

TRANSIT





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www.newberlin.org

MEMORANDUM

TO: Utility Committee
City of Milwaukee

FROM: Telesfore P. Wysocki ^{KPW}
Mayor City of New Berlin

RE: Milwaukee Water Purchase Agreement

DATE: March 24, 2003

Introduction

I write this memo in response to the recent proposed resolution by the City of Milwaukee's Common Council relating to "criteria for the sale of water to neighboring communities." As a result of concerns over water quality, the reduction of sandstone aquifer levels and, in general, the long-term water quality degradation from the sandstone aquifer, New Berlin is at a point in its history where it is strategically planning for its future water needs. A critical decision needs to be made as to where and how the City of New Berlin will provide high quality water resources in sufficient quantities. Obtaining Milwaukee water was one of the options proposed for serving already existing customers east of Sunnyslope Road (roughly east of the sub-continental divide).

The amount of available vacant land in the area east of Sunnyslope Road is minimal. It contains no vacant land zoned for industrial uses and only 17 acres of vacant land zoned for commercial uses. Ultimately, New Berlin's influence on Milwaukee's industrial and commercial growth would be minimal considering there are only 15 acres of vacant industrially zoned land and 20 acres of vacant commercially zoned land remaining within the Lake Michigan watershed.

1987 Master Plan

The City of New Berlin adopted its first comprehensive Master Plan in 1987 under State Statute 62.23. This plan was prepared by SEWRPC and had a time horizon until 2010.

There are eleven major principles guiding the City of New Berlin's Master Plan. Two of the most relevant principles to this memo are:

- 1) *Housing units within the New Berlin area should be geographically well distributed and include a full range of housing by type, size and cost, including manufactured housing, detached single-family dwellings, attached two-family dwellings, attached multi-family rowhouses or townhouses, and attached multi-family garden apartments or condominiums.*

Recognizing the importance of regional cooperation, New Berlin and SEWRPC used two important documents in the preparation of the City's original Master Plan. The first significant document used in the Plan preparation for New Berlin was the regional housing plan, described in SEWRPC Planning Report No. 20, A Regional Housing Plan for Southeastern Wisconsin. This plan identifies existing housing needs within the Region and recommends steps, which would help to meet those needs.

The City has long recognized the need for a balanced housing stock - one that is supportive of its significant industrial land uses. As indicated by the City's Master Plan, a balance between single-family and multi-family housing is important. The Community Development Department monitors the ratio of single-family to multi-family residential properties. The ratio we strive for is 80% single-family units to 20% multi-family units.

The second principle relevant to this memo is:

- 2) *An integrated area transportation system serves to interconnect freely the various land use activities within the neighborhoods, City, and Region, thereby providing the attribute of accessibility essential to the support of these activities.*

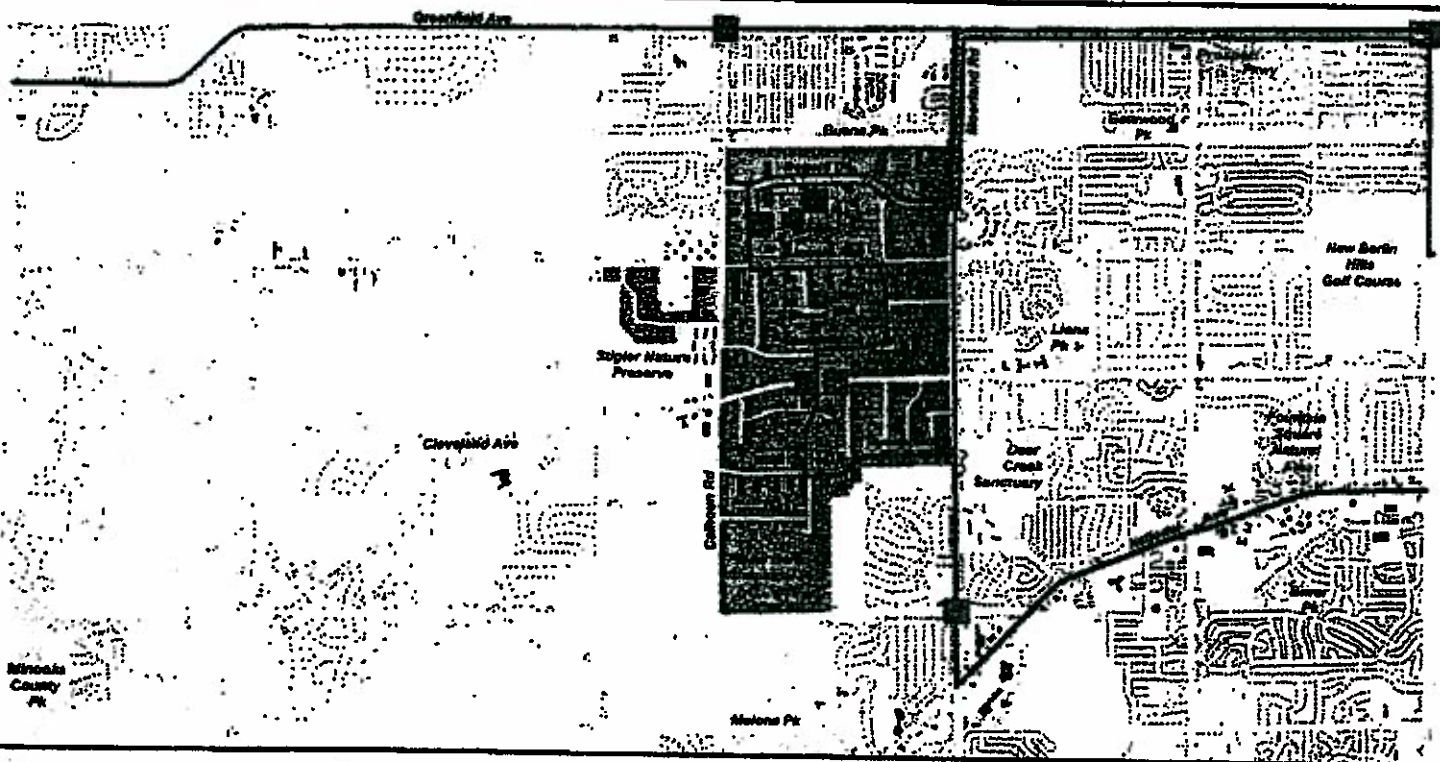
The second significant planning document used was SEWRPC's Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000. This document provides recommendations regarding the amount, spatial distribution, and general arrangement of the various land uses required to serve the need of the existing and future resident population and economic activity levels of the Region. This adopted regional transportation plan, as presented by SEWRPC Planning Report No. 25, describes how the regional land use plan can best be served by highway and transit facilities.

The New Berlin Industrial Parks are serviced by at least two (2) separate bus lines from Milwaukee County. The Milwaukee County Transit System and Wisconsin Coach Lines operate routes into New Berlin. These routes connect to approximately 25 separate bus routes within Milwaukee County providing ample opportunity for City of Milwaukee and Milwaukee County residents to reach jobs in New Berlin and vice versa. As identified in our "draft" Transportation Plan, New Berlin recognizes and is in support of continuing the fixed route transit service from Milwaukee County.

GDMP Update

In 1999, the City hired Clarion Associates to help the City update the 1987 plan. This new Plan update was called the Growth and Development Master Plan (GDMP). This Master Plan update will help the City guide its growth as it faces new planning challenges over the coming decade. This update essentially was an update to the land use element of the 1987 Plan and focused on several key issues that included: 1) updating the future land use map; 2) addressing issues of "community character" and land use compatibility; and 3) developing open space, rural preservation, and environmental preservation principles. The GDMP Plan placed limits on the already developed eastern portion of the city through neighborhood preservation and encouragement of compatible infill development. In addition, the plan takes great lengths to preserve our existing open spaces and rural areas. New development regulations have incorporated the use of conservation subdivisions, transfer of density rights, and larger lot sizes.

New Berlin Bus Routes and Bus Stops



Bus Routes

- Milwaukee County Transit System Route 218
- - - Milwaukee County Transit System Route 6
- Milwaukee County Transit System Route 86
- Wisconsin Coach Express Lines
- Waukesha Metro Transit Route 302

Bus Stop Locations

- Milwaukee County Transit System Route 218, 124th St and Greenfield Ave
- Milwaukee County Transit System Route 218, 166th St and Cleveland Ave
- Milwaukee County Transit System Route 6, Quad Graphics
- Milwaukee County Transit System Route 6, Schoenek Containers, Inc.
- Milwaukee County Transit System Route 86, 124th St and Greenfield Ave
- Wisconsin Coach Express Lines, Calhoun Rd and Greenfield Ave
- Waukesha Metro Transit Route 302, 166th St and Cleveland Ave
- Waukesha Metro Transit Route 302, Coffee Rd and National Ave

For further route, fare, and schedule information please contact:

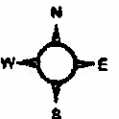
Milwaukee County Transit System
 (262) 344-6711
www.ridemcts.com

Wisconsin Coach Lines
 (262) 542-8861 or
 (262) 544-8503

Waukesha Metro Transit
 (262) 524-3636
www.ci.waukesha.us/dept/transit



Department of Community Development
 Land Information Services
 3025 S. Cleland Dr.
 New Berlin, WI 53151
 Phone: 262-780-3000
 Fax: 262-780-4805
www.newberlin.org



Milwaukee Journal Sentinel (WI)

April 30, 2003

Milwaukee panel backs New Berlin water deal *CORISSA JANSEN cjansen@journalsentinel.com, Journal Sentinel*

With officials from both communities evoking Charles Dickens' "A Tale of Two Cities," Milwaukee aldermen on Tuesday took another critical step toward selling Lake Michigan water to New Berlin.

But while New Berlin's mayor mentioned Dickens' novel to urge the water deal as a first step toward "regional cooperation," a Milwaukee alderman quoted the author to mirror economic disparities between the two cities -- and the economically prosperous suburb's quest for one of its urban neighbor's greatest assets.

Though Milwaukee Ald. Michael Murphy said he harbors no hostility toward New Berlin, he urged Milwaukee's Utilities and Licenses Committee members to view the contract as "not just a strict commodity sale."

But after listening to a laundry list of concerns, the committee on Tuesday unanimously endorsed the contract negotiated between New Berlin and the Milwaukee Water Works. The deal would net Milwaukee about \$600,000 annually for the next 20 years, and provide New Berlin with a solution to a sizable water shortfall in the near future.

Though Milwaukee proponents of such water sales have said they keep rates down for the city's water customers, Murphy asked the committee to first consider the large economic gap between the two communities.

Different views of deal

New Berlin Mayor Ted Wysocki urged Milwaukee officials to look at the deal as the harbinger of increased cooperation between the two cities. But Murphy said Milwaukee does not benefit from New Berlin's low level of affordable housing or its lack of plans to increase mass transit links that would bring Milwaukee workers to jobs in New Berlin.

Wysocki countered that New Berlin ranks second-highest in Waukesha County in the number of affordable housing units. He also said several Milwaukee County bus routes bring workers from outside Waukesha County into New Berlin, primarily to its industrial parks.

"I think we have an opportunity to write another chapter to the tale of two cities," Wysocki said. "We have here an issue that's one of the first of a common-ground nature. It benefits us both."

Milwaukee Ald. Jeff Pawlinski agreed. With the defeat of former Menomonee Falls Village President Joe Greco earlier this month, he said, Milwaukee lost "a very dear friend" and needs to make more allies in the suburbs.

Pawlinski noted that Lake Michigan water is an asset to Milwaukee only if the city chooses to market and sell it.

"If we hoard it, it's not an asset," he said. "In this case, I think we ought to move forward."

Benefits touted

Milwaukee Water Works Superintendent Carrie Lewis noted that New Berlin has other options, such as buying lake water through Oak Creek or drilling new wells.

"This is an extremely important revenue for the Milwaukee Water Works," Lewis said. The deal would result in no capital costs for Milwaukee because New Berlin would pay for connecting to Milwaukee's system.

Lewis said the revenue generated by the deal, endorsed by Milwaukee's Department of City Development, would result in about a \$4 discount per year for every residential water customer in Milwaukee.

Murphy, who does not serve on the Utilities and Licenses Committee, said he understands the financial pressure the Milwaukee Common Council is under. But he still urged aldermen on the committee to consider the consequences of the deal.

"We need every dollar we can probably get," Murphy said. "But it's not always to our advantage to make these sales and agreements."

He pointed to several economic and demographic disparities between New Berlin and Milwaukee.

"Regional cooperation means mutual objectives," Murphy said, adding that he believes Waukesha County has largely rebuked regional cooperation efforts, such as mass transportation, that might benefit Milwaukee County.

After Tuesday's vote, Wysocki said he believes Murphy's concerns are "strong and legitimate."

"But my hope is he sees that by denying this, it doesn't solve these problems at all," he said.

The Milwaukee Common Council is to vote on the contract in mid-May, followed by a similar vote by the New Berlin council.

WHO GETS WHAT

Milwaukee would net about \$600,000 annually for the next 20 years.

New Berlin would solve its sizable water shortfall for the near future.

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Route Key

- Regular Routes
- Operates most weekdays
September to June
- Park-Ride Lot
- Freeway Flyer
- Limited Service
*Be sure to check schedules
for days and times this route
or route segment operates.*
- MCTS Administration Building
1942 N. 17th Street
Milwaukee, WI 53205
- Connects with Waukesha Metro
bus service

All trips on all routes are
wheelchair accessible

AH1-AH5 Alexander Hamilton*
BV1-BV5 Bay View*
RS1-RS4 Riverside*

- 8** QuadGraphics Sussex / Pewaukee
- 10** Humboldt-Wisconsin
- 11** Holton-Greenfield / Howell
- 12** Teutonia-Hampton
- 14** Forest Home / Howard
- 15** Oakland-Kinnickinnic
- 17** Canal Street
- 18** National-Greenfield
- 19** MLK - S. 13th & S. 20th
- 21** North Avenue
- 22** Center Street
- 23** Fond du Lac Avenue
- 27** 27th Street
- 29** 108th St.
- 30** Sherman-Wisconsin
- 31** State-Highland
- 35** 35th Street
- 39** Timmerman Flyer
- 40** Holt-College Flyer (Northeast Lot)
- 40U** Holt-College UBUS (Southwest Lot)
- 43** Whitnall Flyer

8800

75

100

4800

SHOREWOOD

62

4000

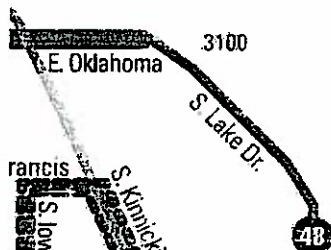
University of
Wisconsin
Milwaukee

3100

SHOREWOOD



- 22 Center Street
- 23 Fond du Lac Avenue
- 27 27th Street
- 28 108th St.
- 30 Sherman-Wisconsin
- 31 State-Highland
- 35 35th Street
- 39 Timmerman Flyer
- 40 Holt-College Flyer (Northeast Lot)
- 40U Holt-College UBUS (Southwest Lot)
- 43 Whitnall Flyer
- 44 Fair Park-National Flyer
- 44U Fair Park-Whitnall UBUS
- 45 Watertown Plank Flyer
- 46 Loomis-Southridge Flyer
- 47 S. 27th St. Flyer
- 48 South Shore Flyer
- 49 Brown Deer-Northshore Flyer
- 49U Brown Deer UBUS
- 50 Morgan Avenue
- 51 Oklahoma Avenue
- 53 Lincoln Avenue
- 54 Mitchell-Burnham
- 55 Layton Avenue
- 57 Walnut-N. 92nd
- 59 Mill Road
- 60 Burleigh Street
- 61 Hampton-107th
- 62 Capitol Drive
- 63 Silver Spring Drive
- 64 S. 60th Street
- 67 N. 76th-S. 84th
- 68 Port Washington
- 76 N. 60th-S. 70th
- 79 Menomonee Falls Flyer
- 80 6th Street
- 85 Whitman-West
- 87 Nathan Hale
- 88 Cudahy
- 89 St. Francis
- 137 House of Correction
- 143 Ozaukee County Express
- 219 Oak Creek Shuttle



**For maps of these routes please refer to the specific route guide (schedule).*

Subject to change without notice.
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Welcome to the City of Waukesha, WI*"36th Best Small City in the Country"*

CITY HOME

CITY DEPARTMENTS

CITY CALENDAR

CITY SERVICES

CITY SEARCH

Department Home

Services

FAQ's

Riding Metro

Contact Us

Related Sites

Routes & Schedules

Fares

Transit Commission

News and Events

Brochures

Transit Center

Directions

[Home](#) > bus_routes_main.html**Transit****Robert Johnson**
Director**Address**2311 Badger Drive
Waukesha, WI 53188**Contact****Information**P: 262-524-3636
F: 262-524-3646[Email us](#)**Bus Routes**

Waukesha Metro Transit has 17 routes that travel throughout the Waukesha County and parts of Milwaukee County. Waukesha Metro Transit directly operates 10 routes. Wisconsin Coach Lines and the Milwaukee County Transit System operate the other routes for Waukesha Metro Transit. Below is a list of the routes including a where each route operates, and a link to each route's webpage. Each route's webpage includes schedules and maps of the route, and a complete schedule and map of the route in a convenient printable format. If you need help understanding the route schedules, please consult the [instructions](#) for reading route schedules.

