments of Transportation and Engineering, Public Services, and Economic Development. Oakley Community Council	<p>Estimated cost of recommendations for scopes a) and b) is \$950,000 (varies according to material, methods, and scope of work)</p> <p>Estimated cost of recommendations for scope c) \$450,000 (varies according to material, methods, and scope of work)</p>
3. Robertson Avenue Improvements	a.) Realign Robertson Avenue at Millsbrae and create a cul-de-sac at 28 th Street;	City of Cincinnati- Departments of Transportation and Engineering, Public Services, and Economic Development. Oakley Community Council	\$450,000 (varies according to material, methods, and scope of work)

* This estimate does not include acquisition, demolition, or relocation.

NOTE: Certain types of improvement projects require private property owner participation through assessment or modification of utility services. Each project must secure funding, coordinate with appropriate agencies, and integrate with surrounding community.

Project/Program	Scope	Potential Implementation Entity/Source	Estimated Costs
1. Establish Business Group to provide a unified business approach.	-Formulate a Business Group or Committee to promote business retention and development opportunities.	Oakley Community Council/Economic Development	Minimal
2. Address vacant/obsolete structures.	-Assist businesses and property owners in reducing vacancies, particularly in commercial buildings -Promote demolition of obsolete structures (See Blight Study) -Adopt ways to enhance the appearance and identity of the neighborhood	Economic Development/Oakley Business Committee	Variable depending on City involvement, and scope of project
3. Market development opportunities in the Robertson Avenue Corridor.	-Develop unified marketing strategy for smaller in-fill properties on south side of Robertson Avenue.	Neighborhood Services/Economic Development/Oakley Business Committee	Costs vary according to project scope
4. Promote Development Opportunities	-Encourage a partnership among stakeholders to promote development opportunities -Enhance the quality of life for residents by reducing truck traffic and improving appearance of corridor using techniques such as landscaping, roadway improvements, and effective traffic controls	Economic Development/Oakley Business Committee/Oakley Community Council/Department of neighborhood Services	Costs vary according to project scope

* This estimate does not include acquisition, demolition, or relocation

NOTE: Certain types of improvement projects require private property owner participation through assessment or modification of utility services. Each project Must secure funding, coordinate with appropriate agencies, and integrate with surrounding community.



BLIGHT STUDY

Documentation of Blight or Deterioration

The purpose of this study is to determine if the Oakley – Robertson Avenue Corridor Urban Renewal Eligibility Blight Study area qualifies as a blighted or deteriorating area as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

I. Boundary Description

See Appendix A

II. Conditions of Study Area

A. As a whole, two hundred and one (201) of two hundred twenty (220), equaling ninety-one (91) percent of structures/vacant parcels in the study area fulfilled the criteria identified in the Cincinnati Municipal Code Section 725-1b(a), Blighted Area. All blocks within the study area show the presence of some of the following blighting factors:

1. Age:

Sixty-two (62) percent of the parcels contain buildings in the study area that are forty (40) years of age or greater

2. Obsolescence:

Functional or economic obsolescence occurs in one-half of one (0.5) percent of the buildings in the area.

3. Dilapidation:

One (1) percent of the structures in the study area were found to have dilapidation.

4. Deterioration:

Eighty-eight (88) percent of the structures/vacant parcels in the study area exhibited deterioration.

5. Abandonment/Excessive Vacancies:

Abandonment/excessive vacancies (exceeding 1/3 area) were found to be present in zero (0) percent of the structures/vacant parcels in the area.

6. Period Flooding:

Zero (0) percent of the buildings/vacant parcels lie within the flood plain.

7. Faulty Lot Layout/Overcrowding/Inadequate Loading or Parking:

One or more of these factors were found in eighty-nine (89) percent of the structures/vacant parcels in the study area.

8. Deleterious or Incompatible Land Use/Inadequate Site Conditions/Environmentally Hazardous Conditions:

One or more of these factors were found in twenty-six (26) percent of the structures/vacant parcels in the study area.

9. Inadequate Public Facilities or Right-of-Way:

One or more of these factors was found in eighty-three (83) percent of the structures/vacant parcels in the area.

10. Diversity of Ownership:

Diversity of ownership was a factor in zero (0) percent of the structures/vacant parcels in the study area.

11. Illegal Use/Code Violation:

These factors were found in zero (0) percent of the structures/vacant parcels in the area.

12. Unsuitable Soil Conditions:

Zero (0) percent of the properties exhibited signs of unsuitable soil conditions.

13. Unused Railroads or Service Stations,
Landfills/Junkyards:

One or more of these factors were exhibited in one-half of one (0.5) percent of the structures/vacant parcels in the area.

14. Other factors inhibiting sound private development:

This factor was exhibited in sixty-five (65) percent of the buildings/vacant parcels.

