



City of Milwaukee

City Hall
200 East Wells Street
Milwaukee, WI 53202

Meeting Agenda ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

ALD. JAMES WITKOWIAK, CHAIR

Ald. Willie Wade, Vice-Chair

Ald. Michael Murphy, Ald. Robert Bauman, and Ald. T. Anthony Zielinski

Staff Assistant, Chris Lee, 286-2232

Fax: 286-3456, clee@milwaukee.gov

*Legislative Liaison, Jeffrey Osterman, 286-2262,
joster@milwaukee.gov*

Tuesday, January 31, 2012

9:00 AM

Room 301-B, City Hall

1. [111247](#) An ordinance relating to plumbing and public water supply cross-connection control regulations and inspections.
Sponsors: THE CHAIR

2. [111276](#) An ordinance relating to enforcement of property maintenance and building security requirements for vacant buildings.
Sponsors: Ald. Bauman

3. [110075](#) Substitute resolution approving Amendment No. 1 to the Project Plan for Tax Incremental District No. 35 (N. 27th Street and W. Wisconsin Avenue) to expand the District boundary and amend the project costs, and authorizing expenditures for the District. (4th Aldermanic District)
Sponsors: Ald. Bauman

4. [110705](#) Substitute resolution authorizing a Riverwalk Easement Agreement and an expenditure for the Tax Incremental District No. 34 (Historic Third Ward) riverwalk improvement project, in the 4th Aldermanic District.
Sponsors: Ald. Bauman

5. [111294](#) Resolution authorizing the sale of City of Milwaukee vacant lots to Milwaukee Habitat for Humanity, Inc. to create building sites for its 2012 housing program, in the 6th, 7th and 15th Aldermanic Districts.
Sponsors: Ald. Coggis, Ald. Wade and Ald. Hines Jr.

6. [111298](#) Resolution accepting an unsolicited proposal from Nafiz Efe to purchase the City-owned vacant lots at 1922 through 1938 West Fond du Lac Avenue for assemblage with his adjoining property for development of a mixed-use building, in the 15th Aldermanic District.
Sponsors: Ald. Hines Jr.

This meeting will be webcast live at www.milwaukee.gov/channel25.

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Legislation Details (With Text)

File #: 111247 **Version:** 0

Type: Ordinance **Status:** In Committee

File created: 1/18/2012 **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

On agenda: **Final action:**

Effective date:

Title: An ordinance relating to plumbing and public water supply cross-connection control regulations and inspections.

Sponsors: THE CHAIR

Indexes: PLUMBING CODE, WATER WORKS, WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Attachments: Cover Letter, Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
1/18/2012	0	COMMON COUNCIL	ASSIGNED TO		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		

Number
111247
Version
ORIGINAL
Reference

Sponsor
THE CHAIR

Title
An ordinance relating to plumbing and public water supply cross-connection control regulations and inspections.

- Sections
- 97-12-1 am
 - 97-12-2 am
 - 97-12-4-a am
 - 97-12-4-c am
 - 97-12-4-d am
 - 97-12-4-g am
 - 97-12-4-h am
 - 97-12-5-b am
 - 97-12-5-c am
 - 97-12-6 rc
 - 97-12-7 am
 - 97-12-9-a am

Analysis
This ordinance makes various minor revisions to the regulations and inspection procedures relating to cross-connections of building plumbing systems with the public water supply system. These

changes are intended to make the city's code consistent with new Wisconsin department of natural resources regulations.

Body

The Mayor and Common Council of the City of Milwaukee do ordain as follows:

Part 1. Section 97-12-1 and 2 of the code is amended to read:

97-12. Cross-Connection Control Regulations.

1. PURPOSE. The purpose of this section is to protect consumers and the public water supply system of the city from the possibility of contamination or pollution due to >>, but not limited to, << a backflow >>, a backsiphonage or the interconnection<< of contaminants into [[building plumbing and/or into]] >>a building's plumbing system or<< the public water supply [[system]] .

2. ADOPTION OF STATE CODE. ~~[[Chs. Comm 82 to 87 and 90]] >>Chs. SPS 381 to 387 and 390 << , Wis. Adm. Code, as amended, >>s. NR 810.15, Wis. Adm. Code, as amended,<< and ch. 145, Wis. Stats., as amended, are adopted by reference and incorporated into this section to the extent and with the limitations provided by this section.~~

Part 2. Section 97-12-4-a, c, d, g and h of the code is amended to read:

4. DEFINITIONS.

a. "Backflow" means the unwanted reverse flow of liquids, solids or ~~[[grease due to backpressure or backsiphonage]] >>gases<<.~~

c. "Backsiphonage" means ~~[[a backflow created by a pressure lower in the public water supply system than in the private consumer water piping system]] >>the creation of a backflow as a result of negative pressure<< .~~

d. "Commercial premises" means ~~>>a<< commercial or industrial premises or >>a<< residential dwelling of [[5]] >>3<< or more units.~~

g. "Person" means ~~[[a natural person]] >>an individual<< , sole proprietorship, partnership, limited liability company, corporation or association.~~

h. "Residential premises" means one ~~[[, 2-3 and 4 family]] >>or 2-family<< dwellings.~~

Part 3. Section 97-12-5-b and c of the code is amended to read:

5. PROHIBITIONS.

b. No person shall remove or permit to be removed a cross-connection control device >>or method << .

c. No person shall establish an interconnection whereby any water from private, auxiliary or emergency water supply other than the regular public water supply of the city may enter >>the<< building plumbing or the public water supply system of the city unless the private, auxiliary or emergency water supply and the method of connection and use of the supply shall have been

approved by the water works and by the Wisconsin department of natural resources in accordance with s. ~~[[NR 811.09]]~~ >>NR 810.15(2)<< , Wis. Adm. Code.

Part 4. Section 97-12-6 of the code is repealed and recreated to read:

6. CROSS-CONNECTION CONTROL PROGRAM. The water works shall develop and implement a comprehensive cross-connection control program for the elimination of all existing unprotected cross-connections and prevention of all future unprotected cross-connections to the last flowing tap or end-use device. The cross-connection control program shall include:

- a. Conducting an inspection of each residential premises a minimum of once every 20 years, on a schedule matching meter replacement. For normal kitchen and bathroom fixtures on residential premises, public education materials may be provided in lieu of inspections of those fixtures, as long as those materials are provided to the customer not less than every 3 years and with every cross-connection inspection.
- b. Conducting an inspection of each commercial premises and each public authority service a minimum of once every 10 years. However, for a commercial premises with a risk of cross-connection similar to or less than a residential premises, the inspection schedule may be the same as described in par. a.
- c. Maintaining results of all inspections until corrections and follow-up inspections have been made.
- d. Maintaining a complete description of the methods, devices and assemblies which will be used to protect the potable water supply. These methods, devices and assemblies shall be consistent with the provisions of s. SPS 382.41, Wis. Adm. Code.
- e. Providing for the discontinuance of water service, after reasonable notice, to any premises where an unprotected cross-connection exists or where an inspection could not be conducted due to denial of access. See sub. 9 for additional information.
- f. Submitting to the Wisconsin department of natural resources an annual report including a total number of service connections by category and the number of inspections completed in each category for that year.

Part 5. Section 97-12-7 of the code is amended to read:

7. INSPECTIONS. ~~[[A]]~~ >>In addition to inspections conducted as part of the on-going inspection program described in sub. 6, a<< representative of the water works shall have the power and authority at all reasonable times, for any proper purpose, to examine any property served by a connection to the public water supply system. If entry is refused, the representative may obtain a special inspection ~~[[warranty]]~~ >>warrant<< under s. 66.0119, Wis. Stats. A copy of any testing conducted on any >>testable<< backflow preventer shall be provided to the water works. Upon request by a representative of the water works, the owner, >>his or her agent,<< lessee or occupant of any property so served shall furnish to the inspection agency any additional pertinent information regarding the piping system or systems on the property if the information is known to the owner, >>agent,<< lessee or occupant.

Part 6. Section 97-12-9-a of the code is amended to read:

9. DISCONTINUANCE OF SERVICE.

a. The water works shall discontinue water service to any property wherein any connection in violation of this section exists >>or where an inspection could not be conducted due to denial of access,<< and take any other precautionary measures deemed necessary to eliminate any danger of contamination of the public water supply system. Water service may be discontinue only after reasonable notice and opportunity for a hearing pursuant to s. 320-11, except as provided in par. b. Water service to the property shall not be restored until the cross-connection has been eliminated in compliance with this section >>or access for an inspection has been provided<< .

LRB

APPROVED AS TO FORM

Legislative Reference Bureau

Date:_____

Attorney

IT IS OUR OPINION THAT THE ORDINANCE
IS LEGAL AND ENFORCEABLE

Office of the City Attorney

Date:_____

Requestor

Milwaukee Water Works

Drafter

LRB135896-1

JDO

12/28/2011



Department of Public Works
Milwaukee Water Works

Ghassan Korban
Commissioner of Public Works

Preston D. Cole
Director of Operations

Carrie M. Lewis
Superintendent of Water Works

January 17, 2012

The Honorable,
The Common Council

RE: An ordinance relating to plumbing and public water supply cross-connection control regulations and inspections.

Changes are proposed to "Section 97-12. Cross-Connection Control Regulations" to make the city's code consistent with new Wisconsin Department of Natural Resources (DNR) regulations. The major changes in the revised ordinance are:

- Changing the definition of residential and commercial premises to conform to the definitions in the state plumbing code. Residential premises are defined as one and two family dwellings. Three and four family dwellings are now in the category of commercial premises.
- In lieu of performing a cross-connection inspection, educational materials will be provided every three years to residential premises which have normal kitchen and bathroom fixtures.
- Commercial and public authority premises will be inspected every ten years. This will require Milwaukee Water Works to provide a detailed schedule to the DNR for their review and approval. If approved, the ten year cycle of inspections will replace the two-year cycle that is included in the DNR regulations.
- Water service may be disconnected if access to the premises is denied.
- An annual report summarizing cross-connection activities is required to be submitted to the DNR.

Do not hesitate to contact me at 286-2801 if you require additional information on this proposed change to the ordinance.

Very truly yours,

Carrie M. Lewis, Superintendent
Milwaukee Water Works
CML:sls



Legislation Details (With Text)

File #: 111276 **Version:** 0

Type: Ordinance **Status:** In Committee

File created: 1/18/2012 **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

On agenda: **Final action:**

Effective date:

Title: An ordinance relating to enforcement of property maintenance and building security requirements for vacant buildings.

Sponsors: ALD. BAUMAN

Indexes: BUILDING CODE

Attachments: Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
1/18/2012	0	COMMON COUNCIL	ASSIGNED TO		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		

Number
111276
Version
ORIGINAL
Reference

Sponsor
ALD. BAUMAN
Title

An ordinance relating to enforcement of property maintenance and building security requirements for vacant buildings.

Sections
200-51.7-10.5 cr
Analysis

Presently, the building code requires that, with certain exceptions, the owner of any building that becomes vacant shall, within 30 days after the building becomes vacant, file a registration certificate with the department of neighborhood services and pay the associated registration fee. The code also prescribes lot maintenance standards, exterior and interior building maintenance standards, and building security standards for vacant buildings registered with the city. Penalties for failure to register or failure to secure and maintain a vacant building are also provided.

This ordinance provides that the commissioner of neighborhood services shall enter upon the premises of a vacant building to take all actions necessary to ensure the building is compliant with the maintenance and security requirements if the common council, by resolution, makes findings that:

- a. The property owner or entity functioning as a trustee of the owner has failed to secure and maintain the property as required by the vacant building registration ordinance.
- b. The lack of proper securing or maintenance of the property by the owner or trustee is resulting in the permissive waste of the property.
- c. The property is of substantial and extraordinary historic, architectural or commercial value to the surrounding neighborhood and to the city as a whole.

The commissioner shall not take any corrective actions until at least 30 days after the commissioner provides the property owner or trustee a written notice indicating that the common council has adopted the prerequisite resolution, that the owner or trustee shall have 30 days to bring the property into compliance or the commissioner will do it and charge the costs to the property, and a detailed description of all non-compliant conditions on the property.

Finally, this ordinance provides that whenever, pursuant to this new authority, the commissioner takes actions necessary to ensure that a vacant building is compliant with the maintenance and security standards, all costs of such actions shall be charged as a lien upon the property and may be assessed and collected as a special charge.

Body

Whereas, The Common Council finds that certain properties in the city of Milwaukee are of such great architectural, historic or commercial value to their neighborhoods and to the city that any substantial deterioration of those properties will have significant negative effects on the health, safety and welfare of neighborhoods and the city as a whole, including blighting of landmark buildings and surrounding properties, damage to or loss of neighborhood character, diminishment of property values, and reduced tax base and tax revenues; and

Whereas, The Common Council further finds that there have been, and currently are, rare cases where the owners of such landmark properties, through negligence or indifference, allow them to sit vacant and to substantially deteriorate (due to lack of proper interior or exterior maintenance or securing of structures), in effect committing acts of "waste" of these properties, even though permitting such deterioration is an economically irrational course of action; and

Whereas, The City currently has an ordinance that requires the registration of vacant buildings and prescribes lot maintenance standards, exterior and interior building maintenance standards, and building security standards for vacant properties (s. 200-51.7, Milwaukee Code of Ordinances); and

Whereas, Under the vacant building registration ordinance, failure to register, secure and maintain a vacant property in accordance with the ordinance may result in monetary forfeitures or imprisonment; and

Whereas, Under the current vacant building registration ordinance, if a property owner fails to property secure and maintain a vacant building, the City can only compel the owner to comply with the security and maintenance requirements through lengthy and expensive legal proceedings; and

Whereas, The Common Council finds that it is appropriate, in an extraordinary case of one of the exceptional, landmark-type properties described above and when the owner fails to properly secure and maintain the building, to authorize the proper City officials to enter upon the vacant property to

properly secure and maintain it and to charge the property owner the costs of providing such services; and

Whereas, The Common Council further finds that such actions by City staff should only be taken after the Common Council declares, by resolution, that a particular property is of great architectural, historic or commercial value to the surrounding neighborhood and the city, and that the Council finds that the owner is committing an act of permissive waste by not properly securing and maintaining the property; now, therefore

The Mayor and Common Council of the City of Milwaukee do ordain as follows:

Part 1. Section 200-51.7-10.5 of the code is created to read:

200-51.7. Vacant Building Registration.

10.5. MAINTENANCE OR SECURING OF VACANT BUILDING BY CITY. a. Common Council Findings. Notwithstanding the penalty provisions of sub. 10, the commissioner shall enter upon the premises of a vacant building to take all actions necessary to ensure the building is compliant with subs. 6 and 7 if the common council, by resolution, makes findings that:

a-1. The property owner or entity functioning as a trustee of the owner has failed to secure and maintain the property as required by sub. 6 or 7.

a-2. The lack of proper securing or maintenance of the property by the owner or entity functioning as a trustee of the owner is resulting in the permissive waste of the property.

a-3. The property is of substantial and extraordinary historic, architectural or commercial value to the surrounding neighborhood and to the city as a whole.

b. Notice to Property Owner. The commissioner shall not take any actions authorized by this subsection until at least 30 days after the commissioner provides the property owner or entity functioning as a trustee of the owner with a written notice indicating:

b-1. The common council has adopted a resolution making the findings described in par. a with respect to the owner's property.

b-2. The owner or trustee shall have 30 days to bring the property into compliance with subs. 6 and 7. If, after 30 days, the commissioner finds that the property remains non-compliant with sub. 6 or sub. 7, the commissioner will take all actions necessary to ensure that the building is compliant with subs. 6 and 7, with the costs of achieving compliance to be charged as a lien upon the property that may be assessed and collected as a special charge.

b-3. A detailed description of all conditions on the property that the commissioner has determined to be non-compliant with the requirements of subs. 6 and 7.

c. Cost Recovery. Whenever, pursuant to this subsection, the commissioner takes actions necessary to ensure that a building is compliant with subs. 6 and 7, all costs of such actions shall be charged as a lien upon the property and may be assessed and collected as a special charge. The commissioner shall establish a reasonable charge for the costs of administration and enforcement of

this section.

LRB
APPROVED AS TO FORM

Legislative Reference Bureau

Date: _____

Attorney

IT IS OUR OPINION THAT THE ORDINANCE
IS LEGAL AND ENFORCEABLE

Office of the City Attorney

Date: _____

Requestor

Drafter
LRB136270-1
Jeffrey D. Osterman
01/10/2012



Legislation Details (With Text)

File #: 110075 **Version:** 1

Type: Resolution **Status:** In Committee

File created: 5/3/2011 **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

On agenda: **Final action:**

Effective date:

Title: Substitute resolution approving Amendment No. 1 to the Project Plan for Tax Incremental District No. 35 (N. 27th Street and W. Wisconsin Avenue) to expand the District boundary and amend the project costs, and authorizing expenditures for the District. (4th Aldermanic District)

Sponsors: ALD. BAUMAN

Indexes: TAX INCREMENTAL DISTRICTS, TAX INCREMENTAL FINANCING

Attachments: Amendment No. 1 to Project Plan TID 35, 27th Street Corridor Alternatives, Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
5/3/2011	0	COMMON COUNCIL	ASSIGNED TO		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	1	CITY CLERK	DRAFT SUBMITTED		

Number

110075

Version

SUBSTITUTE 1

Reference

971154

Sponsor

ALD. BAUMAN

Title

Substitute resolution approving Amendment No. 1 to the Project Plan for Tax Incremental District No. 35 (N. 27th Street and W. Wisconsin Avenue) to expand the District boundary and amend the project costs, and authorizing expenditures for the District. (4th Aldermanic District)

Analysis

This resolution approves Amendment No. 1 to the Project Plan for Tax Incremental District No. 35 (N. 27th Street and W. Wisconsin Avenue). Amendment No. 1 adds the block bounded by W. Wells Street, W. Wisconsin Avenue, N. 26th Street and N. 27th Street to the District and provides for public acquisition of land along the east side of 27th Street between Wells and Wisconsin for right-of-way purposes as part of the Project Plan.

The resolution also directs the Commissioner of City Development to amend, as necessary, various sections of the Project Plan so that they are consistent with Amendment No. 1. Upon completion of

these revisions, the Commissioner shall submit them to this Common Council file, and they shall be considered part of the approved Amendment No. 1 to the Project Plan for Tax Incremental District No. 35.

Body

Whereas, On February 10, 1998, the Common Council adopted File No. 971154, a resolution creating Tax Incremental District (“TID”) No. 35 (N. 27th Street and W. Wisconsin Avenue) and approving the Project Plan for the District; and

Whereas, The general purpose of the District was to spur the redevelopment of the 2-square-block area bounded by W. Wisconsin Avenue, W. Michigan Street, N. 26th Street and N. 28th Street, primarily through land acquisition and assembly, public infrastructure improvements and the provision of loans to eligible developers; and

Whereas, The commercial district in the vicinity of 27th and Wisconsin continues to be in need of economic revitalization, which could be stimulated in part through enhancing the physical appearance of N. 27th Street; and

Whereas, The City of Milwaukee and the Wisconsin Department of Transportation will, in the near future, be undertaking the reconstruction of N. 27th Street between W. St. Paul Avenue and W. Highland Boulevard with 80% State funding and 20% City funding; and

Whereas, The land use planning firm of PDI Graef has prepared schematics of several alternatives for the reconstruction of this portion of 27th Street and compiled them in the “27th Street Corridor Alternatives” document, a copy of which is attached to and made a part of this Common Council file; and

Whereas, The Common Council finds that, for the 2-block “Pedestrian Boulevard with Public Places” portion of the project (fig. 2B in the “27th Street Corridor Alternatives”), the design labeled “ALT. 3” is the preferred alternative; and

Whereas, This street reconstruction alternative necessitates the public acquisition, for right-of-way purposes, of certain lands located along the east side of 27th Street between Wisconsin Avenue and Wells Street; and

Whereas, By amending the Project Plan for TID No. 35 to include the block bounded by Wells Street, Wisconsin Avenue, 26th Street and 27th Street and to add land acquisition in this area as a project cost/activity for the District, the City creates a mechanism to fund the acquisition of this land for right-of-way purposes; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that it finds and determines that:

1. As implementation of the Project Plan for Tax Incremental District No. 35 has proceeded, it has become necessary to address public infrastructure redevelopment opportunities by expanding the District boundary and changing the project-related costs/activities.
2. The proposed Amendment No. 1 to TID No. 35 changes the boundaries of the District and adds 13 parcels. However, the District, as amended, meets the criteria set forth in s. 66.1105(4)(gm)1 and 4, Wis. Stats.