[Transit Guide \(Map includes all routes listed below\)](#)

For Scheduled Departures of Routes at the Downtown Transit Center, [click here](#).

Routes Operated Directly by Waukesha Metro Transit**Route 1-Waukesha/Brookfield**
Major Destinations

Route 1 operates from the Downtown Transit Center and travels along the very popular retail sector of the northeast side of Waukesha. It continues onto Bluemound Road in Brookfield to Brookfield Square. Route 1 provides service to the Goerkes Corners Transit Station where riders can make connections to Waukesha Metro [Route 2](#), Wisconsin Coach Lines(WCL) [Routes 901](#), and Badger Bus. At Brookfield Square, Route 1 makes connections with [WCL Route 218](#), Milwaukee County Transit System (MCTS) [Route 10](#) and [WCL Route 901](#). This route also services Horning Middle School.

Route 2-Arcadian
Major Destinations

Route 2 operates from the Downtown Transit Center to Goerkes Corners. This route services the east side of the city including Arcadian Ave and the very popular retail sector of the northeast side of Waukesha.

Route 3-Hartwell**Major Destinations**

Route 3 operates from the Downtown Transit Center to K-Mart on Sunset Drive. This route services the south central part of the city including service along Hartwell Ave. Route 3 provides regular service to South and Catholic Memorial High.

Route 4-Grand
Major Destinations

Routes Operated by Wisconsin Coach Lines

Route 218-New Berlin

Route 218 operates from Brookfield Square to the New Berlin Industrial Park. This route makes connections with Metro Route 1, MCTS Route 10 and WCL Route 901 at Brookfield Square.

Route 901-Waukesha Milwaukee Express

Route 901 operates from the Downtown Transit Center to downtown Milwaukee. Route 901 operates along the northeast side of Waukesha to Goerkes Corners and continues onto Bluemound Road in Brookfield to Brookfield Square. Route 901 then travels along I-94 to downtown Milwaukee including service to Marquette University and UW-Milwaukee. Route 901 makes connections with Route 1, Route 218, and MCTS Route 10 at Brookfield Square and makes connections with Route 1 and Route 2 at Goerkes Corners.

Route 904/905-Oconomowoc Milwaukee Express

The Routes 904 & 905 operate from Oconomowoc to downtown Milwaukee. The Route 904 operates on Hwy 16 from Oconomowoc to Hartland to Pewaukee and then operates on I-94 to Goerkes Corners and downtown Milwaukee including service to Marquette University.

Route 905 operates on I-94 from Oconomowoc to Dafiafield to Meadowbrook & Goerkes Corners Park-Ride Lots. The Route 905 then continues on I-94 to downtown Milwaukee including service to Marquette University.

Route 906-Mukwonago Milwaukee Express

Route 906 operates from Mukwonago to downtown Milwaukee on I-43 with stops at the Big Bend and Valley View (New Berlin) Park-Ride Lots.

Routes Operated by the Milwaukee County Transit System

MCTS Route 10-Humboldt/Wisconsin

The MCTS Route 10 operates from Brookfield Square to Bayshore Mall via Bluemound Rd., downtown Milwaukee, and Humboldt Av. This route serves the Milwaukee County Zoo, Milwaukee Regional Medical Center, and Marquette University. MCTS Route 10 makes connections with Routes 1, Route 218, and WCL 901 at Brookfield Square.

MCTS Route 79-Menomonee Falls Flyer

The MCTS Route 79 operates from the Pilgrim Rd. Park-Ride Lot to downtown Milwaukee. This route operates from Menomonee Falls to downtown Milwaukee via Hwy 45 & I-94.

MCTS Route 8-Quad/Graphics Sussex/Pewaukee

The MCTS Route 8 operates from Milwaukee to the Quad/Graphics plants in Sussex and Pewaukee. This is not a Waukesha Metro Transit route. MCTS operates this route

Legend

WAUKESHA METRO TRANSIT

- 1 Waukesha/Brookfield
- 2 Arcadian
- 3 Hartwell
- 4 Grand
- 5 Prairie
- 6 St. Paul
- 7 Madison
- 8 Summit
- 9 Northview
- 15 Racine Avenue
- 318 New Berlin Industrial Park

WAUKESHA COUNTY EXPRESS

- 901 Waukesha Milwaukee Express
- 904 905 Oconomowoc Milwaukee Express

MILWAUKEE COUNTY TRANSIT SYSTEM

- M8 Quad/Graphics/Sussex/Pewaukee
- M10 Humboldt/Wisconsin

N Brookfield Rd

BEVERLY
HILLS PARK

▲
W Burleigh Rd

MCCOY
FIELD
PARK



Waukesha Metro Transit

**Customer Service/
Information:**
262-524-3636

Website:

www.waukeshametro.org

**Hearing impaired
passengers**

may contact Waukesha Metro
Transit by using the Wisconsin
Telecommunications Relay System
(WTRS).

The numbers for the WTRS are:

Nationwide: 711

TTY: 800-947-3529

Relay to Speech: 800-833-7637

Mailing Address:

Legend

WAUKESHA COUNTY EXPRESS

- Waukesha Milwaukee Express
- Oconomowoc Milwaukee Express
- Mukwonago Milwaukee Express
- Express Service (non-stop)
- Local Service

MILWAUKEE COUNTY TRANSIT SYSTEM

- Quad/Graphics/Sussex/Pewaukee
- Menomonee Falls/Butler
- Humboldt/Wisconsin
- Menomonee Falls Flyer

- Transit Center
- Park & Ride
- Direction of Route
- Place of Interest
- Hospital
- University/School
- Shopping Area

WVATES

Sunset Dr

Genesee

North
Prairie

108

83

59

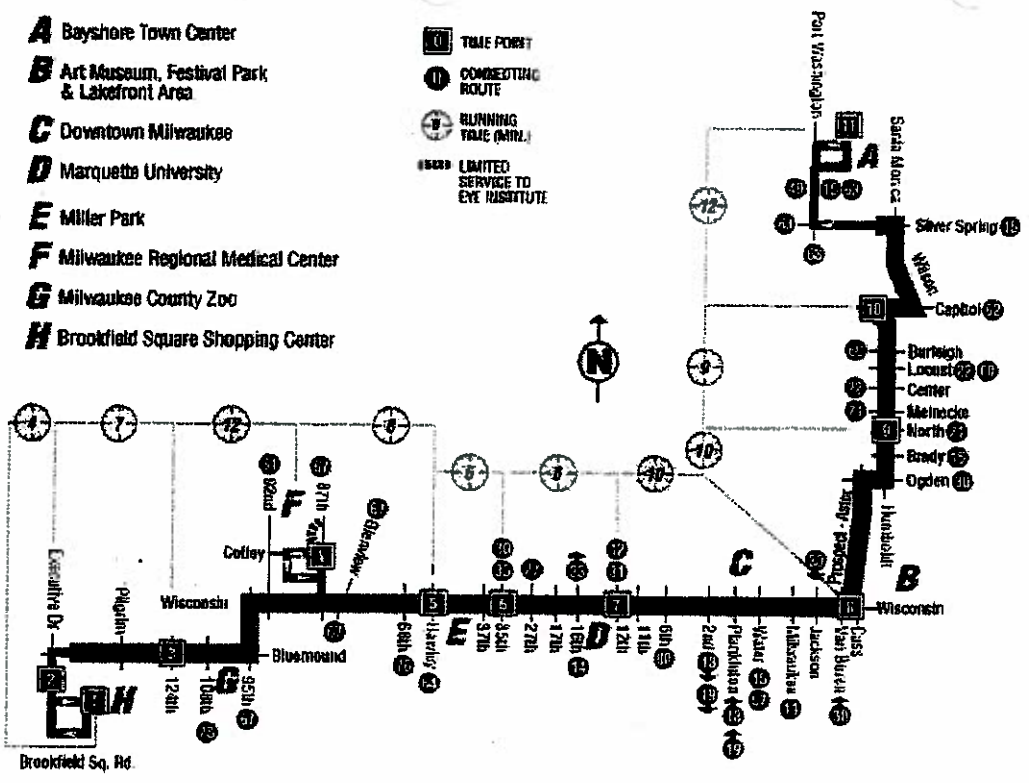
108

11

14

- A** Bayshore Town Center
- B** Art Museum, Festival Park & Lakefront Area
- C** Downtown Milwaukee
- D** Marquette University
- E** Miller Park
- F** Milwaukee Regional Medical Center
- G** Milwaukee County Zoo
- H** Brookfield Square Shopping Center

- TIME POINT
- CONNECTING ROUTE
- RUNNING TIME (MIN.)
- LIMITED SERVICE TO EYE INSTITUTE



Brookfield Sq. Rd.

Route operates on west side of Brookfield Square

Bayshore	Humboldt & Capitol	Humboldt & North	Wisconsin & Cass	Wisconsin & N12	35th & Wisconsin	Wisconsin & Hawley	87th & Coffey	92nd & Wisconsin	Bluemound & N124	Brookfield Sq.	Executive & Bluemound
			4:55E	5:01	5:07	5:11L					
			5:16	5:22	5:28	5:32		5:22	5:30	5:39	5:42
5:11	5:21	5:29	5:37	5:43	5:49	5:53		5:41	5:49	5:58	6:01
5:25	5:36	5:44	5:51	5:57	6:04	6:08		6:02	6:10	6:19	6:22
5:40	5:51	5:59	6:06	6:12	6:19	6:23		6:17	6:24	6:33	6:36
5:55	6:05	6:13	6:21	6:27	6:33	6:37		6:32	6:39	6:49	6:52
6:05	6:16	6:24	6:31	6:41	6:47	6:51		6:46	6:54	7:04	7:07
6:20	6:30	6:38	6:46	6:55	7:02	7:06		7:00	7:08	7:17	7:20
								7:15	7:22		
Bayshore	Humboldt & Capitol	Humboldt & North	Wisconsin & Cass	Wisconsin & N12	35th & Wisconsin	Wisconsin & Hawley	87th & Coffey	92nd & Wisconsin	Bluemound & N124	Brookfield Sq.	Executive & Bluemound
6:30	6:43	6:52	7:00	7:10	7:16	7:20		7:30	7:38	7:48	7:51
6:44	6:57	7:06	7:14	7:24	7:30	7:34		7:44	7:52		
6:59	7:12	7:21	7:29	7:39	7:45	7:49		7:59	8:07	8:17	8:20
7:14	7:27	7:36	7:44	7:54	8:00	8:04		8:14	8:22		
7:29	7:42	7:51	7:59	8:09	8:15	8:19		8:29	8:37	8:47	8:50
7:44	7:57	8:06	8:14	8:24	8:30	8:34	8:46				
7:59	8:12	8:21	8:29	8:39	8:45	8:49		8:59	9:07	9:17	9:20
8:15	8:28	8:36	8:45	8:56	9:02	9:06	9:17				
8:32	8:45	8:53	9:02	9:13	9:19	9:23		9:32	9:40	9:49	
8:49	9:02	9:10	9:19	9:30	9:36	9:40	9:51				
Bayshore	Humboldt & Capitol	Humboldt & North	Wisconsin & Cass	Wisconsin & N12	35th & Wisconsin	Wisconsin & Hawley	87th & Coffey	92nd & Wisconsin	Bluemound & N124	Brookfield Sq.	Executive & Bluemound
9:06	9:19	9:27	9:36	9:47	9:53	9:57		10:06	10:14	10:23	
9:23	9:36	9:44	9:53	10:04	10:10	10:14	10:25				
9:40	9:53	10:01	10:10	10:21	10:27	10:31		10:40	10:48	10:57	
9:57	10:10	10:18	10:27	10:38	10:44	10:48	10:59				
10:14	10:26	10:34	10:44	10:55	11:02	11:06		11:16	11:25	11:34	
10:31	10:43	10:51	11:01	11:12	11:19	11:23	11:35				
10:48	11:00	11:08	11:18	11:29	11:36	11:40		11:50	11:59	12:08	
11:05	11:17	11:25	11:35	11:46	11:53	11:57	12:09				
11:22	11:34	11:42	11:52	12:03	12:10	12:14		12:24	12:33	12:42	
11:39	11:51	11:59	12:09	12:20	12:27	12:31	12:43				
Bayshore	Humboldt & Capitol	Humboldt & North	Wisconsin & Cass	Wisconsin & N12	35th & Wisconsin	Wisconsin & Hawley	87th & Coffey	92nd & Wisconsin	Bluemound & N124	Brookfield Sq.	Executive & Bluemound
11:57	12:09	12:17	12:26	12:37	12:44	12:48		12:59	1:07	1:16	
12:14	12:26	12:34	12:44	12:55	1:02	1:06	1:18				
12:32	12:44	12:52	1:02	1:13	1:20	1:24		1:34	1:43	1:52	
12:50	1:02	1:10	1:20	1:31	1:38	1:42	1:54				
1:08	1:20	1:28	1:38	1:49	1:56	2:00		2:10	2:19	2:28	
1:26	1:38	1:46	1:56	2:07	2:14	2:18	2:30				
1:42	1:54	2:03	2:13	2:25	2:32	2:36		2:47	2:57	3:06	
1:59	2:11	2:20	2:30	2:42	2:49	2:53	3:06				
2:16	2:28	2:37	2:47	2:59	3:06	3:10		3:21	3:31	3:40	
2:33	2:45	2:54	3:04	3:16	3:23	3:27	3:40				
Bayshore	Humboldt & Capitol	Humboldt & North	Wisconsin & Cass	Wisconsin & N12	35th & Wisconsin	Wisconsin & Hawley	87th & Coffey	92nd & Wisconsin	Bluemound & N124	Brookfield Sq.	Executive & Bluemound
2:45	2:57	3:06	3:16	3:28	3:35	3:39		3:50	4:00	4:09	
2:57	3:09	3:18	3:28	3:40	3:47	3:51	4:04				
3:09	3:21	3:30	3:40	3:52	3:59	4:03		4:14	4:24	4:33	
3:21	3:33	3:42	3:52	4:04	4:11	4:15	4:28				
3:33	3:45	3:54	4:04	4:16	4:23	4:27		4:38	4:48	4:57	
3:45	3:57	4:06	4:16	4:28	4:35	4:39	4:52				
3:56	4:09	4:18	4:28	4:39	4:47	4:51		5:01	5:11	5:21	
4:08	4:20	4:29	4:39	4:51	4:58	5:02	5:15				
4:21	4:33	4:41	4:51	5:03	5:10	5:14		5:25	5:35	5:44	
4:33	4:45	4:53	5:03	5:15	5:22	5:26	5:39				

Come Aboard!

