

TODCONNECTS

Equitable Growth Through TOD Planning

Neighborhood, Zoning and Development
Committee

November 20, 2018



Agenda

1. Milwaukee Equitable TOD Goals
2. What We Heard
3. TOD Approach – Corridors and Connectivity
4. Public Engagement Process
5. Walker's Point
6. King Drive and Bronzeville
7. Achieving Implementation
8. The Anti-Displacement Study

EQUITABLE TOD
GOALS

What is TOD?

Transit Oriented Development

Development

Public realm

Streetscape

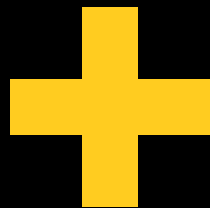
Creating new connections

A strategy of connectivity

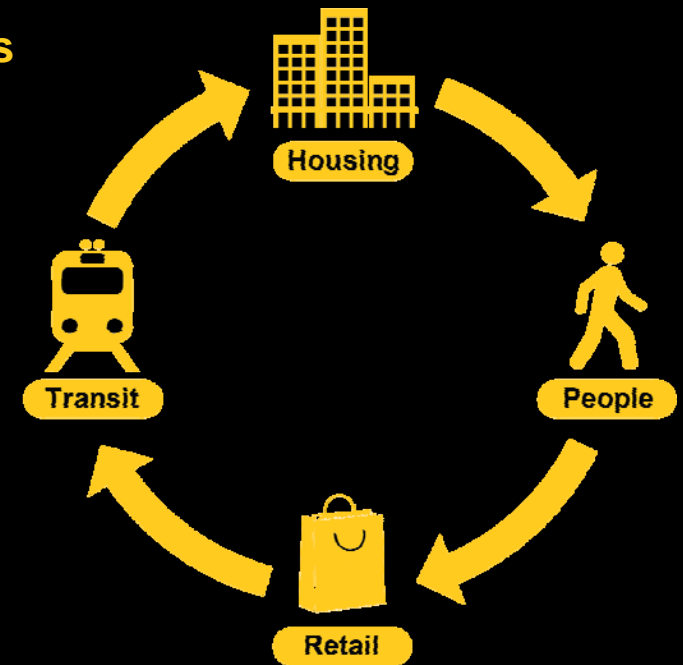
The Milwaukee Idea ... Advancing TOD

Typical TOD Themes

- Commuting
- Mixed use
- Density
- Public realm
- Feasibility
- Value capture



Equitable TOD Themes



Goals

- Extend investment from downtown
- Connect neighborhoods physically and economically
- Enhance places based on local distinctiveness
- Benefit existing community through equitable and inclusive strategies

Objectives

- “Road map” for **equitable growth** and development through transit oriented development (TOD)
- Framework for **investment** decisions, **zoning** code updates and practical **implementation** strategies
- Meeting **community and stakeholder** goals and aspirations