3. The proposed Amendment No. 1 to TID No. 35 revises the project costs to be supported by the District. These costs relate directly to promoting development consistent with the City's Master Plan and with the purposes for which the District was created under s. 66.1105(4)(gm)4a, Wis. Stats.

4. The percentage of the aggregate value of the equalized taxable value of the District, using the amended District boundaries under the proposed Amendment No. 1 plus the incremental value of all other existing tax incremental districts in the City of Milwaukee does not exceed the statutory maximum of 12 percent of the aggregate value of total equalized taxable property within the City.

; and, be it

Further Resolved, That the attached Amendment No. 1 to the Project Plan for Tax Incremental District No. 35 is approved; and, be it

Further Resolved, That the Commissioner of City Development is directed to amend, as necessary, the following sections of the Project Plan so that they are consistent with Amendment No. 1:

1. The second paragraph of section I.B.
2. Table A in section II.B.2.c.
3. Schedule A in section II.B.3.a.
4. The first line of section II.B.3.b.
5. Exhibit 1 Boundary Description
6. Exhibit 2 Property Characteristics
7. Map 1 Boundary and Existing Land Use
8. Map 2 Structure Condition
9. Map 3 Proposed Uses and Proposed Improvements
10. Map 4 Existing Zoning
11. Map 5 Redevelopment Project Areas
12. Economic Feasibility Study

; and, be it

Further Resolved, That, upon completion of these revisions, the Commissioner of City Development shall submit them to this Common Council file, and they shall be considered part of the approved Amendment No. 1 to the Project Plan for Tax Incremental District No. 35; and, be it

Further Resolved, That Amendment No. 1 is feasible, is in conformity with the Master Plan for the City and will promote the orderly development of the City; and, be it

Further Resolved, That:

1. The City Clerk is directed to notify the Wisconsin Department of Revenue in such form as may be prescribed by the Department of the approval of this Amendment pursuant to the provisions of s. 66.1105(5)(cm), Wis. Stats.
2. The Commissioner of City Development or his designee(s) is(are) directed to act on behalf of the Common Council as coordinator of all TID-related activities which, in his judgment, are necessary to carry out the amended Project Plan and the intent of this resolution, including negotiating and executing the purchase of the private property along the east side of N. 27th Street between Wells and Wisconsin that is needed for right-of-way purposes or acquiring this property through condemnation proceedings if necessary.
3. The City Comptroller is directed to increase funding for TID No. 35, by the amount necessary to complete the right-of-way acquisition contemplated by the amended Project Plan, from the parent TID Account No. 32-937-0001, with such funds being approved by the Common Council through usual budgetary procedures and made available upon request by the Commissioner of City Development.
4. The Commissioners of City Development and Public Works, as well as the City Engineer, are directed to take such actions as are necessary to finance, design, engineer and construct the proposed public improvements in accordance with the amended Project Plan.
5. The City Comptroller, in cooperation with the Commissioner of City Development, is directed to perform such acts and to create such subaccounts as are necessary to maintain the fiscal control required to carry out the amended Project Plan and the intent of this resolution.
6. The Redevelopment Authority of the City of Milwaukee and all other City officials, departments, board, authorities and commissions are directed to take all necessary actions and to provide all necessary assistance as may be needed by the above-identified officials to carry out the amended Project Plan and the intent of this resolution.
7. The City Clerk is directed to transmit a certified copy of this resolution, along with a copy of the Amendment, to the Commissioner of Public Works, the Commissioner of City Development, the Commissioner of Assessments and the City Engineer for administrative and/or informational purposes and to the Joint Review Board established by Common Council File No. 84-202, adopted June 12, 1984, for review in accordance with the procedures and criteria set forth in s. 66.1105(4m), Wis. Stats.

Requestor

Drafter
LRB127540-2
Jeffrey D. Osterman
01/26/2012

DRAFT

AMENDMENT NO. 1

**PROJECT PLAN FOR TAX INCREMENTAL DISTRICT NO. 35
(N. 27TH STREET AND W. WISCONSIN AVENUE)**

CITY OF MILWAUKEE

Public Hearing Held:

Redevelopment Authority Adopted:

Common Council Adopted:

Joint Review Board Approved:

*Prepared by the City of Milwaukee Legislative Reference Bureau
January 25, 2012*

The following amendments are made to the Project Plan. All other sections of the Plan remain unchanged unless otherwise provided in Common Council File Number 110075.

Replace the first paragraph of section I.B. "District Boundaries" with the following:

Tax Incremental District Number 35, City of Milwaukee, (hereafter named TID 35 and/or District) consists of the two city blocks bounded by West Wisconsin Avenue on the north, West Michigan Street on the south, North 26th Street on the east and North 28th Street on the west, as well as the city block bounded by West Wells Street on the north, West Wisconsin Avenue on the south, North 26th Street on the east and North 28th Street on the west. The District is shown on Map No. 1, "Amended Boundary and Existing Land Use," and described more precisely in Exhibit 1, "Boundary Description." A complete list of properties in the District is provided in Exhibit 2, "Property Characteristics."

Add the following at the end of section I.C. "Plan Objectives":

9. Provide for the public acquisition of land along the east side of North 27th Street within the District for right-of-way purposes, thereby facilitating the reconstruction of 27th Street in the vicinity of West Wisconsin Avenue as a boulevard with landscaped medians and other streetscaping improvements.

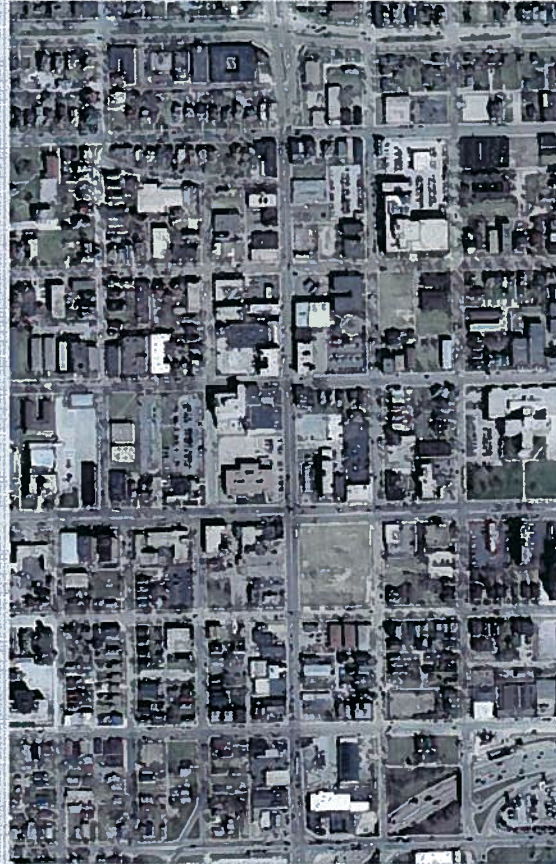
Add the following at the end of section II.B.1.b:

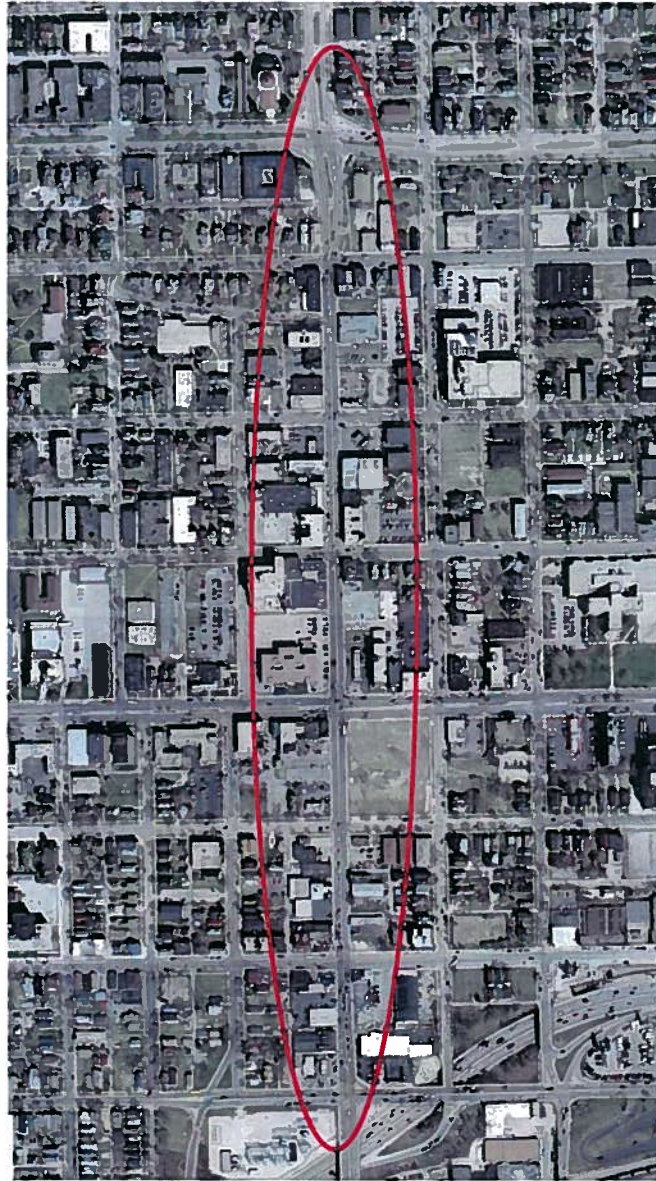
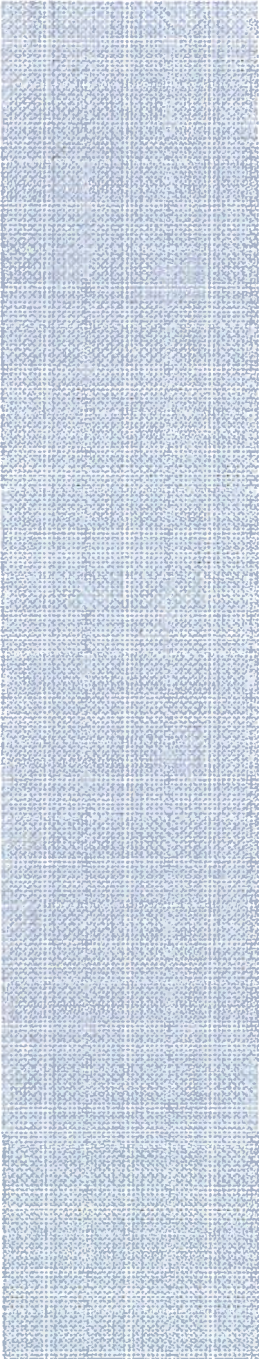
(3) Phase III Improvement Area: The block bounded by and including West Wells Street, West Wisconsin Avenue, North 26th Street and North 27th Street.

Land Acquisition	cost to be determined through negotiations with landowners or through use of condemnation proceedings if necessary
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27th Street Corridor Alternatives

City of Milwaukee





Highland

St. Paul

PROJECT AREA



1. Retain Existing Character and Form (repaving)

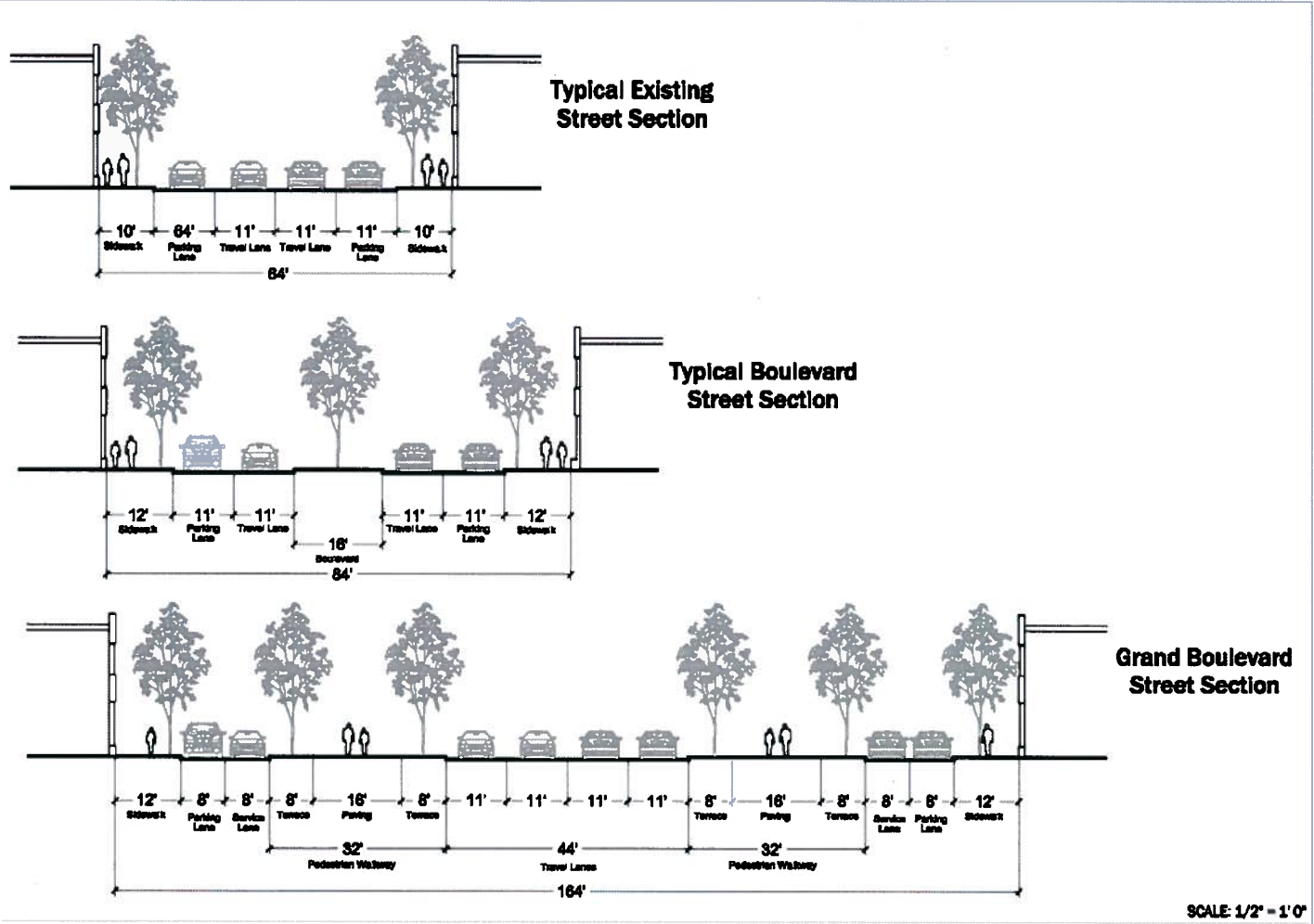
2. Create Boulevard

A. Arterial Boulevard with Medians (7 Blocks)

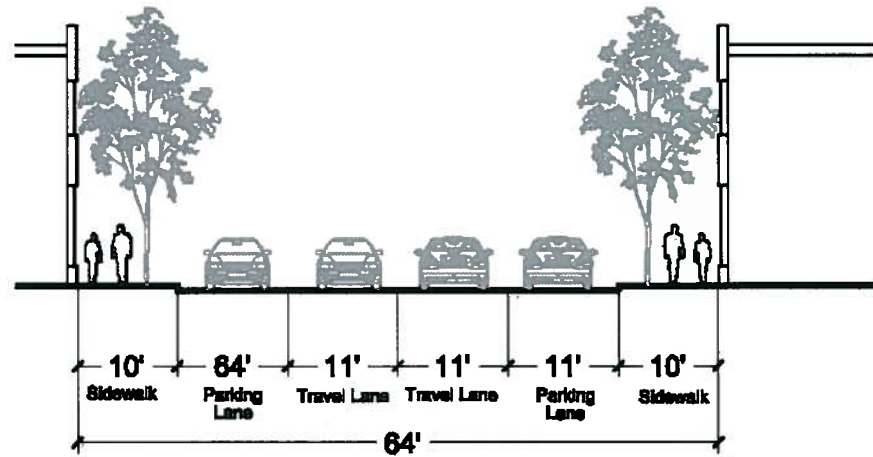
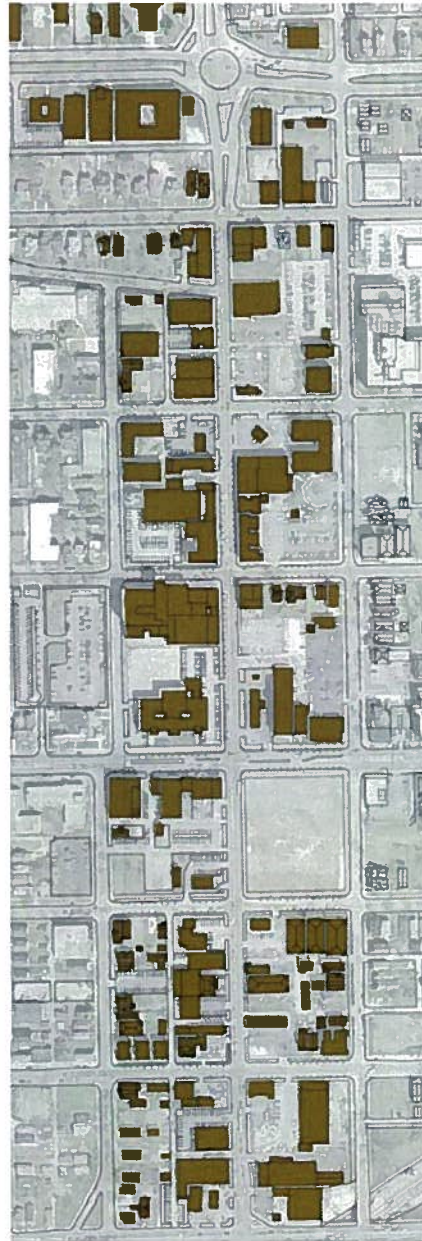
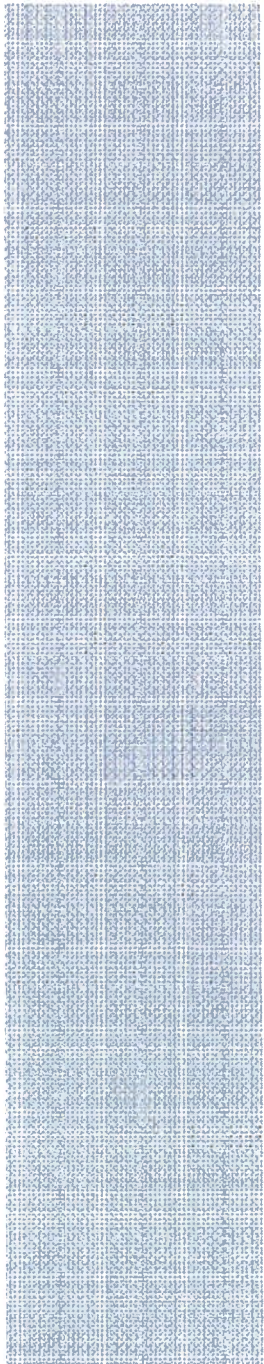
B. Pedestrian Boulevard w/public places (2 Blocks)