Wanted to transfer to a different route to your trip, ask your bus operator for when you board your first bus. Your is valid for 90 minutes from the time it is issued. Transfers are free and issued to riders their fare by cash or METRO TICKET. Having a 90 minute bus pass!

Transfers

Waukesha County (WC) 901, 904, or 905: transfers are available from your in Coach Lines operator. These transfers allow you to transfer to a WC bus for \$1.75 applicable WC fare.

Waukesha County (WC) 901, 904, and 905: Metro will accept WC transfers at any for no additional fare.

Waukesha County Transit System Route 10:

Transfer or METROPASS will allow you to CTS buses and ride for \$0.25 plus the zone fare.

Waukesha County Transit System Route 10:

Waukesha County Transit valid transfer or bus you to board for \$0.25 at Brookfield and Executive Drive stops only.

Waukesha Metro Transit: transfers and passes accepted additional charge.

Fares

Adults	\$1.75
Children 4 and Under (with Paid Adult Fare)	Free
Students (Ages 5-18 with a valid identification of enrollment in an elementary or secondary school)	\$1.10
Elderly/Disabled (Medicare ID or Metro ID)	\$0.75
Saturday or Sunday SUPERTRANSFER	\$2.50
Adult METROPASS	\$38.00
Student METROPASS	\$27.00
Elderly/Disabled METROPASS (Medicare ID or Metro ID)	\$29.00
Summer Youth Pass (June, July and August)	\$30.00
Adult METRO TICKETS	10 for \$15.00
Student METRO TICKETS	10 for \$10.00
Elderly/Disabled METRO TICKETS (Medicare ID or Metro ID)	10 for \$7.50

Passes and tickets sold at Metro Fare Outlets only.

Accessible Services

Waukesha County Transit System has wheelchair accessible motorcoaches on fixed-route service. Wheelchair users and people with other disabilities can call (262) 542-8861 for more information.

Accessible Ways of Contacting Us

Hearing impaired passengers may contact Waukesha Metro Transit or Waukesha County Relay System (WTRS).

The numbers for the WTRS are:

Nationwide: 711

TTY: 800-947-3529

Speech to Speech: 800-833-7637

Lost and Found

Please check for personal belongings when leaving the bus. Waukesha County Transit System is not responsible for articles left on the bus.

This route operated by:



Wisconsin Coach Lines

1520 Arcadian Avenue
Waukesha, WI 53186
www.wisconsincoach.com
(262) 542-8861

Schedule Designed by CHK America

For More Information

If you need more information on Waukesha Metro Transit routes and schedules, call us at (262) 524-3636 or log onto: www.waukeshametro.org

Waukesha Metro Transit
2311 Badger Drive
Waukesha WI 53188

Internet Trip Planner

Need help planning your bus trip? Try the Waukesha Metro Transit Internet Trip Planner. Receive detailed bus trip directions 24-hours a day via the Internet. You can access our Internet Trip Planner through our website.



Funded locally by Waukesha County

Information subject to change without notice.

Information: 262-524-3636
www.waukeshametro.org

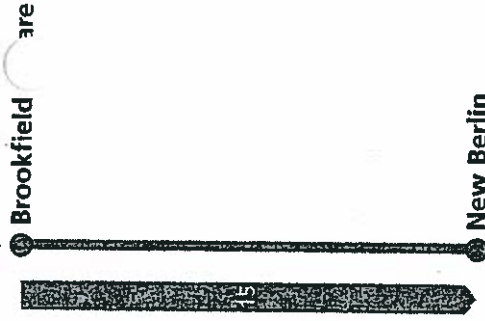
ROUTE
218

Waukesha
County Transit

New Berlin
Industrial Park

Effective March 23, 2008

Approximate
travel time
(in minutes)



Operated by:
Wisconsin Coach Lines

Weekdays: 5:44am to 11:54pm	Saturdays: No Service	Sundays: Set
--	------------------------------------	------------------------

This route does not operate on the following days:
New Year's Day, Easter Sunday, Memorial
Independence Day, Labor Day, Thanksgiving,
Christmas Day.

Information: 262-524-3636
www.waukeshametro.org

Riding the Schedule

The schedule for the day of the week and the direction you wish to ride.

The timepoints closest to your origin and destination. The timepoints are shown on the map and indicate the time the bus is scheduled to be at the particular location. Your next bus stop may be between timepoints. Look down the column to see the times when the bus will be at the given timepoint. Read the column to the right to see when the trip across other timepoints. If no time is shown, the bus does not serve that timepoint.

How to Ride the Bus

When you wait by the blue bus stop sign a few minutes before the bus is scheduled to arrive. When the bus arrives, check the sign above the windshield for the route number and the destination. Another sign is located just to the left of the front door at the top of the window. If you are still unsure if you have the correct bus, ask the driver.

Pay your fare. Please have your fare ready when you board the bus.

Tickets: Put bills, coins, or tickets into the fare box. Exact change is required. If you need more change, request one from the driver. If you are elderly or disabled, you are required to show your Metro Accessible Fare Card or Medicare Card to the driver.

Show your pass to the driver.

Get on and watch for your stop. Please make sure that seats at the front of the bus are reserved for the elderly and disabled.

Get off: Pull the cord from your stop, pull the cord from the wall above your seat to signal the driver. Wait until the bus comes to a complete stop and depart from the door that is nearest to your stop.

NOTE:

Wisconsin Coach Lines is not responsible for any connections caused by road/weather conditions or situations beyond our control.

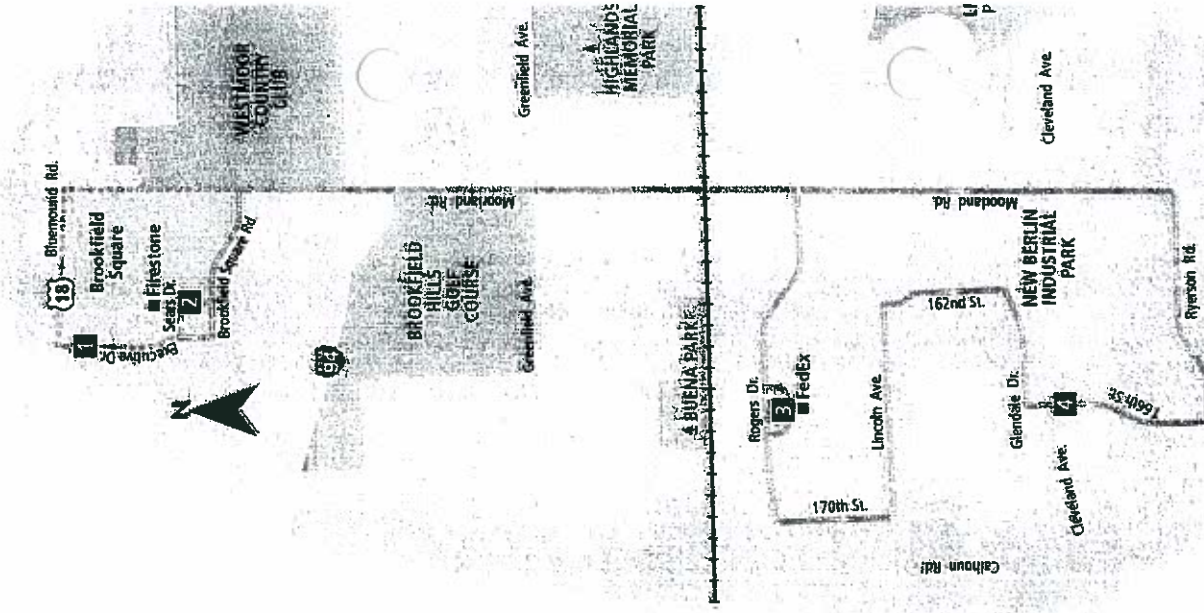
248 Brookfield Square to New Berlin Industrial Park

Executive & Bluemound	Brookfield Square	FedEx	166th & Cleveland	Brookfield Square	Executive & Bluemound
5:44	--	--	5:57	--	6:12
6:27	--	--	6:42	--	6:57
6:57	--	7:09	7:14	--	7:29
7:52	--	8:04	8:09	--	8:24
8:38	--	8:50	8:55	--	9:10
9:22	--	--	9:37	9:52	--
--	9:53	10:05	10:10	10:25	--
--	2:35	2:46	2:51	3:06	--
--	3:10	--	3:25	3:40	--
--	3:43	--	3:58	4:13	--
--	4:20	--	4:35	4:50	--
--	4:58	--	5:13	5:28	--
--	9:57	--	10:12	10:27	--
--	10:27	--	10:42	10:57	--
--	11:18	11:35	11:40	11:54	--

am times (times shown in light type) pm times (times shown in bold type)

THIS ROUTE DOES NOT OPERATE ON SATURDAYS

THIS ROUTE DOES NOT OPERATE ON SUNDAYS AND HOLIDAYS



Funding Facts

The cost of providing service on Route 218 is split among the following:

Passenger Fares	7%
Waukesha County	38%
State of Wisconsin	55%

Source: Waukesha County 2008 Budget

Key

Route 218

Route 218 - AM service only

Buses travel in direction of arrow

Timing Point

Shopping Center

Point of Interest

Park

Welcome to the City of Waukesha, WI

"36th Best Small City in the Country"

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Robert Johnson
Director

Address
2311 Badger Drive
Waukesha, WI
53188

Contact
Information
P: 262.524.3636
F: 262.524.3646
Email us



Route 906 Mukwonago Milwaukee Express

Operated by Wisconsin Coach Lines

Monday through Friday

Mukwonago to Downtown Milwaukee

Trip Number	Route Number	Mukwonago	I-43 & STH 83 Park-Ride	Big Bend Park-Ride	I-43 & STH 164 Berlin Park-Ride	New Park-Ride I-43 & Moonland Rd.	Valley View	Wells & Wisconsin & 3rd Street	Wells & Jackson & Cass	Michigan & Plankinton Street	Michigan & 4th Street
RE1	906		5:55	6:05	6:15	6:47	6:49	6:51	6:55	7:00	
RE2	906		6:20	6:30	6:40	7:12	7:14	7:16	7:20	7:25	
RE3	906		6:40	6:50	7:00	7:42	7:44	7:46	7:50	7:55	

All lines shown are AM.

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Robert Johnson
Director

Address
2311 Badger Drive
Waukesha, WI 53188

Contact Information
P: 262-524-3636
F: 262-524-3645

[Email us](#)

Transit



Route 906

Mukwonago Milwaukee Express

Operated by Wisconsin Coach Lines

Monday through Friday

Downtown Milwaukee to Mukwonago

Trip Number	Route Number	Milwaukee	Wells & 3rd Street	Wells & Jackson		
RW1	906		4:05	4:09		
RW2	906		4:35	4:39		
RW3	906		5:16	5:19		
		Wisconsin & Cass	Michigan & Plankinton	Michigan & 4th Street	New Berlin	Valley View Park-Ride I-43 & Moorland Rd.
		4:11	4:13	4:18		4:40
		4:41	4:43	4:48		5:10
		5:21	5:23	5:28		5:50
		Big Bend	I-43 & STH 164 Park-Ride	Mukwonago	I-43 & STH 83 Park-Ride	
			4:50		5:00	
			5:20		5:30	
			6:00		6:10	

All times shown are PM.

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Transportation Equity
and Access to Jobs
in Metropolitan Milwaukee

A Report Prepared by:
The University of Wisconsin-Milwaukee
Center for Economic Development
September 2004

Executive Summary

This study examines how well public transit in Milwaukee, Ozaukee, Waukesha, and Washington counties provides low-income residents of the 4-county region with access to job opportunities. Researchers have long observed a “spatial mismatch” between job growth centers and low-income residential communities in metropolitan areas around the country. Studies show that for decades, the suburban share of metropolitan jobs has been steadily increasing, while low-income populations typically remain concentrated in central city neighborhoods far removed from regional job growth centers. Because low-income persons frequently do not have access to an automobile, effective public transportation is often crucial in bridging the gap between the inner-city locations of low-income populations and the increasingly suburban locations of job opportunities.

Our research confirms the presence of a spatial mismatch between low-income residential communities and job opportunities in the Milwaukee region. Eighty-one percent of families living below the poverty line are located in the city of Milwaukee. By contrast, only 30 percent of businesses with strong hiring projections for entry-level workers are located in Milwaukee. The remaining 70 percent are in the suburbs.

Families in the Milwaukee region living below the poverty level rely heavily on public transportation. According to 2000 US Census data, 36.6 percent of Milwaukee-area families with incomes below the poverty level have no access to a vehicle, while only 4.4 percent of families above the poverty level have no access to a vehicle. Public transit is only partially effective in connecting inner-city residents with job opportunities in the region. Most low-income families are located within walking distance of bus stops. However, many potential job opportunities are inaccessible by transit. Our analysis shows that:

- 59.1 percent of businesses with strong hiring projections for entry-level workers are located within $\frac{1}{4}$ mile of bus lines.
- 63.5 percent of businesses with strong hiring projections for entry-level workers are located within $\frac{1}{2}$ mile of bus lines.