B. Structures and vacant parcels meeting the criteria are reasonably distributed through the area. At least fifty (50) percent of the total number of structures reasonably distributed throughout the area meet the “blighted area” criteria with three or more factors; and vacant parcels, with two or more factors (see distribution chart).

C. Additionally, at least fifty (50) percent of the structures, reasonably distributed through the area, are deteriorated or deteriorating; or the public improvements are in a general state of deterioration (see factor 4 above).

The conclusion drawn from this data is that the number, degree, and distribution of blighting factors, which are documented in this report, warrant the designation of the Oakley – Robertson Avenue Urban Renewal Eligibility Blight Study area as a “blighted area” as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

Oakley – Robertson Avenue Corridor Urban Renewal Plan Eligibility Blight Study

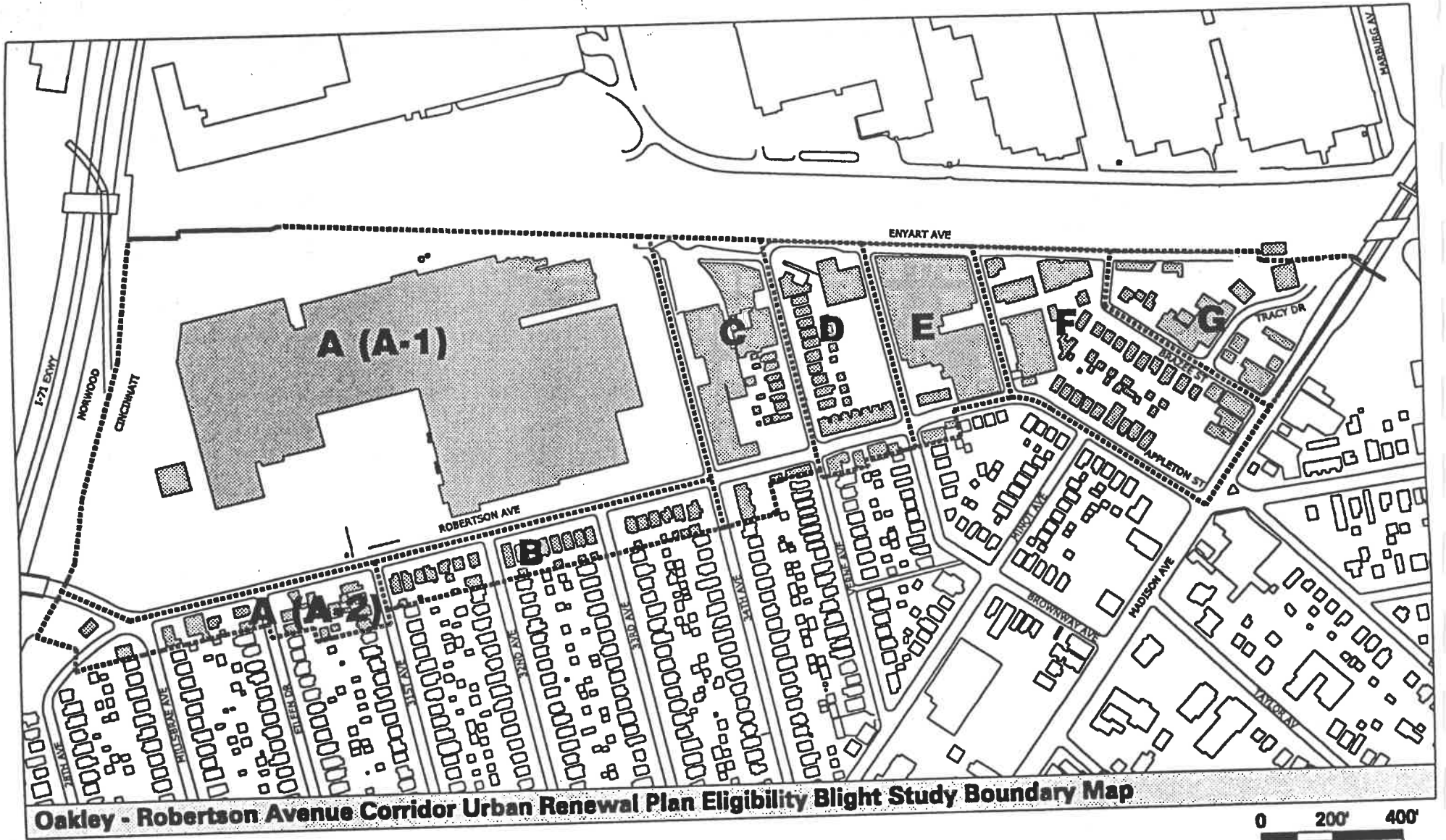
DISTRIBUTION OF BLIGHTING INFLUENCES AND BLIGHTED UNITS BY BLOCK
24, 2001

May

Block	Total Parcels	Blighting Influences - See Description Below														Blighted Parcels	%
		1	2	3	4	5	6	7	8	9	10	11	12	13	14		
A	38	17	0	0	32	0	0	36	13	35	0	0	0	0	33	38	100%