3. Tunnel

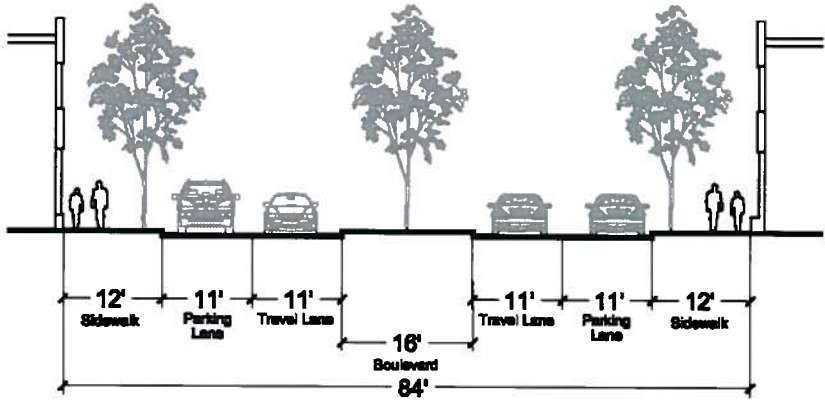
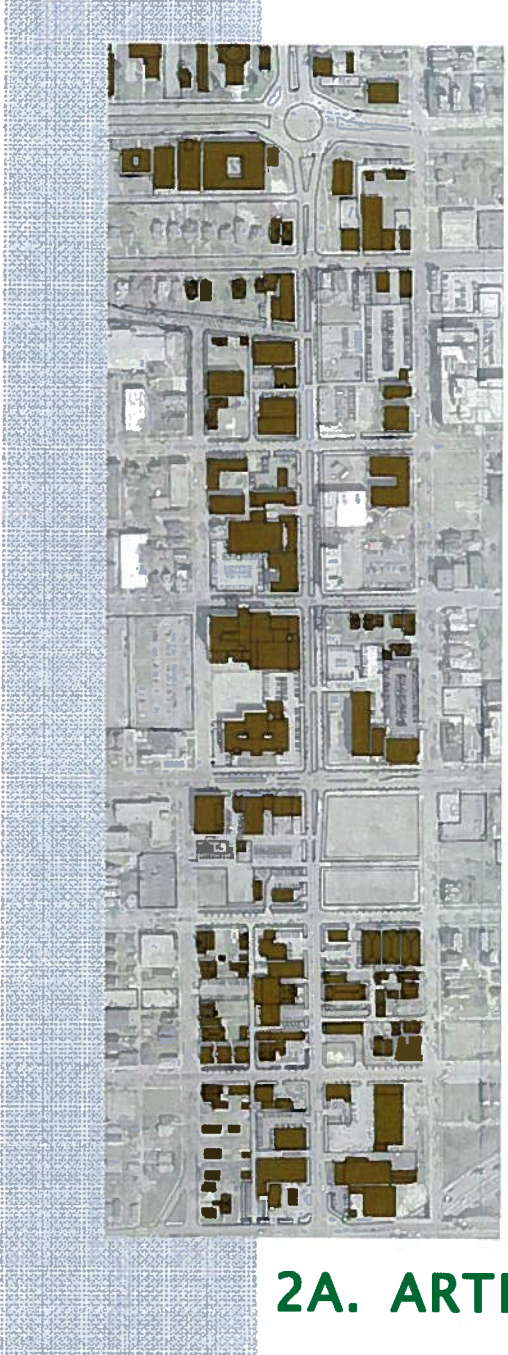
PROJECT ALTERNATIVES



PROJECT ALTERNATIVES



1. RETAIN EXISTING CHARACTER AND FORM



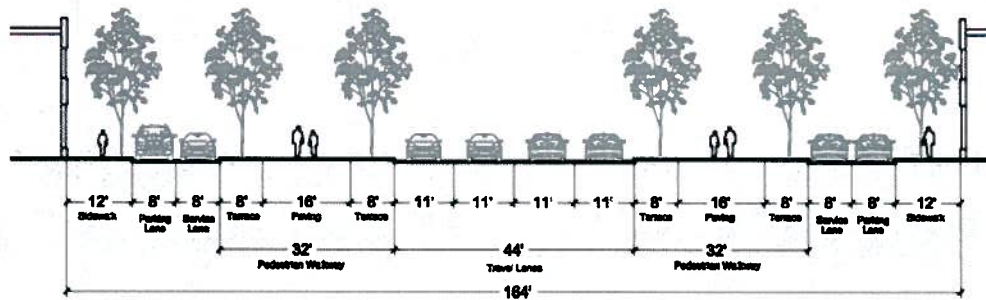
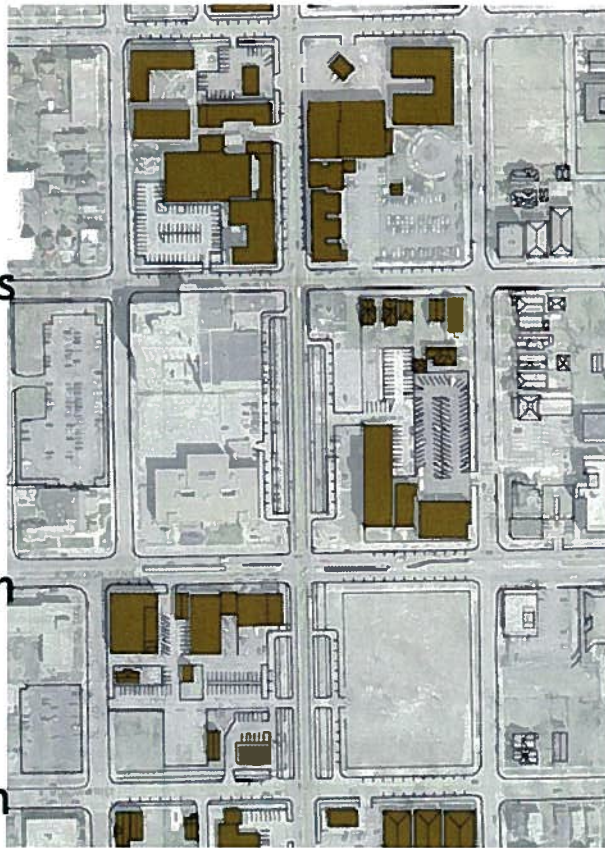
2A. ARTERIAL BOULEVARD WITH MEDIANS (7 BLOCKS)



Wells

Wisconsin

Michigan



2B. PEDESTRIAN BOULEVARD WITH PUBLIC PLACES (2 BLOCKS)

EASTERN PARKWAY, NEW YORK CITY



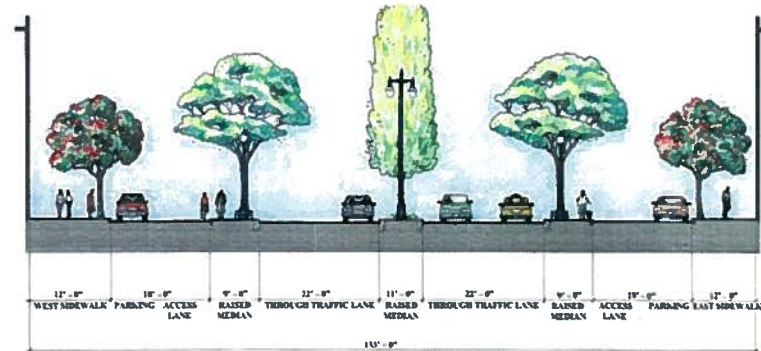
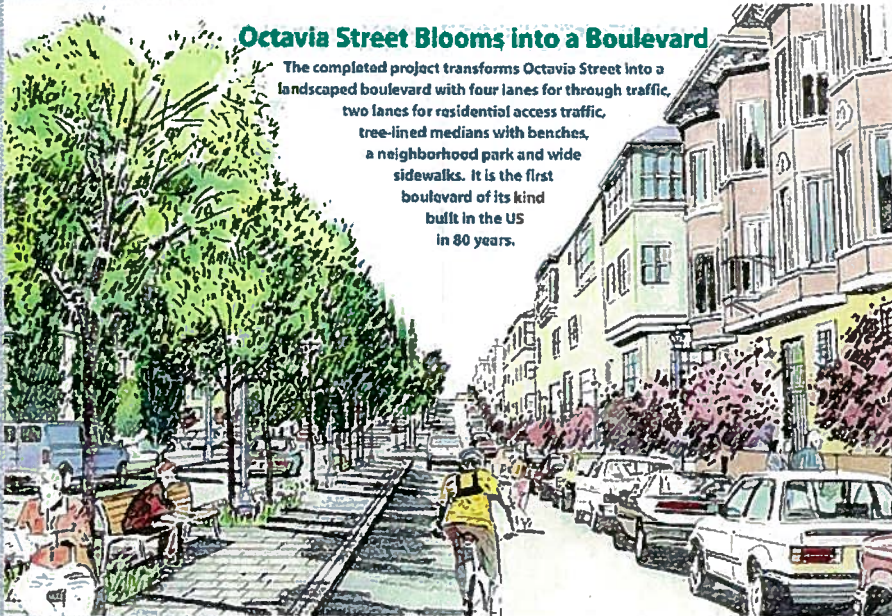
2B. PEDESTRIAN BOULEVARD WITH PUBLIC PLACES (2 BLOCKS)

OCTAVIA BOULEVARD, SAN FRANCISCO



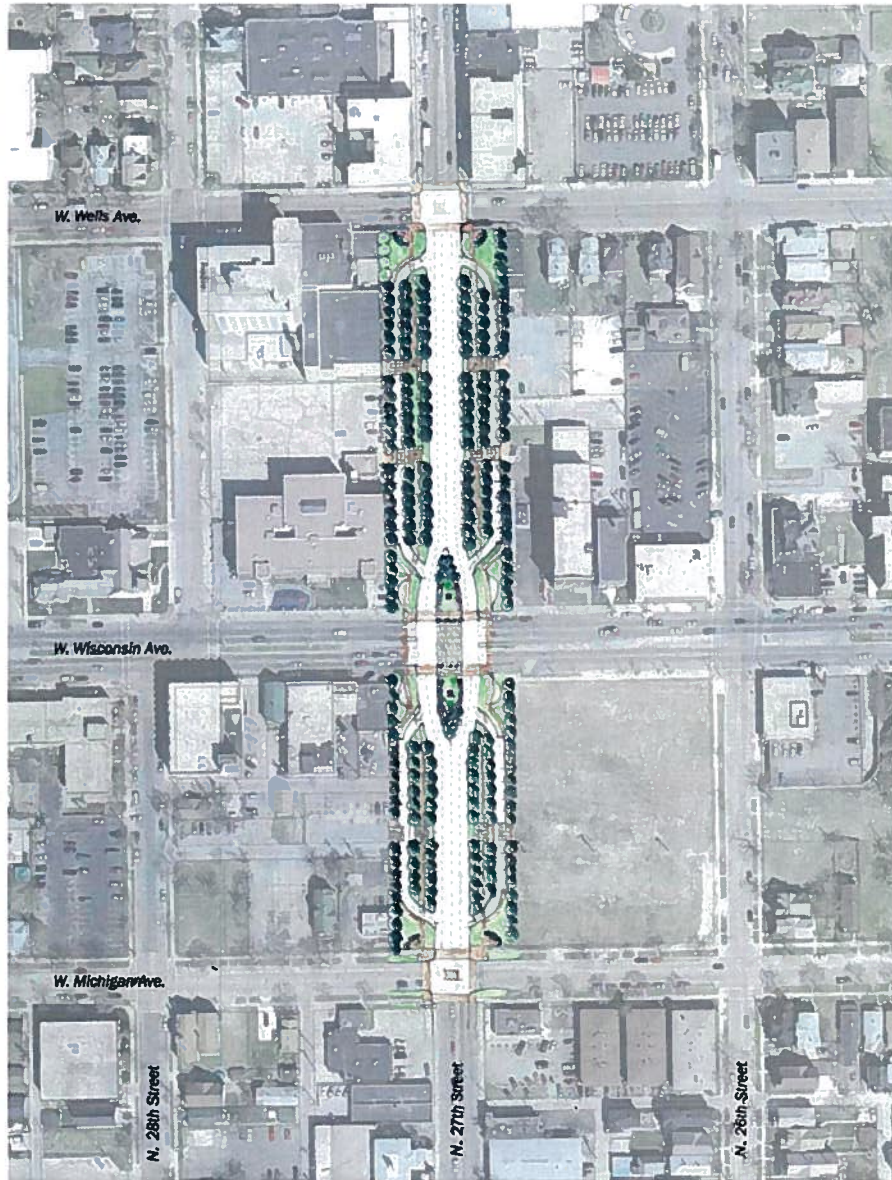
Octavia Street Blooms into a Boulevard

The completed project transforms Octavia Street into a landscaped boulevard with four lanes for through traffic, two lanes for residential access traffic, tree-lined medians with benches, a neighborhood park and wide sidewalks. It is the first boulevard of its kind built in the US in 80 years.



2B. PEDESTRIAN BOULEVARD WITH PUBLIC PLACES (2 BLOCKS)

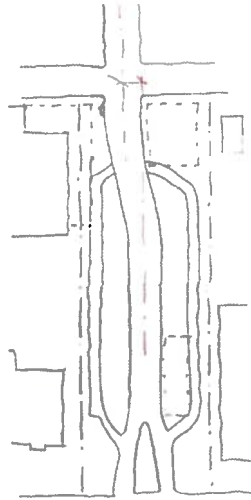
ALT. 1



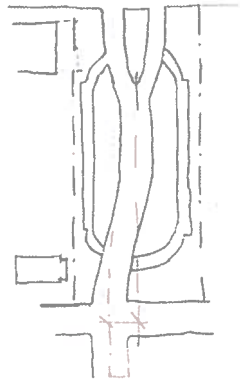
2B. PEDESTRIAN BOULEVARD WITH PUBLIC PLACES (2 BLOCKS)

ALT. 2

W. Wells Ave.



W. Wisconsin Ave.



W. Michigan Ave.

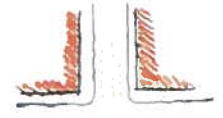
N. 28th Street

N. 27th Street

N. 26th Street

ALT. 3

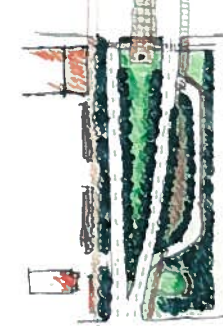
W. Wells Ave.



W. Wisconsin Ave.



W. Michigan Ave.



N. 28th Street

N. 27th Street

N. 26th Street

2B. PEDESTRIAN BOULEVARD WITH PUBLIC PLACES (2 BLOCKS)

REDEVELOPMENT POTENTIAL



2B. PEDESTRIAN BOULEVARD WITH PUBLIC PLACES (2 BLOCKS)



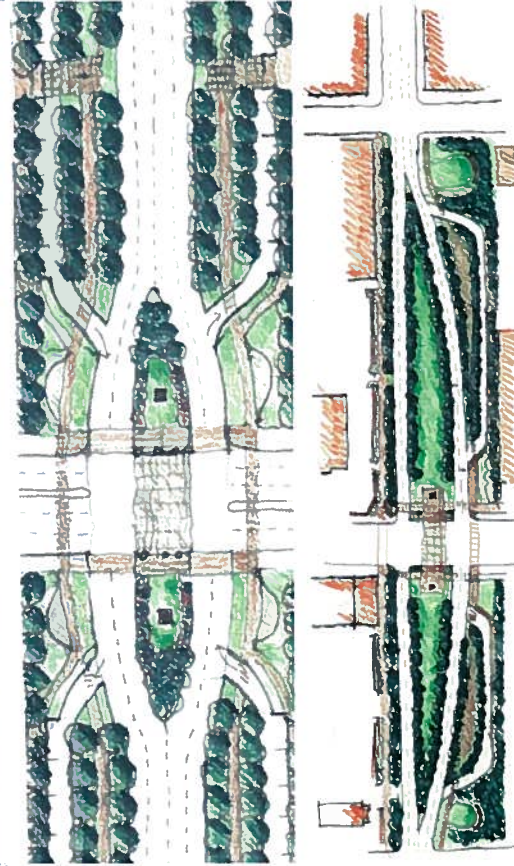
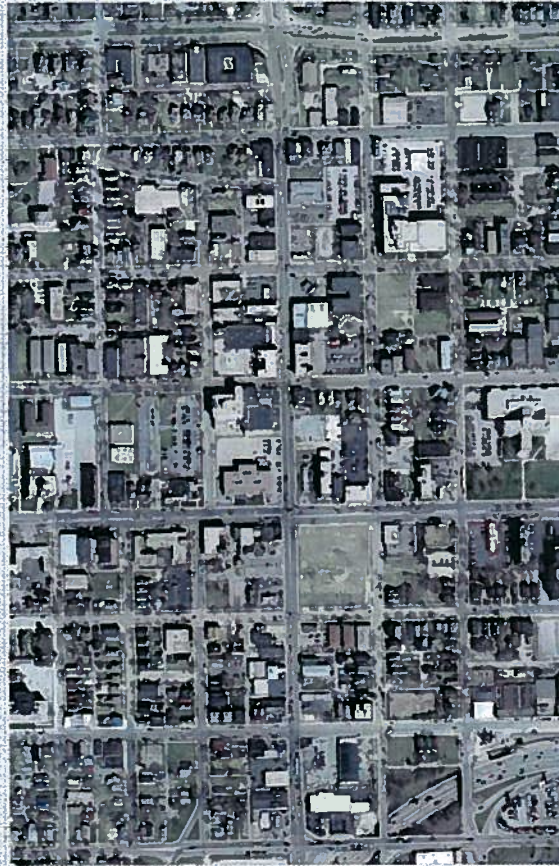
3. TUNNEL

- 
1. Compute value of land needed for expansion
 2. Potential for redevelopment
 3. Impact on adjoining properties/neighborhoods

LAND USE IMPACTS

27th Street Corridor Alternatives

City of Milwaukee



27TH STREET CORRIDOR, LAND USE & IMPACTS STUDY

FINAL: JANUARY 29, 2010

GR^ā**EF**

ACKNOWLEDGEMENTS

CITY OF MILWAUKEE, COMMON COUNCIL

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CITY OF MILWAUKEE, DEPARTMENT OF CITY DEVELOPMENT

Rocky Marcoux, Commissioner
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EXECUTIVE SUMMARY

The 27th Street Corridor between Highland Boulevard and Wisconsin Avenue historically formed the commercial core of Milwaukee's Near West Side, with 27th Street configured as a typical "main street." Since the 1950's the district has gone into decline and 27th Street is no longer a "main street" in terms of use or character. Over the years the role of the street as a major traffic corridor has increased which, while necessary for regional traffic management purposes, has diminished the pedestrian experience and affected the types of retail and commercial uses present along the corridor. Most buildings range from two to four stories and are built up to the street edge to meet the sidewalk.

The 27th Street Corridor has been identified by the City of Milwaukee during past planning efforts as a "catalytic project" site. This section of 27th Street has received funding for repaving and streetscaping, providing an opportunity to examine the configuration of the street.