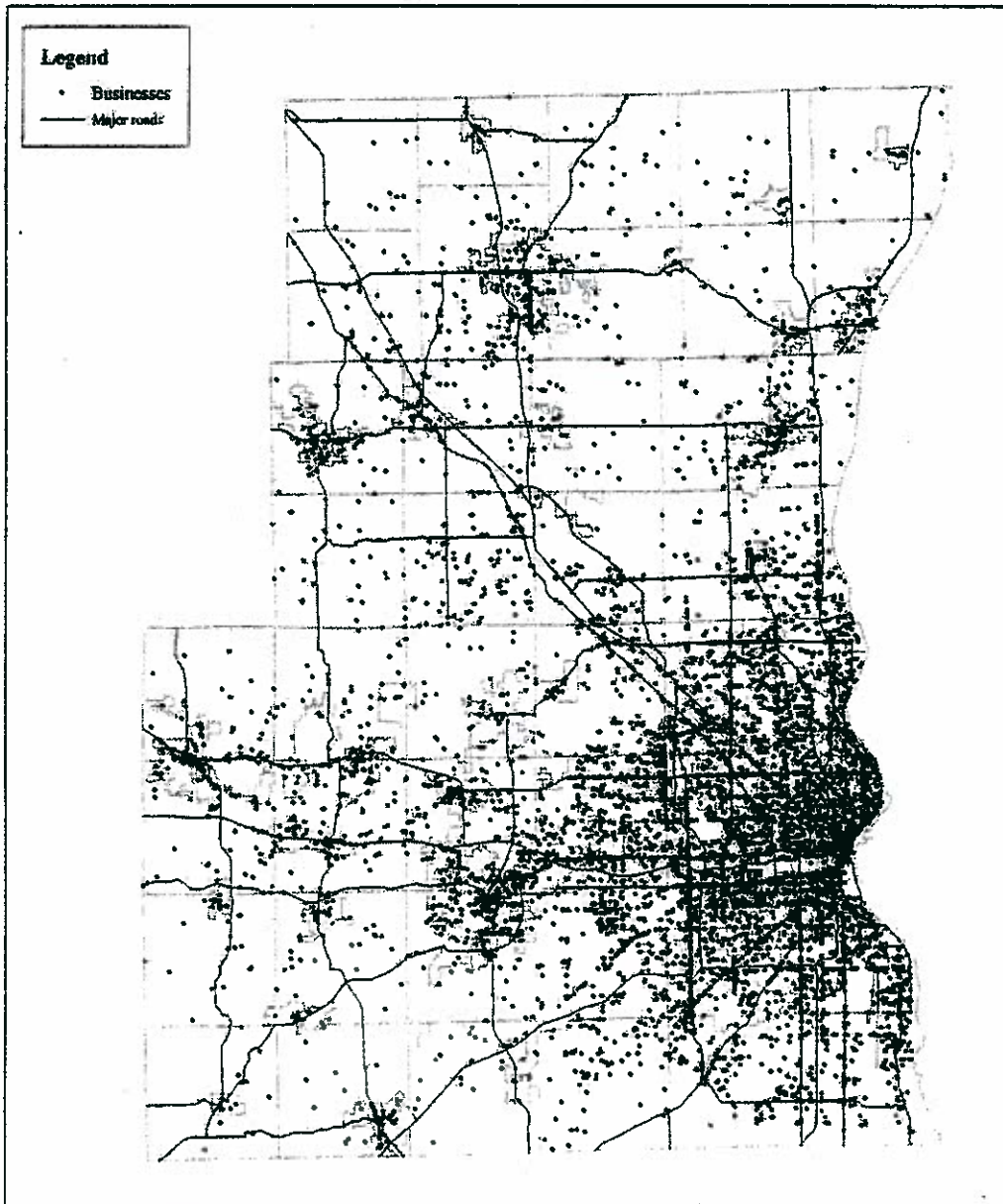
When travel times are factored into the analysis, the percentage of businesses accessible by low-income residents declines significantly. For example, for residents of the Washington Park/Walnut Hill neighborhood on Milwaukee's west side, only 40.4 percent of businesses with strong hiring projections for entry-level workers are located within ¼ mile of bus lines and reachable within a one-hour commute. For residents of the Near South Side, the number falls to 32.4 percent.

Our findings take on added significance when recent developments in regional transportation operations and planning are taken into account. In 2003, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) revised its long-range regional transportation plan to include a proposed \$6.23 billion reconstruction of the entire 270-mile Southeastern Wisconsin highway system. If implemented, the plan will consume a substantial share of the region's federal and state transportation dollars during the next 30 years. Meanwhile, Milwaukee County Transit Services (MCTS), the principal transit provider in the region, has reduced bus service every year since 2001. The present climate in Southeastern Wisconsin is thus one of retrenchment for public transit and expansion for highways.

Choices presently being made about the future of transportation in Southeastern Wisconsin will shape the region's transportation infrastructure for years to come. If we continue along the present trajectory—massive public investments in highway reconstruction and reduced funding for public transit—the outcome is clear. Ultimately, we will find ourselves with two transportation systems, separate and unequal—one, a state-of-the-art highway network whose principal beneficiaries are white, middle-class suburban residents; the other, an underfunded public transit system serving as the transportation of last resort for the region's least privileged residents. It will take significantly greater vision and foresight than policymakers have recently shown to reverse the course we are presently on. Should we fail to do so, the price will be a region increasingly divided by race and class.

outside of the city of Milwaukee. As Table 3 shows, 4,190 employers (30 percent of total) are located within the city of Milwaukee, while 9,797 employers (70 percent of total) are located elsewhere in the 4-county region.

**Map 3. Businesses with Strong Hiring Projections for Entry-Level Workers
Milwaukee Metro Area**



Source: WI Department of Workforce Development, 2001

Table 3. Businesses with Strong Hiring Projections for Entry-Level Workers

	Milwaukee (city)	Milwaukee County (non-city)	Ozaukee County	Waukesha County	Washington County	Total
Number of Businesses	4,190	3,582	903	4,143	1,169	13,987
Percent of Total	30	25.6	6.5	29.6	8.4	100

Regional Transit Services

Given that many low-income residents have no access to an automobile and that the majority of the region's entry-level jobs are located in the suburbs, public transit is clearly important in providing low-income residents with access to employment. What sorts of public transit options are available to low-income workers and job seekers in the Milwaukee region?

There are two principal public transit providers in the region: Milwaukee County Transit System (MCTS) and Waukesha Metro Transit. MCTS operates bus service within Milwaukee County. It also operates the Ozaukee County Express, which provides limited service (one bus route) between the cities of Milwaukee and Port Washington. Waukesha Metro Transit services the city of Waukesha and several neighboring communities to the east along Bluemound Road between Waukesha and Brookfield Square. MCTS Route 10 provides a link between the MCTS and Waukesha Metro Transit systems, enabling commuters in Milwaukee to reach destinations in the city of Waukesha. The other transit provider in the region is the Washington County Commuter Express, which provides limited service between Washington County and the city of Milwaukee. We chose to exclude Washington County Commuter Express from the study because its scheduling makes reverse commuting impractical. Bus service from Milwaukee to Washington County does not begin until 3:15 p.m.

Map 4 shows the existing public transit system for the 4-county Milwaukee region. As Map 4 indicates, transit service is concentrated in Milwaukee County and the city of Waukesha. Large portions of the region—including all of Washington County, most of Ozaukee County, and large portions of Waukesha County—cannot be reached by transit-dependent workers or job seekers living in Milwaukee County.

Our next step was to determine which businesses in the region representing the most likely employers of low-income residents are accessible by public transit. Map 6 shows regional bus routes and the locations of businesses with strong hiring projections for entry-level workers. It is clear from Map 6 that many of these businesses cannot be reached by public transit. Using GIS analysis, it is possible to determine more precisely what percentage of these businesses are located within walking distance of bus routes. Our analysis shows that:

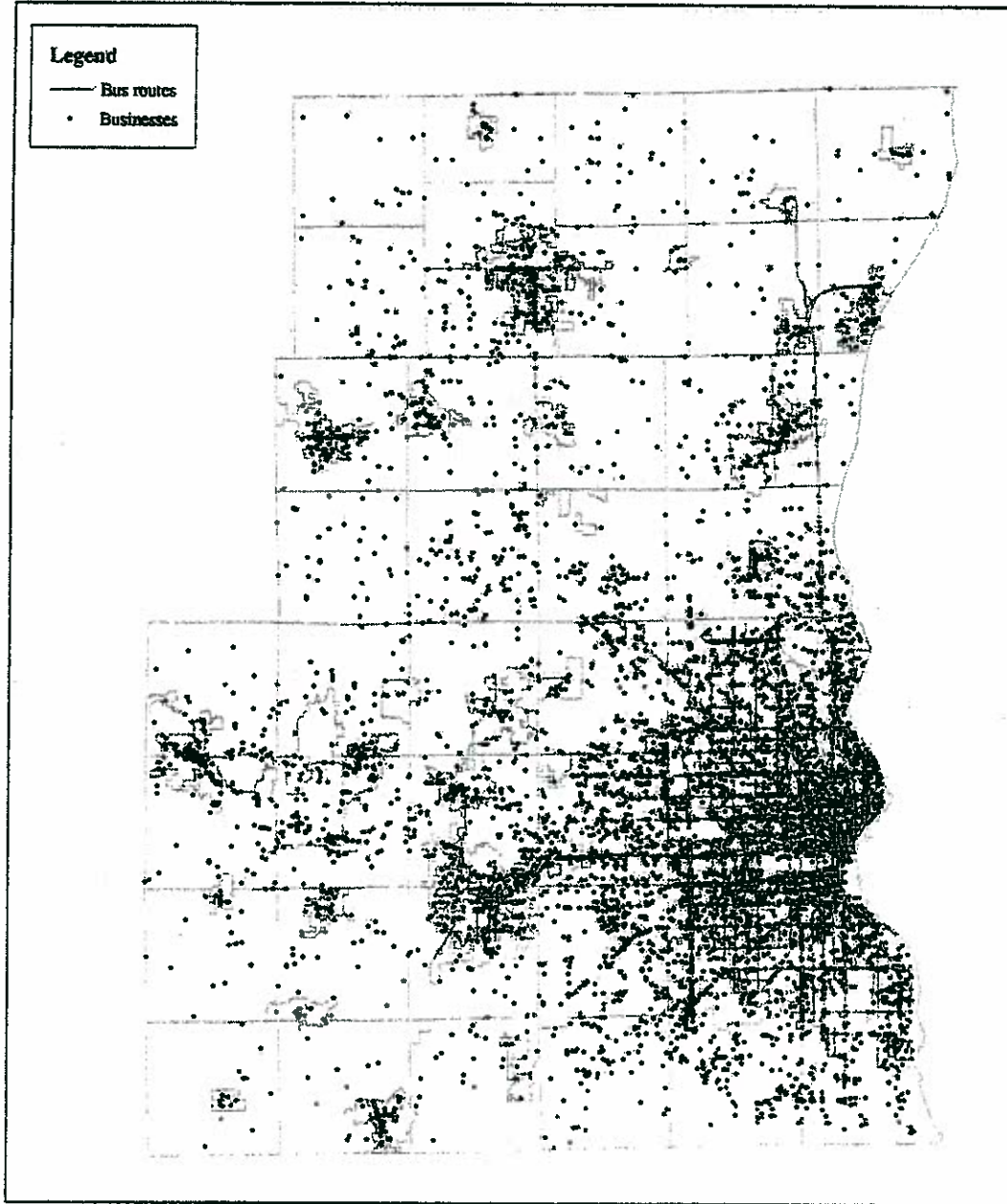
- 59.1 percent of businesses with strong hiring projections for entry-level workers are located within $\frac{1}{4}$ mile of bus lines.
- 63.5 percent of businesses with strong hiring projections for entry-level workers are located within $\frac{1}{2}$ mile of bus lines.

These figures represent a first cut at determining how well public transportation provides low-income residents with access to job opportunities. However, these numbers clearly overstate the percentage of prospective employers of low-income residents accessible by public transit. This is the case because our analysis thus far does not incorporate commute times. Bus travel can be time consuming. Inner-city residents traveling to employment sites in distant portions of the region may be required to make one or more transfers. Realistically, some portion of the businesses located within $\frac{1}{4}$ or $\frac{1}{2}$ mile of bus routes are inaccessible to many low-income persons using public transit because commute times would be excessive.

We wanted to determine what effect bus commute times have on access to employment for the residents of Milwaukee's poorest neighborhoods. Map 7 shows the density of families in poverty in the Milwaukee metropolitan area. We selected two areas where poverty is particularly concentrated. The first is the Washington Park/Walnut Hill neighborhood on Milwaukee's west side. The Washington Park/Walnut Hill neighborhood is bordered by Locust Street to the north, Vliet Street, to the south, 47th Street to the west, and 29th Street to the east.² According to 2000 US Census data, 39.9 percent of families in this neighborhood live below the poverty level, while 38.7 percent of households have no access to private vehicles. Eighty-one percent of neighborhood residents are African American.

² Our neighborhood boundaries do not correspond precisely with officially recognized neighborhood boundaries because we drew them based on where poverty was most heavily concentrated.

Map 6. Public Transit Routes and Businesses with Strong Hiring Projections for Entry-Level Workers, Milwaukee Metro Area



To estimate commute times from these neighborhoods to high-growth, entry level job locations accessible by transit, we modeled bus travel patterns using GIS.³ Maps 10 and 11 show the destinations that can be reached from these two neighborhoods by public transit in a one-hour commute.⁴ Our analysis indicates that well below 50 percent of the region's entry-level jobs with strong hiring projections can be reached by residents of these neighborhoods in one hour or less.

For Washington Park/Walnut Hill:

- 40.4 percent of businesses (5,646 out of 13,987) with strong hiring projections for entry-level workers are located within $\frac{1}{4}$ mile of bus lines and reachable within a one-hour commute.
- 44.2 percent of businesses (6,176 out of 13,987) with strong hiring projections for entry-level workers are located within $\frac{1}{2}$ mile of bus lines and reachable within a one-hour commute.

For the Near South Side:

- 32.4 percent of businesses (4,537 out of 13,987) with strong hiring projections for entry-level workers are located within $\frac{1}{4}$ mile of bus lines and reachable within a one-hour commute.
- 36.3 percent of businesses (5,074 out of 13,987) with strong hiring projections for entry-level workers are located within $\frac{1}{2}$ mile of bus lines and reachable within a one-hour commute.

These figures suggest that transportation represents a significant barrier to employment for low-income residents of the 4-county Milwaukee region. Many low-income households do not have access to an automobile, and public transportation is inadequate to enable them to reach a large percentage of potential employers.

³ To model bus commute times, we assigned speed and travel times to each route segment for the entire MCTS and Waukesha Transit systems. Average travel times were assigned to routes from a travel speed determined by calculating distance and travel time between origin point and destination point. Travel speeds range from 25 mph (Route 143) to 10.7 mph (Route 10), but most are close to 15 mph. Because our data did not include bus stops, we assumed that points where bus routes intersected represented potential transfer points. All possible transfer point information was stored in a database table to calculate travel time in GIS software, and we estimated a one-hour commuting zone from the center point of both the Washington Park/Walnut Hill and the Near South Side neighborhoods. In the commuting time calculation, walking time to get to the first bus stop and waiting time for the first bus arrival is not included. The intersection of North Avenue and 35th Street was used as the center point for the Washington Park/Walnut Hill neighborhood. The intersection of Greenfield Avenue and Cesar Chavez Drive was used as the center point for the Near South Side.

⁴ The selection of one hour as the maximum commute time was based in part on US Census data, which indicates that only 3.7 percent of all commuters in the Milwaukee region spend more than one hour commuting to work.

HOUSING



Common Council File 080012 – Amending the Agreement between the City of Milwaukee and the City of New Berlin for the purchase of water at wholesale

Prepared by Leslie Silletti
City of Milwaukee – Legislative Reference Bureau
June 27, 2008
Amended July 22, 2008

With special thanks for contributions from New Berlin Mayor Jack Chiovatero, New Berlin City Assessor Paul Koller, New Berlin Department of Community Development, and New Berlin Community Development Director Greg Kessler.

states that attached single-family housing may be considered as a transitional use between lower density residential uses and non-residential development and highway corridors. The plan states the urban residential neighborhood offers an opportunity for more affordable housing to serve workers in the business parks.

The *Residential Estate* category has a density not to exceed one dwelling per 2 acres. The plan states that this designation will provide an opportunity for the City to allow this area to develop while maintaining a sense of rural character.

The *Suburban Residential* category reflects the rural setting of the existing residential areas on the western half of the city, with lots averaging 35,000 square feet. New development in this area may occur, according to the plan, as infill development, defined as the development of vacant lots within existing subdivisions, and not as expansions to existing subdivisions.

The *Country Residential* category covers most of the western portion of the city, the primary land use being single-family detached homes. The average density, according to the plan, is envisioned as one dwelling per 5 acres.

Affordable Housing¹⁵

The City of New Berlin established a Housing Authority more than 20 years ago, and since the early 1990's the Waukesha Housing Authority has been operating and administering New Berlin's affordable housing programs on New Berlin's behalf.