A Strategy of Connectivity

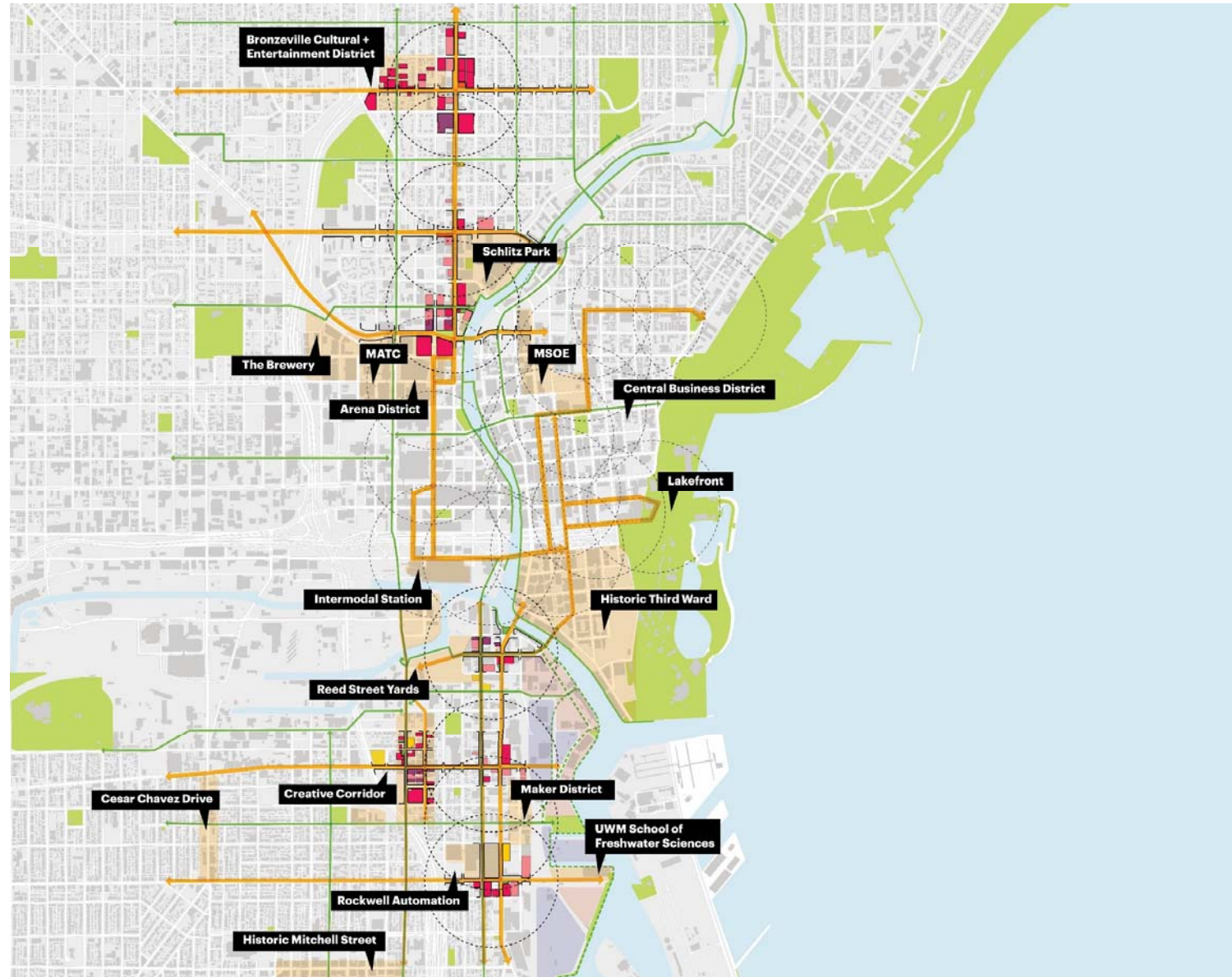
Leverage corridors and connectors

Focus on transit intersections

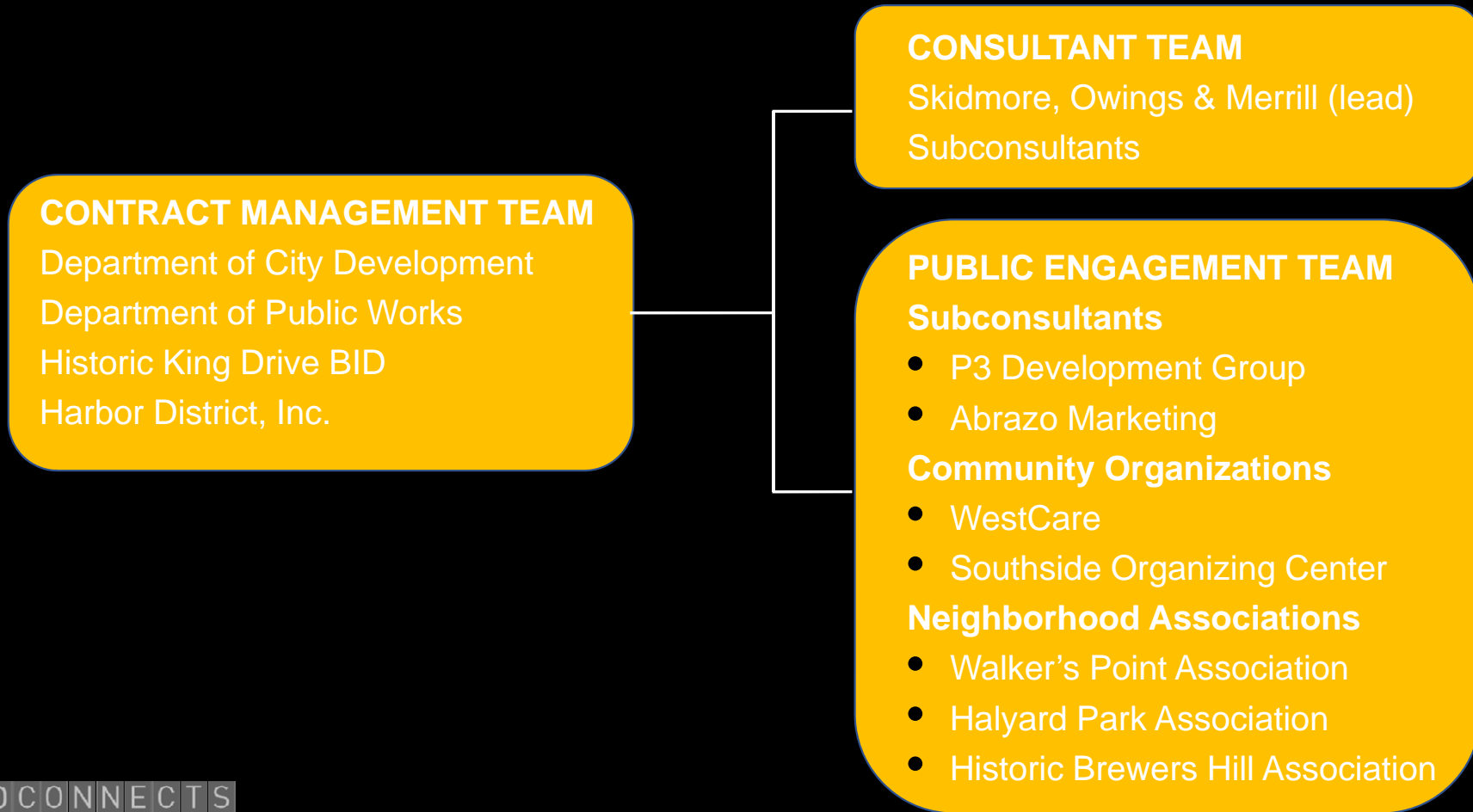
Create a mix of uses in the neighborhood

Create public open spaces

Add high quality density



Community Engagement Organizational Chart



WHAT WE
HAVE HEARD

Public meetings + workshops

10 Community Workshops

5 Plan Advisory Group Meetings

15 Neighborhood Tabling Events

25 Presentations to Groups

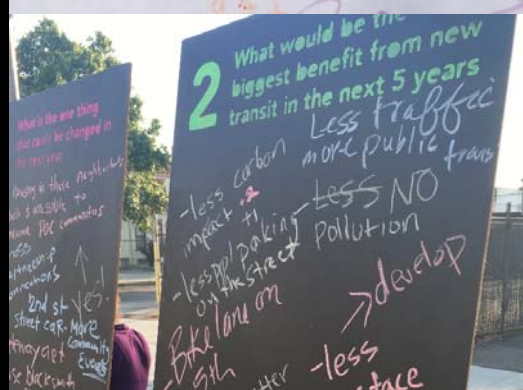
Online Survey

3 Business Luncheons

2 Artist Workshop in Bronzeville with 11+ area artists

Over 1,800 people reached

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Meetings



Public engagement summary

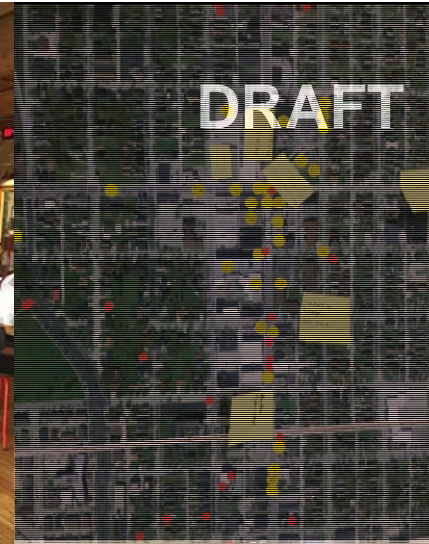
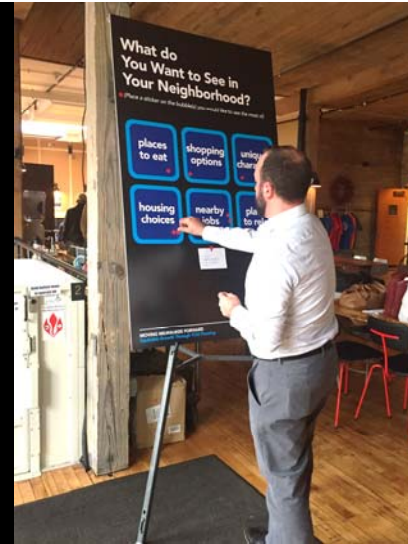
HOUSING