In addition to repaving the street in its existing configuration, this document will explore three additional alternatives, reflecting a new vision for the corridor based on the recognition of the following planning principles:

- Create an urban design landmark
- Consider redesigning the street as a boulevard
- Establish "gateways" to enhance the identity of the corridor
- Encourage the development of signature buildings along the corridor
- Create development and a signature public place at the intersection of 27th Street and Wisconsin Avenue

The consultant team conducted a series of meetings in the Spring and Summer of 2009, with both City staff and public stakeholders. A set of four criteria were defined to guide the development of design alternatives:

- Traffic on 27th Street must be moved safely and efficiently
- New or improved traffic patterns should support local economic activity, especially with regard to retail uses between Wells and State Streets.
- New or improved land use patterns should facilitate neighborhood revitalization and increase both social and economic value.
- Proposals and recommendations should support other planning efforts, especially those related to Avenues West and the SOHI Main Street District.

Guided by the four planning criteria outlined above, the consultant team created four design alternatives for the corridor and examined the land use impacts, and prepared a cost estimate for three of the alternatives:

Alternative 1: Repaving

(To retain existing character and form)

- Land Use Impact: Minimal impact, new streetscaping may increase potential for moderate revitalization.
- Estimated Cost: \$3,158,000

Alternative 2: Arterial Boulevard

(To widen the street and provide a boulevard median between Michigan Street and Highland Boulevard)

- Land Use Impact: Due to need for property acquisition, this alternative creates significant impacts as well as opportunities. The need to widen the road creates opportunity to replace underutilized or obsolete structures, and design guidelines or a form based code could help to create a desired development pattern.
- Estimated Cost: Not calculated.

Alternative 3: Tunnel

(Located beneath 27th Street to carry arterial traffic)

- Land Use Impact: Would allow through traffic to bypass the corridor allowing surface street to accommodate local traffic only. Properties may be impacted during construction and subsurface infrastructure would need to be relocated.

- Estimated Cost: \$67,992,000 (including design and WisDOT review, not including infrastructure / utility relocation)

Hybrid (Grand Boulevard) Alternative

(To widen the street and provide a series of public spaces for a two block segment between Wells and Michigan Streets, repave the roadway with limited streetscaping.)

- Land Use Impact: This alternative would impact fewer properties in corridor, while providing potential for significant catalytic impact at intersection of 27th and Wisconsin Avenue.
- Estimated Cost: \$5,287,398 for north end, and \$1,313,170 for the south end.

The recommended next steps include the following:

1. Prepare a redevelopment plan to outline the impact of property acquisition, renovation, redevelopment, and potential economic value based upon the selected street design configuration.
2. Prepare detailed streetscape planning and traffic impact studies to specify a streetscape / landscape plan on a block by block basis, coupled with a transportation analysis of traffic flow, parcel access, parking impacts, and transit.

INTRODUCTION

PURPOSE

The 27th Street Corridor between Highland Boulevard and Wisconsin Avenue historically formed the commercial core of Milwaukee's Near West Side, with 27th Street configured as a typical Main Street. Since the 1950's the district has gone into decline, and 27th Street is no longer a Main Street in terms of use or character.

The 'Near West Side Comprehensive Plan', prepared by the City of Milwaukee Department of Community Development (DCD) in April of 2004, identifies the 27th Street Corridor as a catalytic project. The plan states that the 27th Street Corridor "from Wisconsin Avenue to State Street was at one time and could again become a main neighborhood shopping street - a central node of activity for the Near West Side Community."

This section of 27th Street is scheduled for reconstruction in 2010, providing an opportunity to examine the configuration of 27th Street itself. While simply repaving the street in its existing configuration is an option, alternate approaches have been proposed in order to revitalize the corridor. This document will examine several options in terms of layout and cost.

REVIEW OF CONTRACT

In May of 2009 GRAEF agreed to a contract with the DCD to provide an 'Alternatives Analysis for 27th Street from Wisconsin to Highland.' The scope of services covered by this contract included the following:

1. Draft needs statement for the alternatives analysis, including an explanation of alternative public policies with regard to:
 - 1.1 *The need to move traffic through 27th Street safely and efficiently.*
 - 1.2 *The need to create traffic patterns that will support local economic activity, especially with regard to retail uses.*

- 1.3 *The need to create effective land use patterns and facilitate neighborhood revitalization.*
- 1.4 *The need to respond effectively to the context of the SOHI (an acronym for South of Highland) Main Street District.*
2. Evaluate and provide cost estimates for three street design alternatives, and determine land use impacts for each alternative as follows:
 - 2.1 *Replacement of existing pavement (Department of Public Works (DPW) has existing traffic data, cost estimate, and proposed street layout).*
 - 2.2 *Widen the street and add a median to match cross section to the north (the cost estimate would include acquisition of properties).*
 - 2.3 *Provide a tunnel that would serve through traffic, with local traffic above on a narrower street (the cost estimate would need to include acquisition of properties).*

This evaluation assumes that for all three alternatives the City presumes there will be a design process that will lead to an acceptable traffic impact and Level of Service (LOS). Further evaluation of concerns regarding traffic impacts and LOS will require additional services.

3. Conduct a stakeholder meeting.

The purpose of the stakeholder meeting is to describe and provide graphics of the three alternatives with land use impacts. The identified stakeholders will be invited by DCD to comment on the alternatives, as well as existing transportation problems or concerns. GRAEF will develop meeting presentation materials and a written summary of comments received at the meeting. The results will be provided in the final report/analysis.

4. Provide final report and maps of each alternative.
5. Meet twice with DCD staff to review materials.

PAST PROJECTS & INFLUENCES

Two recent projects in particular have addressed issues related to the 27th Street Corridor.

Near West Side Comprehensive Plan; March, 2004

The City of Milwaukee Comprehensive Plan is comprised of a series of individual neighborhood comprehensive planning efforts. The 'Near West Side Comprehensive Plan' is one of those component pieces.

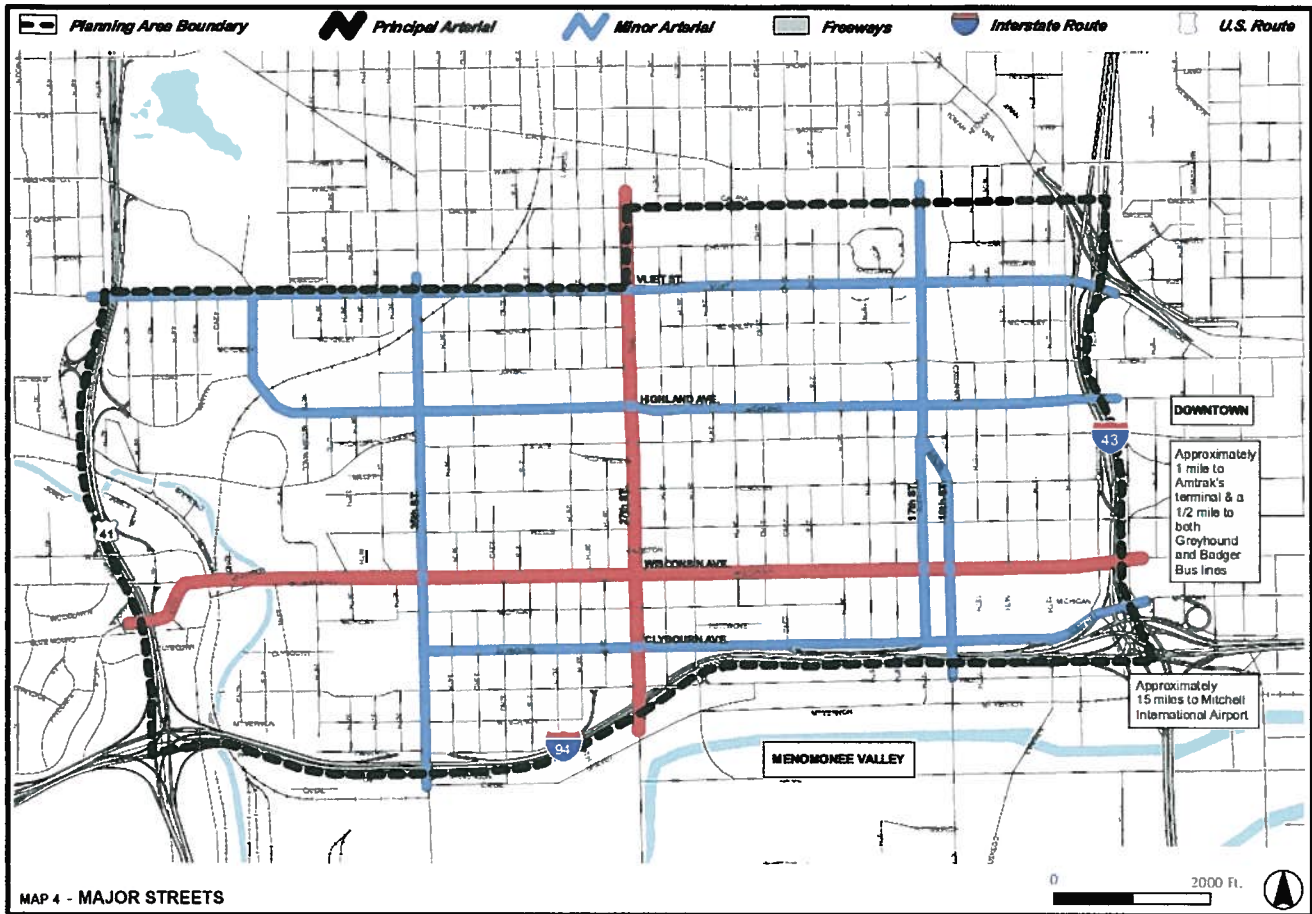


Figure 1: Near West Side, Map of Major Streets
Source: City of Milwaukee DCD

The Near West Side area is defined as land west of I-43, north of I-94, east of U.S. 41, and south of Vliet Street (west of 27th Street) and Galena Street (east of 27th Street), including portions of twelve City neighborhoods. The 27th Street neighborhood corridor runs north/south through the heart of the Near West Side planning area, approximately midway between I-43 and U.S. 41. The street is the principal north/south arterial in the area (Figure 1).

While the entire plan is relevant to this project to some degree, two elements of the Comprehensive Plan examined the 27th Street Corridor in greater detail.

First, the plan examined the commercial development area focused on the intersection of 27th Street and Wisconsin Avenue (Figure 2). The plan examined existing and potential retail space, potential uses for the site on the southwest corner of 27th Street and Wisconsin Avenue, and other development issues. Specifically the plan states that “many interviewees indicated that 27th Street between Wisconsin Avenue and State Street should evolve into a neighborhood-oriented specialty district. The appearance and quality of merchandise should also be improved. Based on both market data and the physical characteristics of the corridor,



Figure 2: Commercial Development Area
Source: City of Milwaukee DCD

III SOHI District Vision : Masterplan

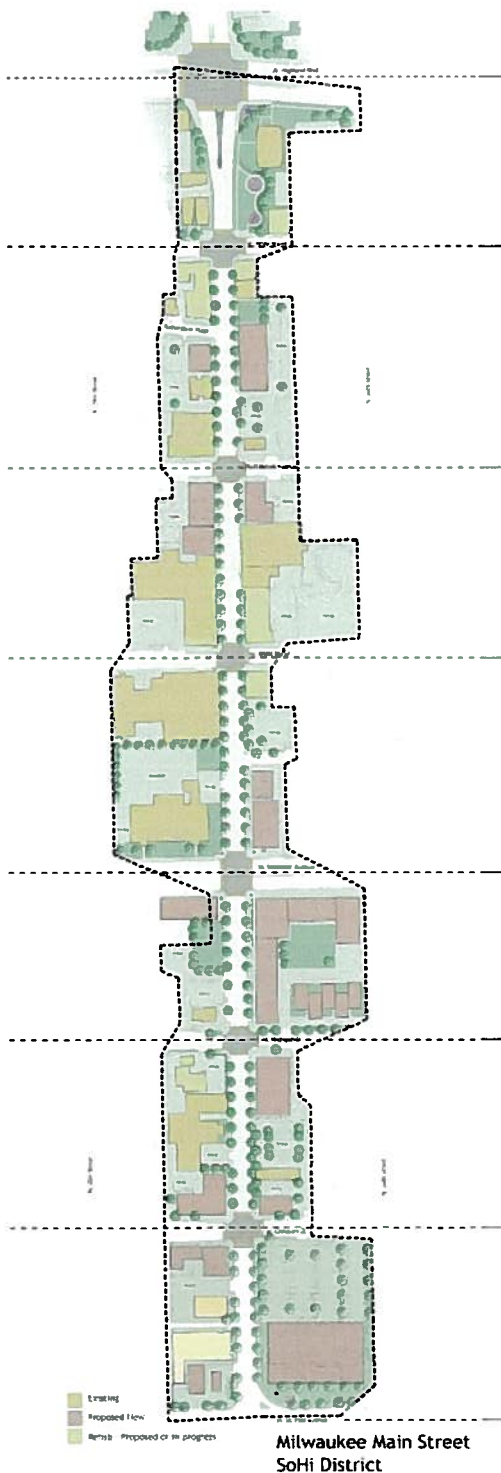


Figure 3: SOHI District Master Plan
Sources: City of Milwaukee, HGA

the consultant team concluded a specialty district could be supported.”

Second, as previously mentioned the Comprehensive Plan discusses the 27th Street Corridor as a catalytic project. The plan defines a catalytic projects as those that implement “key aspects of the plan and spur activity, investment, and redevelopment.” Regarding the 27th Street Corridor specifically the plan states, “the economic revitalization of 27th Street is of strategic importance to the Near West Side renaissance,” and the goal for the corridor is to “enhance and build upon existing commercial assets along 27th Street to create an active Main Street and increase attractiveness of the surrounding residential properties.”

SOHI District Master Plan; April, 2007

The ‘SOHI District Master Plan’ was prepared by HGA under the auspices of the City of Milwaukee’s ‘Main Street Milwaukee’ program. The DCD describes the program as a “comprehensive, city-wide approach to neighborhood economic development that utilizes a proven method to increase investment in urban neighborhoods, create new businesses, and create wealth in urban communities.” The program is a collaborative effort between the DCD and the Local Initiatives Support Coalition (LISC).

The plan describes the following vision for the SOHI district:

“The aim of the master plan is to provide a vision for a vibrant and pedestrian-friendly district known to be safe and well maintained. The buildings will represent the strength and stability of the district and house a diverse range of shopping and dining experiences. The right balance of small retail shops and larger anchor stores is key to the success of the development. The goal is for the SOHI district to become a unique area to experience culture, to shop, to live, to gather and to explore.”

The plan (Figure 3) provides detailed recommendations for enhanced paving materials at intersections, and new tree plantings and decorative streetlights, while examining redevelopment potential in the corridor on a building by building basis.

PLANNING PROCESS & MEETINGS

GRAEF held three meetings with City of Milwaukee staff during the planning process on March 13, June 2, and June 24 of 2009. An overview of these meetings is provided below. Complete meeting minutes can be found in Appendix A at the end of this document.

Meeting: March 13, 2009

At the first meeting, the City provided background on current conditions in the 27th Street Corridor, along with details on traffic, street widths, and State financing. Possible design alternatives were discussed, including a tunnel below 27th Street, conversion of 27th Street into a boulevard, narrowing 27th Street, conversion to a partial boulevard, and the installation of roundabouts.

Redevelopment opportunities were discussed including specific buildings and blocks, parking, and demolition. The meeting concluded with a recap on previous planning efforts for the corridor.

Meeting: June 2, 2009

The second meeting began with an overview of GRAEF's deliverables, including the number of options and cost estimates. Next, specific buildings were discussed as to whether or not they were worth saving.

Further discussion focused on the key intersection at 27th and Wisconsin, ideas for the next round of design alternatives including a variety of boulevard configurations, and general concerns.

The meeting concluded with discussions about projected construction budgets, traffic flows, and a project implementation timeline.

A key outcome of this meeting was the concept of creating a "Grand Boulevard" south of Wells Street. This concept was further developed subsequent to this meeting to assess, at a conceptual level, the potential costs and benefits.

Meeting: June 24, 2009

This meeting involved the first public review of the study findings outside the working group, to members of the 27th Street Corridor business community.

The meeting began with GRAEF's recap on three proposed options: repaving the existing roadway, creating a boulevard, or constructing a tunnel below 27th Street. In addition, the hybrid option of the grand boulevard was also discussed. Further discussion occurred on parking, cost, and examples of other urban tunnel projects.

Finally, the meeting concluded with comments from members of the public that attended. Attendees expressed opinions and concerns regarding possible building demolition, traffic patterns, quality of public green space, and the quality of potential redevelopment.

PRINCIPLES & ASSUMPTIONS

EXISTING CONDITIONS

The project area has historically served as the commercial center of the surrounding residential neighborhoods and as the location of numerous institutions. As it exists today, the corridor, while hosting a variety of commercial uses, does not retain the quality of place that once allowed 27th Street to act as a vibrant “main street” for the community. Over the years the role of the street as a major traffic corridor has increased which, while necessary for regional traffic management purposes, has diminished the pedestrian experience and affected the types of retail and commercial uses present along the corridor.

Land uses along the corridor consist mostly of commercial or mixed use parcels, with several major institutional uses present, in particular near the intersection of 27th Street and Wisconsin Avenue (Figure 4). Most buildings range from two to four stories in height and are built up close to the street edge to meet the sidewalk. Although there are occasional interruptions in the street edge in the form of surface parking lots or set-back buildings that serve auto-related uses. Several vacant parcels are located along the street including a key site located on the east side of 27th Street just south of Wisconsin Avenue.



Figure 4: Birdseye Views; Source: Pictometry.com

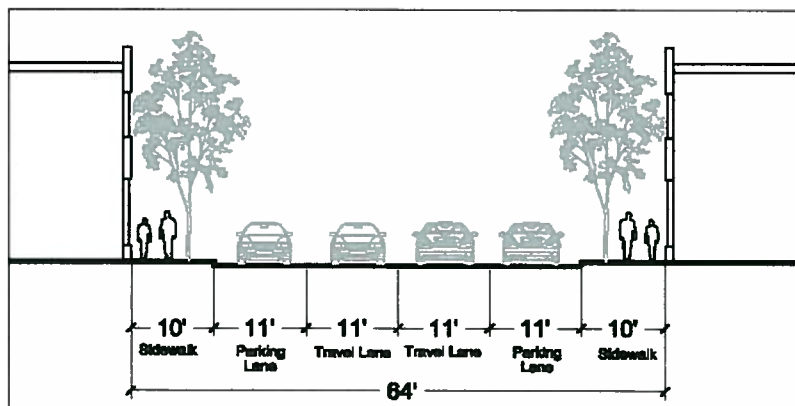


Figure 5:
Typical Existing
27th Street Section

The typical street section along the corridor (Figure 5) consists of a 64' right-of-way that includes two 11' travel lanes flanked by two 11' parking lanes which serve as additional travel lanes during peak traffic hours. Beyond the curb lines, there is an additional 10' for sidewalks and pedestrian surfaces, although the width of sidewalks and clearances for existing or potential pedestrian amenities varies widely throughout the corridor.

VISION

Because of the need to reconstruct 27th Street, there is an opportunity to examine alternatives which can address traffic circulation issues as well as serve to help revitalize the district. Later in this document, four alternatives will be presented that propose a range of possibilities for the renovation and redevelopment of the district. In addition to a repaving alternative, other alternatives explore reconfiguring the street to address urban design and redevelopment opportunities. These three alternatives reflect a new vision for the street which is based upon the recognition of the following underlying planning principles.

