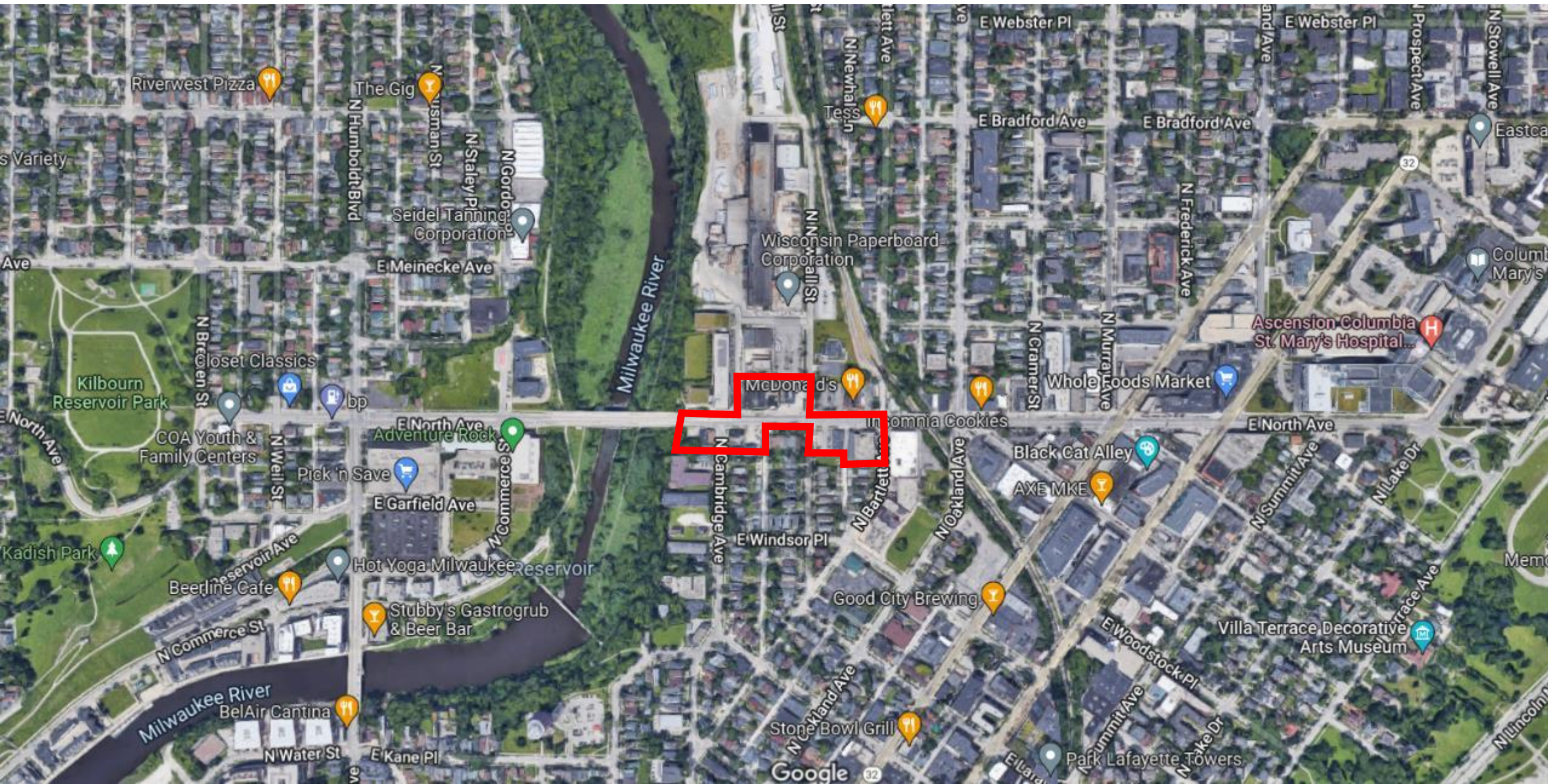
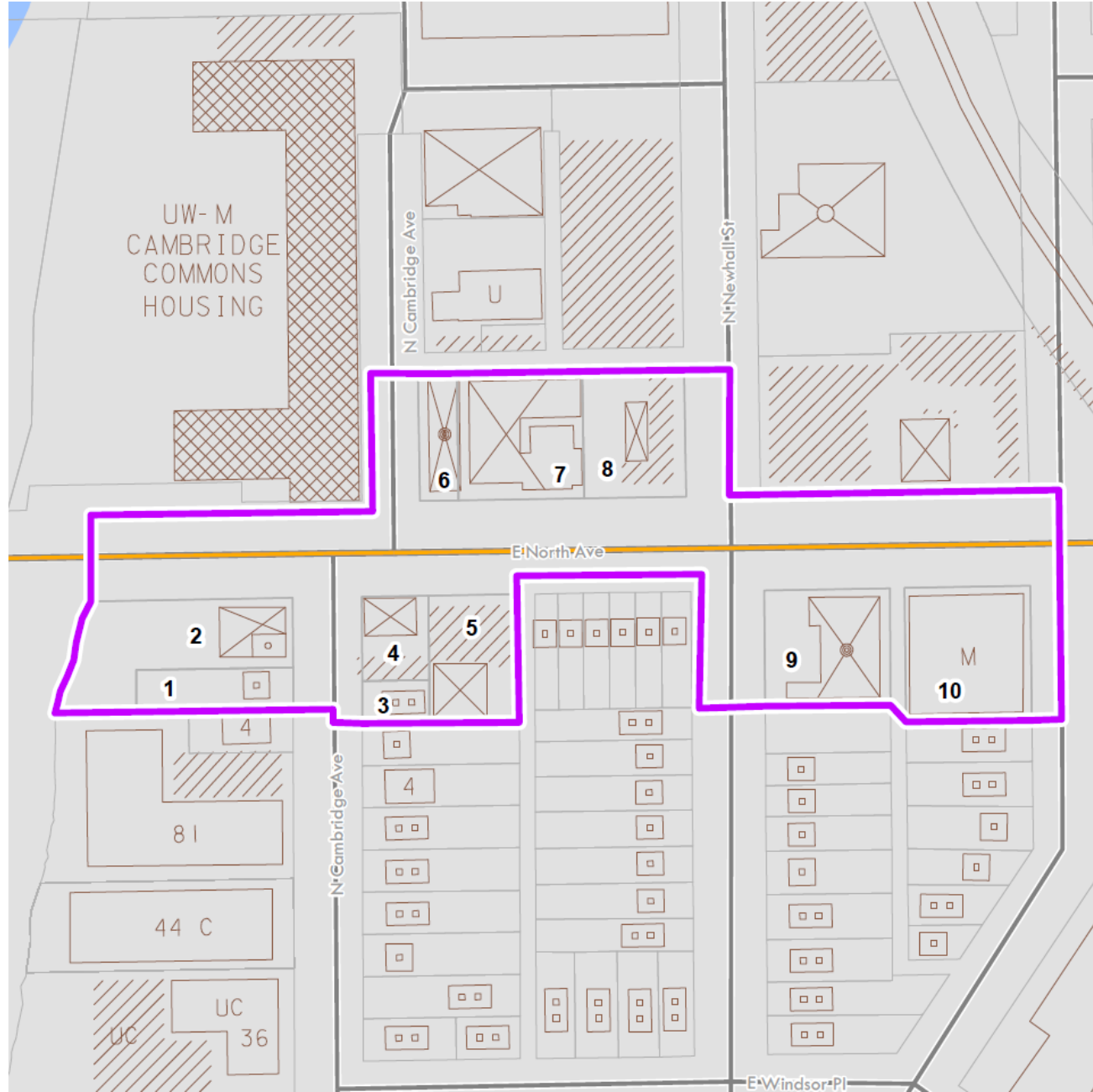