- Preserve affordable units and avoid displacement
- Provide more affordable housing (not only low-income housing), and a market mix
- Improve quality of housing stock
- Provide a mix of housing types

BUSINESSES AND RETAIL

- Need for affordable commercial spaces
- Bring more businesses and retail into neighborhoods
- Need everyday retail, restaurants and other family entertainment uses

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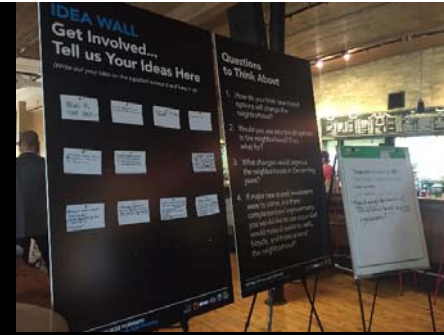
Public engagement summary

HISTORY AND CHARACTER

- Maintain character of neighborhoods
- Promote development of vacant lots
- Height not as much a concern if it is good quality

STREETS & OPEN SPACES

- Activate the streets
- Make neighborhoods more pedestrian friendly
- Address concerns over parking
- Integrate bike lanes on key streets
- More green spaces



T	O	D	C	O	N	N	E	C	T	S		
W	A	L	K	E	R	S		P	O	I	N	T

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Existing 1st Street



Proposed 1st Street: Street Character



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Proposed 1st Street: Street Character and Development



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Existing 2nd Street



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Proposed 2nd Street: Street Character



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Proposed 2nd Street: Street Character and Development



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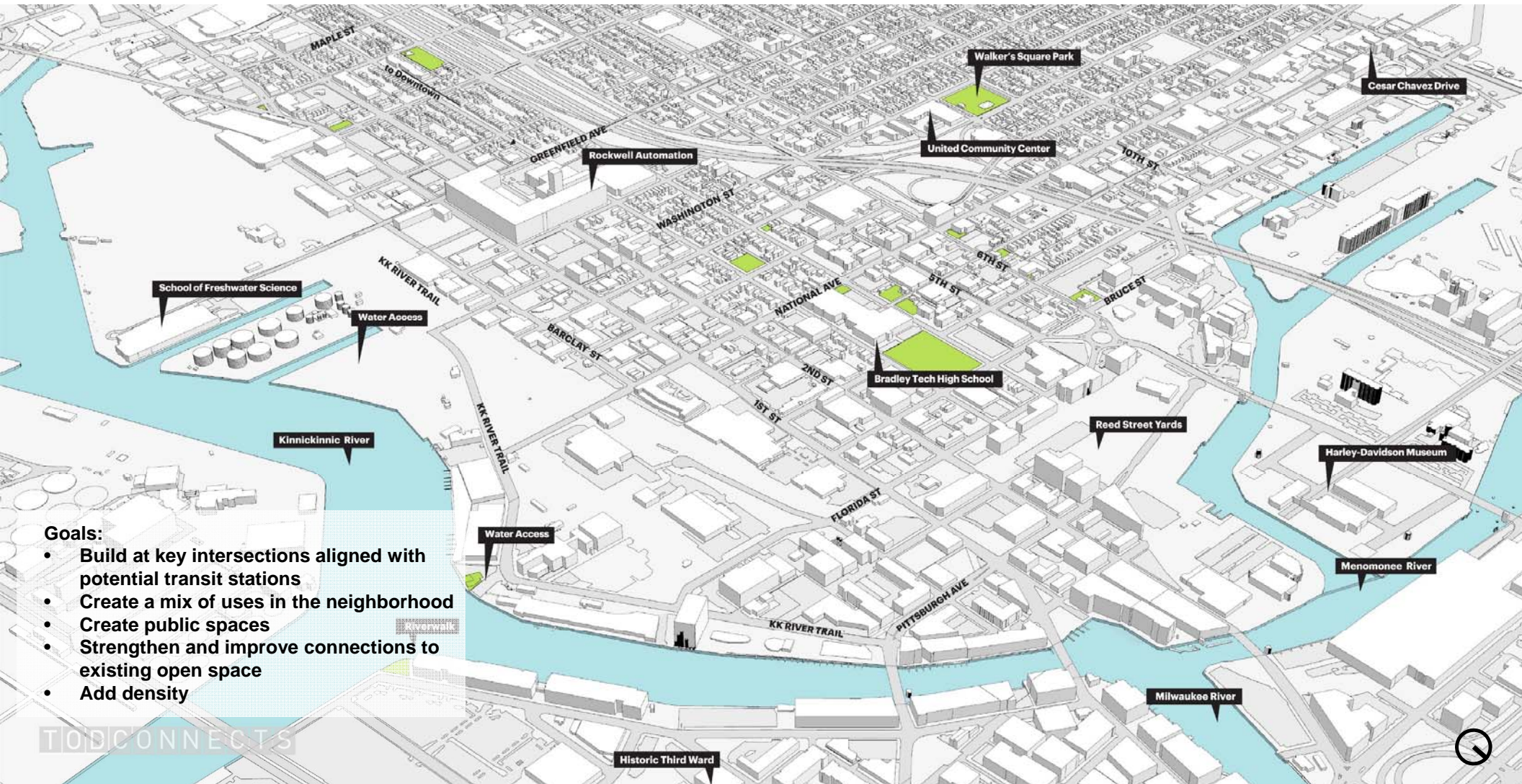
Washington Street Existing