1. *Create an urban design landmark to help spur a catalytic development process within the district.*

Redesign of the street offers an opportunity to create an improved public place which can attract new development to the area. A revitalized street character and pattern can help re-establish 27th Street as the "main street" for surrounding neighborhoods.

2. *Consider redesigning the street as a boulevard.*

Boulevards have been used in cities throughout history as a means to accommodate or enhance traffic flow while providing attractive and useful public spaces. Establishing an attractive "green street" can help change development patterns and create more development value for the neighborhood.

3. *Establish "gateways" to enhance the identity of the corridor.*

Whether through significant architecture, landscaping, or streetscape elements, the creation of gateway experiences at key points along the corridor will help define the district as a destination and focal point in the region.

4. *Encourage the development of signature buildings along the corridor.*

Redevelopment activities can create opportunities for significant architecture that can help reestablish the urban fabric, define a higher quality public realm, and improve the visual character of future development.

5. *Create development and a signature public place at the intersection of 27th Street and Wisconsin Avenue.*

This important intersection can serve as an initial “catalytic project” to help spur future redevelopment efforts and to provide a highly visible and accessible public place that can create a gateway experience along both 27th Street and Wisconsin Avenue.

NEEDS ASSESSMENT

INTRODUCTION

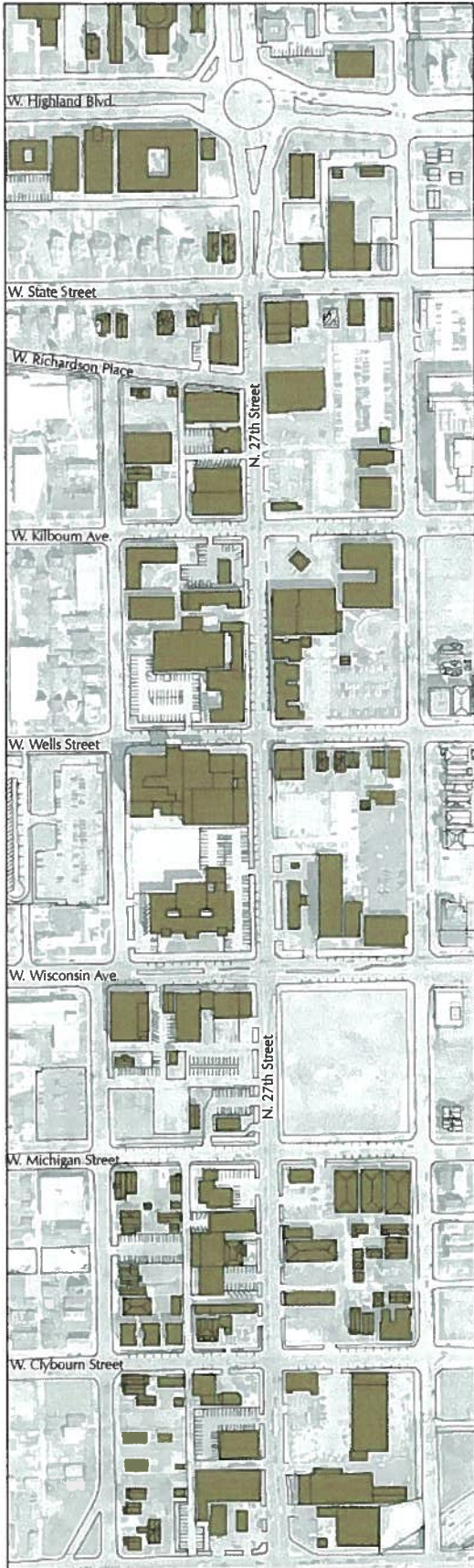
North 27th Street is a Wisconsin State Highway that is under jurisdiction of the City of Milwaukee. The State has offered the City two million dollars to rebuild/repave North 27th Street between Highland Boulevard and St. Paul Street.

STUDY AREA DESCRIPTION

North 27th Street is the center of the SOHI District, a densely populated urban neighborhood located immediately west of Downtown Milwaukee. The section of 27th Street corridor under study runs North/South from West Highland Boulevard to St. Paul Avenue and is intersected by heavily-traveled State Street, Wisconsin Avenue and Wells Street. There is no direct freeway access to I-94 from 27th Street, but on and off ramps can be accessed with relative ease on nearby 25th, 26th and 28th Streets, immediately south of the SOHI District.

27th STREET STAKEHOLDERS

- State of Wisconsin Department of Transportation
- City of Milwaukee – Near West Neighborhood Plan
- Avenues West Association
- SOHI Neighborhood District
- 27th Street business owners and residents



Existing 27th Street Corridor, SOHI District

CRITERIA ONE

Traffic on 27th Street must be moved safely and efficiently.

Considerations

1. The State of Wisconsin Department of Transportation (WisDOT) requires a solution that allows for peak traffic flow through the 27th Street Corridor. The average daily traffic count is 20,000 cars with significantly higher traffic flows at peak times.
2. The City of Milwaukee will effectively regulate several parking alternatives at various points of the day to serve the neighborhoods needs. Several options are available, such as offering on-street parking with peak parking bans and small off-street metered parking lots with easy access on and off of 27th Street.
3. Clearly defined and safe bus stops are needed along 27th Street. The Milwaukee County Transportation System has a 14,000 average weekday ridership within the SOHI District.
4. Parking lanes are the most efficient way to create a safety buffer for pedestrians on sidewalks. If peak on-street parking bans are implemented, a pedestrian buffer can be achieved through the use of effective placement of bollards, planters, and light poles.
5. Options of adding or modify lanes are currently limited by a narrow 64' right-of-way width.

CRITERIA TWO

New or improved traffic patterns should support local economic activity, especially with regard to retail uses between Wells and State Streets.

Considerations

1. The retail/trade area shall have a safe, pedestrian-orientated character to maximize retail potential on both sides of the street. The retail/trade area should be focused on the 27th Street Corridor in order to maximize the quality of business establishments within the market area.
2. A series of effective small off-street parking lots throughout the neighborhood will support the retail economic activity along 27th Street. Off-street parking lots should be linked through alleys and cross-access easements. Some traffic flow can be diverted from these off-street parking lots to side streets and thus minimize non-signalized cross traffic patterns.

3. The utilization of traffic calming devices could create a more enjoyable driving experience without significantly diminishing traffic flow at peak times. These might include sidewalk bump outs, accent paving patterns for crosswalks and intersections, and streetscape elements along sidewalks.
4. Where feasible, proposed street design changes should (a) maximize use of parallel parking along 27th Street and (b) consider angled parking on side streets.
5. The retail market area requires visible and easily accessible parking including on-street stalls in front of businesses as well as off-street parking lots. On-street stalls may be limited during peak traffic flow periods to reduce vehicular conflicts.

CRITERIA THREE

New or improved land use patterns should facilitate neighborhood revitalization and increase both social and economic value.

Considerations

1. "Context Sensitive Solutions" are needed on a block-by-block basis. This can be achieved through understanding the strengths, weaknesses and opportunities of each particular block in the corridor.
2. Existing private development should be treated as a major asset for the neighborhood, especially recently completed projects. Conversely, changes which either diminish or fail to enhance new improvements should be minimized.
3. Any new construction should be phased effectively in order to alleviate and minimize interruption to business and services during construction.
4. Neighborhood goals and values should be incorporated into proposed plans and recommendations.

CRITERIA FOUR

Proposals and recommendations should support other planning efforts, especially those related to Avenues West and the SOHI Main Street District.

Considerations

1. New development and redevelopment should generally respect the overall existing patterns of building footprints and the size/character of the buildings.

2. The intersection of Wisconsin Avenue and 27th Street holds high development potential which should be leveraged in a way that benefits the overall development of both the 27th Street and Wisconsin Avenue corridors. In this regard, investors are likely to view the Wisconsin Avenue "address" as offering added value.
3. Redevelopment should maximize the continued use of existing buildings that have high architectural value in order to retain the historic character of the SOHI District.
4. Where feasible, changes in roadway design should be coordinated with opportunities to create gateways that emphasize access to/from the SOHI Main Street District

ALTERNATIVES

INTRODUCTION

Three alternatives for traffic movement were considered as part of this plan. In addition, a fourth alternative (Hybrid-Grand Boulevard) was considered solely from a redevelopment perspective. The alternatives provide a series of options that range from minimal intervention to more extensive modifications to both the roadway itself and the right-of-way dimension that could potentially impact land parcels on either one or both sides of the roadway. Outlined below is a description of the various alternatives highlighting configuration and design character. Cost considerations and land use impacts are summarized in later chapters.

Alternative 1: Repaving

(To retain existing character and form)

The first alternative considered was to basically repave the length of the corridor between Highland Boulevard and W. St. Paul Avenue, retaining the current width and traffic lane configuration while providing a standard level of streetscaping.

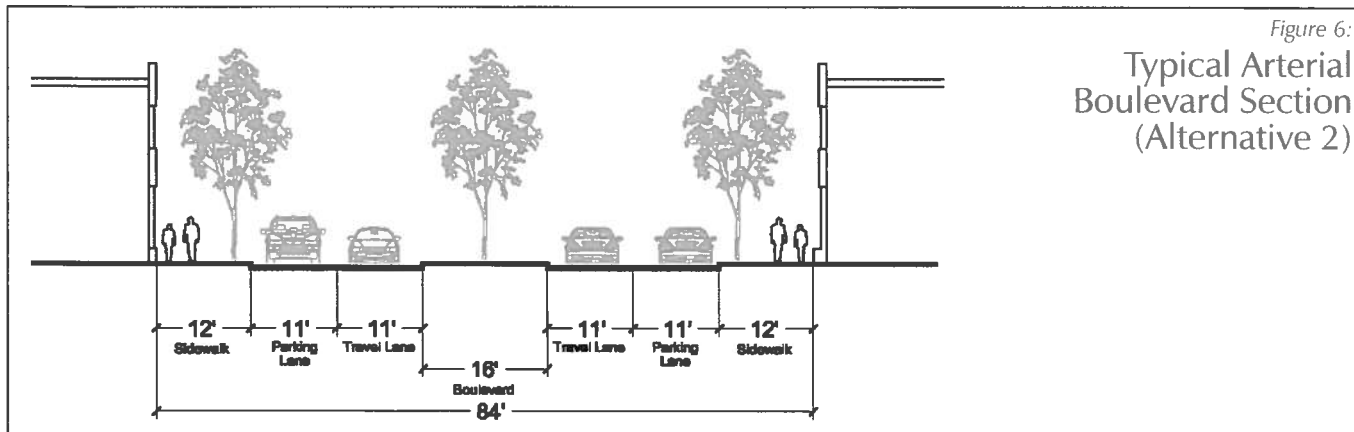
Alternative 2: Arterial Boulevard

(To widen the street and provide a boulevard median between Michigan Street and Highland Boulevard)

The second alternative was to widen 27th Street between Highland Boulevard and St. Paul Avenue (Figure 6). The resultant cross section would provide for an 84' wide right-of-way highlighted by a 16' landscaped boulevard median down the middle of the corridor. On each side of the boulevard, the roadway would consist of an 11' wide travel lane and an 11' wide parking/peak traffic travel lane. An additional 12' of sidewalk/landscape terrace space would be included between the curb and the right-of-way limit.

Figure 6:

Typical Arterial Boulevard Section (Alternative 2)



Given that in this alternative the right-of-way would be widened there are potential impacts regarding existing land parcels along the length of the corridor. There are three possibilities regarding the potential alignment of the widened roadway. The road could be widened equally on each side utilizing the same centerline and alignment that currently exists. This would impact properties on each side of the street. Alternatively the road could be widened toward one side of the street only, necessitating increased right-of-way acquisitions on just one side of the corridor.

The boulevard would create a new civic landmark for the district, and while the roadway expansion would impact some existing properties and structures, it would also provide opportunities for higher value redevelopment along the entire corridor.

Alternative 3: Tunnel (cost estimate only)

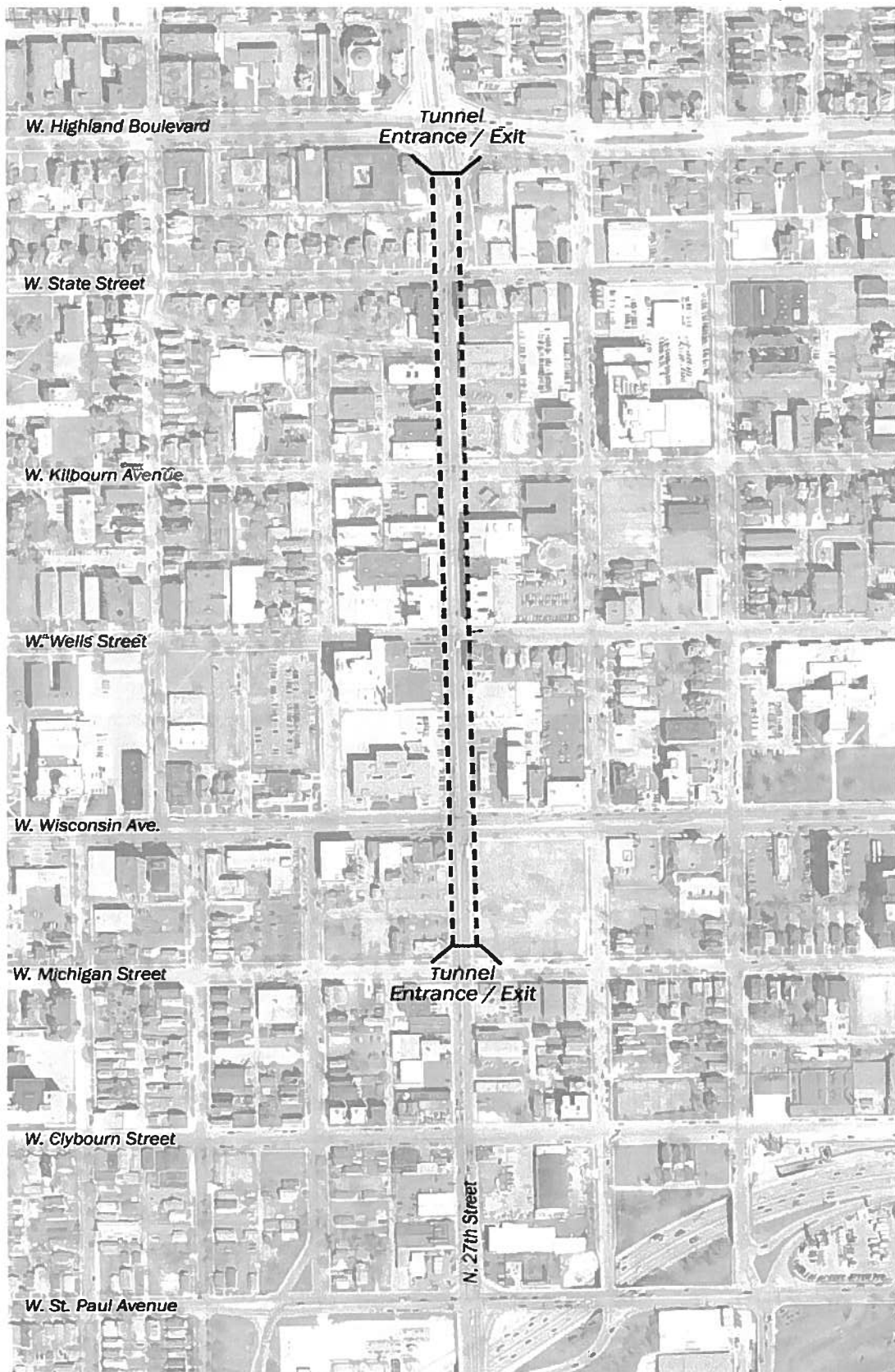
The tunnel alternative envisioned a four traffic lane vehicular tunnel which would run under the current 27th Street right-of-way from St. Paul Avenue to Highland Boulevard (Figure 7). This alternative was given a conceptual cost estimate but was not developed in terms of redevelopment concepts or additional engineering. In addition, as this study progressed the design length of the tunnel was shortened to run from Michigan Street to Highland Boulevard.

Hybrid (Grand Boulevard) Alternative

(To widen the street and provide a series of public spaces for a two block segment between Wells and Michigan Streets, repave the roadway with limited streetscaping.)

This alternative envisioned a wider boulevard segment (Figures 8 & 9) for just the two blocks between Wells and Michigan Streets, with the rest of 27th Street between Wells Street and Highland Boulevard repaved and streetscaped as outlined in Alternative One. This hybrid option called the "Grand Boulevard" would