TID 111: East North Avenue

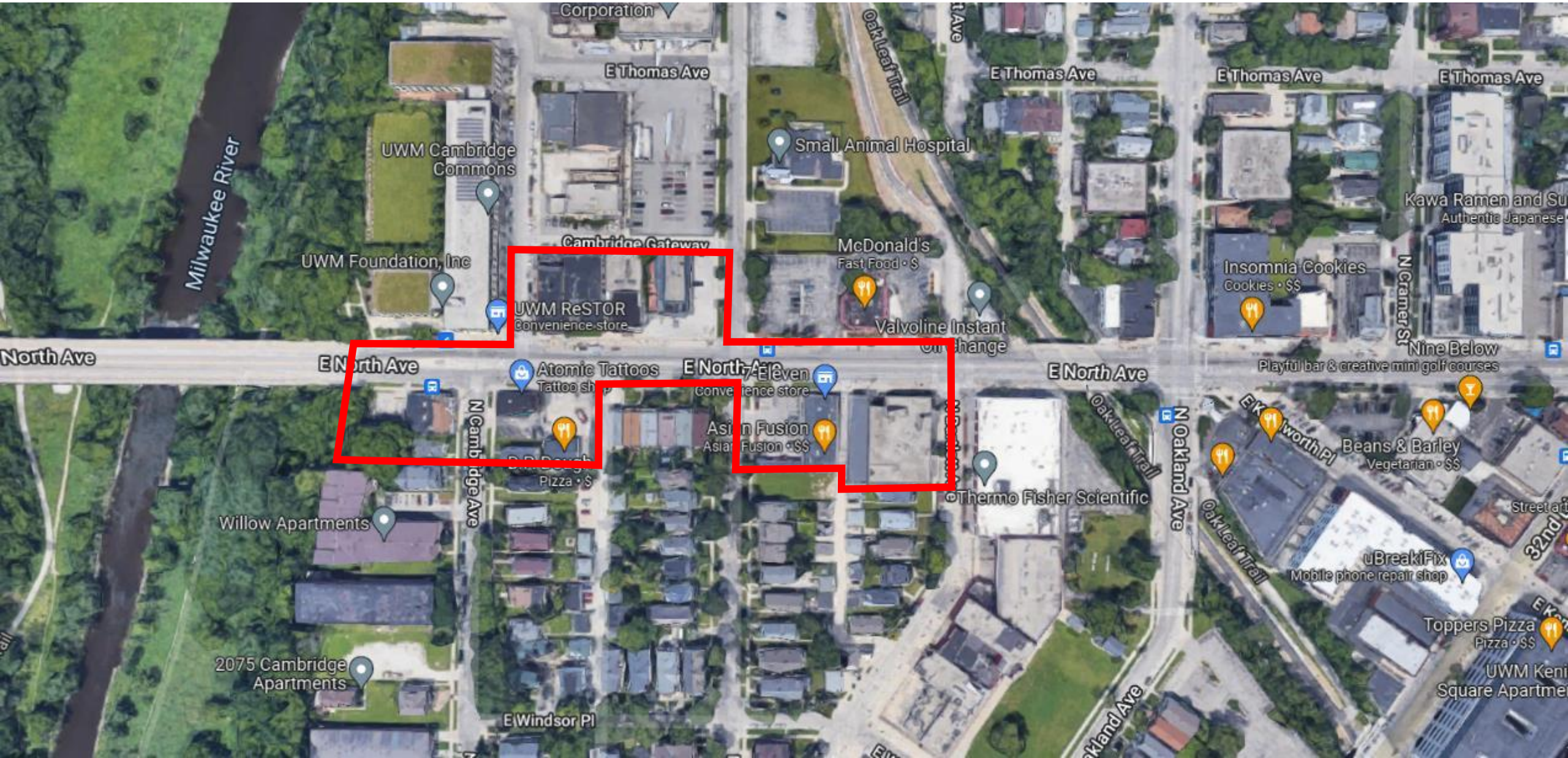


TID 111: Proposed Boundary

Base Value (2023):
\$5,161,100



TID 111: Proposed Boundary



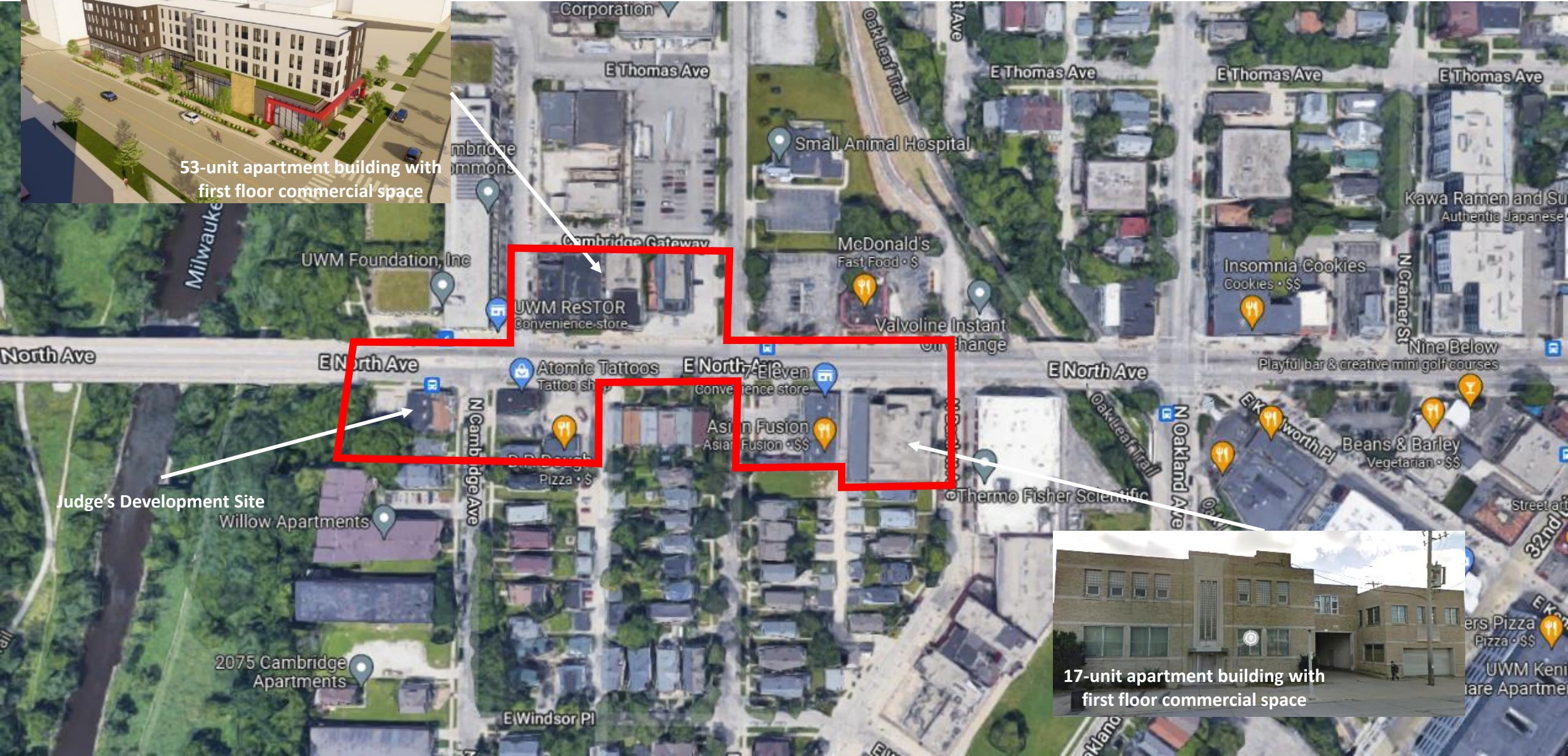
TID 111: Development Sites



TID 111: Development Sites



TID 111: Development Sites



Judge's Development Site



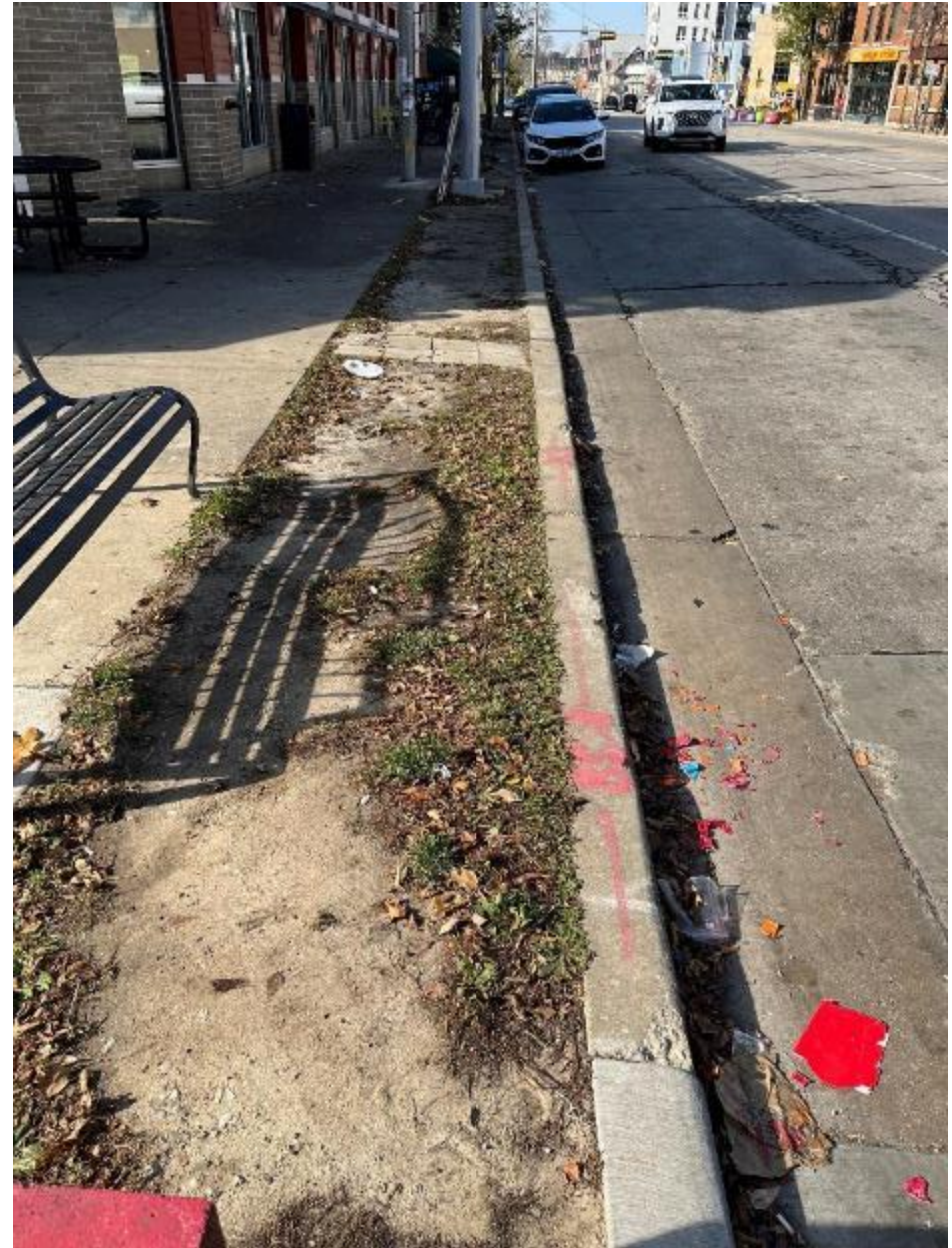
TID 111: Current Infrastructure



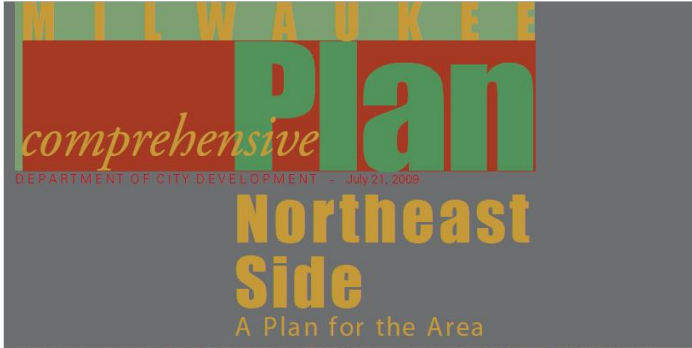
TID 111: Current Infrastructure



TID 111: Current Infrastructure



Northeast Side Area Plan (2009)



STREETScape IMPROVEMENT STRATEGIES

Support the continuation of streetscape improvements initiated by the BID along the North Avenue Commercial Corridor west of Oakland Avenue and along Farwell Avenue.