Washington Street Proposed Greenway



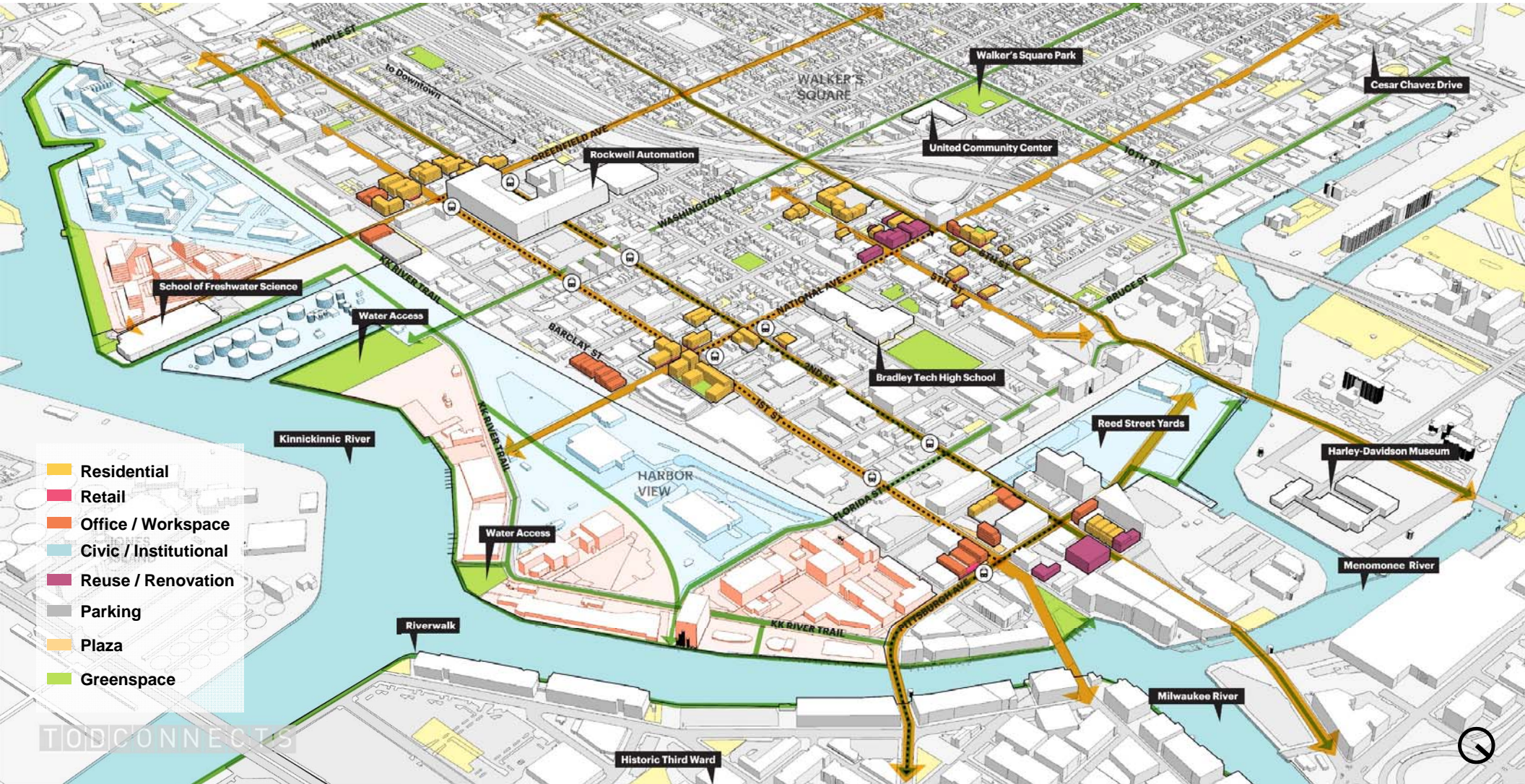
The Walker's Point Community



Goals:

- Build at key intersections aligned with potential transit stations
- Create a mix of uses in the neighborhood
- Create public spaces
- Strengthen and improve connections to existing open space
- Add density