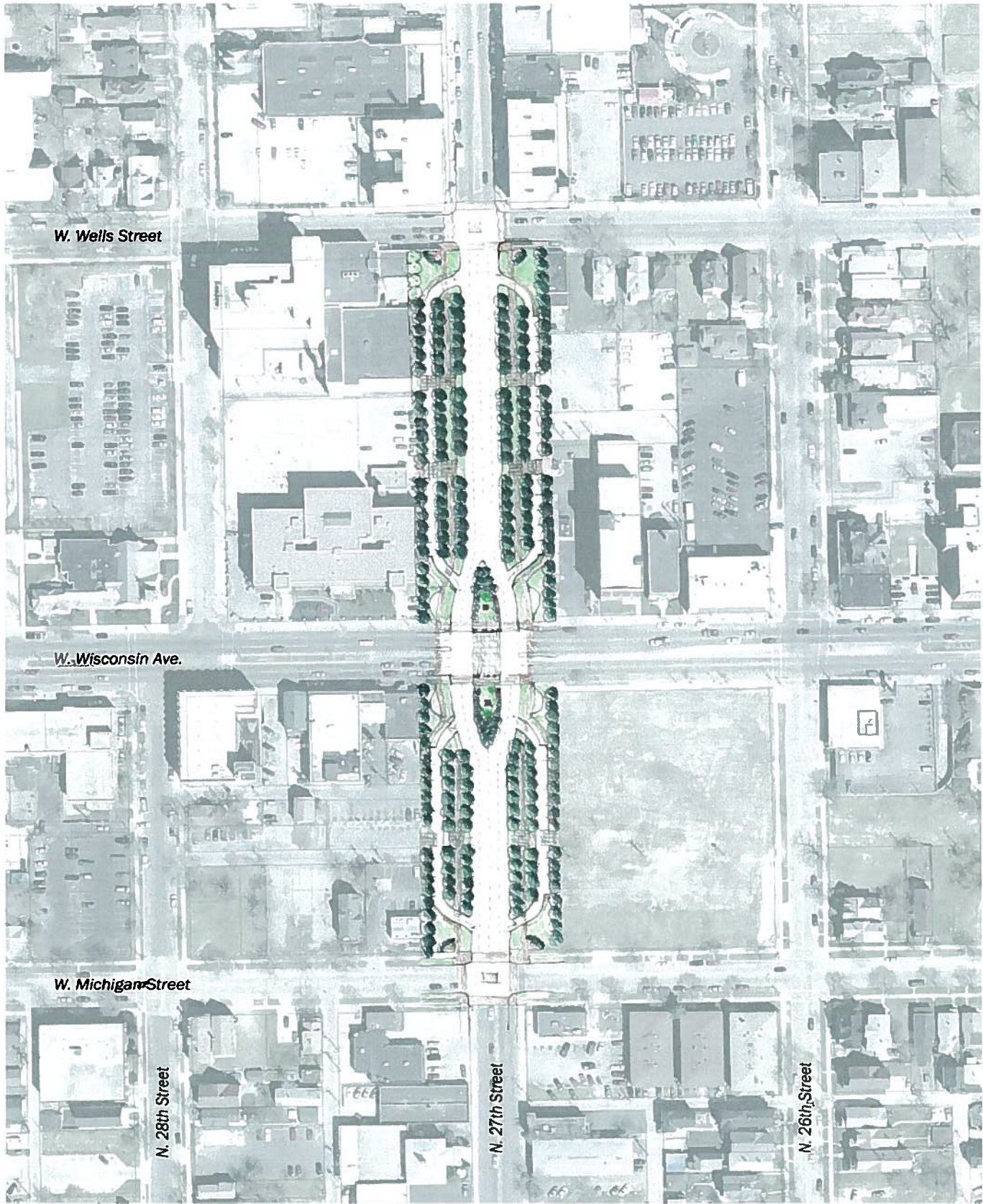
Figure 7: Alternative 3, Tunnel



Alternative 3:
Tunnel



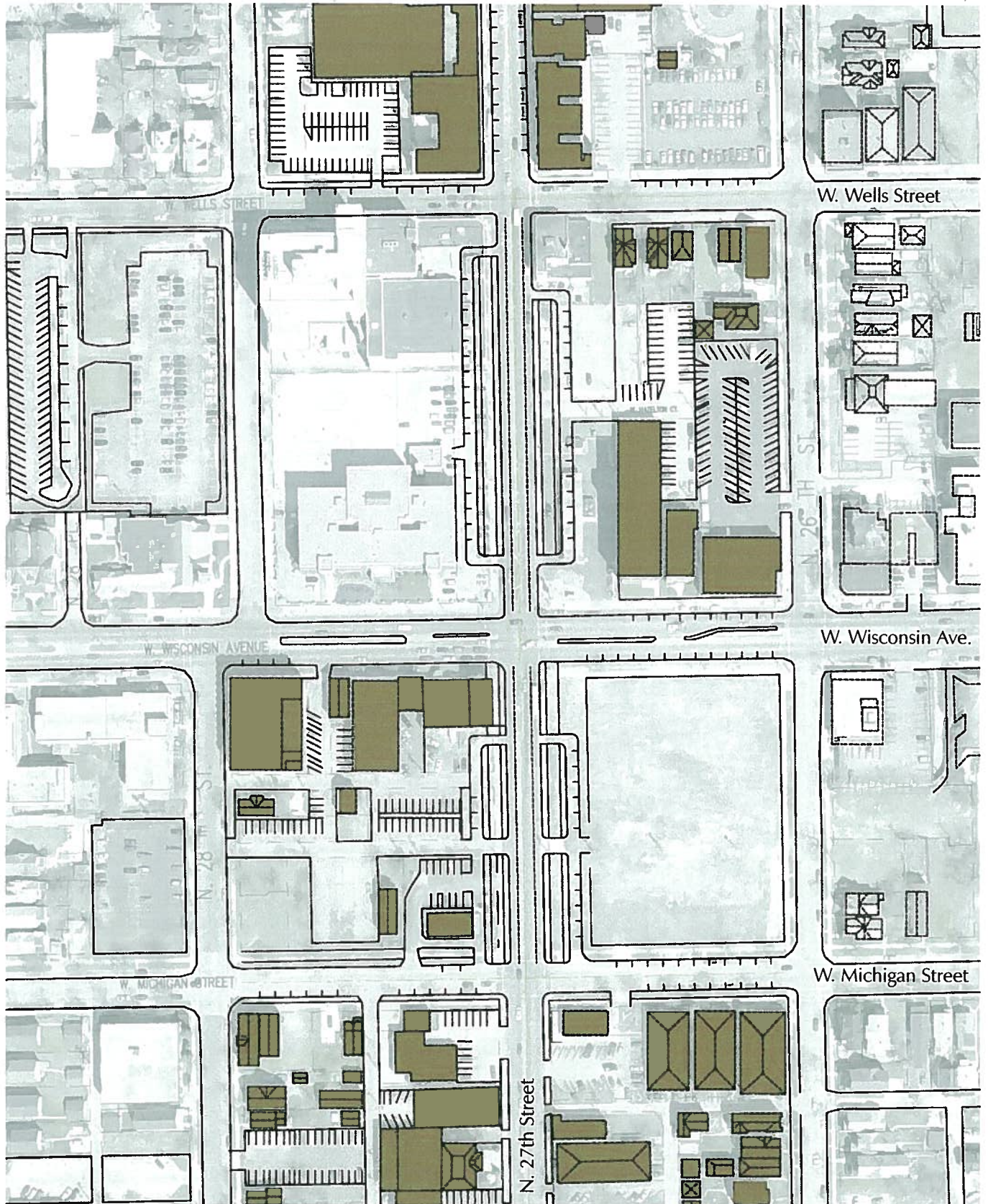
Figure 8: Hybrid Alternative, Grand Boulevard, Illustration



Hybrid Alternative:
Grand Boulevard - Illustration

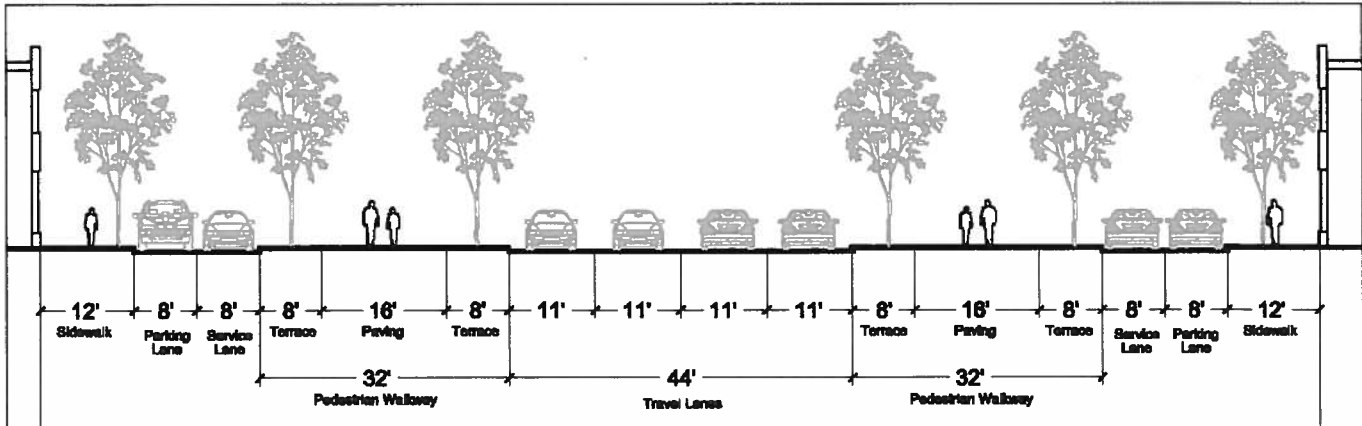


Figure 9: Hybrid Alternative, Grand Boulevard, Circulation Concept



Hybrid Alternative:
Grand Boulevard - Circulation Concept

Figure 10:
 Typical Grand
 Boulevard Section
 (Hybrid "Grand Boulevard" Alternative)



require a right-of-way of 164' between Michigan and Wells Streets (Figure 10). Traffic lanes would run down the center, with two 11' traffic lanes traveling in each direction. Two side medians, 32' in width would occur on each side of the street. These wide pedestrian-oriented areas could feature gardens, pedestrian gathering spaces, and locations for civic art. Located outside of the medians would be two "service lanes" on either side of the roadway. The one-way drives would feature one 8' service lane with an additional 8' parking lane. Finally, a 12' wide sidewalk/pedestrian area would be located between the parking lane and the right-of-way limit. In addition, 27th Street would be repaved and receive limited streetscape enhancements between Wells Street and Highland Boulevard in this alternative. In order to mark the important focal point of the intersection of Wisconsin Avenue and 27th Street, special central medians are proposed which flank both sides of Wisconsin Avenue and could be the location for fountains, gateway elements, art, or pedestrian spaces.

The Hybrid (Grand Boulevard) alternative is seen as a way to concentrate improvements at a key focal point along the corridor and the potential resulting redevelopment that could occur along both sides of these two blocks represent a significant opportunity to create catalytic affects for further future redevelopment along the entire corridor.

LAND USE IMPACTS

DESIRED OUTCOMES

Impacts of the various alternatives can be measured in terms of how they address desired outcomes as outlined in recent neighborhood planning efforts. As described earlier in this document, both the Near West Side Comprehensive Plan and the SOHI District Master Plan call for the revitalization of 27th Street to create an active “Main Street” for the surrounding neighborhoods. Improvements to both the quality of retail activities (both goods and services) and the quality of the environment were seen as key factors to this renaissance. A mix of revitalization, renovation, and redevelopment was seen as essential in order to create a unique area to experience culture, to shop, to live, to gather, and to explore.

Each of the alternatives, in varying degrees, can contribute positively to the desired outcomes listed above. The alternatives affect properties along the corridor in terms of the need for acquisition, redevelopment potential, traffic flow and access, and public space character and quality.

Alternative 1: Repaving

This alternative would have a minimum impact on the current condition of surrounding properties as no properties would be needed for acquisition. There would be modest improvements in the character of the street environment provided by limited streetscape installations. The current conditions (and expectations) would remain relatively stable. New streetscape may increase the potential for moderate revitalization of existing businesses while some new property development might occur over the long term if and when the current economic recession ends.

Alternative 2: Arterial Boulevard

Since this alternative involves the need for property acquisition on both or either sides of the roadway, there is potentially significant impact as well as opportunities. Three alignments for the new right-of-way are possible:

- Center alignment
- East side alignment
- West side alignment

If the center alignment is chosen a smaller amount of land will be needed along both sides of the roadway. However, since many buildings are built close to the current street-side property line, many structures may be impacted with regard to the need for acquisition. If the other alignment alternatives (expanding to the east or west) are selected, only properties on one side will be impacted but more depth analysis will be required. In some cases buildings will need to be demolished and other site issues such as parking and site access will also need to be addressed.

The amount of land left over in the parcels after acquisition (especially with the east or west alignments) is also important. Parcels that lack depth could be more difficult to redevelop based upon intended development use. However, the need to widen the road can also create new opportunities to replace undervalued, unimproved, underutilized and obsolete structures and uses along the entire corridor. Redevelopment guidelines and possibly a form-based code should be considered to help create a desired development pattern.

Alternative 3: Tunnel

The tunnel alternative would allow through traffic to bypass the corridor and 27th Street would become more of a local access street. Since no properties (except perhaps at the tunnel entrances) would need to be acquired the impact of the alternative on private parcels would be minimal. However, during construction, properties may be impacted as utilities and other infrastructure would need to be re-routed or built to facilitate tunnel construction.

Hybrid (Grand Boulevard) Alternative

This alternative combines the repaving/streetscape scope from Alternative One with a two-block "Grand Boulevard" (164' R.O.W.) between Wells and Michigan Streets. This alternative would impact fewer properties along the corridor but has the potential to have a significant catalytic effect for the key intersection of Wisconsin Avenue and 27th Street. Many of the properties in this area are either institutional or vacant so the impact on private property would be less.

COST ESTIMATES

ALTERNATIVE 1: REPAVING

Total Estimated Cost = \$3,158,500

- A. The City of Milwaukee has a project agreement with the Wisconsin Department of Transportation for the reconstruction of 27th Street between Highland Boulevard and St. Paul Avenue. This agreement is for \$2,171,800.
- B. In addition, the City has been awarded a Transportation Enhancements (T.E.) project for streetscape elements on 27th Street. This agreement is for \$986,700.

The construction estimate is based on providing decorative crosswalks at seven intersections and providing special treatment concrete in the intersection with Wisconsin Avenue. Providing 31 additional harp lights and converting 65 cobra type lights to Milwaukee lanterns is also in the T.E. project. See Figure 11 for block by block breakdown of estimate.

Figure 11: Cost Estimate, Alternative 1

HIGHLAND BOULEVARD TO ST. PAUL AVENUE					
BLOCK	STREETS	LENGTH (FEET) ¹	% OF CORRIDOR	PAVING ESTIMATED BY BLOCK	STREETSCAPING & LIGHTING ESTIMATED BY BLOCK
0	Highland - State	425	10%	\$223,761	\$101,660
1	State - Kilbourn	690	17%	\$363,283	\$165,048
2	Kilbourn - Wells	600	15%	\$315,898	\$143,520
3	Wells - Wisconsin	670	16%	\$352,753	\$160,264
4	Wisconsin - Michigan	550	13%	\$289,573	\$131,560
5	Michigan - Clybourn	590	14%	\$310,633	\$141,128
6	Clybourn - St. Paul	600	15%	\$315,898	\$143,520
total:		4125	100%	\$2,171,800	\$986,700

Notes:
 For each block of the 27th Street Corridor (Highland Boulevard to St. Paul Avenue), the percentage of the corridor was determined by the length of the block along 27th Street. Then based on the percentage, the funding for paving, streetscaping, and lighting was determined.
 1. Length of block estimated.

ALTERNATIVE 2: Arterial Boulevard

(Note: Per the City of Milwaukee direction a cost estimate was prepared for the Hybrid "Grand Boulevard" alternative in place of a cost estimate for the Arterial Boulevard)

ALTERNATIVE 3: TUNNEL

(Note: The cost estimate prepared for a tunnel length from Highland Boulevard to Michigan Street)

Construction Cost

(Highland Boulevard to Michigan Street) = \$57,620,000

The 27th Street Tunnel conceptual cost estimate is based upon the construction cost for a tunnel constructed in conjunction with the I-94 project in northern Illinois. Estimates for the roadway work are derived from the Wisconsin Department of Transportation (WisDOT) Statewide Average Highway Improvement Costs for 2008. WisDOT provides this document to assist in identifying construction costs required for various roadway improvements. The document is schematic and should only be used for very conceptual cost estimating and project budgeting purposes.

Various administrative costs are not included in the above estimate. These costs include design engineering (approximately 15% of construction cost) and WisDOT review (approximately 20% of design engineering costs). When these costs are added to the construction cost, the total increases to:

Total Project Cost

(Highland Boulevard to Michigan Street) = \$67,992,000

Streetscaping and lighting costs are not included in the above estimate. At this time the extent of the streetscaping and lighting is not known and it would be premature to assign a cost to these aspects of the project. Other costs to consider include the cost to relocate private utilities as well as city owned utilities. Private utilities are generally within the public right of way, so the cost would not be compensable, but in reality the cost to relocate facilities would be passed onto ratepayers. Essentially, everyone will be paying the cost to relocate the facilities. City owned utilities include water (water main, services, hydrants, laterals, etc.) and sanitary sewer. The cost to relocate these facilities would be significant given the scope of the project.

HYBRID (GRAND BOULEVARD) ALTERNATIVE (Michigan Street to Wells Street)

Cost = \$5,287,398

See Figure 12 for a block-by-block breakdown of estimate.

Figure 12: Cost Estimate, Hybrid (Grand Boulevard) Alternative

SECTION ONE: GRAND BOULEVARD FROM WELLS STREET TO MICHIGAN STREET							
BLOCK	STREETS	LENGTH (FEET) ¹	% OF CORRIDOR ²	PAVING CONSTRUCTION COSTS ³	STREETSCAPING & LIGHTING COSTS ⁴	ESTIMATED LAND ACQUISITION COSTS ⁵	TOTAL
3	Wells - Wisconsin	670	16%	\$1,342,000	\$320,528	\$1,428,375	\$3,090,903
4	Wisconsin - Michigan	550	13%	\$1,166,000	\$236,120	\$794,375	\$2,196,495
			29%	\$2,508,000	\$556,648	\$2,222,750	\$5,287,398

Notes:

- Length of block estimated
- The percentage of the corridor is based on the estimated length of the block divided by the overall length of the 27th Street Corridor (Highland Boulevard to St. Paul Avenue) to the estimated length of the block.
- This includes the additional 15% for engineering design and an additional 20% for Wis DOT review. This cost includes: roadway pavement, storm water, curb and gutter, pavement marking, construction staging/traffic control, utility relocations, and erosion control. This does not include the cost for traffic signals and sidewalk.
- This is based on the block-by-block estimate for Alternative #1 multiplied by 200%, because the Grand Boulevard is roughly twice as much streetscaping and lighting as Alternative #1.
- Demolition of existing structures is not included.

HYBRID (GRAND BOULEVARD) ALTERNATIVE (Wells Street to Highland Boulevard)

Cost = \$1,313,170

- The City of Milwaukee has a project agreement with the Wisconsin Department of Transportation for the reconstruction of 27th Street between Highland Boulevard and St. Paul Avenue. This agreement is for \$2,171,800
- In addition the City has been awarded a Transportation Enhancements (T.E.) project for streetscape elements on 27th Street. This agreement is for \$986,700.

See Figure 13 for a block-by-block breakdown of estimate.

Figure 13: Cost Estimate, Hybrid (Grand Boulevard) Alternative

SECTION TWO: GRAND BOULEVARD FROM HIGHLAND BOULEVARD TO WELLS STREET							
BLOCK	STREETS	LENGTH (FEET) ¹	% OF CORRIDOR ²	PAVING CONSTRUCTION COSTS ³	STREETSCAPING & LIGHTING COSTS ⁴	ESTIMATED LAND ACQUISITION COSTS	TOTAL
0	Highland - State	425	10%	\$223,761	\$101,660	\$0	\$325,421
1	State - Kilbourn	690	17%	\$363,283	\$165,048	\$0	\$528,331
2	Kilbourn - Wells	600	15%	\$315,898	\$143,520	\$0	\$459,418
			42%	\$902,942	\$410,228	\$0	\$1,313,170

Notes:

- Length of block estimated
- Same as Alternative #1 for each block.

SUMMARY/NEXT STEPS

SUMMARY

The alternatives presented in this plan represent varying degrees of impact regarding development potential, design character, and financial commitment. The choices range from a minimal approach, such as repaving, to more extensive options like the tunnel. Other factors to be considered when evaluating the alternatives include impact on land uses, short-term versus long-term changes, impacts on current versus future businesses, neighborhood impacts, questions of parking management and traffic flow, acquisition issues, and related issues.

The repaving option would improve the roadway surface, offer some streetscape improvements and have a moderate interruption in local business (compared to other options.) However, this alternative is not likely to become a “catalytic” redevelopment along the corridor, and should be considered primarily as a project that will largely preserve the status quo in terms of development and design character along the corridor.

The arterial boulevard alternative would likely have an extensive impact along the entire corridor. It involves the widening of the road and installation of the boulevard streetscape for a six block segment. This alternative necessitates the acquisition of private property and has the potential to encourage redevelopment of some parcels along the corridor. It does not seem likely that redevelopment would occur along the entire length of the corridor in the short-term. Depending upon the final streetscape improvements, the arterial boulevard might improve the aesthetics of the street and enhance the image of the corridor as a place to do business.

Alternative three, the tunnel, is a bold idea but represents a significant financial investment for the City. If constructed the

tunnel would remove most of the “through” traffic from 27th Street allowing it to become more of a local access street. This would be advantageous in the sense that heavy and fast moving traffic is a detriment to creating a more pedestrian-friendly character to the street. However, the reduction of traffic counts along the street could have an impact on some local business who rely more on drive-by access to customers.

The hybrid alternative -- called the “Grand Boulevard” represents an opportunity to invest in a significant streetscape improvements that could have a considerable positive impact in a limited but key location along the corridor. The proposed public places will activate the intersection of Wisconsin Avenue and 27th Street and become an amenity that can help attract significant redevelopment activity within one block of the intersection. The concentrated public investment and subsequent redevelopment potential of this site afford an opportunity to create a significant catalytic project that can provide an impetus to future redevelopment along the entire corridor. In addition, this alternative would allow the northern portion of the corridor to remain as a neighborhood main street, without a median, and with a more traditional character to the buildings and streetscape.