1. Expand streetscape improvement efforts already in place such as the creation of outdoor cafés and the incorporation of amenities that also serve as public art (e.g. benches, kiosks, and railings).
2. Streetscape design elements should address landscaping, special pavers, and additional amenities such as benches and trash receptacles.
3. Create and enhance seasonal, occasional or after hours spaces for public gathering, especially for special events (e.g. East Side Open Market, Harley Anniversary, Summer Soulstice) or when entertainment uses are most prevalent. One potential location might be Ivanhoe Place between Farwell and Prospect Avenues, which could become a desirable place where multiple uses are coordinated to include a gathering space while allowing street access.
4. Continue integration of public art in BID streetscape programs. Add individual elements according to business use to personalize public spaces (such as outdoor cafés for restaurants).



Figure 10.30: Gathering Place at North Avenue and Ivanhoe Place, with redeveloped Prospect Mall in background.

6H - CATALYTIC PROJECT: REDEVELOPMENT OF FORMER PROSPECT MALL AND SURFACE PARKING

2. Redevelop former Prospect Mall site as an urban mixed use complex of shops, gallery space, movie theatres, restaurants and niche / specialty retail with residential above.
3. Redevelop Prospect Mall parking lot as mixed use commercial and residential with pedestrian friendly storefronts at street level.
4. Develop residential uses above. The property provides potential for the construction of a residential tower.
5. Expand development to the surface parking lot on the east side of Prospect Avenue to include a parking garage for the new mixed use development.
6. Redevelop Ivanhoe Place as a convertible plaza that can serve as parking, delivery area, a drivable street, and a plaza or courtyard, depending on use, time of day and activity.

STREETScape STRATEGIES

Streetscape improvements could be tailored to meet the needs of a variety of uses including a courtyard gathering space.

1. Utilize courtyard materials for street paving (such as stamped pattern concrete or granite pavers).
2. Use fold-down bollards that allow for trash removal, deliveries and on-street parking during the day.
3. Utilize moveable amenities such as bistro tables and chairs.
4. Enhance the overall street atmosphere through pedestrian lighting (unique or custom design) street trees, planters, street furniture and public art.

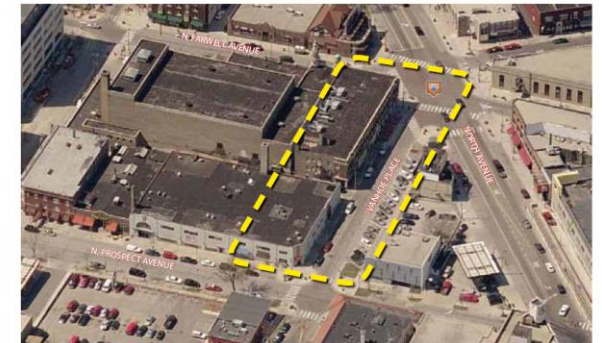


Figure 10.29: Bird's eye view of Ivanhoe Place within the larger Prospect Mall redevelopment area.

Pedestrian Plan (2019)