Indicative Growth Strategy



Transit Focal Points

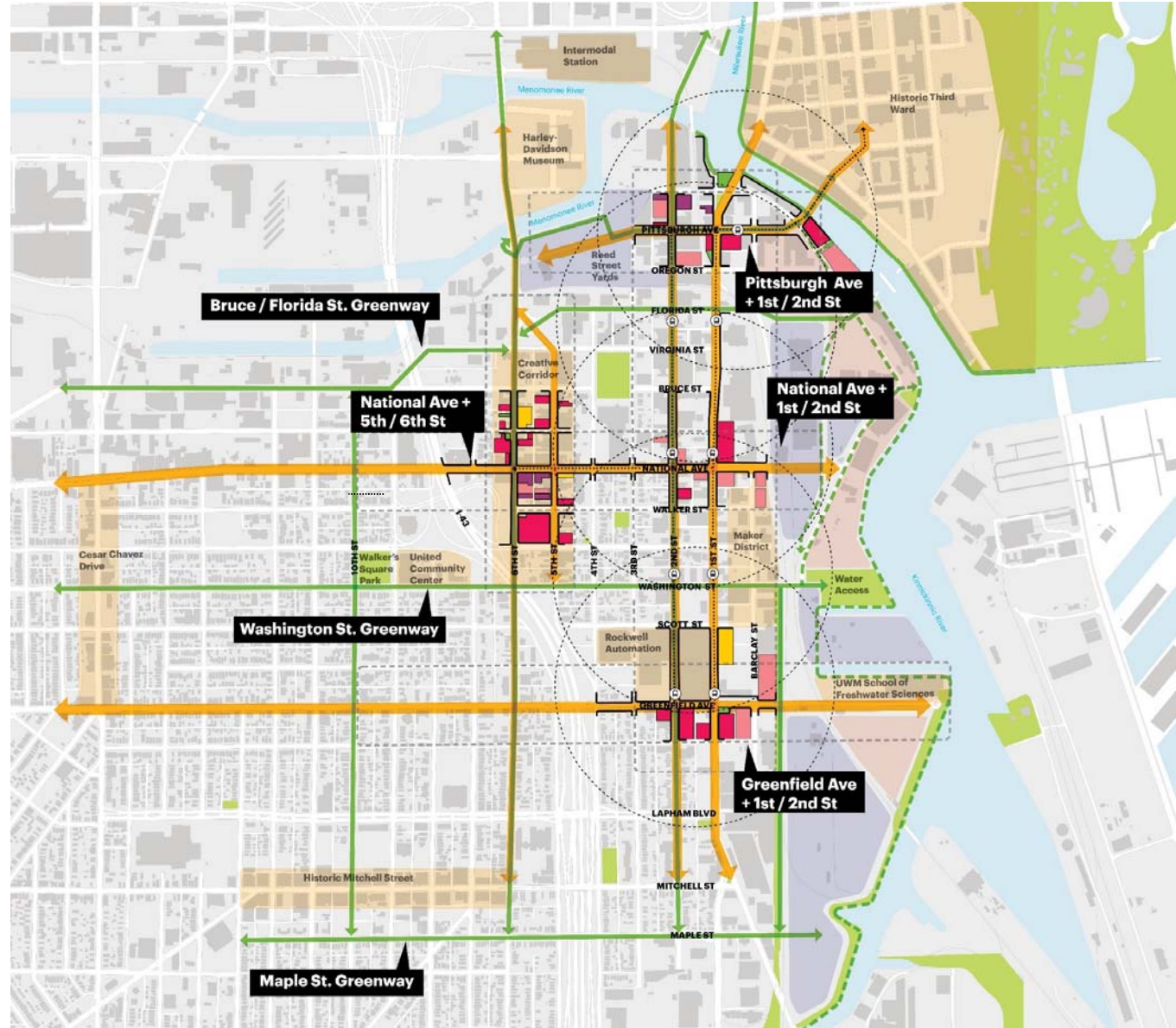
1500-2,000 new homes

10-20 new storefronts

3,000-4,000 new jobs

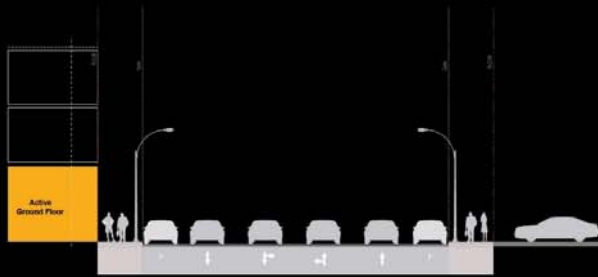
- Primary sites
- Secondary / Longer Term sites
- Potential Reuse
- Active Proposal
- Potential Greenspace

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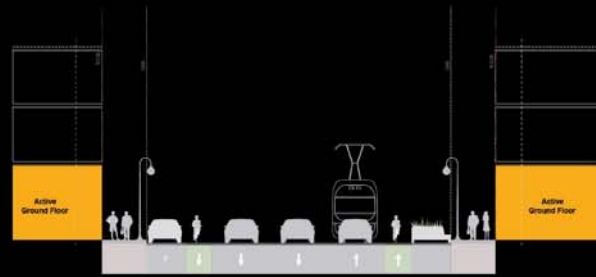
1st Street Improvements

EXISTING



- ROW: 75 feet
- Street width: 58 feet (narrower at RR bridge)
- Daily Traffic: 16,900 (2017)

ROAD DIET CONCEPT



- One way streetcar
- Reduce to 2 lanes of shared travel lanes w/ dedicated left turn lanes
- Maintain existing on-street parking
- Add bike lanes

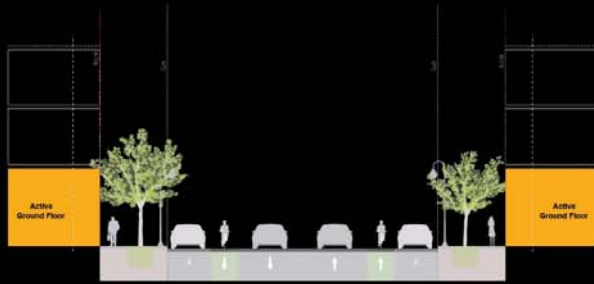
WIDER SIDEWALKS CONCEPT



- Two way streetcar
- Reduce to 2 lanes of shared travel lanes
- Maintain existing on-street parking
- Wider sidewalks
- No bike lanes

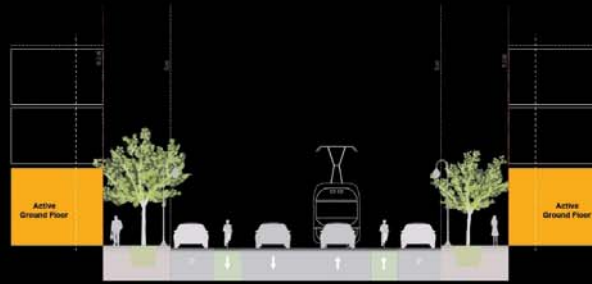
2nd Street Improvements

EXISTING



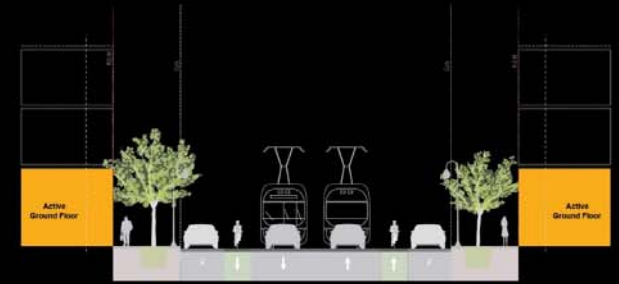
- ROW: 75 feet
- Street width: 50 feet (narrower at RR bridge)
- Daily Traffic: 6,900-8,000 (2014/15)