NEXT STEPS

This study has outlined several conceptual design strategies for the corridor along with very general preliminary cost estimates. After a conceptual direction is decided and as the planning process moves forward there will need to be more detailed studies regarding the impacts and development potential for the project area. More focused plans should be considered for the following issues:

1. A redevelopment plan to outline the impact of property acquisition, renovation, redevelopment, and potential economic value based upon the selected street design configuration. Urban design, landscape, and architectural guidelines or form-based codes should be considered as part of the redevelopment plan as well.
2. Detailed streetscape planning and traffic studies to specify a streetscape/landscape plan on a block-by-block basis coupled with a transportation analysis of traffic flow, parcel access, parking impacts, and transit.

Before more detailed studies begin, informal discussions should be held with key stakeholders (property owners, business owners, institutions, neighborhood groups, and residents) from each distinct sub-area along the corridor to review the outcomes of this study.

APPENDIX A

MEETING NOTES

The following pages contain notes from the project meetings held on:

- March 13, 2009
- June 2, 2009
- June 24, 2009

March 13, 2009

GRAEF Contract approximately \$20,000 – Timeline 3 months or less

Background from DCD

- Four years after the Westside plan there have been updates
- Areas with opportunities and resources
- The Main Street is becoming active
- 27th Street and Wisconsin Avenue offer a challenge with the block that the City owns
- The City is looking to acquire the MPS School and Pocket Billiards

Project location

North 27th Street is a State Highway and with City jurisdiction
The State offered the City to rebuild/repave the street

Traffic

- 20,000 average daily traffic count
- 23,000 – 24,000 at peak times
- The State wants two lanes each way (4 lanes total for peak hours)
- Providing a bike lane ideal, but may not be practical

Existing street widths

- St. Paul to Wisconsin – 52' curb to curb
- 51' Average ROW
- 48' minimum with no street peak hour parking ban

State money to repave

- \$2 million
- St. Paul Avenue to Highland Boulevard
- The State will not fund ROW or additional pavement or acquisition of properties

Streetscape project

DOT approved, but no City contract – yet

Alternatives

- Tunnel below 27th Street (Alderman would like to see the figures on this alternative)
- Cost to be estimated at per linear foot
- Cost to be legitimate means of determining feasibility (Jason Matson to ballpark)
- Widening the Street (extend boulevard all the way through)
- Narrow the Street (without restricting traffic flow)

Boulevards

- Creating a boulevard everywhere except for 2 blocks that would be retail – look at option
- Partial vs. complete boulevard

Roundabouts

- Investigate at Highland Boulevard
- Thoughts of one at State, however concerned about back-up distance
- 27th and State is a choke point/bottle neck location

Retail Market

- To not go any further South of Michigan Street
- Limit area in order to achieve greater quality
- Wells to State (good starting point via June)

Push context Sensitive Solutions

Consider the safety for the people at the bus stops

Off-street parking possibility around 956 27th Street by Richardson

A buildings to save

- 500 block west of 27th Street – the Clybourn School
- Owned by Steve Pevnick – artist that creates water displays
- A dance school and art teachers are tenants in the front building

Building on SW corner of 27th and Richardson-new tenant must be commercial use with openings onto 27th Street. Currently a large tenant investment with existing conditions featuring a concrete wall on 27th Street

At 27th Street and Wisconsin

- City owns SE block (property has been cleared)
- Bank one block to the East wants to invest in intersection location
- City looking to invest in MPS School on NW corner
- Investors want Wisconsin business address not 27th Street

The City is not sure what to do with the existing County building (location?)

Demolition – needs to be assessed

- Different buildings have different worth values
- Varied sidewalks (North of State – little to no sidewalks)
- The pattern of demolition and redevelopment proposal is acceptable (phasing process)

27th Street redevelopment plan

SOHI Neighborhood Plans (3)

- Master plan
- Provided an overall vision for an improved streetscape

June 2, 2009

What GRAEF is going to produce?

Three Options

- Repave existing
- Boulevard
- Grand Boulevard

Three Cost Estimates

- Repave existing conditions
- Boulevard
- Tunnel

Text Only Descriptions

- Possibility of an arcade approach for buildings
- Example Penfield Building
- Note – a structural engineer and architect would need to determine the possibility of these options on a case by case basis.

Buildings worth saving

- Henason Building (recent investment)
- Penfield Building

Buildings noted but not sure if they are worth saving

- West Semar Building
- Bellwood
- County Properties

Buildings not worth saving

- School

Street Focus

- Between State and Wells Streets

Intersection Focus on Wisconsin

- “Big Splash”
- Build on all four corners
- Streetscaping towards Marquette
- Similar but not identical
- DCD wants to start on development that was proposed for the City property ASAP

What side of the street?

- West side = better architecture
- East side = better landlords

-or-

Take both sides of the street – start new development

- Concerned that the same thing will happen again, similar to North of Highland Boulevard
- New boulevard with new land, but no one wants to develop on it.

What determines the historical quality of the buildings worth saving?

Design Ideas

- Have the median the entire stretch of 27th Street
- 50/50 Grand and regular boulevard

NEXT Design Rendition

- Grand Boulevard only from Michigan to Wells Streets
- Configure transition at intersection of Wisconsin (east/west)

Boulevard Examples

- Octavia Boulevard, San Francisco
- Eastern Parkway, New York

Concerns

- Disjointed feeling of existing, a sudden boulevard, and then existing
- Concern of the overall impact
- Envision drive from 27th Street Bridge to north of Highland Boulevard
- How to sell the boulevard?
- Any option that requires acquisition of land will be troublesome, and they would have to have a plan for income and property development before going to council

City Directions to GRAEF

Start to investigate acquisition cost of the gas station

Repaving Cost Estimate

\$2 million in state money

\$750,000 in a Transportation Enhancement Grant

Minimum Peak Traffic Flow

- 2 lanes
- 2 parking lanes – which would not be allowed during peak times
- Existing ROW 48'-0" minimum

Practical Project Implementation Timeline

- State repaving project currently set for 2011
- Drawings, cost estimates are done and accurate by November 2010
- Anything besides repaving pushes the project to at least 2012
- Concerned with the time allotted for acquisition of property

Use of Federal Funds Question

- If the project is using federal funding for the roads and local money for the acquisition do we have to use the federal rules for everything?
- The general consensus was yes, but they were going to check on it
- Concern that the federal process would delay the project timeline

Break the project into 2 phases?

Not a practical idea for interruption of businesses on street
They want to minimize the impact on the commercial entities

Next Meeting: June 24th or 30th

DCD to confirm

Attendees – west side CEOs

GRAEF (80% drawings)

GRAEF to present after next meeting

Marquette individuals noted by Avenues West

GRAEF Notes for next meeting:

Bring 2 copies of the design drawings

Note overall dimension of ROW in each section
-remember 2' for curb and gutter

Map with tax numbers and acquisition costs

June 24, 2009

This was the first public revealing of the project outside of the working group.

What GRAEF is going to produce?

Three Options

- Repave existing
- Boulevard
- Grand Boulevard

Three Cost Estimates

- Repave existing conditions
- Boulevard
- Tunnel

Creating a major statement and its relationship with the surrounding area

Is Stimulus funding available? – unsure

Acknowledgment of the existing transportation enhancement plan

Having a plan to use the State funds (transportation enhancement plan) is the important factor for improvement along the 27th Street Corridor.

Cost acquisition of the parcels on the east and west side

It does not seem design and cost-effective to “zigzag” the road between the two sides in order to save certain buildings.

Powerpoint concept 2a – note parking restrictions vs. driving lanes during peak flow times

Visual statement
Significant intersection

Commercial to continue to prosper

Corridor Parking:

- Highly visible
- Easy accessibility
- Shared

Provide road parking in addition to the solution of providing adequate parking for the corridor.

Tunnel:

Approximately \$50 million

That does not include:

- Land acquisition cost
- Private utility relocation

Tunnel Examples (recommendations from community members):

- DuPont Circle, Washington D.C.
- Grand Central Station, NY

Streetscaping on the existing road would occur

The existing street above the tunnel (27th Street) would primarily serve local traffic

The tunnel would primarily solve the traffic flow issues along 27th Street of which the WI DOT is concerned about.

Parcel Acquisition:

DCD's Concerns (concept drawings and possible acquired parcels) handout:

- The notation of certain properties on the parcel acquisition handout does not mean that properties will be taken/acquired, so this material should not be discussed – otherwise it would lower property value, and the City does not want that.

This project is a miniature urban renewal exercise

Introduction to discussion

Vibrant Commercial and mixed-use corridor

Working with a "blank slate" development opportunity

Utopian ideas – then bring them back to reality

Group Discussion

Current Issues expressed:

- Number of liquor stores
- Number of liquor licenses
- 24 hour gas stations
- Crime

Would nice public places enhance crime and hanging out or would it solve some of the issues?

What would best fit the commercial viability?

- Concept recommendation from Brian
- Southbound straight, northbound lanes arch slightly
- Transitions from Wells into Commercial District “Main Street” affect

Concerns:

- Bottlenecking at transition points between existing and new boulevards
- Median may limit access and left turning movements into businesses
- Proposed solution: utilizing adjacent side roads and alleyways
- Only implementing a change in 27th Street for 2 blocks
- Proposed solution: if the change occurs within the 2 blocks and is successful then the boulevard could be extended into other desirable areas
- Concept utilization opportunities from Michigan Street towards St. Paul Avenue

Boulevard Examples (from attendees):

- Summit Boulevard – St. Paul Minnesota
- By St. Thomas College, residential area
- K Street – Washington D.C.

Father from Marquette High School Comments:

- Penfield building is worth saving
- Concern with businesses that would follow the “face-lift”
- How long would it take for the “ideal” tenants to occupy the commercial district?

Avenues West:

- Mentioned that currently usable green space was missing in the area, and was very pleased that many of the concepts create usable green space on and around the corridor
- This would create a destination and a place that people would go to

Usable Green/Public space ideas:

Checker boards - similar to Commonwealth Avenue in Boston, Mass.

West Point Building previous owner:

- Very little to save on 27th Street
- Pedestrian Boulevard – does it need to be on both sides of the street?
- No – but the road should have a symmetrical feel as one drives down the corridor
- A “balanced experience”
- Save the Penfield Building
- The next step (design development) is how to deal with buildings on a individual basis

27th Street as an “entry point” into the Menomonee Valley – the significance of the location

Why 27th Street isn’t like any other street with good urban design (i.e. Brady Street)

- Traffic patterns (commercial and local)
- Get the unsightly traffic through the area
- Includes trucks, dump trucks, semis etc.
- The corridor needs to find a balance with truck traffic on the neighborhood streets.

Congestion stresses people out.

- It's okay to drive slowly for 2 blocks

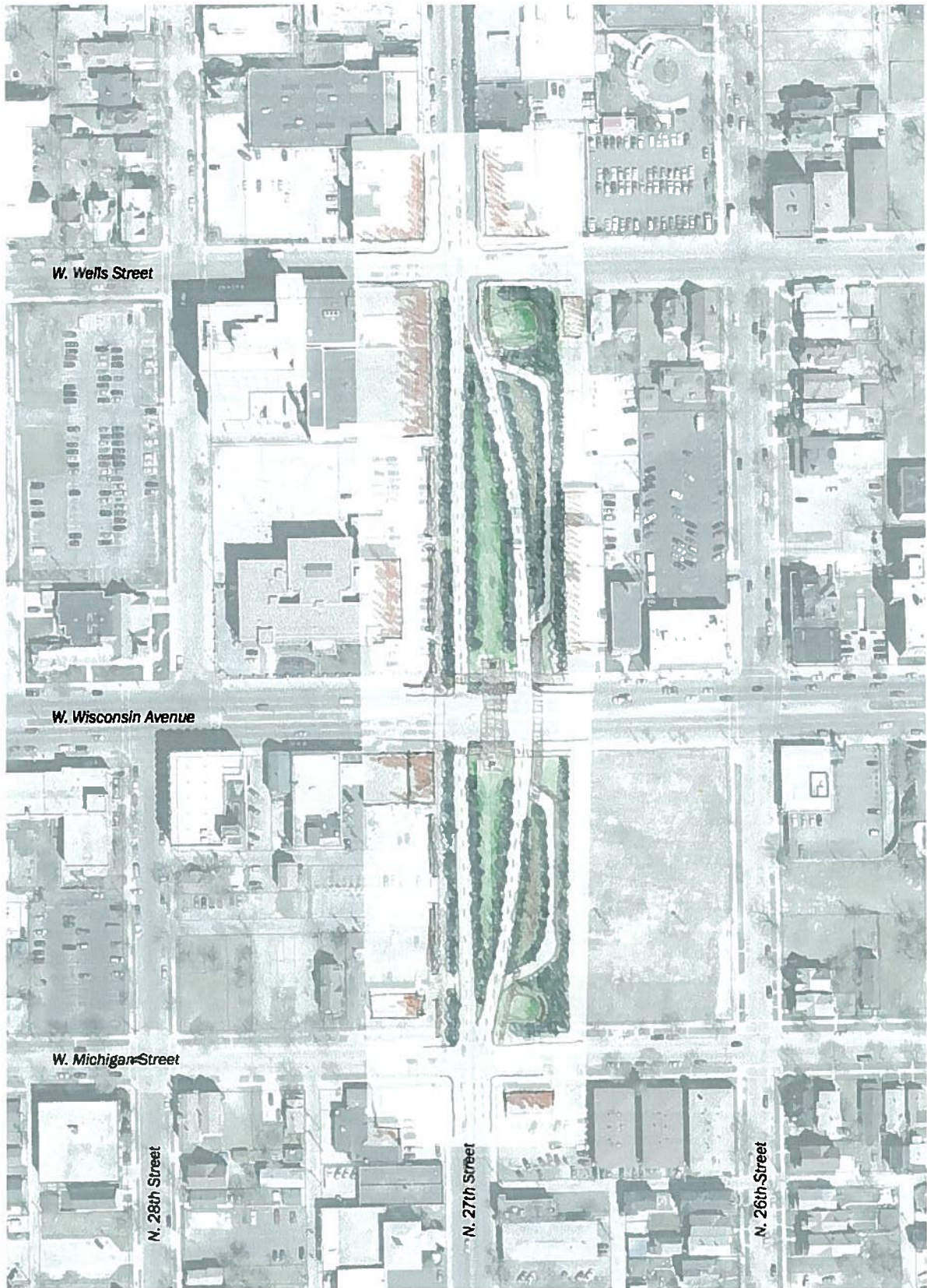
Final Comments:

The area needs to land businesses to meet needs of local and community users.

Focus on the 2 blocks (Wells to Michigan Streets)

Positive aspects of 2 block focus area:

- Three governmental units that control the majority of the area within those 2 blocks
- Only need to acquire 2 properties



Hybrid Alternative:
Grand Boulevard - Second Illustration

Figure 15: Six Block Summary of Land Acquisition Costs

TAXID	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
3080105111	2009	W	WELLS	ST	0	0	0	51600	50100	14300	MILWAUKEE COUNTY
3080105110	2009	N	27TH	ST	17400	20700	38100	0	0	38100	DRY PROPERTY
3080105110	2009	W	27TH	ST	47000	35000	82000	0	0	82000	M W PROPERTIES
3080114000	2009	N	27TH	ST	136400	170000	306400	0	0	306400	W R PRO INVESTMENT LLC
3081111000	2009	W	WISCONSIN	AV	0	0	0	148000	140700	288700	CITY OF MILWAUKEE
3081111000	2009	W	WISCONSIN	AV	0	0	0	137500	130500	268000	THE CHIEF & CHEVY INC
3081203000	2009	W	27TH	ST	17200	32800	50000	0	0	50000	GARY LEE LESKE
3081214000	2009	W	WISCONSIN	AV	44400	37400	81800	0	0	81800	DR KILGOURI PROPERTY LLC
3081814000	2009	W	27TH	ST	22700	48400	71100	0	0	71100	3 L GLOBAL COMMUNIT USA
4010501000	2009	W	WISCONSIN	AV	14400	107000	121400	0	0	121400	PAUL THRESAHEITS LLC
4010502000	2009	W	WISCONSIN	AV	19800	121300	141100	0	0	141100	WILLIAM HEGENBERG
4010511000	2009	W	27TH	ST	0	0	0	40000	11900	51900	CITY OF MILWAUKEE
4010520100	2009	W	27TH	ST	50400	201000	251400	0	0	251400	H K PARTNERS LLC
4010711000	2009	W	MILWAUKEE	ST	0	0	0	1500	9500	11000	REDFORD REALTY BIO
4010711111	2009	W	27TH	ST	14400	17400	31800	0	0	31800	REDFORD REALTY CO INC
4010901111	2009	N	27TH	ST	34100	39700	73800	0	0	73800	SHI ZHOU MONTAHO LLC
4010911000	2009	W	27TH	ST	27000	116000	143000	0	0	143000	VALDEBRO PROPERTIES LLC
4010911100	2009	W	27TH	ST	19000	84000	103000	0	0	103000	WILSON REALTY
4010911100	2009	W	27TH	ST	24500	24500	49000	0	0	49000	PACHECO DAVIS FRUST
4011001000	2009	W	MILWAUKEE	ST	11500	10200	21700	0	0	21700	CAHILL HANNAH LLC
4011001000	2009	W	MILWAUKEE	ST	10000	7000	17000	0	0	17000	MARILYN PAULI EST
4011001100	2009	W	27TH	ST	27600	423500	451100	0	0	451100	LAUNDY REAL ESTATE LLC
4011001111	2009	W	27TH	ST	14000	130500	144500	0	0	144500	FRANK THELAND CORPORATION
4011011111	2009	W	27TH	ST	47800	115400	163200	0	0	163200	THELAND DEVELOPMENT COMPANY
Total number of properties: 24							Assessed value of 10 properties:	\$4,378,800	Assessed value of 5 exempt properties:	\$4,128,700	

WESTSIDE SUMMARY:

Total number of properties:	24
Assessed value of properties:	\$5,376,000
Assessed value of 5 exempt properties:	\$4,947,300
Total assessed value (including City of Milwaukee parcels):	\$5,548,700
Estimated April 1st 2010 11.25% assessment:	\$7,448,128

TAXID	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
3020100000	2009	W	WELLS	ST	20200	107000	127200	0	0	127200	HEMLOCK DEMONSTRATION LTD
3020100100	2009	W	27TH	ST	0	0	0	117000	500	117500	MILWAUKEE COUNTY
3020100110	2009	W	WISCONSIN	AV	19300	72100	91400	0	0	91400	TRAVEL GROUP LTD
3020100120	2009	W	27TH	ST	2500	61500	64000	0	0	64000	REXMAH ENTERPRISE LTD
3020100200	2009	W	27TH	ST	2400	12400	14800	0	0	14800	AC-HUBBERS
3020303000	2009	W	27TH	ST	8400	20900	29300	0	0	29300	AC-HUBBERS
3020511000	2009	W	WELLS	ST	21200	23800	45000	0	0	45000	DEET FREE LLC
3020511100	2009	W	27TH	ST	21000	23500	44500	0	0	44500	ADRIAN TONGER
3020511100	2009	W	27TH	ST	10010	71600	81600	0	0	81600	AMHAD TURAH
3020511200	2009	W	27TH	ST	0	0	0	11100	0	11100	CITY OF MILWAUKEE
3020511300	2009	W	27TH	ST	41300	36500	77800	0	0	77800	FAMILY LOCAL STORES CO
3020511400	2009	W	27TH	ST	52400	25400	77800	0	0	77800	JB PROPERTIES LTD PTH/SP
3020511500	2009	W	27TH	ST	0	0	0	112500	71500	184000	VALER BUILDING CORPORATION
4020011111	2009	W	WISCONSIN	AV	0	0	0	41000	14000	55000	CITY OF MILWAUKEE AUTH
4020011200	2009	N	27TH	ST	50400	19000	69400	0	0	69400	FAIR GROUP LLC
4020011300	2009	W	27TH	ST	17400	8200	25600	0	0	25600	SEAF A REAL ESTATE TRAFF
4020011400	2009	W	27TH	ST	20900	40500	61400	0	0	61400	RAMBA HOLDINGS ONE LLC
4020011500	2009	W	27TH	ST	41100	9700	50800	0	0	50800	DOCKHORN PROPERTIES LLC
4020011600	2009	W	MILWAUKEE	ST	2000	700	2700	0	0	2700	DRY PROPERTY
4020011700	2009	W	MILWAUKEE	ST	161000	106000	267000	0	0	267000	DRY INVESTMENT & LLC
4020011800	2009	W	MILWAUKEE	ST	31500	103500	135000	0	0	135000	FAIRWAY GROUP LLC
4020100000	2009	W	27TH	ST	121000	21000	142000	0	0	142000	DRY PROPERTY LLC
Total number of properties: 22							Assessed value of 18 properties:	\$4,670,800	Assessed value of 4 exempt properties:	\$1,158,200	