Figure 8. Reported pedestrian crashes in the City of Milwaukee, 2012-2016

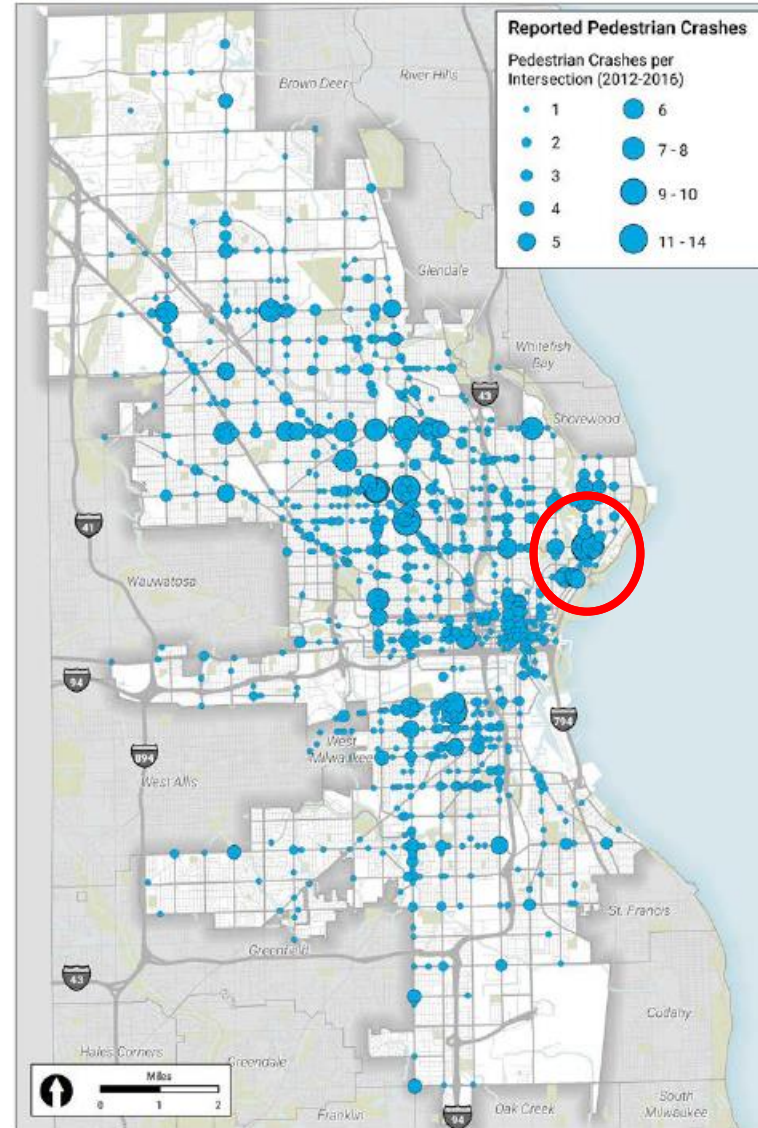