B	34	31	0	0	31	0	0	34	0	34	0	0	0	0	31	31	91%
C	27	19	0	0	22	0	0	24	1	24	0	0	0	0	19	25	93%
D	28	21	0	2	22	0	0	21	15	28	0	0	0	0	15	28	100%
E	18	5	1	0	17	0	0	18	9	18	0	0	0	0	2	18	100%
F	44	29	0	0	43	0	0	39	4	19	0	0	0	0	26	31	70%
G	31	15	0	1	27	0	0	23	12	24	0	0	0	1	16	30	97%
Total	220	137	1	3	194	0	0	195	54	182	0	0	0	1	142	201	91%
Percentages %		62	0.5	1	88	0	0	89	26	83	0	0	0	0.5	65		

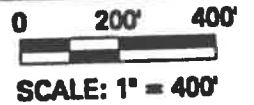
Blighting Influences

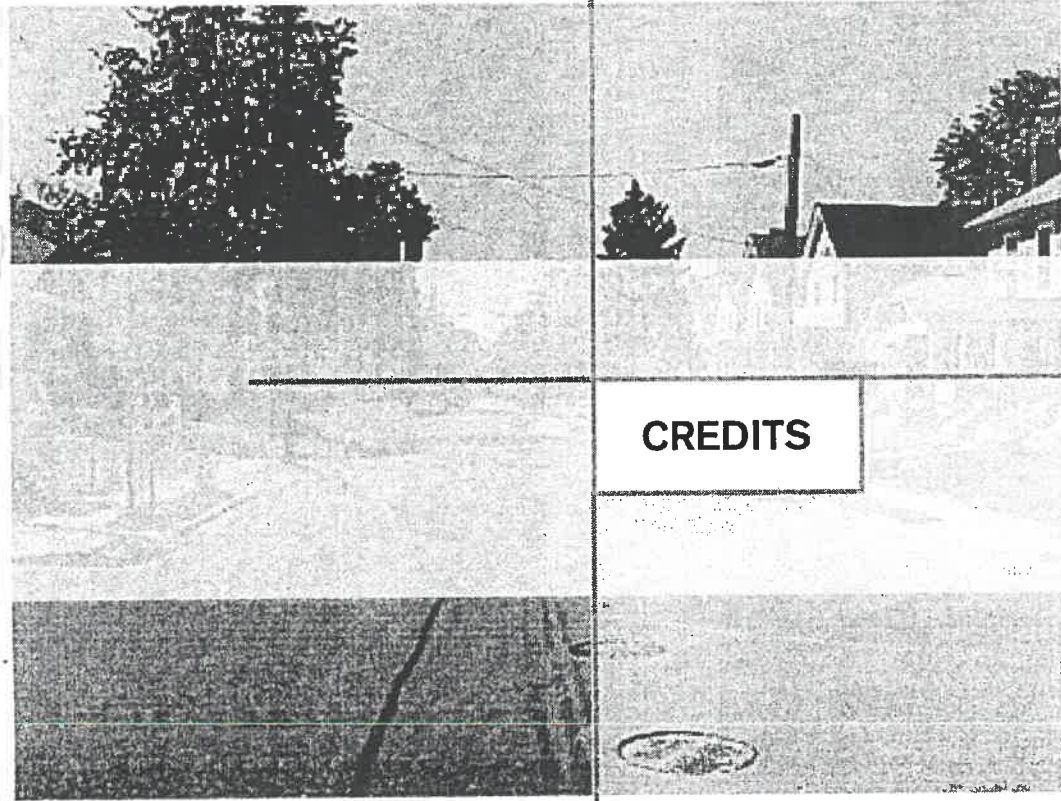
- (1) Age (2) Obsolescence (3) Dilapidation (4) Deterioration (5) Abandonment/Excessive Vacancies (6) Periodic Flooding
 (7) Faculty Lot Layout/Overcrowding/Inadequate Loading/Parking (8) Deleterious/Incompatible Land Use/Site Conditions
 (9) Inadequate Public Facilities/ROW (10) Diversity of Ownership (11) Illegal Use/Code Violation (12) Unsuitable Soil
 Conditions
 (13) Unused Railyards or Service Stations - Landfill/Junkyard (14) Other Factors Inhibiting Sound Private Development



Legend:

- Urban Renewal Boundary
-  Existing Building Inside Study Area Boundary





CREDITS

The City of Cincinnati wishes to thank the following persons for their participation and efforts during the community forums sessions for this plan.