ROAD DIET CONCEPT



- One way streetcar
- Maintain existing on-street parking
- Maintain bike lanes

WIDER SIDEWALKS CONCEPT

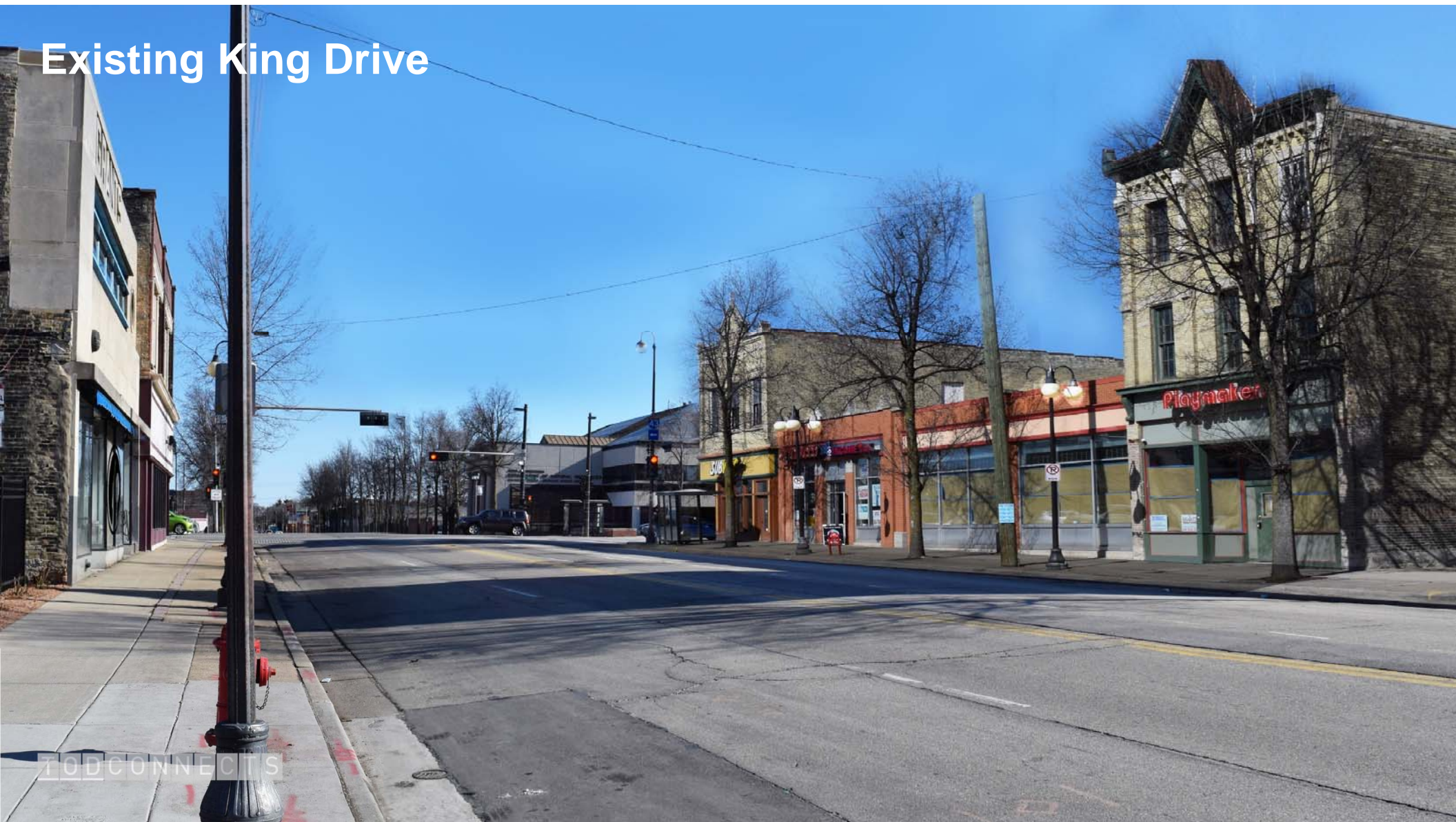


- Two way streetcar
- Maintain existing on-street parking
- Maintain bike lanes

T	O	D	C	O	N	N	E	C	T	S
B	R	O	N	Z	E	V	I	L	L	E

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Existing King Drive



Proposed King Drive: Street Character



Proposed King Drive: Street Character and Development



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Brown Street Existing

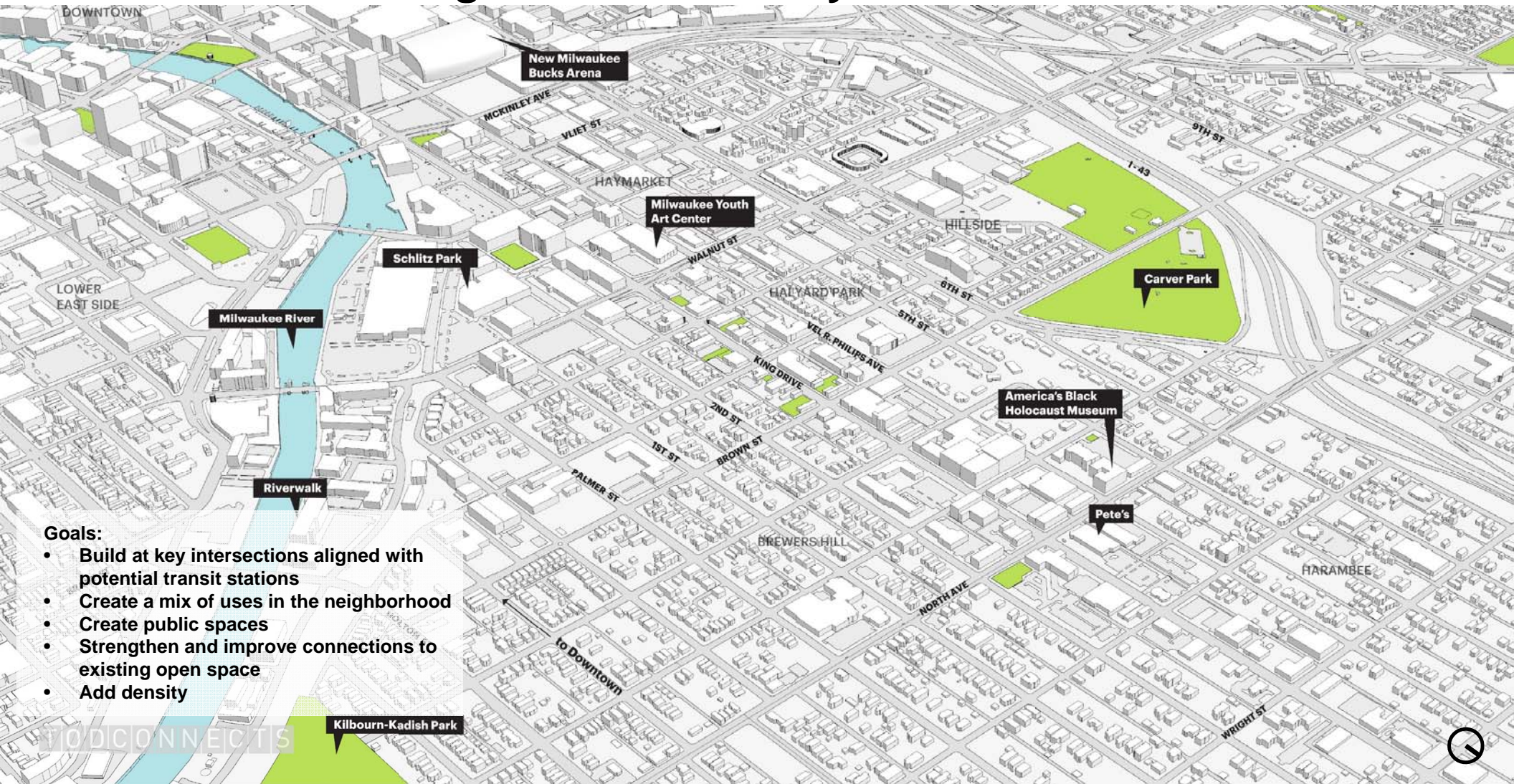


Brown Street Proposed Greenway



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The Bronzeville/King Drive community