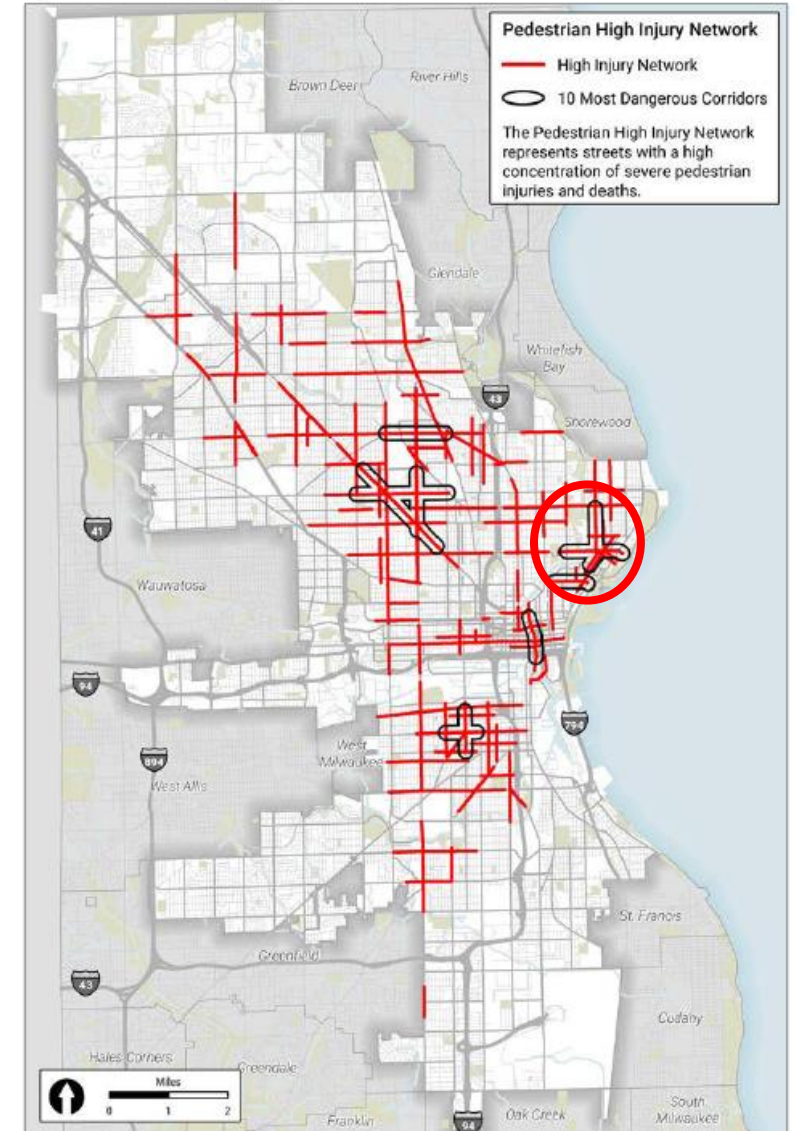
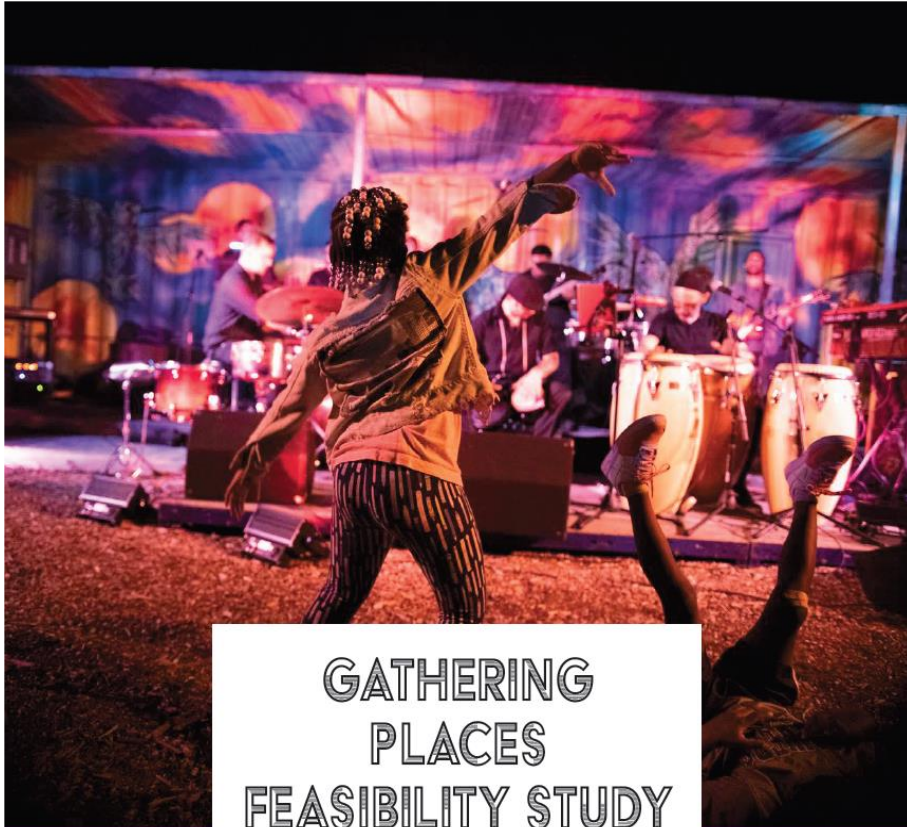