Robertson Avenue Corridor Task Force

Bill Schulte, Late For The Sky
 Jon Doucleff, Oakley Community Council
 Sue Doucleff, Oakley Community Council
 Kenneth Hughes, Resident
 Fritz Backscheider, Recto Molded
 Tom Mendel, Performance Plastics
 David Evans, Roofing Distributors
 Gary Heflin, Courtesey Chevrolet
 Phil Helgeson, The T-Shirt Co.

Dignitaries and City Staff

City City Council

Paul Booth
 Minette Cooper, Vice Mayor
 John Cranley
 Pat DeWine
 Phil Heimlich
 Charlie Luken, Mayor
 Chris Monzel
 Alicia Reece
 James R. Tarbell

Planning Commission

Caleb Faux
 Terri Hankner
 Jacquelyn McCray
 Don Mooney
 John Shirey
 James R. Tarbell
 Peter Witte

City Planning Department

Elizabeth A. Blume, AICP, Director of City Planning
 Vanessa McMillan-Moore, Administrator, Community & Strategic
 Planning
 Felix Bere, AICP, Senior City Planner and Project Manager
 George Ann Wesner, Secretary and Reviewer

Economic Development Department

Evonne Kovac, Director, Economic Development Department
 Jeff Gatica, Supervising Economic Development Officer
 Bill Fischer, Economic Development Analyst

Division of Transportation Planning & Urban Design

John Deatrick, Director, Transportation and Engineering Dept
 Joanna Mitchell-Brown, Transportation Planner
 Michael Moore, Senior Architect
 Martha Kelly, Traffic Engineer
 Matthew Ihle, Architectural Co-op
 Jeff Stine, Senior Architect
 Lorryn Bruns, Clerk Typist 3
 Jeff Dudero, Graphic Co-op



APPENDICES

Appendix A: Legal Boundary Description

Appendix B: Urban Renewal Requirements

Appendix C: Existing Businesses/Property Owners Map

Appendix D: Business Survey

Beginning at the intersection of the centerline of Madison Road and Appleton Avenue; thence northwestwardly with the centerline of Appleton Avenue to the intersection with the centerline of Robertson Avenue, said point being on the existing R-5 and B-4 zone dividing line; thence westwardly with the centerline of Robertson Avenue and said zone dividing line to the point in common with the existing B-4, R-5 and B-3 Zone Districts; thence along the existing R-5 and B-3 zone dividing line, southwardly, westwardly, southwardly and westwardly to the point in common with the existing B-3, R-5 and O-1 Zone Districts; thence westwardly and northwardly along the existing R-5 and O-1 zone dividing line to the point in common with the existing O-1, R-5 and B-3 Zone Districts; thence westwardly along the existing R-5 and B-3 zone dividing line to the point in common with the existing B-3, R-5 and R-5 (T) Zone Districts; thence southwardly along the existing R-5 and R-5 (T) zone dividing line to the point in common with the existing R-5, R-3 and R-5 (T) Zone Districts; thence westwardly along the existing R-3 and R-5 (T) zone dividing line to the centerline of Thirty-First Avenue; thence southwardly with said centerline and zone dividing line and continuing westwardly along said R-3 and R-5 (T) zone dividing line to the point in common with the existing R-5 (T), R-3 and B-4 Zone Districts; thence westwardly and northwardly along the existing R-3 and B-4 zone dividing line to the point in common with the existing B-4, R-3 and R-5 Zone Districts; thence westwardly, northwardly and westwardly along the existing R-3 and R-5 zone dividing line to the point of angle in said line, said point being on the south parcel line of Parcel 251 Plat Book 49 Page 3 HCAP; thence westwardly along said parcel line and line extended to the centerline of Twenty-Eighth Street; thence northeastwardly with said centerline to the point of intersection with the southeastwardly extension of the southwest parcel line of Parcel 264 Plat Book 49 Page 3 HCAP; thence northwestwardly along said parcel line extended and said line to

the Corporation Line of the City of Cincinnati and the City of Norwood; thence northeastwardly along said corporation line to the northwest corner of Parcel 6 Plat Book 49 Page 1 HCAP; thence eastwardly, southwardly and eastwardly along the irregular north parcel line of said parcel and continuing along the north parcel line of Parcel 13 Plat Book 49 Page 2 HCAP and Parcel 262 Plat Book 50 Page 2 HCAP and said line extended of said Parcel 262 to the centerline of Madison Road, said point being the point of angle in the existing M-2 and M-3 zone dividing line; thence southwestwardly with said centerline and zone dividing line and continuing with said centerline to the intersection with the existing B-4 and M-2 zone dividing line; thence southwestwardly with the centerline of Madison Road and said zone dividing line to the point in common with the existing M-2, B-4 and B-3 Zone Districts; thence southwestwardly with said centerline and along the existing B-4 and B-3 zone dividing line and continuing with the centerline of Madison Road to the place of beginning.