New Berlin provides approximately 75 to 100 units of affordable housing annually, and as of April 1, 2008, ranked first in affordable housing units offered in Waukesha County at 80 units. The Waukesha Housing Authority/City of New Berlin participates in the HUD Section 8 Voucher Program.

According to the Waukesha Housing Authority, as of April 1, 2008, housing counts for affordable housing were as follows:

Brookfield: 45	Elm Grove: 1	Oconomowoc: 36
Butler: 3	Hartland: 72	Okauchee: 1
Delafield: 24	Menomonee Falls: 78	Pewaukee: 46
Dousman: 4	Mukwonago: 40	Sussex: 50
Dodge County: 1	Muskego: 33	Wales: 2
Eagle: 2	Nashota: 5	Waukesha: 811

New Berlin lists the following among its past accomplishments in providing affordable housing:

- Supported Housing Revenue Bonds for 2 multi-family housing development projects:
 1. Appleglen – 128th and National Ave.; 80-unit apartment project.
 2. Pinewood Creek – 3300 S. Moorland Rd.; 199-unit apartment project.
- Participates in the “HOME” Consortium whereby families and elderly households receive rental and first-time homebuyer assistance. The HOME Consortium's primary purpose is to

¹⁵ Excerpted from 5/8/08 memo from Gregory W. Kessler; full memo included as Attachment 6.

advance homeownership opportunities and programs for households that earn 80% or less of the median income. In addition, the Waukesha County CDBG program provides low-interest loans for low-income homeowners for repairs and provides assistance with down payment assistance, funded with HOME funds.

- Reviewed and supported private development projects that have accepted rental assistance vouchers for the elderly populations of the City, such as the National Regency Apartments, the National Manor Apartments and the Steepleview Apartments.

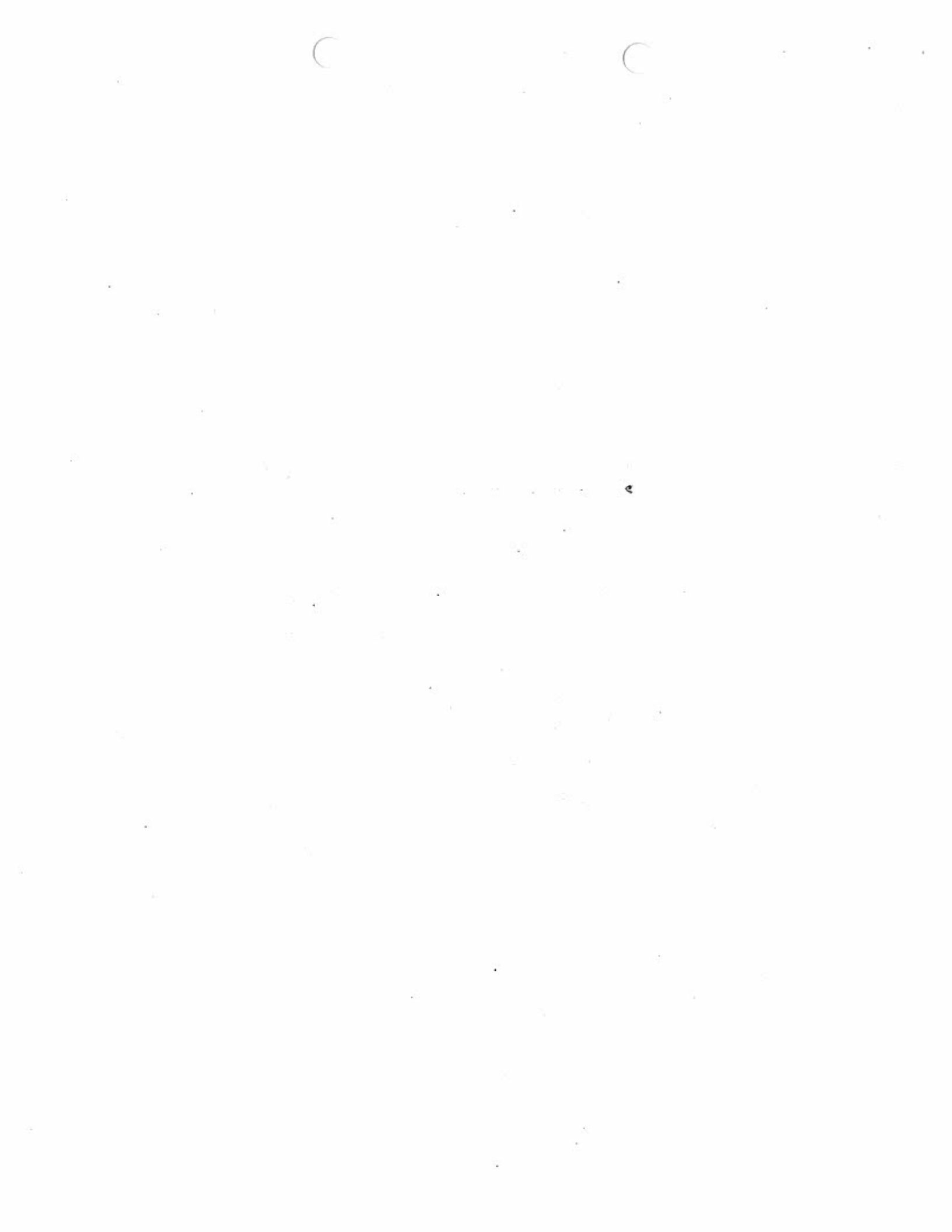
A strategy for continued efforts in affordable housing will be included in the New Berlin's Comprehensive Plan is schedule to be completed in late 2009.

Long range planning and developable property

Included as Attachment 5 is a map provided by the City of New Berlin Department of Community Development (DCD) which illustrates potential development lands according to zoning type within the proposed service area. The map is not an official map that shows land that will be developed, only land that could be developed based on certain criteria. All development plans are subject to the review process by the city, and further study may indicate that land is not suitable for development.

According to the New Berlin DCD, potential development lands were determined using 2 principal factors: 1) The land must contain a valid zoning type that has the potential for development, as listed in the map legend. 2) The land is considered to have the potential for development if it has a building contained on the land that has an assessed value of \$1,000 or less. Exceptions to this rule include properties that are coded as agricultural, commercial, vacant, or other open lands, which are considered to be undeveloped regardless of the assessed value of the building that is currently present.

As the following table indicates, there is a total of more than 48 million square feet/1,113 acres of developable land in the potential service area in the middle third of New Berlin. The New Berlin DCD notes that the future land use plan for the portion of New Berlin west of Calhoun Rd. identifies the majority of the lands as Country Residential, with single-family 5 acre lots/5 acre densities. The SW corner of the MMSD 2020 Plan area (refer to Attachment 1), the Mill Valley Redevelopment Area, is not part of this potential water service agreement. The City of Muskego will provide sanitary sewer and water to this area.



Wisconsin Housing and Economic Development Authority

Affordable Housing Tax Credits by County

1987 - 2004

Data as of 4/9/2004

WAUKESHA COUNTY

Total 9% Credit	\$5,254,145
Total 4% Credit	\$263,965
Total Project Units	1,424
Total Low Income Units	1,038

DEVELOPMENTS IN WAUKESHA COUNTY

<u>Project Name & Address</u>	<u>Developer/Owner Information</u>		
BERKSHIRE AT SUNSET S30 W24890 SUNSET DRIVE TN OF WAUKESHA WI 53189 Credit Year: 2003	STEVE SCHNOLL GENERAL CAPITAL GROUP 10532 N PORT WASHINGTON RD MEQUON WI 53092-5030 Phone: 262-240-4602	9% Credit	\$571,949
		Project Units	77
		Low Inc. Units	77
		Family Units	0
		Elderly Units	77
		Other	0
BIRCHROCK APARTMENTS 280 BIRCH ROCK WAY MUKWONAGO WI 53149 Credit Year: 2001	GARTH HARRIS JR GARTH HARRIS JR/S CANNISTRA 280 BIRCHROCK WAY MUKWONAGO WI 53149 Phone: 262-363-9009	4% Credit	\$45,274
		Project Units	48
		Low Inc. Units	27
		Family Units	0
		Elderly Units	48
		Other	0
BREEZEWOOD VILLAGE II 450 SUNNYSLOPE DRIVE HARTLAND WI 53029 Credit Year: 1992	ARMAND BRACHMAN DOMINIUM PARTNERS 1991 INC 3140 HARBOR LN STE 102 PLYMOUTH MN 55447 Phone: 612-559-1711	9% Credit	\$213,595
		Project Units	65
		Low Inc. Units	65
		Family Units	0
		Elderly Units	45
		Other	20
CAPITOL HILL SR APTS 17390 CREST HILL DRIVE BROOKFIELD WI 53045 Credit Year: 2002	SANJAY KUTTEMPEROOR SR TAX CREDIT DEVELOPERS LLC 19275 W CAPITOL DR STE 100 BROOKFIELD WI 53045 Phone: 262-790-6000	9% Credit	\$536,346
		Project Units	69
		Low Inc. Units	66
		Family Units	0
		Elderly Units	69
		Other	0
DEER CREEK VILLAGE APTS 3601 S 147TH ST NEW BERLIN WI 53151 Credit Year: 1999	MILO PINKERTON MSP REAL ESTATE INC 7201 WALKER ST #20 ST LOUIS PARK MN 55426 Phone: 952-351-7201	9% Credit	\$565,865
		Project Units	145
		Low Inc. Units	101
		Family Units	0
		Elderly Units	115
		Other	30

Project Name & Address

Developer/Owner Information

EAGLE MEADOWS
201 N PARKVIEW DR
EAGLE WI 53119

ALLENE PEEBLES
W&A ELDERLY LTD PARTNERS
37788 MAPLETON RD
OCONOMOWOC WI 53066
Phone: 262-567-3265

9% Credit \$17,174
Project Units 12
Low Inc. Units 12
Family Units 12
Elderly Units 0
Other 0

Credit Year: 1988

FOXBROOK SENIOR COMMUNITY
18915 THOMSON DRIVE
BROOKFIELD WI 53045

SANJAY KUTTEMPEEROR
VK DEVELOPMENT CORPORATION
19275 W CAPITOL DR
BROOKFIELD WI 53045
Phone: 262-790-6000

9% Credit \$530,470
Project Units 71
Low Inc. Units 71
Family Units 0
Elderly Units 71
Other 0

Credit Year: 2000

HIGHLANDS SOUTH APARTMENTS
1505 & 1521 BIG BEND ROAD
WAUKESHA WI 53189

DAVID MILLER
CAPSTONE DEV GRP LLC/C-CAP INC
103 W LOCKWOOD STE 219
ST LOUIS MO 63119
Phone: 314-968-9092

9% Credit \$448,868
Project Units 61
Low Inc. Units 53
Family Units 61
Elderly Units 0
Other 0

Credit Year: 2002

HILLSIDE WOODS APARTMENTS
3280 HILLSIDE DR
DELAFIELD WI 53018

CHARLES HEATH
HORIZON DEVELOPMENT
1031 NORTH EDGE TRL
VERONA WI 53593
Phone: 608-848-4500

9% Credit \$338,979
Project Units 59
Low Inc. Units 59
Family Units 0
Elderly Units 59
Other 0

Credit Year: 1999

HILLSIDE WOODS APT HOMES
3270 HILLSIDE DR
DELAFIELD WI 53018

CHARLES HEATH
HORIZON DEV/FRANCISCAN SISTERS
1031 N EDGE TRL
VERONA WI 53593
Phone: 608-848-4500

4% Credit \$31,137
Project Units 59
Low Inc. Units 15
Family Units 0
Elderly Units 59
Other 0

Credit Year: 2002

JOLLY-AIRE APARTMENTS
W164N9091 WATER ST
MENOMONEE FALLS WI 53051-793

JAMES MESSNER
JAMES MESSNER
PO BOX 275
GERMANTOWN WI 53022-0275
Phone: 262-251-9520

9% Credit \$389,620
Project Units 83
Low Inc. Units 83
Family Units 0
Elderly Units 83
Other 0

Credit Year: 1996

NATIONAL MANOR APARTMENTS
13705 W NATIONAL AVE
NEW BERLIN WI 53151

JON MCMURTRIE/JUDY HUSER
UNITED FINANCIAL GROUP INC
125 E FIRST AVE
APPLETON WI 54911
Phone: 920-738-0077

4% Credit \$40,427
Project Units 35
Low Inc. Units 23
Family Units 0
Elderly Units 35
Other 0

Credit Year: 1996

NATIONAL MANOR APARTMENTS III
13735 W NATIONAL AVE
NEW BERLIN WI 53151

JON MCMURTRIE OR JUDY HUSAR
UNITED FINANCIAL GROUP INC
125 E FIRST AVE
APPLETON WI 54911
Phone: 920-738-0077

4% Credit \$28,822
Project Units 37
Low Inc. Units 19
Family Units 0
Elderly Units 37
Other 0

Credit Year: 1996

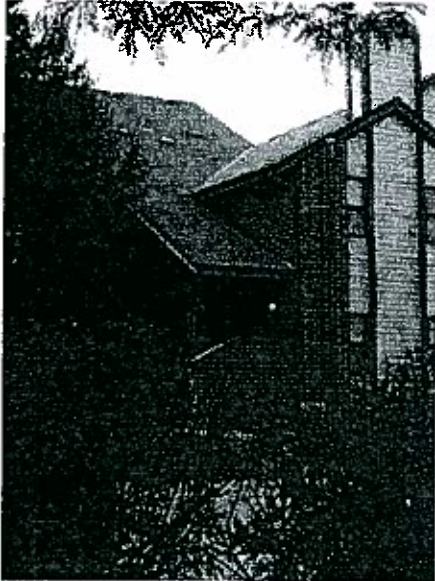
<u>Project Name & Address</u>	<u>Developer/Owner Information</u>		
PINE POINTE APARTMENTS 138-220 S GRAND AVE WAUKESHA WI 53186 Credit Year: 1991	JAMES TARANTINO PINE POINTE LTD PARTNERSHIP 20711 WATERTOWN RD WAUKESHA WI 53186 Phone: 262-798-1224	4% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$50,849 80 28 80 0 0
RIVER OAKS 550 COTTONWOOD AVENUE HARTLAND WI 53029 Credit Year: 1992	RICHARD MALMGREN RENAISSANCE DEVELOPMENT LLC 2490 ENTERPRISE DR PO BOX 2726 OSHKOSH WI 54903-2726 Phone: 920-235-8588	9% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$153,344 37 37 0 0 37
STONEGATE N68 W24837-W24955 STONEGATE C SUSSEX WI 53089 Credit Year: 1994	NEIL RUBNITZ SUSSEX AFFORDABLE HSG PARTNERS 8705 N PORT WASHINGTON RD STE FOX POINT WI 53217-2241 Phone: 414-228-9600	9% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$505,588 91 91 91 0 0
SUMMIT WOODS 2501 SUMMIT AVE WAUKESHA WI 53188 Credit Year: 1991	JAMES TARANTINO SUMMIT WOODS 20711 WATERTOWN RD WAUKESHA WI 53186 Phone: 262-798-1224	4% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$48,638 104 21 104 0 0
SUSSEX MILL APARTMENTS W240 N6345 MAPLE AVE SUSSEX WI 53089 Credit Year: 1994	KENNETH SKOW SUSSEX MILL BUILDING CORP 11122 N CEDARBURG RD MEQUON WI 53092 Phone: 262-242-5110	9% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$360,005 60 60 0 30 30
THE ARBORETUM W180 N7890 TOWN HALL RD MENOMONEE FALLS WI 53051 Credit Year: 1992	LARRY WEISS LAUREATE GROUP 1805 KENSINGTON DR WAUKESHA WI 53188 Phone: 262-548-5965	4% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$18,818 117 24 0 117 0
THE SILVERNAIL 2451 SILVERNAIL RD WAUKESHA WI 53188 Credit Year: 1998	JOHN WIMMER NEWCO ACQ LLC/WB SLVR NAIL LLC C/O WIMMER BRO 5300S 108TH ST HALES CORNERS WI 53130 Phone: 414-529-3900	9% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$475,327 90 82 0 90 0
WOODVIEW SENIOR APTS SW87 W18193 WOODS RD MUSKEGO WI 53150 Credit Year: 1998	KRISTI MORGAN THE GREAT LAKE COMPANIES INC 122 W WASHINGTON AVE 10TH FL MADISON WI 53703-2718 Phone: 608-251-6400	9% Credit Project Units Low Inc. Units Family Units Elderly Units Other	\$147,015 24 24 0 24 0

REILLY-JOSEPH COMPANY WELLSTON APARTMENTS

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- Featured Properties
- Subsidized Housing
- Retail Space
- Wellston Apartments
- Apartments

[Apple Glen](#) | [Stone Creek](#) | [Hawthorne Terrace](#) | [Hunter's Ridge](#) | [Village Square](#)

APPLE GLEN LUXURY APARTMENTS



[Description](#) | [Floor Plans](#) | [Amenities](#)

Apple Glen Apartments is located on 124th to 128th and National Avenue in New Berlin, minutes from shopping centers, restaurants, and a movie cinema. Luxury apartments with washer and dryer in each unit. Fireplaces are available in some units. A private entrance to your new home awaits you.