Figure 10. Pedestrian high-injury network



Gathering Places Study (2022)



GATHERING PLACES FEASIBILITY STUDY

CITY OF MILWAUKEE

APPENDIX B:
Comprehensive Outdoor
Recreation Plan, 2022-2027

MARCH 2022



IVANHOE PLACE

Located in the East North Avenue Business Improvement District, Ivanhoe Place would be an ideal location for a plaza as it is in an area of high pedestrian activity surrounded by many retail businesses. The Northeast Area Plan also recommended creating a plaza at this location. Ivanhoe Place is also on the Pedestrian High Injury Network so closing a portion of the street would reduce pedestrian conflicts with turning vehicles, create a quiet place in a busy commercial district, and expose more people to Black Cat Alley, a project the BID operates. The plaza would be about 4,000 square feet and remove up to 12 metered parking stalls, while still maintaining garage access to Educators Credit Union and the alleyway.

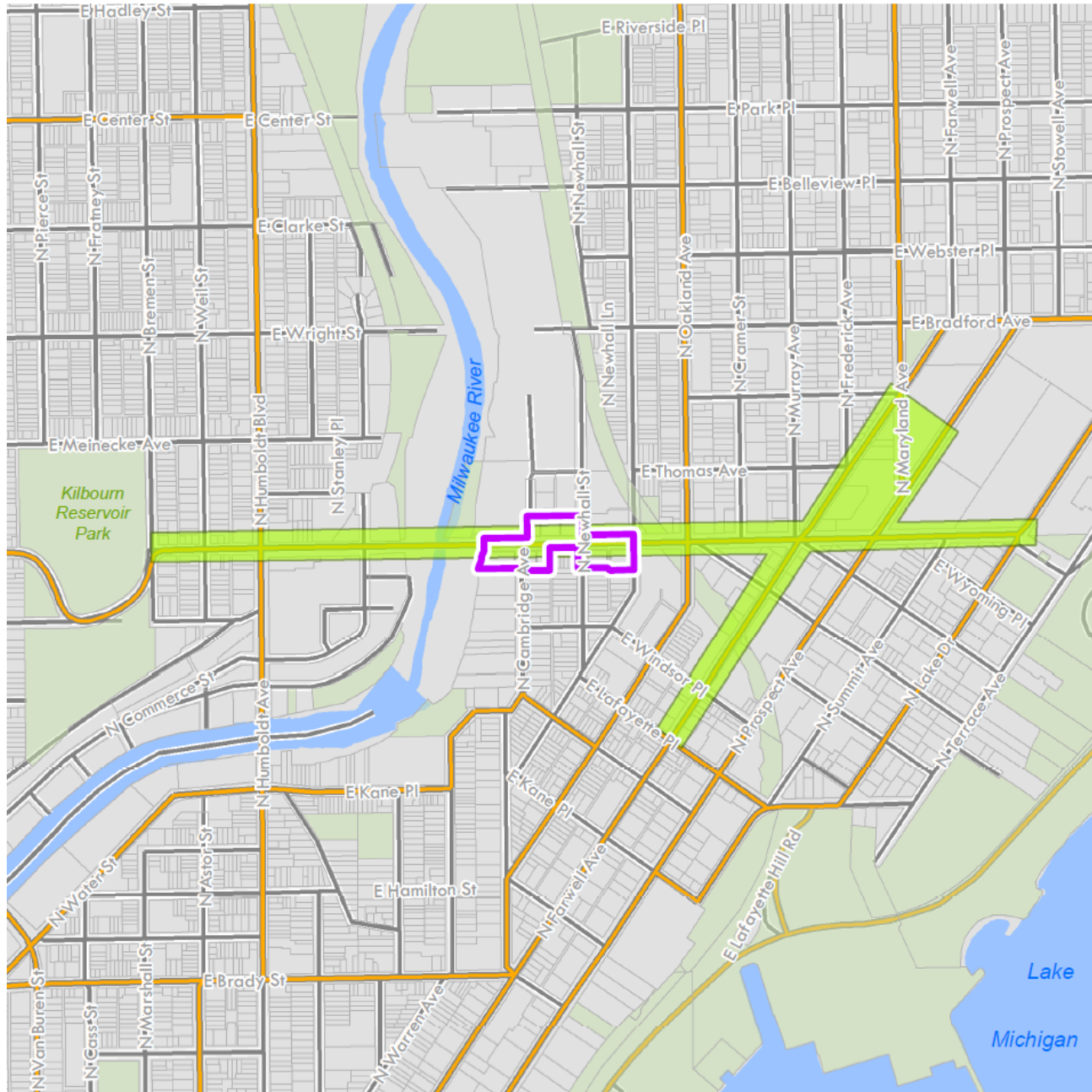
S.T.A.N.D./Complete Streets/Vision Zero



Intersection User Counts			
		Total Pedestrian Crossings	Total Bicyclists
1	S. 2nd St. & W. Virginia St.	599	226
2	S. 6th St. & W. Historic Mitchell St.	562	61
3A	N. 12th St. & W. Walnut St.	139	52
4	S. 13th St. & W. Bolivar Ave.	38	22
5	N. 26th St. & W. Wisconsin Ave.	625	65
6	N. 27th St. & W. Hopkins St.	84	23
7	N. 35th St. & W. Burleigh St. & W. Fond du Lac Ave.	965	59
8	S. 46th St. & W. Dakota St.	95	5
9	N. 58th St. & W. Center St. & W. Appleton Ave.	260	21
10	N. 64th St. & W. Silver Spring Dr.	303	10
11	N. 76th St. & W. Capitol Dr.	284	7