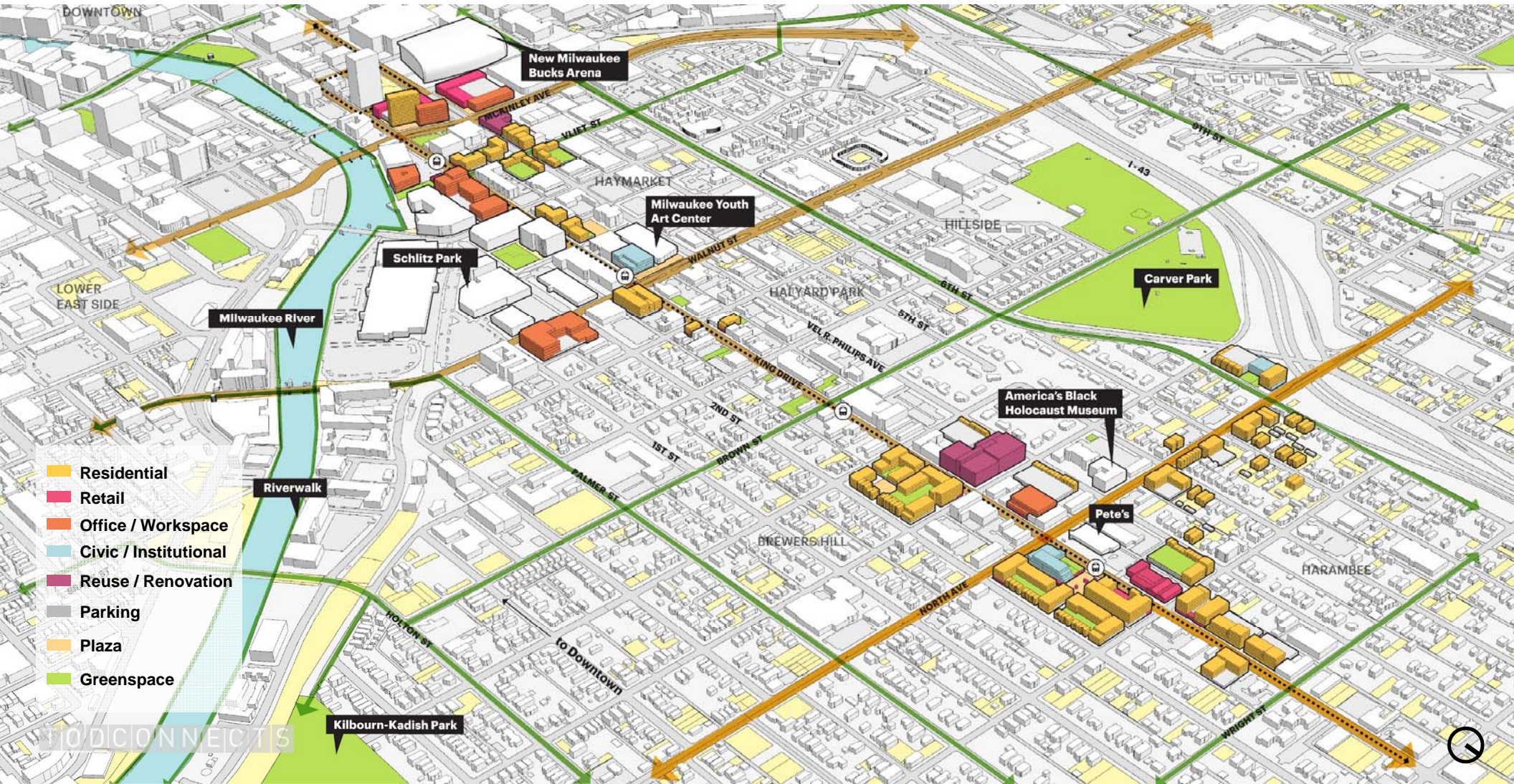


Goals:

- Build at key intersections aligned with potential transit stations
- Create a mix of uses in the neighborhood
- Create public spaces
- Strengthen and improve connections to existing open space
- Add density