124th - 128th West National Avenue
New Berlin, WI 53151
DEVELOPED BY REILLY-JOSEPH CO.

Telephone: 262-786-1316
Fax: 414-271-5652
Hours of Operation: Call to set up your private tour.



[Enlarge](#)



124th - 128th West National Avenue, New Berlin, WI 53151

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REILLY-JOSEPH COMPANY
 WELLSTON APARTMENTS

Reilly-Joseph

Featured Properties

Subsidized Housing

Retail Space

Wellston Apartments

Apartments

REILLY-JOSEPH SUBSIDIZED HOUSING
Family Housing
Forest Home

 1541 W. Forest Home Avenue
 Milwaukee, WI 53204

Oakes Village

 1333 Oakes Road
 Racine, WI 53406

Willow Wood Apartments

 3030 N. 124th Street
 Wauwatosa, WI 53226

Senior Housing
Bayview Manor

 740 E. Linus Street
 Milwaukee, WI 53207

Courtyard Apartments

 12250 W. North Avenue
 Wauwatosa, WI 53226

Hampton Regency

 12999 W. Hampton Avenue
 Butler, WI 53007

Oakview Manor

 4720 Byrd Avenue
 Racine, WI 53406

Southgate Square

 3795 S. 27th Street
 Milwaukee, WI 53221

Suriow Senior Residence

 2940 & 2964 N. Bartlett Avenue
 Milwaukee, WI 53211

Washington Court

 5101 Wright Avenue
 Racine, WI 53406

For more information, please call Reilly-Joseph Company,
Subsidized Housing, 414-271-4116.

Reilly-Joseph Company

 117 N. Jefferson Street Suite 202
 Milwaukee, WI 53202-6104
Telephone: 414-271-5201
Fax: 414-271-5652


News: Now leasing at Stone Creek! 2 bedroom apartments.

Contact Us | Email Signup

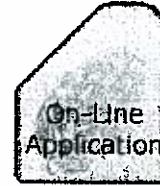


PINEWOOD CREEK

Apartments



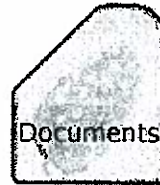
Pinewood Creek: Spacious and comfortable. These 1 and 2 bedroom apartment homes were designed for the height of luxury while preserving the natural setting. There are no major thoroughfares, just 6 separate buildings featuring private cul-de-sacs designed to create a "community" feeling. The beauty of nature and luxury living, you have the best of both worlds at Pinewood Creek.



Included in each Pinewood Creek apartment home are special amenities: central air for cleaner, more comfortable living... time saving appliances including dishwasher, self defrost refrigerator and self-cleaning oven... huge walk-in closets for ALL your clothing plus a storage locker for seasonal items... elevators in every building plus laundry rooms on every floor... convenient underground parking.



Becoming a resident at Pinewood Creek in New Berlin allows you to feel like you're living "Up North" every day of the year. Nestled within a gorgeous natural 33 acre pine forest, Pinewood Creek is isolated from, and yet convenient to, the metropolitan Milwaukee area. We even have a picnic area with tables and grills for summer gatherings.



When all of our amenities are considered, combined with our exquisite natural surroundings, why would you live anywhere else? Welcome home to Pinewood Creek!

We'd love to have you join us at Pinewood Creek, here are 20 tempting reasons why you should!

1. Located in 33 acres of beautiful, natural forest. Wonderful fall colors!!!
2. Professional and friendly staff to serve you.
3.
 - Exterior parking spaces are included at no charge.
 - Underground parking spaces available for a modest fee.
4. Balconies or patios for every apartment.
5. Spacious floor plans (1050 square foot average).
6. Eat-in kitchens and formal dining rooms.

7. 2 Bedrooms feature 2 full baths (1 with shower stall and 1 with tub/shower); 1 Bedrooms feature 1 1/2 baths.
8. Entry closet, large guest closet, enormous walk-in closet and a linen closet for each full bath.
9. Individually controlled central air conditioning and heat.
10. Laundry facilities on every floor.
11. Self-cleaning range, frost-free refrigerator, energy saving dishwasher and garbage disposal, 50 gallon water heater.
12. 2 phone line capability with jacks in the kitchen, living room and master bedroom. Cable television jacks in the living room and master bedroom.
13. Electric smoke detectors and sprinkler system for your safety.
14. Parcel pick-up and delivery station with copy machine.
15. Storage locker for seasonal items included.
16. Picnic area with tables and grills.
17. Elevators and locked lobbies.
18. Pet friendly with additional monthly fee.
19. Management office open 7 days a week for your convenience: Monday through Friday 8 a.m. to 8 p.m., Saturday and Sunday 10 a.m. to 5 p.m. Emergency maintenance available 24 hours a day.
20. Conveniently located 2 1/2 miles south of Brookfield Square shopping center and 1/2 mile north of the downtown New Berlin shopping district. Freeway connections are 2 1/4 miles north (I-94) or 2 1/4 miles south (I-43).

Pinewood Creek Apartments

3150 S. Pinewood Creek Court | New Berlin, WI 53151 | (262) 784-8882



Steeple View *A Christian Senior Community*



- ▶ Home
- ▶ What is Steeple View?
- ▶ Amenities
- ▶ Floor Plans
- ▶ Pricing
- ▶ Articles
- ▶ Photo Gallery
- ▶ Steeple View Events
- ▶ Meet Our Residents
- ▶ FAQ's
- ▶ Contact Us
- ▶ Hales Corners Lutheran Church

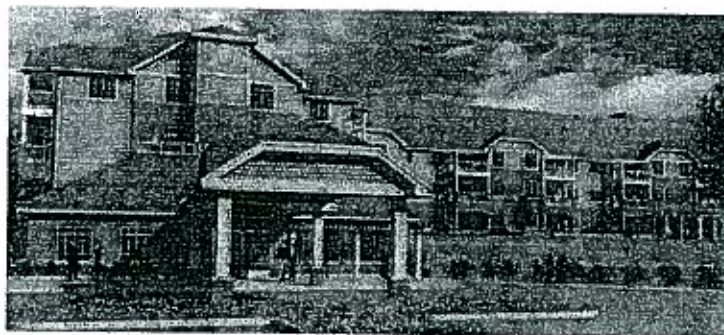
New Berlin, WI
 Phone: 414-525-5500
 Fax: 414-525-5588

Welcome to Steeple View a new, independent senior living facility built on a 9 acre parcel of land located at 12455 W. Janesville Road, in New Berlin, WI.

Steeple View is located near and is affiliated with Hales Corners Lutheran Church (HCLC) and is committed to operating the community based on Christian values. Christian faith-based activities will be offered as well, though we would like to stress that all faiths are welcome.

One of the many advantages to this community include a primary school (HCLC Primary School) located directly west of the property, providing intergenerational opportunities for residents and school age children.

To learn more about Steeple View, please use the navigation bar on the left.



News

STEEPLE VIEW WEEKLY NEWS CALENDAR OF EVENTS

CONTACT US FOR A TOUR AND CONSIDER BEING PLACED ON OUR WAITING LIST

**OFFICE HOURS
 M - F: 8am - Noon**



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Web Site created by [Stellar Web Creations](#)
 Please report any problems to webmaster@stellarwebcreations.com

Steeple View Pricing

Effective 9/1/07

Sq Ft	Unit Type	Entrance Fee	90% Refundable	Monthly Service Charge
783	A	\$114,500	\$103,050	\$478
951	B	\$133,600	\$120,240	\$552
1,007	B1	\$137,400	\$123,660	\$568
1,035	B2	\$139,000	\$125,100	\$573
1,075	C	\$142,900	\$128,610	\$589
1,123	C1	\$148,300	\$133,470	\$594
1,217	D	\$154,400	\$138,960	\$637
1,230	D1	\$156,000	\$140,400	\$642
1,138	D2	\$141,300	\$127,170	\$584
1,315	D3	\$173,500	\$156,150	\$716
1,364	D4	\$182,200	\$163,980	\$753



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Home About Us Programs Campuses What's Happening FAQ Partnerships

- Regency - Brookfield
- Regency - Muskego
- Regency - New Berlin



Regency - New Berlin

Regency-New Berlin was a pioneer in creating one of the area's first senior communities over 15 years ago. Our 31-acre campus is ideally situated, midway between Waukesha and Milwaukee, close to many stores, restaurants and entertainment choices.

The campus' innovative floor plan is interconnected and user-friendly with exciting technical enhancements designed to offer residents "The Best Choice" in senior living. You'll find every convenience just down the hall - we have an on-site beauty salon/barber shop, bank, Convenience Market, chapel, even a billiards room! The Regency lifestyle is rich with opportunities to participate in social activities, fitness and wellness programs and to pursue new hobbies and interests.

As a non-profit, locally owned affiliate of ProHealth Care, we offer exceptional medical-based care designed to keep residents healthy and thriving at every age.

Location:

13750 West National Avenue
New Berlin, WI
262-789-1699

Features:

- [Senior Living](#)
- [Catered Living and Care](#)
- [Supportive Living](#)
- [Assisted Living](#)
- [Attended Care](#)
- [Guest Residency Program](#)

All residences on our 31-acre centrally-located campus.

More Information

- Options
- Floor Plans [PDF - 592K]
- Brochure [PDF - 996K]



Call Us Today! 262-789-1699

E-mail Us: info@rsc4you.com

I - Included
A - Included but limited by allowance
O - Optional

Health Services

	Senior and Supportive Living	Catered Living	Catered Care	Assisted Living	Attended Care	Guest Residency
Private Residence	I	I	I	I	I	I
Studio or One Bedroom Residence with Kitchen and Bath		I	I	I	I	I
1-2 Bedroom Residence With 1-1 Baths	I		I			
Parking - One interior and/or one exterior stall if required	I	I	I	I	I	I
Annual Lease Term	I	I	I	I	I	I
Maintenance & Repairs	I	I	I	I	I	I
Utilities		I		I	I	I
Endowment/Entrance Fee						I

Lifestyle

Furnishings Provided I

NOTE: Minutes are not approved until approved by the CDA.

**JOINT MEETING
HOUSING AUTHORITY
AND
NEW BERLIN COMMUNITY DEVELOPMENT AUTHORITY
MINUTES
JUNE 5, 2003**

The Joint Community Development Authority and Housing Authority Meeting of June 5, 2003 was called to order by Mayor Wysocki at 7:30 A.M.

In attendance from the Community Development Authority were Mayor Wysocki, Robert Dude, John Fillar, Doug Barnes, Danielle Cast, David Haines – Planning Services Manager, Nikki Jones – Associate Planner, Olofu Agbaji – Associate Planner, Mike Holzinger – Director of Finance and Administration, and Mark Blum – City Attorney. Alderman Augustine was excused. Alderman Harenda arrived later in the meeting.

In attendance from the Housing Authority were Jim Hinkle, Greg Barker, Greg Kessler - Director of the Department of Community Development. Also present was David Cappon – Executive Director of the Waukesha County Housing Authority.

Motion by Mr. Dude to approve the May 1, 2003 Community Development Authority Minutes. Seconded by Mr. Fillar. Motion carried unanimously.

Motion by Jim Hinkle to approve the February 19, 2003 Housing Authority Meeting Minutes. Seconded by Mr. Kessler. Motion carried unanimously.

Community Development Authority Secretary's Report –

Mr. Kessler stated as part of the creation of the CDA under State law, the Housing Authority will need to cease operation. All of the powers of the Housing Authority would transfer to the CDA. This is the meeting where we will do the transition of powers.

5. Report / Special Presentation from Waukesha County Housing Authority (CDA-03-14)

Mr. Kessler introduced Mr. Cappon from the Waukesha County Housing Authority.

Motion by Mr. Hinkle to adjourn the June 5, 2003 Housing Authority Meeting. Seconded by Mr. Barker. Motion carried unanimously.

Mr. Cappon explained the relationship between the City of New Berlin Housing Authority and the County of Waukesha since 1987. Mr. Cappon explained the Voucher Program to the CDA, and indicated there are 87 households in the voucher program in the City of New Berlin. Sixty nine households out of the 87 are elderly or disabled, and 18 households are families. Mr. Cappon explained how the Housing Authority was budgeted and how HUD is involved. The Waukesha County Housing Authority does a lot of special needs housing. Other than the senior housing in New Berlin, we have not located anything in New Berlin up to date because most of the social services offices are located in the City of Waukesha, so they tend to like to have their special needs or disabled clients living in the City of Waukesha.

Mr. Cappon discussed all the partnership programs they have and what types of services they provide. The big need in Waukesha County is for people who are above assisted housing

programs, but cannot afford the rental market or the home ownership market. There are not enough modest first-time affordable home buyers in New Berlin or there are not enough modest apartments. This might be something to think about in future planning. Sometimes you have to think about wages and provide appropriate housing for people making those wages. Mr. Cappon talked about one of the factors in the Smart Growth Plan with regard to addressing affordable housing. He addressed the term "affordable housing", and that it is defined differently in different communities. New Berlin has done well with affordable housing. It would be important to look at what the wages are when a community is looking to growth in the future. There should be some affordable housing for citizens working in that community to be able to afford to live there. You do not serve the low-income people by locating them away from the job market.

Mr. Cappon stated one of the ways the City can use the bonding program is when working with a developer. When a developer wants either multi-family development or higher densities, staff should work with them to use some affordable set asides.

Mr. Cappon will present signature cards to the Secretary and Chairman of the Housing Authority to make payments to the CDA, since they will be taking over the Housing Authority.

Mr. Dude stated there are outstanding Housing Authority bonds that he would like summarized. Mr. Cappon responded the trustee of the bonds could give a summation of the status. Mr. Kessler stated the Housing Authority will not be in operation, but will still be informed and will act on the outstanding issues relating to what has been bonded for projects.