The area within the specified boundaries is hereby designated the "Robertson Avenue Corridor Urban Renewal Area" in accordance with Chapter 725 of the Cincinnati Municipal Code ("Chapter 725"). The Urban Renewal Area is depicted on page 7.

Under Chapter 725, it was found that "blighted and deteriorated areas" exist within the City and that the existence of those areas "contributes to the spread of disease and crime ..., constitutes an economic and social liability; and impairs ... the sound growth of the community." It was also found that this blight and deterioration could not be controlled by private enterprise alone. To remedy this situation, Chapter 725 authorizes the City to expend funds to eliminate blight and deterioration and, toward this end, to acquire private property.

To expend funds for urban renewal, the City must first prepare an urban renewal plan which defines the area which is blighted or deteriorating, states the reasons for defining the areas as blighted or deteriorating, and recommends a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, thereby declaring the subject area to be an "Urban Renewal Area," the City administration is formally authorized to carry out the activities recommended in the plan.

Under Chapter 725, an Urban Renewal Area is an area defined in an Urban Renewal Plan approved by City Council pursuant to the chapter, which area constitutes a "blighted area" or "deteriorating area." "Blighted area" is defined in Section 725-1-B of Chapter 725; "deteriorating area" is defined in Section 725-1-D.

The City has analyzed conditions in the Robertson Avenue Corridor Urban Renewal Area. Those conditions will be reported in the Blight Study Summary of the final plan document. That report establishes that the Robertson Avenue Corridor Urban Renewal Area is a blighted area as defined in Chapter 725. The City of Cincinnati therefore declares through the adoption of this plan by City Council that the Robertson Avenue Corridor Urban Renewal Area is a blighted area, and an Urban Renewal Area under Chapter 725.

Through the adoption of this Urban Renewal Plan by City Council, the City Manager is authorized to carry out the redevelopment or rehabilitation of the area in accordance with the plan, and to acquire any property reasonably necessary to carry out the plan.

Further, the City of Cincinnati determines through the adoption of this plan by City Council that:

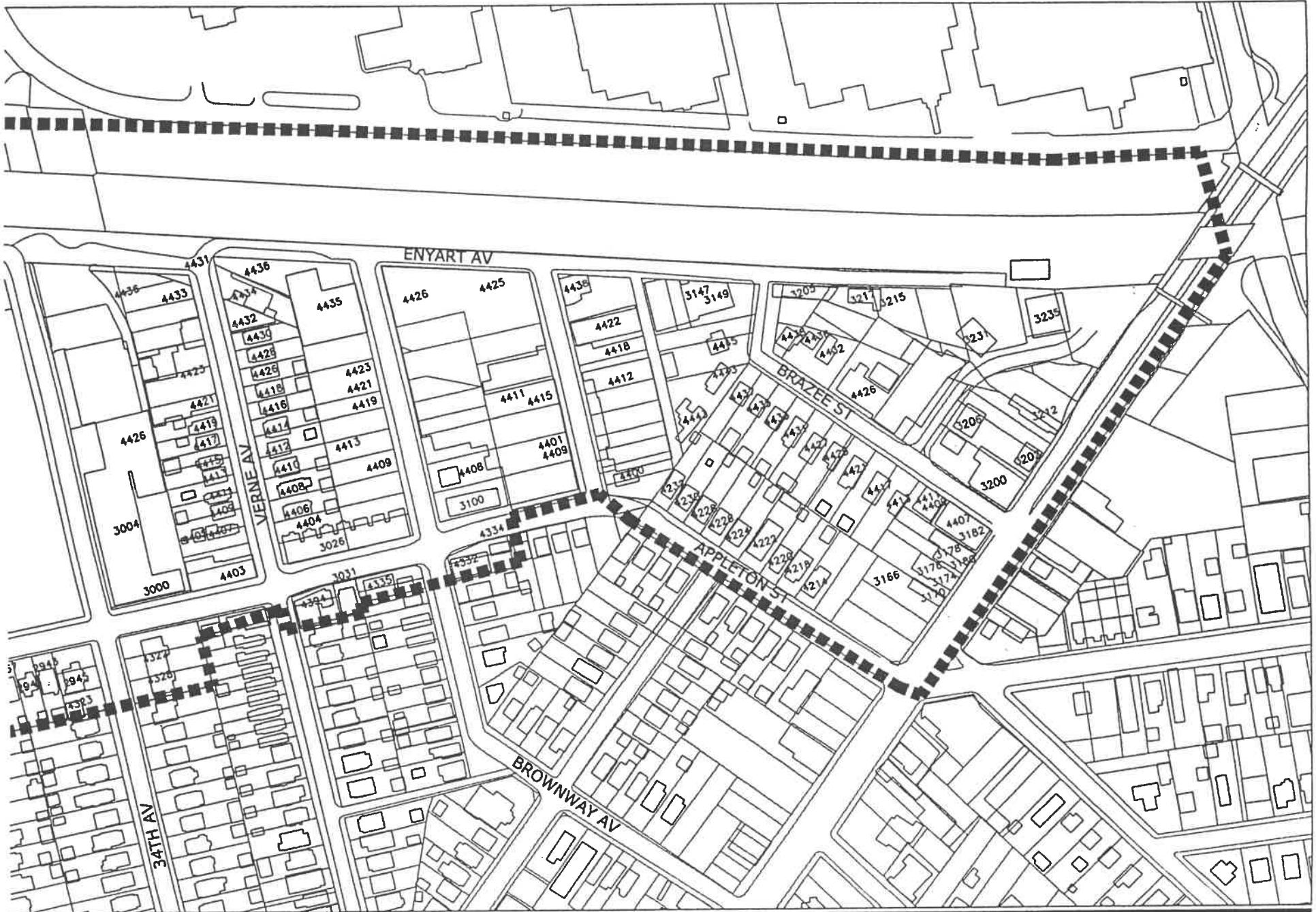
- a) No relocation of families is contemplated by the Plan. If such relocation were required, there is a feasible method for the temporary relocation of any families displaced from the urban renewal area, and there are or are being provided in the area or in other areas (not less desirable in regard to public utilities and public and commercial facilities) at rents and prices within the financial means of the families displaced from the area decent, safe and sanitary dwellings equal in number to the number available to such displaced families, and reasonably accessible to their places of employment. The City's relocation benefits for residents or businesses are set forth in Cincinnati Municipal Code Chapter 740.
- b) No financial aid is to be provided by the federal government.
- c) The urban renewal plan will afford maximum opportunity consistent with the sound needs of the locality as a whole for the redevelopment or rehabilitation of the area by private enterprise.
- d) The urban renewal plan conforms to the master plan for the overall development of the city.