12	N. 91st St. & W. Mill Rd.	102	16
13	S. Allis St. & S. Kinnickinnic Ave. & E. Lincoln Ave.	2,462	317
14	S. Cedar E. Chavez Dr. & W. Washington St.	674	55
15	N. Farwell Ave. & N. Murray Ave. & E. Ivanhoe Pl. & E. North Ave.	3,320	288
16	N. Fratney St. & E. Townsend St.	170	33
17	S. Layton Blvd. & W. National Ave.	1,289	76
18	N. Milwaukee St. & E. Kilbourn Ave.	690	58
19	N. Teutonia Ave. & W. Villard Ave.	346	7
20	N. Vel R. Phillips Ave. & W. North Ave.	407	48

Data source: DPW

TID 111: Proposed Infrastructure



Public Infrastructure to include:

- traffic calming elements
- bike amenities, possible all ages bike facility
- street trees and landscaping
- pedestrian improvements and plazas
- public art

Phase 1: \$2.5m

Phase 2: \$1.3m

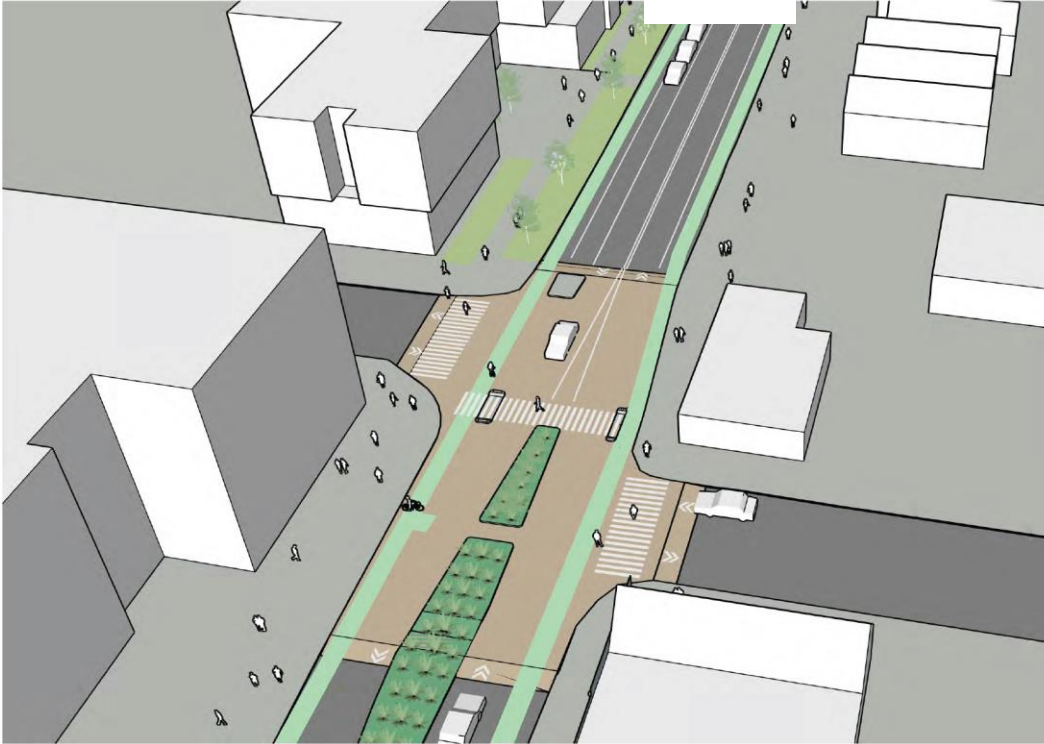
TID 111: Proposed Infrastructure



TID 111: Proposed Infrastructure

CAMBRIDGE INTERSECTION continued

LONG-TERM SOLUTION



Looking east

FARWELL/MURRAY INTERSECTION continued

LONG-TERM SOLUTION



Looking southeast

TID 111: Proposed Infrastructure



TID 111: Commercial Corridor Programs



\$100,000 for Commercial Corridor Programs (signage, façade, storefront activation) and/or Commercial Foreclosure Renovation program.

TID 111: Budget and Feasibility

Phase 1 Public Infrastructure	\$2,500,000
Commercial Corridor Programs	\$100,000
Phase 2 Public Infrastructure	\$1,300,000
Administration	\$200,000
TOTAL	\$4,100,000

TID 111 projected to pay off by 2042 (Year 20 of the District)

Phase 2 Public Infrastructure funds will only be released if there is sufficient increment to pay off TID by Year 20