Mr. Cappon stated the bond documents were executed by the Housing Authority, by resolution. The creation of the CDA required the Housing Authority be terminated. In order to minimize confusion, the Housing Authority would still continue to exist, but would meet and take action on items relating to its outstanding financial obligations. By statute, all other activities of the Housing Authority will be assumed by the CDA.

6. Finance and Occupancy Reports (CDA-03-14)

Motion by Mayor Wysocki to accept the Finance and Occupancy Reports as submitted.
Seconded by Mr. Barnes. Motion carried unanimously.

7. Apple Glen Certificate of Compliance (CDA-03-14)

Motion by Mayor Wysocki to approve the Reports relative to the Apple Glen Certificate Of Compliance. Seconded by Mr. Fil1ar. Motion carried unanimously.

8. Communications (Misc.)

The Committee acknowledged receipt of the Communications.

OLD BUSINESS

9. New Berlin industrial Park Modernization Plan Update (CDA-03-09)
a. Monument Sign RFP's

Mr. Kessler stated we are in the process of developing the Request for Proposals of the design and construction of the monument signs. Ms. Jones presented a power point presentation of videos of Calhoun and Rogers, Calhoun and Lincoln, Cleveland and Calhoun, Moorland and Cleveland, Lincoln and Moorland, and Moorland and Rogers with regard to placement of the signs. The Commission will have to think about which two intersections the signage should be located at within the industrial Park this year. Ms. Jones also showed videos of some monument signs, landscaping, and also the existing industrial Park sign.

Ms. Jones gave a presentation of several other community's industrial park signs, landscaping, and retaining walls. Examples of external lighting were also shown. Sign conformity issues will

U.S. Census Bureau

American FactFinder

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NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

New Berlin city, Waukesha County, Wisconsin

Median age--	
Both sexes	24.5
Male	23.0
Female	27.5

U.S. Census Bureau
Census 2000

P13H. MEDIAN AGE BY SEX (HISPANIC OR LATINO) [3] - Universe:People who are Hispanic or LatinoData Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

New Berlin city, Waukesha County, Wisconsin

Median age--	
Both sexes	24.0
Male	23.2
Female	25.3

U.S. Census Bureau
Census 2000

P13I. MEDIAN AGE BY SEX (WHITE ALONE, NOT HISPANIC ORLATINO) [3] - Universe: People who are White alone, not Hispanic or LatinoData Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

New Berlin city, Waukesha County, Wisconsin

Median age--	
Both sexes	40.4
Male	39.9
Female	41.0

U.S. Census Bureau
Census 2000

Standard Error/Variance documentation for this dataset:

Accuracy of the Data: Census 2000 Summary File 1 (SF 1) 100-Percent Data (PDF 44KB)

P145I. SEX BY AGE (WHITE ALONE, NOT HISPANIC OR LATINO) [49] -

Universe: White alone, not Hispanic or Latino population

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

New Berlin city, Waukesha County, Wisconsin	
Total:	36,408
Male:	17,804
Under 5 years	952
5 to 9 years	1,205
10 to 14 years	1,395
15 to 17 years	842
18 and 19 years	358
20 years	136
21 years	125
22 to 24 years	687
25 to 29 years	734
30 to 34 years	1,067
35 to 39 years	1,509
40 to 44 years	1,743
45 to 49 years	1,633
50 to 54 years	1,410
55 to 59 years	1,178
60 and 61 years	307
62 to 64 years	460
65 and 66 years	316
67 to 69 years	479
70 to 74 years	539
75 to 79 years	460
80 to 84 years	154
85 years and over	115
Female:	18,604
Under 5 years	1,045
5 to 9 years	1,208
10 to 14 years	1,320
15 to 17 years	836
18 and 19 years	239
20 years	179
21 years	154
22 to 24 years	451
25 to 29 years	860
30 to 34 years	1,091
35 to 39 years	1,516
40 to 44 years	1,919
45 to 49 years	1,693
50 to 54 years	1,436
55 to 59 years	1,144
60 and 61 years	336
62 to 64 years	522
65 and 66 years	290
67 to 69 years	493
70 to 74 years	714
75 to 79 years	543
80 to 84 years	341
85 years and over	274

U.S. Census Bureau
Census 2000

U.S. Census Bureau

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P145B. SEX BY AGE (BLACK OR AFRICAN AMERICAN ALONE) [49] -

Universe: Black or African American alone population

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

New Berlin city, Waukesha County, Wisconsin

Total:	192
Male:	117
Under 5 years	6
5 to 9 years	11
10 to 14 years	4
15 to 17 years	0
18 and 19 years	0
20 years	0
21 years	0
22 to 24 years	16
25 to 29 years	42
30 to 34 years	0
35 to 39 years	0
40 to 44 years	12
45 to 49 years	20
50 to 54 years	0
55 to 59 years	0
60 and 61 years	6
62 to 64 years	0
65 and 66 years	0
67 to 69 years	0
70 to 74 years	0
75 to 79 years	0
80 to 84 years	0
85 years and over	0
Female:	75
Under 5 years	10
5 to 9 years	11
10 to 14 years	1
15 to 17 years	0
18 and 19 years	10
20 years	0
21 years	10
22 to 24 years	15
25 to 29 years	6
30 to 34 years	0
35 to 39 years	0
40 to 44 years	0
45 to 49 years	6
50 to 54 years	6
55 to 59 years	0
60 and 61 years	0
62 to 64 years	0
65 and 66 years	0
67 to 69 years	0
70 to 74 years	0
75 to 79 years	0
80 to 84 years	0
85 years and over	0

U.S. Census Bureau
Census 2000

P145H. SEX BY AGE (HISPANIC OR LATINO) [49] - Universe: Hispanic or Latino population

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

New Berlin city, Waukesha County, Wisconsin

Total:	426
Male:	215
Under 5 years	20
5 to 9 years	32
10 to 14 years	44
15 to 17 years	15
18 and 19 years	6
20 years	0
21 years	0
22 to 24 years	14
25 to 29 years	0
30 to 34 years	6
35 to 39 years	16
40 to 44 years	11
45 to 49 years	36
50 to 54 years	2
55 to 59 years	5
60 and 61 years	0
62 to 64 years	0
65 and 66 years	4
67 to 69 years	0
70 to 74 years	0
75 to 79 years	4
80 to 84 years	0
85 years and over	0
Female:	211
Under 5 years	24
5 to 9 years	38
10 to 14 years	13
15 to 17 years	24
18 and 19 years	9
20 years	0
21 years	0
22 to 24 years	5
25 to 29 years	42
30 to 34 years	10
35 to 39 years	3
40 to 44 years	24
45 to 49 years	0
50 to 54 years	0
55 to 59 years	9
60 and 61 years	0
62 to 64 years	0
65 and 66 years	4
67 to 69 years	6
70 to 74 years	0
75 to 79 years	0
80 to 84 years	0
85 years and over	0

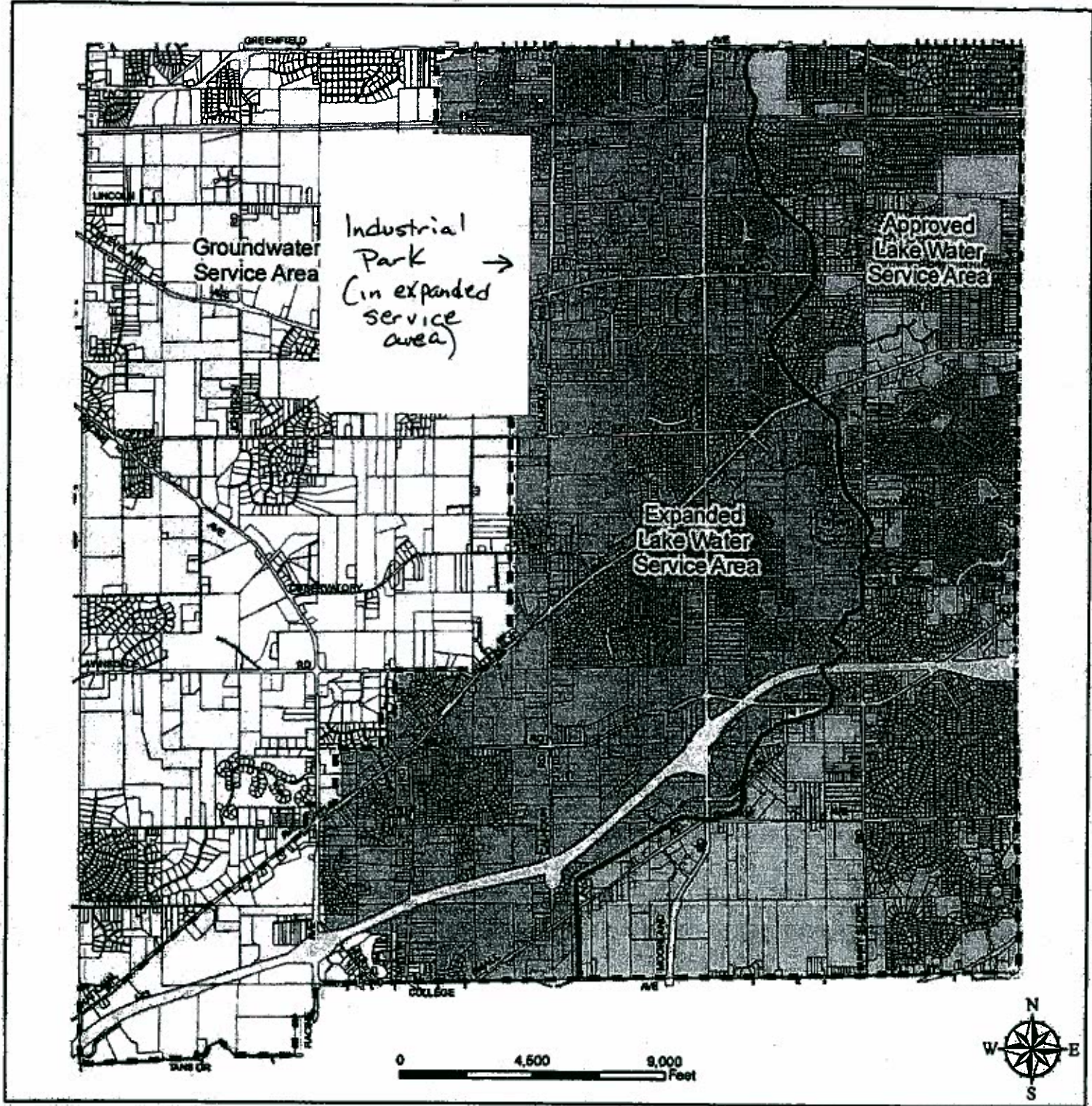
U.S. Census Bureau
Census 2000


EMPLOYMENT



ATTACHMENT 1

SERVICE AREAS



	Approved Lake Water Service Area		2020 MMSD Planning Area
	Expanded Lake Water Service Area		Subcontinental Divide
	Area to Remain on Groundwater		

CITY OF NEW BERLIN
PROCEEDINGS OF THE COMMON COUNCIL
Tuesday, September 11, 2007

Please note: Minutes are unofficial until approved by the Common Council at the next regularly scheduled meeting.

Mayor Jack F Chiovaturo called the City of New Berlin Common Council Meeting to order at 8:41 PM after Committee of the Whole and Privilege of the Floor.

Those present recited the Pledge of Allegiance and a moment of silence for those persons affected by the 911 attacks.

Present were Aldermen Hopkins, Augustine, Seidl, Harenda, Poshepny, Moore and Ament. Also present was: City Clerk Marilyn Gauger, City Attorney Mark Blum, Director of Parks, Recreation and Forestry Mark Schroeder, City Engineer JP Walker and Stormwater Engineer Eric Nitschke.

This meeting was noticed on Thursday, September 6, 2007 in accordance with the Open Meeting Law.

REPORTS

City Clerk - none

Council President – 2008 Budget sessions are scheduled for September 24th from 8AM to 6PM and if needed and additional meeting is tentatively scheduled for October 1st.

Mayor - none

City Attorney - none

COMMUNICATIONS

Dave Piper Claim

Referred to City Attorney

Edwin & Lori Ganus Claim

Referred to City Attorney

PARK, RECREATION AND FORESTRY COMMISSION

Motion by Alderman Moore to award the Contract to Ray Stadler Construction Inc. in the amount of \$454,213 for the Park Restroom Projects at Lion's Valley View, Calhoun, and Buena Parks. Monies to come from CIP Account #04059100-61109 and revenues generated from the Hickory Grove cell tower, Account #2111-0000-59070-64. Seconded by Alderman Hopkins and carried unanimously.

UTILITY COMMITTEE

Motion by Alderman Harenda to not to accept/reject the bids for the construction contract for radium removal at Wells 3, 5 and 7. The City will restart the bidding process to stay in compliance with the DNR's request for radium removal in the wells. Seconded by Alderman Ament and carried unanimously.

WATER RESOURCE MANAGEMENT COMMITTEE

Motion by Alderman Harenda to Award Contract for Citywide SLAMM (Source Loading and Management Model) Analysis per permit requirements and current WDNR guidelines to Bonestroo in the amount of \$26,960.00 with funding from WRM Utility Drainage Account No. 70710710 59060. Seconded by Alderman Moore and carried unanimously.

MAYORAL VETO

Two (2) lane design of Calhoun Road

Mayor Chiovaturo read his veto:

"It is unfortunate that I have to use my Mayor Executive Veto authority (Statue 62.09 (8)) to override Council action for a two lane design of Calhoun Road that was passed by the Common Council on August 28, 2007.

The position and responsibility of the Mayor requires that I have the capacity to evaluate public policy and respond with leadership. Since the Council's 3-4 decision to not approve the BPW recommendation of Alternative 3A for Calhoun Road and the 4-3 motion to direct BPW to design and approve Alternative 1A-a two lane road alternative, I have spent many hours considering all issues regarding this project.

New Berlin became a city in 1959, and our forefathers had the insight to develop the New Berlin Industrial Park in the 60's to help create a tax base cushion to our homeowners to maintain an affordable rate. This Industrial Park now is valued at over \$432,000,000 and represents over 10% of our base to our citizens. Calhoun road is a regional road that supports our City as well as our Industrial Park. This park also provides jobs, business and community support outside our park, and tax dollars in providing the high quality of services in New Berlin. In 2005, the CDA and Council spent hours of study and funds to approve a Revitalization Plan that talks of infrastructure, stormwater needs and upgrades to support this valuable asset. As elected officials, we need to recognize Calhoun Road as a vital link in our city. With these facts, I can only support a design that will support our Industrial park and our residents who travel this valuable road daily.

There are three significant points that the current design request ignores:

- Safety - (Pedestrian and Residential/Commercial motorist)
- Stormwater - Historical and current concerns.
- Long term solution to Calhoun Road traffic capacity beyond 5 years.

As the Mayor, I see it as a poor use of taxpayer's money to spend it on design and construction of a road that does not meet the minimum requirements. With this current request for two lanes, the road could only last 5-7 years and creating a need at a later date to be reconstructed. It would be a road that we will still be paying for when it is obsolete. Roads are an asset to New Berlin and our residents/citizens. This road needs to be designed and built to a 20-25 year design standard to support in reality 30-35 years of service.

We all agree something has to be done to Calhoun Road. Construction is always tough to deal with, and more so to businesses that reside in these zones during that time. A two lane road could require up to three separate projects over a 7-10 year period. These projects include 1) initial rehabilitation 2) in 5-7 years additional lane and storm water improvements that will be necessary and 3) the County's Cleveland Avenue intersection work. This will probably put businesses who depend on Calhoun out of service and significantly interrupt retail and commercial services with in this period. It may also hinder growth of businesses within the Industrial Park and their supporting services. Currently, local motorists who do not have to drive this road, avoid Calhoun Road and this affect has been felt by businesses along this route.