The Robertson Avenue Area Plan, as set forth in pages 1 to ___ of this document, is adopted as the Robertson Avenue Corridor Urban Renewal Plan, excepting only and portions of the Focus Area Plan which clearly have no applicability to the area designated as the Robertson Avenue Corridor Urban Renewal Area. The particular goal of the Urban Renewal Plan, in addition to other goals stated within the Focus Area Plan, is the elimination of conditions of blight and deterioration found within the Urban Renewal Area.

Redevelopment of property in the Urban Renewal Area sold or leased by the City shall be required by disposition contract to be in conformance with the development policies, recommendations, and guidelines of the Urban Renewal Plan.



ROBERTSON AVENUE URBAN RENEWAL PLAN EXISTING BUSINESSES MAP



Existing Businesses and Residences

4353 28th Ave	John Wright	4232 Appleton St	John Staudt	4426 Brazeo St	Joseph & Jennifer Seto
4329 31st Ave	John Murray III	4400 Appleton St	The Roofing Distribution Co.	4427 Brazeo St	John Shea III
4331 31st Ave	Oder Carpenter	4401 Appleton St	The Roofing Distribution Co.	4431 Brazeo St	Kenneth & Melodie Oaks
4333 31st Ave	Kimberly Seeger	4411 Appleton St	Ralph Backscheider	4432 Brazeo St	Roberta Gerard
4327 32nd Ave	Betty Wilson	4412 Appleton St	The Roofing Distribution Co.	4433 Brazeo St	Kevin Daly
4322 34th Ave	Andrew Morgan	4415 Appleton St	Ralph Backscheider	4435 Brazeo St	Virgil Davis
4323 34th Ave	John & Yvonne Rose	4418 Appleton St	Dolores Kurtz	4436 Brazeo St	Roberta Gerard
4328 34th Ave	Andrew Morgan	4422 Appleton St	Champion Cleaning Specialists (Dolores Kurtz)	4437 Brazeo St	Virgil Davis
4426 34th Ave	Blue Sky Partners Ltd.	4425 Appleton St	Recto Molded Products Inc.	4438 Brazeo St	Wallace Howard
4436 34th Ave	Terry Collins	4438 Appleton St	Midwest Drywall Inc. (Herbert Reisenfeld)	4443 Brazeo St	George Naegele
4214 Appleton St	Robert John Faeth	4407 Brazeo St	Philip Helgeson	4445 Brazeo St	Flora Steinman
4218 Appleton St	Jim Bussey	4409 Brazeo St	Philip Helgeson	4332 Brownway Ave	Robert Dinsner
4220 Appleton St	Mark Narkler	4411 Brazeo St	Gallery Down Under (Philip Helgeson)	4334 Brownway Ave	Robert Dinsner
4222 Appleton St	Larry Blanton	4413 Brazeo St	Linda Veith & Terry Berg	4335 Brownway Ave	Shirley Hobbs
4224 Appleton St	Dennis Vanover	4417 Brazeo St	Regina Mikonis	4408 Brownway Ave	Recto Molded Products
4226 Appleton St	Bradley Stevenson	4421 Brazeo St	Vicki Dickens	4409 Brownway Ave	Recto Molded Products
4228 Appleton St	Alice Beiser	4425 Brazeo St	Douglas Liening	4413 Brownway Ave	Recto Molded Products
4230 Appleton St	Leslie Miller			4419 Brownway Ave	Recto Molded Products
4421 Brownway Ave	Performance Plastics Ltd	3174 Madison Rd	The Flower Shop (Delbert Durham)	2796 Robertson Ave	Two Gateway Limited Partnership
4423 Brownway Ave	Performance Plastics Ltd	3176 Madison Rd	Delbert Durham	2801 Robertson Ave	Paul Carpenter
4426 Brownway Ave	Recto Molded Products Inc.	3178 Madison Rd	F&C Dart Supply (Donald Lunsford)	2803 Robertson Ave	Carla Schumann