MODCONNECTS

Indicative Growth Strategy








Transit Focal Points

1,500-2,000 new homes

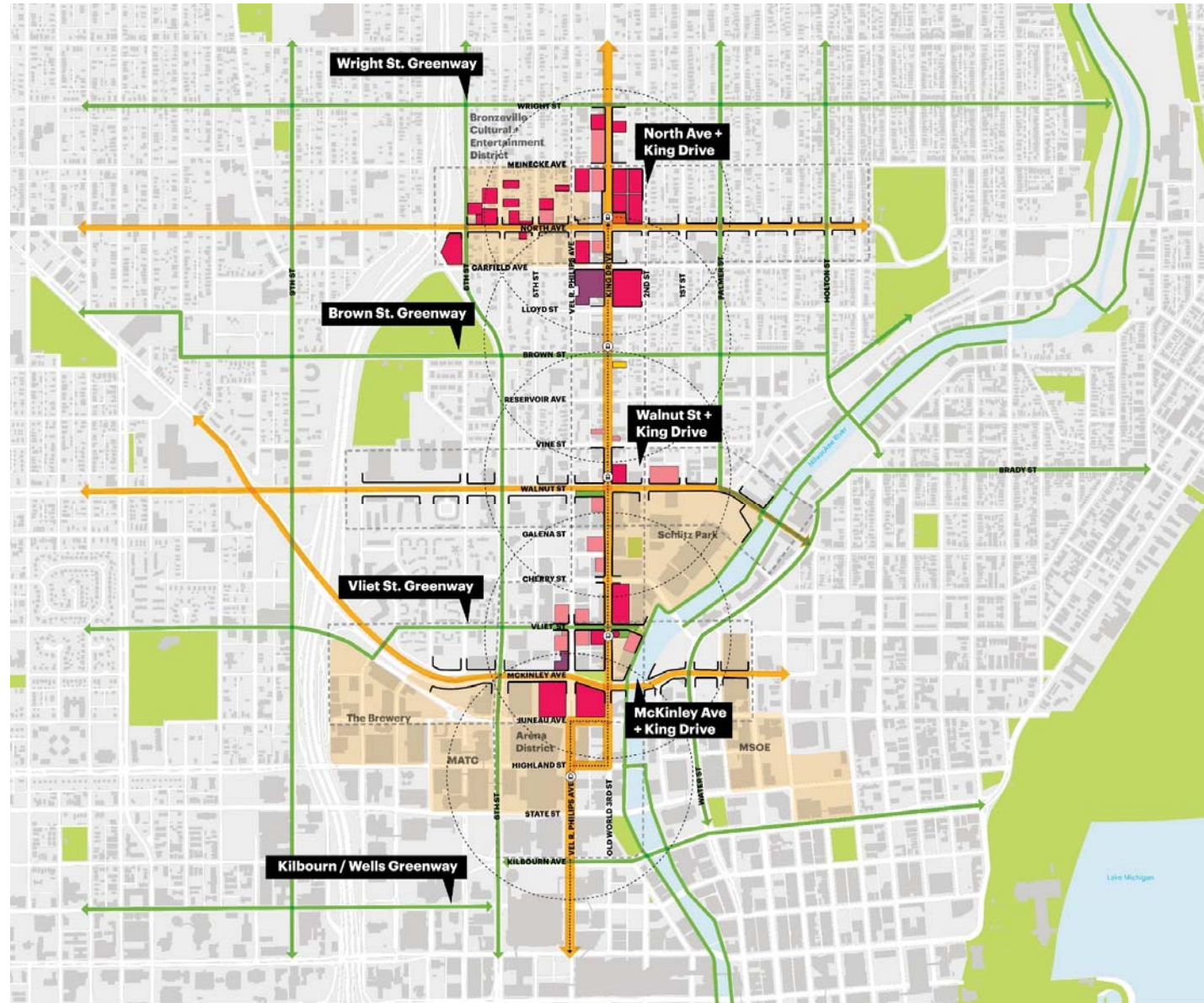
20-30 new storefronts

1,500-2,500 new jobs

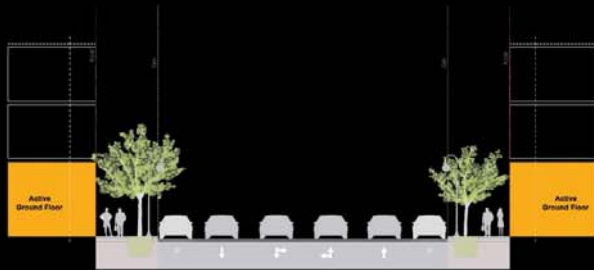
3-4 new community facilities

-  Primary sites
-  Secondary / Longer Term sites
-  Potential Reuse
-  Active Proposal
-  Potential Greenspace

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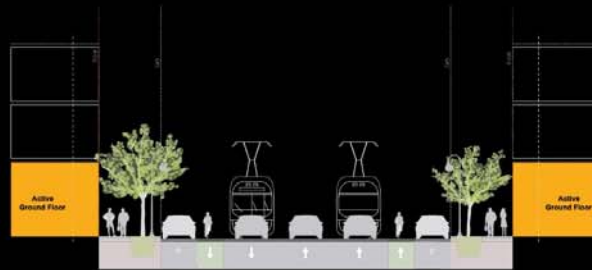


EXISTING



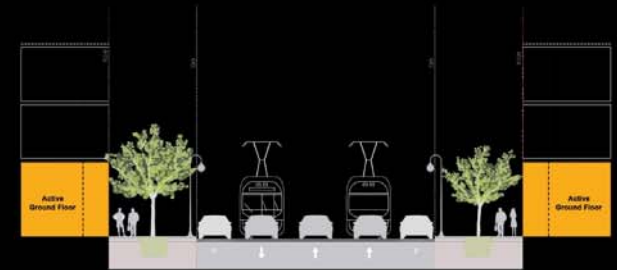
- ROW: 80 feet
- Street width: 56 feet
- Daily Traffic: 7300-10,300 (2015/16)

ROAD DIET CONCEPT



- Reduce to 2 lanes of shared travel lanes w/ dedicated left turn lanes
- Maintain existing street width
- Add bike lanes
- Maintain on-street parking
- Can be done in shorter term, including before construction of potential Streetcar extension

WIDER SIDEWALKS CONCEPT



- Reduce to 2 lanes of shared travel lanes w/ dedicated left turn lanes
- Wider sidewalks
- Maintain on-street parking
- No bike lanes
- Would require full street reconstruction narrowing curbs
- Longer term option

ACHIEVING

IMPLEMENTATION

ZONING

DEVELOPMENT

FEASIBILITY

Potential TOD Zoning

SUMMARY:

- **New base zoning will replace select districts near proposed transit lines**
- **New zoning based on existing regulations, modified to be more transit-friendly and walkable**
- **Retain existing building form, increase potential density – units per lot area**
- **Remove future motor vehicle and outdoor storage use**
- **Possible protection of existing lower facades using height bonus**
- **Districts could be used in other areas of the City in the future**

ANTI -
DISPLACEMENT
STUDY

ANTI-DISPLACEMENT STRATEGIES

PRIORITIZE CHOICE & EQUITY ALONG SIDE TRADITIONAL DEVELOPMENT GOALS

PRIORITIZING CHOICE



PRIORITIZING CHOICE means recognizing that as development occurs, policies and programs should be crafted to minimize the potential of displacement for existing residents and businesses that want to remain in their communities.

PRIORITIZING EQUITY



PRIORITIZING EQUITY means that anti-displacement and related policies and programs should be intentionally designed to ensure that historically disadvantaged groups are able to benefit from and gain access to the wealth-building opportunities provided by development occurring in city neighborhoods.

RECOMMENDATIONS

- 01 Educate and engage residents on displacement and related issues
- 02 Monitor local market conditions and adapt strategies as needed
- 03 Assist existing home owners to retain their homes
- 04 Help existing neighborhood renters become home owners
- 05 Preserve existing affordable rental housing and protect tenants at risk of displacement
- 06 Prioritize affordable and mixed-income housing in neighborhoods at risk of displacement
- 07 Preserve neighborhood character and build community wealth

ANTI-DISPLACEMENT PLAN

A Place in the Neighborhood

An Anti-Displacement Plan for Neighborhoods Surrounding Downtown Milwaukee



City of Milwaukee
Department of City Development

February 2018



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