I remain sensitive to the homes and businesses that are directly affected by this project on Calhoun Road. For this reason, the City will work with those affected when an adequate design nears completion. These concerns will be discussed and where possible, changes can be made to try and accommodate within reason those concerns. It is a waste of taxpayer's money to spend on a design that doesn't meet, in the long term, minimum engineering standards for safety, storm water management and traffic capacities. Multiple mobilizations will be required for each construction project thereby increasing overall costs.

As Mayor I am responsible to provide our citizens with safe and well designed roads and programs. I am also responsible to use our funds and tax money to the best value over the long term. It is for that reason I submit my Veto on this 31st day of August, 2007."

Motion by Alderman Ament to override the Mayor's veto. Seconded by Alderman Seidl. Motion failed with Aldermen Ament, Harenda, Seidl and Augustine voting yes and Aldermen Hopkins, Poshepny and Moore voting no. *State Statutes require a 2/3 vote to override a Mayor's veto, which is 5 members of Council.*

MAYORAL APPOINTMENTS - none

DEFERRALS, REFERRAL & TABLED ITEMS

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CONSENT AGENDA

Motion by Alderman Harenda to approve the following items on the Consent Agenda. Seconded by Alderman Augustine and carried unanimously.

MINUTES - Common Council minutes from August 28, 2007

UTILITY AND FINANCE

Claims

**PUBLIC HEARING NOTICE
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM**

The Waukesha County Community Development Block Grant (CDBG) Board of Directors is seeking public comments on the proposed allocation of \$1,433,000 in estimated funding for PY 2007, \$15,576 in reprogrammed funding and \$75,000 in program income. The Board also estimates the receipt of \$1,200,000 in program income during 2007.

The Public Hearing will be held on Monday, August 28, 2006, at 10:00 a.m. in the Waukesha County Administration Center, 1320 Pewaukee Road, Room 355-59, Waukesha. Persons unable to attend the public hearing may comment in writing to Glen Lewinski, c/o CDBG Board at the above address, or e-mail at glewinski@waukeshacounty.gov.

Citizens must submit comments prior to September 8, 2006, for consideration by the CDBG Board prior to submission to the Waukesha County Board of Supervisors and to HUD.

Following is the list of projects recommended for 2007 funding:

<u>SUBGRANTEE</u>	<u>PROJECT</u>	<u>GRANT</u>	<u>SUBGRANTEE</u>	<u>PROJECT</u>	<u>GRANT</u>
CDBG Staff	Administration	\$207,890	RSVP	Retired & Senior Volunteers	\$ 11,500
Metro Mil. Fair Housing	Fair Housing Program	\$ 11,500	IndependenceFirst	Housing Assist. Persons w/disabilities	\$ 3,500
Waukesha Training Cntr	Job Creation @ Protect the Planet	\$ 46,000	PPAC	The Parents' Place	\$ 9,000
The Women's Center	Employment Program	\$ 8,000	UP Connections	Pregnancy Support	\$ 7,000
WCEDC	Revolving Loan Fund	\$ 69,000	Mental Health Assoc.	211/First Call for Help	\$ 4,000
St. Aemilian-Lakeside	Spring City Clubhouse	\$ 3,500	NAMI Waukesha Inc.	Family & Consumer Support	\$ 2,750
La Casa de Esperanza	Workforce Development	\$ 16,000	The Salvation Army	Emergency Lodge	\$ 12,500
Food Pantry WC	Food Pantry – Grocery Distribution.	\$ 12,000	Hebron House	Emergency Shelter	\$ 65,000
Waukesha Training Cntr.	Food Distribution/Job Training	\$ 11,000	Richard's Place	Supportive Living	\$ 11,500
The Salvation Army	Feed the Kids	\$ 3,500	Hebron House	Jeremy House	\$ 11,500
The Salvation Army	Meal Program	\$ 16,000	The Women's Center	Sister House	\$ 30,000
The Caring Place	Meals on Wheels	\$ 5,500	UP Connections	Linden Cherish Pl. Operat (New	\$ 5,000
La Casa de Esperanza	Summer Food Program	\$ 16,000	Oconomowoc Silver Streak	Vehicle Replace (did not apply 2006)	\$ 14,000
Waukesha UW Extension.	Farmers' Market	\$ 3,500	Village Menomonee Falls	Sr. Bus Services (did not apply 2006)	\$ 14,000
CCWC	Outreach Meal Program	\$ 33,000	Interfaith Caregiving	Collaborative Transportation	\$ 10,288
hbc services, inc.	Making Homeownership a Reality	\$ 2,500	Elmbrook Senior Taxi	Senior Taxi Service	\$ 15,000
St. Joseph's Med. Clinic	Prescription Payment Assistance	\$ 12,000	Lake Country Cares Cab	Elderly & Ambulat. Disabled Transp.	\$ 5,500
Comm. Outreach Clinic	Medication Assistance Program	\$ 9,500	Interfaith Caregiving	Mukwonago Senior Taxi Program	\$ 16,000
CDBG	Youth Opportunities	\$107,000	Village of Sussex	Sr. Transportation Study (New)	\$ 3,000
Literacy Council	Full Literacy Outreach	\$ 3,500	CHI.	Housing Rehabilitation	\$ 75,000 (PI)
Interfaith Caregiving	Community Outreach	\$ 16,000	Village of Sussex	Sussex Scholarship Program	\$ 2,000
Healthy Families	Healthy Families Program	\$ 18,000	Total		\$1,186,428
Catholic Charities	Supported Parenting Program	\$ 5,500	<u>CITY OF WAUKESHA PROJECTS</u>		
Hebron House	Case Management	\$ 15,000	<u>PROJECT</u>		<u>GRANT</u>
La Casa de Esperanza	Outpatient Clinic	\$ 16,000	Mindiola Park		\$20,000
La Casa de Esperanza	Early Care & Education Program	\$ 36,500	Street Reconstruction / ADA Compliance		\$76,000
CCWC	Clothes Closet Program	\$ 1,500	Housing Rehabilitation		\$74,000
UW Extension Waukesha	Haertel Field	\$ 50,000	Senior Activity Coordination / Services		\$12,000
Waukesha UW Extension	Phoenix Heights	\$ 50,000	BID Façade Program		\$20,000
Waukesha UW Extension	Westside NRSA	\$ 32,000	Park Rec. – Handicap Transportation		\$11,000
Family Services Waukesha	The C.A.R.E. Center Renovations	\$ 13,000	Westside Neighborhood Planning		\$20,000
Boys & Girls Clubs	Cabin Renovations	\$ 8,000	Haertel Field / Phoenix Heights / Westside Plan/ Beaut		\$12,000
			Total		\$245,000

MUNICIPALITY SET-ASIDES

MUNICIPALITY	PROJECT	GRANT	2007 Estimated Grant Award	\$1,433,000
Town of Brookfield	ADA Town Hall Entrance	\$10,534	Prior Year Re-programmed	\$15,576
Town of Delafield	ADA Town Hall Entrance	\$9,259	Allocated Program Income	\$75,000
Village of Eagle	Infrastructure for Senior Housing	\$2,984	Total 2007 Allocation	\$1,523,576
Town of Merton	ADA Parking/Walkway	\$10,825	Projected Program Income	\$1,200,000
Village of Merton	ADA Village Hall Restrooms	\$2,877	Total 2007 Funds Available	\$2,723,576
City of New Berlin	Industrial Park Planning	\$19,687		
Town of Ottawa	ADA Town hall Entrance	\$5,607		
City of Pewaukee	ADA Parking at Community Park	\$16,494		
Village of Pewaukee	ADA Play Equipment Entrances	\$13,881		
Total		\$92,148		

In accordance with the Americans with Disabilities Act, persons requiring any means of handicap accessibility for this public hearing must contact Glen Lewinski at (262) 548-7921 (FAX (262) 896-8510) at least 48 hours prior to the meeting.

**Who Gets Construction Jobs and Where?
Employment of African Americans, Hispanics and
Total Minorities in the Construction Industry and
Construction Trades in the Milwaukee MSA**

Prepared by the
Employment and Training Institute
University of Wisconsin-Milwaukee

2006

Available online at www.eti.uwm.edu

Who Gets Construction Jobs and Where? Employment of African Americans, Hispanics and Total Minorities in the Construction Industry and Construction Trades in the Milwaukee MSA

This report uses three decades of U.S. Census data to assess employment patterns in the construction sector and construction trades in the City of Milwaukee, Milwaukee County, and the four-county Milwaukee MSA. The findings are presented using three separate sets of analysis.

- Historical participation of African Americans and Hispanics in construction occupations are tracked for 1980, 1990 and 2000, using **Census Special Equal Employment Opportunity (EEO) Tabulation files**. These special census runs are used for affirmative action planning and federal contract compliance and provide estimates of resident workers by occupations and race/ethnicity for skilled construction work, 1980-2000.
- Worksite analysis and maps using Census 2000 place-of-work data only recently made available show **where** whites, African Americans, and Hispanic workers are employed. Worksite employment is analyzed by race and ethnicity using **place-of-work special tables from the Census Transportation Planning Package (CTPP2000)**, released in 2004 and 2005. These data files allow a first-time examination of census place-of-work data from the perspective of central city neighborhoods and racial/ethnic groups.
- Analysis by race and ethnic origin of the workers employed at the top 10 construction industry worksites, using place-of-work data at the census tract level. **Place-of-work report cards** examine the employment rates for African Americans, Hispanics and total minorities at large individual construction company worksites in the metro area and compare the employment rates at jobsites within the City of Milwaukee to jobsites in outlying counties.

Data are reported for whites, African Americans, Hispanics, and total minorities residing or working in the four-county Milwaukee MSA (i.e., Milwaukee, Ozaukee, Washington and Waukesha counties). The relatively small numbers of Asian Americans and Native Americans in specific occupations and working at Milwaukee area jobsites were not analyzed separately due to concerns related to census sampling error. (See Methodology section for more detail.) A companion study by the Employment and Training Institute and the NAACP provides a **Report Card on Minority and Female Participation in Construction Trade Apprentices in the Milwaukee Area** (*online at www.eti.uwm.edu*) for 475 Milwaukee area companies and 16 joint apprenticeship committees.

Findings

1. Employment of African Americans in the major construction trades (i.e., electricians, carpenters, plumbers, brickmasons) have shown little if any improvement while Hispanics have shown notable increases in two of these four top construction trades.
2. Very few African Americans have access to construction jobs outside of the City of Milwaukee, while large numbers of white construction workers are employed at worksites throughout the metro area. The maps below show the location of jobs held by whites, African Americans and Hispanics employed by construction firms at the time of the 2000 Census. Worksites are identified by block groups using the Census Transportation Planning Package (CTPP2000) data files.

3. Analysis of the top ten construction industry sites in the metro area showed very different participation rates for minorities by geography. The four largest construction industry jobsites in Milwaukee (the Menomonee Valley, far northwest side, city hall area, and Third Ward area) showed 17% to 21% employment of minorities, while the six largest jobsites in Waukesha County (in Pewaukee, New Berlin, Waukesha, Menomonee Falls, and Brookfield) showed only 2% to 9% employment of minorities.
4. Only 164 African Americans, 124 Hispanics, and 107 other minorities held occupations as first-line supervisors or construction managers for construction firms in the Milwaukee MSA. The vast majority (93%) of the 5,435 construction supervisors and managers in the Milwaukee MSA were white.
5. Minorities were most likely to be employed as construction laborers and helpers, where they made up 25% of the workforce in 2000. In the Milwaukee MSA, only 12% of skilled construction workers (e.g., carpenters, electricians, plumbers, sheet metal workers, etc.) were minorities.

Findings for African Americans

6. While the African American workforce has increased 43% in the last two decades to a total of 90,243 workers in 2000, African American employment in major construction trades has shown little change and in some cases has worsened in the Milwaukee MSA.
 - The number of African American electricians declined from 150 in 1980 to 110 in 2000, and the percentage of electricians in the metro area who are African Americans dropped from 4.2% to 2.9%.
 - The number of African American carpenters grew from 191 in 1980 to 265 in 2000, but the percentage of carpenter jobs held by African Americans rose less than ½ of one percent from 4.0% to 4.4%.
 - The number of African American in the plumbers, pipefitters, pipelayers, and steamfitters occupations rose from 48 in 1980 to 94 in 2000, increasing the percentages of African Americans for these occupations from 2.1% in 1980 to 4.4% in 2000.
 - The number of African American brickmasons and stonemasons declined from 95 in 1980 to 79 in 2000. The percentage of brickmasons and stonemasons who were African American also declined from 7.1% to 6.5%.
7. African Americans have limited access to construction jobs in the counties adjoining Milwaukee County.
 - Only 1%, or 197 of 19,903 construction industry jobs in Waukesha, Ozaukee, and Washington counties (the WOW counties) were held by African Americans in 2000.
 - Even in the Milwaukee County suburbs, only 3.4% of the 7,339 construction company jobs were held by African Americans in 2000.

- In the City of Milwaukee, 8.2% of the 11,370 construction company jobs were held by African Americans.

Findings for Hispanics

8. The Hispanic workforce has increased 156% from 1980 to 2000, for a total of 39,442 Hispanic workers in the Milwaukee MSA. Employment in the construction trades has also increased in some trades while showing no improvement in others.
 - The number of Hispanic **electricians** rose from 46 in 1980 to 124 in 2000, and the percentage of electricians who were Hispanics rose from 1.3% to 3.3% by 2000.
 - The number of Hispanic **carpenters** jumped from 67 in 1980 to 340 in 2000 and the Hispanic workers' share of these occupations rose from 1.4% to 5.6%.
 - The number and percentages of Hispanics who were **plumbers, pipelayers, pipefitters and steamfitters** showed almost no change with only 30 in 1980 and 35 in 2000.
 - There were no Hispanic **brickmasons and stonemasons** reported in 1980. By 2000, 65 Hispanic brickmasons and stonemasons were listed, making up 5.3% of these workers.

Findings for the City of Milwaukee

9. Although African Americans made up 30 percent of the City of Milwaukee's workforce (and 34% of the City's adult working-age population), African Americans held only 8% of the 11,370 jobs at construction industry worksites located within the City of Milwaukee at the time of the 2000 Census. Hispanics made up 10 percent of the City's workforce (and 11% of the City's adult working-age population) and held 6% of the jobs at construction industry worksites located within the City.
10. African Americans were employed at their highest levels on the City's northside (where held 8.9% of the 6,019 jobs at construction industry worksites) and in downtown Milwaukee (where they held 8.8% of the 1,745 jobs at construction industry worksites). Their lowest rates of construction employment were in Waukesha, Ozaukee and Washington counties, where African Americans held less than 1% of the 19,903 jobs estimated at construction industry worksites.
11. Hispanics were employed at their highest levels in the Menomonee Valley (where they held 9.9% of the 1,160 jobs at construction industry worksites) and on the City's southside (where they held 7.8% of the 2,446 jobs at construction firms' worksites).
12. The City of Milwaukee offers the backbone of employment for African Americans employed with construction firms in the metro area. At the time of the 2000 Census, two-thirds (68%) of construction industry jobs held by African Americans in the metro area were located at worksites within the City of Milwaukee and 85% of their jobs were located within Milwaukee County. About half (49%) of jobs for Hispanics on construction company worksites were in the City of Milwaukee and 71% were on worksites within Milwaukee County. By contrast, white workers showed high levels of employment at construction company jobsites throughout the metro area.