4435 Brownway Ave	Performance Plastics Ltd	3180 Madison Rd	Home Health Care (Ruth Eldridge)	2805 Robertson Ave	Patrick Mueller
4334 Eileen Dr	David Church	3182 Madison Rd	Madison Clayworks (Philip & Courtney Helgeson)	2807 Robertson Ave	Ronald & Frances Evans
4338 Eileen Dr	Mary Brown	3200 Madison Rd	Experimental Holdings Inc.	2809 Robertson Ave	George & Bonnie Naegele
4339 Eileen Dr	Frances Daulton	3202 Madison Rd	Experimental Holdings Inc.	2811 Robertson Ave	George Naegele
4341 Eileen Dr	Clarence Jones	3206 Madison Rd	Auto Detailing (Marinka & Collet)	2813 Robertson Ave	Arriest Viola Tanner
4342 Eileen Dr	B&G Pony Keg (Robert Fletcher)	3212 Madison Rd	Auto Merchants (Marinka & Collet)	2901 Robertson Ave	Dymatron, Inc. (Robertson Properties)
3147 Enyart Ave	Comp-Fab (William Schmidter)	4329 Millsbrae Ave	Charlene Hunt	2905 Robertson Ave	Tom Kucia
3149 Enyart Ave	Comp-Fab (William Schmidter)	4330 Millsbrae Ave	Halm Properties	2907 Robertson Ave	Lowell Wilson
3205 Enyart Ave	HRS Studio	2771 Robertson Ave	Clarence M. Jones	2909 Robertson Ave	Mark Kiser
3215 Enyart Ave	D&M Properties	2775 Robertson Ave	John & Judith Monhollen	2911 Robertson Ave	Janna Shaffer
3217 Enyart Ave	D&M Properties	2785 Robertson Ave	Robert Fletcher	2915 Robertson Ave	James & Victoria Stroud
3231 Enyart Ave	Joseph & Jennifer Seto	2789 Robertson Ave	Aloha Tanning Salon (Linton Hill)	2917 Robertson Ave	David & Melinda Hinaman
3235 Enyart Ave	Eccles Saw & Tool Co. (Dean Eccles)	2791 Robertson Ave	Mueller's Auto Service (William Mueller)	2921 Robertson Ave	Jeff & Jami Couzins
3166 Madison Rd	Courtesy Used Cars (Linda Veith & Terry Berg)	2793 Robertson Ave	Shorty & Lenny's Auto & Collision Repair (William Mueller)	2931 Robertson Ave	Robert & Lisa Pruden
3170 Madison Rd	Courtesy Used Cars (Linda Veith & Terry Berg)			2933 Robertson Ave	Daniel Adair
				2937 Robertson Ave	Ella Gadberry
2941 Robertson Ave	John Hetz	4410 Verne Ave	John Cody		
2943 Robertson Ave	Christine Jenkins	4411 Verne Ave	Roy Gray		
2945 Robertson Ave	Christine Jenkins	4412 Verne Ave	Frederick Ruben		
2950 Robertson Ave	Two Gateway Limited Partnership	4413 Verne Ave	John Lanham		
2960 Robertson Ave	Two Gateway Limited Partnership	4414 Verne Ave	Michael Braun		
3021 Robertson Ave	Busi-Comm Group	4415 Verne Ave	Anthony Seiler		
3026 Robertson Ave	Richard Sharpe	4416 Verne Ave	Robert Rickard		
3031 Robertson Ave	Charles & Janet Duff	4417 Verne Ave	Joyce McDonough		
3000 Robertson Ave	Blue Sky Partners	4418 Verne Ave	Sydney Sabo		
3004 Robertson Ave	Blue Sky Partners	4419 Verne Ave	Charlene Schumsky		
3100 Robertson Ave	Sylvester B. Meyer, Jr.	4421 Verne Ave	Verne Inc.		
4394 Verne Ave	Dillinger's Tavern (John Shea III)	4423 Verne Ave	Verne Inc.		
4403 Verne Ave	Samuel Peters	4426 Verne Ave	Doron Elam		
4404 Verne Ave	Richard Sharpe	4428 Verne Ave	Russell Brown		
4405 Verne Ave	Samuel Peters	4431 Verne Ave	Terry Collins		
4406 Verne Ave	Walter Alfaro	4432 Verne Ave	Judith Wilkinson		
4407 Verne Ave	Marlin Rueve	4433 Verne Ave	Terry Collins		
4408 Verne Ave	Daniel Rahe	4434 Verne Ave	Judith Wilkinson		
4409 Verne Ave	Angela Johnson	4436 Verne Ave	Performance Plastics Ltd.		

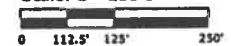
LEGEND

■■■■ Study Area Boundary

— Civil Boundary



Scale: 1"=250'0"



Rank the top 5 traffic-related issues that need to be addressed along the Robertson Corridor.

- 1= Most Needed 5= Less Needed
 Congested Streets Location of Parking Vehicular Access
 Street Maintenance Street Lighting

Rank your business days. Place a one (1) to the left of your busiest day, and continue through to indicate your least busy day with a number seven (7).

- Sunday Monday Tuesday Wednesday
 Thursday Friday Saturday

Rank your business hours. Place a one (1) to the left of your busiest time of day, and continue through to indicate your least busy day with a number seven (7).

- Morning (before 11:30 AM) Lunch (11:30 AM - 1:30 PM)
 Afternoon (1:30 PM - 6:00 PM) Evening (6 PM - 9 PM)
 Night (after 9 PM)

How important is it that the following issues are addressed as they relate to the Robertson Avenue Corridor.

- 1= Most Important 5= Less Important
 Parking Cleanliness of the area Business development Appearance
 Safety Traffic flow (pedestrian) Traffic flow (vehicular)

Approximately how many trucks enter and leave the business during a given 24-hour period?

Are truck access locations to your business adequate at this time? (Circle One) Yes or No. If No, what suggestion could you make to improve access?

Do your employees have adequate parking available to them? (Circle One) Yes or No. If No, could it be made available to them?

Would shared parking by employees from other businesses interest you?

Business Survey
 (Robertson Rd. Corridor)

Name of Business: _____ Location: _____

Respondent's Name: _____ Telephone: _____

Description of Business: Locally Operated Regional National Franchise

Business Ownership: Family Sole Proprietorship Partnership
 For-Profit Corp. Non-Profit Cooperative

Own or Lease Facility: Own Lease

Establishment of Business at Current Location: (Year) _____

Number of Employees: Full-Time _____ Part-Time _____

Operating hours: _____

Physical Improvements

Planning on Expanding Business? (Circle One) Yes or No

Are any of the following constraints on renovation or expansion?

- Insufficient Space Low interest rate loan Need Financial Assistance
 Need Planning Assistance Skilled Labor Force
 Other, specify _____

Rank the top 5 areas that need to be addressed or improved along the Robertson Avenue Corridor:

- 1= Most Needed 5= Less Needed
 Front Entrances Sidewalk Conditions Street Lighting
 Rear Entrances Parking Building Appearance (exterior)
 Streetscape (street and sidewalk)

Pole in front of Archer Counter Design needs to be taken down.
Too many "No Trucks Allowed" areas in surrounding side streets
Need 4-way stops at side street intersections (i.e.: 31st and Minot)
In many places, hard to see oncoming traffic around parked cars on street
More street cleaning of Madison, crosswalk, lights
Enyart road needs redone somehow

Comments:

Businesses they would like to see:

- Better and more restaurants
- Upscale Retail
- Café
- Salons
- Small and midsize businesses
- Places to shop on lunch break

Businesses they do NOT want to see:

- Too many already
- Fast food
- Grocery

Specific Concerns:

- Parking
- Litter
- High speed traffic
- Night crime
- Apartments on Brownway and Robertson need to be cleaned up or condemned.

Left turn comment:

- Not necessary
- Makes travel through neighborhood necessary
- Trucks tend to ignore sign

Ways to avoid left turn:

- Through neighborhood
- Make the illegal turn
- Left from Brazee Ave.
- Turn around in UDF parking lot
- Turn left from Brownway

Other concerns/comments:

- Enyart should be wider street
- Speeding cars under RR overpass on Madison
- 34th street is too narrow between Robertson and Railroad
- Robertson drivers are too fast
- No left turn and narrow streets make for difficult access for trucks
- Police ticketing customers at loading docks of Roofing Distributing
- Install left turn LIGHT at intersection(s) in question
- Difficult turn from Appleton to Enyart
- Enyart street maintenance
- Should also be able to turn left from Madison onto Appleton
- Trucks for Archer Counter Design cant get to building from Robertson or 34th