WESTSIDE SUMMARY:

Total number of properties:	22
Assessed value of properties:	\$4,670,800
Assessed value of 4 exempt properties:	\$1,158,200
Total assessed value (including City of Milwaukee parcels):	\$5,829,000
Estimated April 1st 2010 11.25% assessment:	\$6,984,888

OVERALL SUMMARY:

Total number of properties:	47
Assessed value of properties:	\$10,047,600
Assessed value of 9 exempt properties:	\$5,286,900
Total assessed value (including City of Milwaukee parcels):	\$11,313,700
Estimated April 1st 2010 11.25% assessment:	\$14,149,128



BLOCK 1

TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
3881814000	2009	N	27TH	ST	32700	484300	517000	0	0	0	S L GLOBAL CONSULTING USA
3881201100	2009	W	RICHARDSON	PL	0	0	0	23700	516300	540000	TRI CORP HOUSING INC
3881203000	2009	N	27TH	ST	17800	328800	346600	0	0	0	GARY LEE LIESKE
3881204000	2009	N	27TH	ST	44800	374400	419200	0	0	0	D R KILBOURN PROPERTY LLC
WESTSIDE					Total number of properties 4		Assessed value of 3 properties	\$1,282,600	Assessed value of exempt property	\$540,000	

WESTSIDE SUMMARY:

Total number of properties	4
Assessed value of properties:	\$1,282,600
Assessed value of all exempt properties:	\$540,000
Total assessment (excluding City-owned parcels):	\$1,822,600
Estimated acquisition cost (125% assessment):	\$2,278,250

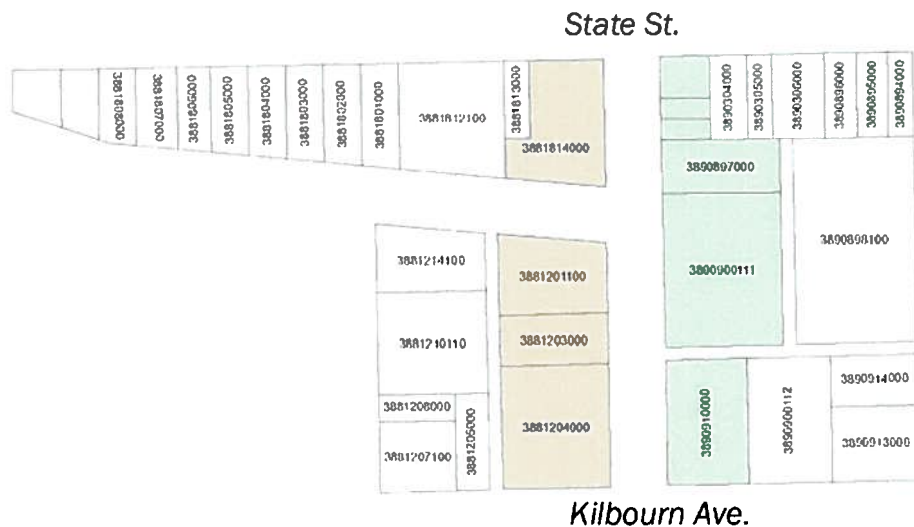
3890303000	2009	N	27TH	ST	6400	206600	213000	0	0	0	JOHN MEYERS
3890302000	2009	N	27TH	ST	2600	123400	126000	0	0	0	JOHN MEYERS
3890301000	2009	N	27TH	ST	2500	79300	81800	0	0	0	HAUSMANN ENTERPRISES LLC
3890897000	2009	N	27TH	ST	0	0	0	18600	0	18600	CITY OF MILW
3890900111	2009	N	27TH	ST	51900	385100	437000	0	0	0	FAMILY DOLLAR STORES OF
3890910000	2009	N	27TH	ST	52500	354500	407000	0	0	0	JB PROPERTIES LTD P TNRSP
EASTSIDE					Total number of properties 6		Assessed value of 5 properties	\$1,264,800	Assessed value of exempt property	\$18,600	

EASTSIDE SUMMARY:

Total number of properties	6
Assessed value of properties	\$1,264,800
Assessed value of all exempt properties:	\$18,600
Total assessment (excluding City-owned parcels):	\$1,264,800
Estimated acquisition cost (125% assessment):	\$1,581,000

BLOCK 1 SUMMARY:

Total number of properties	10
Assessed value of properties	\$2,547,400
Assessed value of all exempt properties:	\$558,600
Total assessment (excluding City-owned parcels):	\$3,087,400
Estimated acquisition cost (125% assessment):	\$3,859,250



1

BLOCK 2

TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
3880111100	2009	N	27TH	ST	17300	38700	54000	0	0	0	M R PROPERTIES
3880112110	2009	N	27TH	ST	43000	75000	118000	0	0	0	M R PROPERTIES
3880114000	2009	N	27TH	ST	138400	372600	511000	0	0	0	M R PROP INVESTMENT LLC
WESTSIDE					Total number of properties: 3			Assessed value of 3 properties: \$683,000		Assessed value of exempt property: \$0	

WESTSIDE SUMMARY:

Total number of properties:	3
Assessed value of properties:	\$683,000
Assessed value of all exempt properties:	\$0

Total assessment (excluding City-owned parcels):	\$683,000
Estimated acquisition cost (125% assessment):	\$853,750

TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
3890519100	2009	N	27TH	ST	60100	71900	132000	0	0	0	AMJAD TUFAIL
3891881100	2009	N	26TH	ST	0	0	0	112900	571500	684400	VMMS BUILDING CORPORATION
3890517000	2009	N	27TH	ST	21500	239500	261000	0	0	0	JOHN T XIONG
3890518100	2009	W	WELLS	ST	52500	238500	291000	0	0	0	WEST POINTE LLC
EASTSIDE					Total number of properties: 4			Assessed value of 3 properties: \$684,000		Assessed value of exempt property: \$684,400	

EASTSIDE SUMMARY:

Total number of properties:	4
Assessed value of properties:	\$684,000
Assessed value of all exempt properties:	\$684,400

Total assessment (excluding City-owned parcels):	\$1,368,400
Estimated acquisition cost (125% assessment):	\$1,710,500

BLOCK 2 SUMMARY

Total number of properties:	7
Assessed value of properties:	\$1,367,000
Assessed value of all exempt properties:	\$684,400

Total assessment (excluding City-owned parcels):	\$2,051,400
Estimated acquisition cost (125% assessment):	\$2,564,250

Kilbourn Ave.



Wells St.

Figure 17: Block 2, Land Acquisition Costs

BLOCK 3

	TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
	3880105111	2009	W	WELLS	ST	0	0	0	51900	592100	644000	MILWAUKEE COUNTY
WESTSIDE	3881101000	2009	W	WISCONSIN	AV	0	0	0	144000	2807000	2951000	CITY OF MILWAUKEE
Total number of properties 2						Assessed value of 2 properties:		\$0	Assessed value of exempt properties:		\$3,595,000	

WESTSIDE SUMMARY

Total number of properties:	2
Assessed value of properties:	\$0
Assessed value of all exempt properties:	\$3,595,000
Total assessment (excluding City-owned parcels):	\$0
Estimated acquisition cost (125% assessment):	\$0

	TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
	3890108000	2009	W	WELLS	ST	29400	193600	223000	0	0	0	HENNESSY DEMONT FORT LTD
	3890109100	2009	N	27TH	ST	0	0	0	13700	500	14200	MILWAUKEE COUNTY
EASTSIDE	3890120110	2009	W	WISCONSIN	AV	183900	735800	919700	0	0	0	YOUVRAJ GROUP LLP
Total number of properties 3						Assessed value of 2 properties:		\$1,142,700	Assessed value of exempt property:		\$14,200	

EASTSIDE SUMMARY

Total number of properties:	3
Assessed value of properties:	\$1,142,700
Assessed value of all exempt properties:	\$14,200
Total assessment (excluding City-owned parcels):	\$1,142,700
Estimated acquisition cost (125% assessment):	\$1,428,375

BLOCK 3 SUMMARY:

Total number of properties:	5
Assessed value of properties:	\$1,142,700
Assessed value of all exempt properties:	\$3,609,200
Total assessment (excluding City-owned parcels):	\$1,142,700
Estimated acquisition cost (125% assessment):	\$1,428,375

Wells St.



Wisconsin Ave.

BLOCK 4

TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
4010502000	2009	W	WISCONSIN	AV	28800	129200	158000	0	0	0	WILLIAM H NIEWOEHRNER
4010501000	2009	W	WISCONSIN	AV	14400	109100	123500	0	0	0	FALAT INVESTMENTS LLC
4010511000	2009	N	27TH	ST	0	0	0	40000	12000	52000	CITY OF MILWAUKEE
4010520100	2009	N	27TH	ST	50400	303800	354000	0	0	0	H K PARTNERS LLC
WESTSIDE					Total number of properties: 4		Assessed value of 3 properties: \$635,500		Assessed value of exempt properties: \$52,000		

WESTSIDE SUMMARY:

Total number of properties:	4
Assessed value of properties:	\$635,500
Assessed value of all exempt properties:	\$52,000

Total assessment (excluding City-owned parcels):	\$635,500
Estimated acquisition cost (125% assessment):	\$794,375

EASTSIDE	TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
	4000011110	2009	W	WISCONSIN	AV	0	0	0	421000	0	421000	CITY OF MILW REDEV AUTH
EASTSIDE					Total number of properties: 1		Assessed value of 2 properties: \$0		Assessed value of exempt property: \$421,000			

EASTSIDE SUMMARY:

Total number of properties:	1
Assessed value of properties:	\$0
Assessed value of all exempt properties:	\$421,000

Total assessment (excluding City-owned parcels):	\$0
Estimated acquisition cost (125% assessment):	\$0

BLOCK 4 SUMMARY:

Total number of properties:	5
Assessed value of properties:	\$635,500
Assessed value of all exempt properties:	\$473,000

Total assessment (excluding City-owned parcels):	\$635,500
Estimated acquisition cost (125% assessment):	\$794,375

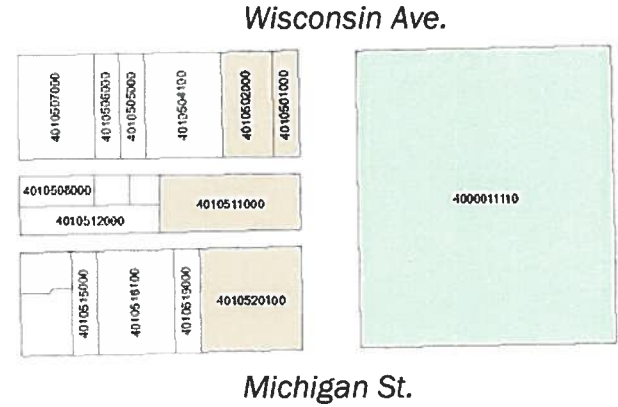


Figure 19: Block 4, Land Acquisition Costs

BLOCK 5

TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT EXEMPT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME
4010975000	2009	W	MICHIGAN	ST	0	0	0	2900	36800	39700	WELFARE WARRIORS INC
4010978111	2009	N	27TH	ST	54400	154600	209000	0	0	0	FROEBEL REALTY CO INC
4010980111	2009	N	27TH	ST	34100	337900	372000	0	0	0	SINGSON MONTANO LLC
4010981000	2009	N	27TH	ST	93000	266000	359000	0	0	0	GOLDBERG PROPERTIES LLC
4010983100	2009	N	27TH	ST	31000	80000	111000	0	0	0	RICHARD A PETERS
4010984100	2009	N	27TH	ST	24600	24500	49100	0	0	0	PACHEFSKY LIVING TRUST
WESTSIDE											
Total number of properties: 6					Assessed value of 5 properties:		\$1,100,100	Assessed value of exempt properties:		\$39,700	

WESTSIDE SUMMARY:

Total number of properties:	6
Assessed value of properties:	\$1,100,100
Assessed value of all exempt properties:	\$39,700
Total assessment (excluding City-owned parcels): \$1,139,800	
Estimated acquisition cost (125% assessment):	\$1,424,750

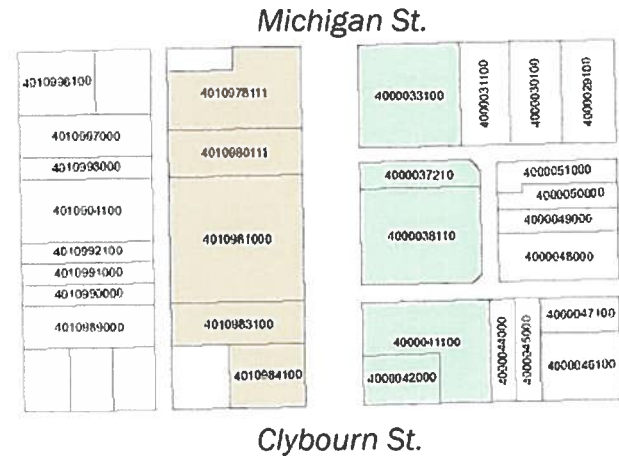
4000033100	2009	N	27TH	ST	50400	19900	70300	0	0	0	FAIAH GROUP LLC
4000037210	2009	N	27TH	ST	15400	82100	97500	0	0	0	JEROME A DEANNA M MURRAY
4000038110	2009	N	27TH	ST	26000	406800	432800	0	0	0	JOMELA HOLDINGS ONE LLC
4000041100	2009	N	27TH	ST	44100	97900	142000	0	0	0	BOCKHORST PROPERTIES LLC
4000042000	2009	W	CLYBOURN	ST	4000	700	4700	0	0	0	MRS PS GALAXY MOTORS INC
EASTSIDE											
Total number of properties: 5					Assessed value of 5 properties:		\$747,300	Assessed value of exempt property:		\$0	

EASTSIDE SUMMARY:

Total number of properties:	6
Assessed value of properties:	\$747,300
Assessed value of all exempt properties:	\$0
Total assessment (excluding City-owned parcels): \$747,300	
Estimated acquisition cost (125% assessment):	\$934,125

BLOCK 5 SUMMARY:

Total number of properties:	11
Assessed value of properties:	\$1,847,400
Assessed value of all exempt properties:	\$39,700
Total assessment (excluding City-owned parcels): \$1,887,100	
Estimated acquisition cost (125% assessment):	\$2,358,875



BLOCK 6

TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME	
4011002000	2009	W	CLYBOURN	ST	16500	89500	106000	0	0	0	OMAR M BARKHADLE	
4011003000	2009	W	CLYBOURN	ST	30000	30400	60400	0	0	0	MARK R PACHEFSKY	
4011004100	2009	N	27TH	ST	77500	443500	521000	0	0	0	SANDHU REAL ESTATE LLC	
4011009110	2009	N	27TH	ST	76900	253300	330200	0	0	0	THOMAS GRESHAM VIRGINIA HW	
4011021110	2009	N	27TH	ST	474800	185400	660000	0	0	0	DREAMLAND PETROLEUM COMPANY	
WESTSIDE					Total number of properties: 5		Assessed value of 5 properties: \$1,677,600	Assessed value of exempt properties: \$0				

WESTSIDE SUMMARY:

Total number of properties:	5
Assessed value of properties:	\$1,677,600
Assessed value of all exempt properties:	\$0
Total assessment (excluding City-owned parcels):	\$1,677,600
Estimated acquisition cost (125% assessment):	\$2,097,000

TAXKEY	CURRENT ASSESSMENT YEAR	STREET DIRECTION	STREET	STREET TYPE	CURRENT ASSESSED VALUE OF THE LAND	CURRENT ASSESSED VALUE OF ALL IMPROVEMENTS ON THE PROPERTY	SUM OF CURRENT LAND & IMPROVEMENT ASSESSMENT	CURRENT EXEMPT VALUE OF LAND	CURRENT VALUE OF ALL IMPROVEMENTS ON THE LAND	SUM OF CURRENT EXEMPT LAND & IMPROVEMENT ASSESSMENTS	OWNER NAME	
4000081100	2009	W	CLYBOURN	ST	161400	128600	290000	0	0	0	2601 INVESTMENTS LLC	
4000084000	2009	W	CLYBOURN	ST	31500	103500	135000	0	0	0	FARRAH GROUP LLC	
4000952000	2009	N	27TH	ST	127000	280000	407000	0	0	0	CAREY PROPERTIES LLC	
EASTSIDE					Total number of properties: 3		Assessed value of 3 properties: \$832,000	Assessed value of exempt property: \$0				

EASTSIDE SUMMARY:

Total number of properties:	3
Assessed value of properties:	\$832,000
Assessed value of all exempt properties:	\$0
Total assessment (excluding City-owned parcels):	\$832,000
Estimated acquisition cost (125% assessment):	\$1,040,000

BLOCK 5 SUMMARY:

Total number of properties:	8
Assessed value of properties:	\$2,509,600
Assessed value of all exempt properties:	\$0
Total assessment (excluding City-owned parcels):	\$2,509,600
Estimated acquisition cost (125% assessment):	\$3,137,000

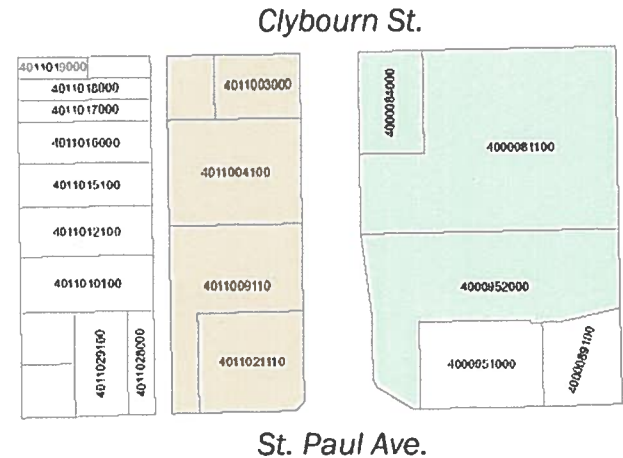


Figure 21: Block 6, Land Acquisition Costs



Legislation Details (With Text)

File #: 110705 **Version:** 1

Type: Resolution **Status:** In Committee

File created: 9/20/2011 **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

On agenda: **Final action:**

Effective date:

Title: Substitute resolution authorizing a Riverwalk Easement Agreement and an expenditure for the Tax Incremental District No. 34 (Historic Third Ward) riverwalk improvement project, in the 4th Aldermanic District.

Sponsors: ALD. BAUMAN

Indexes: RIVERWALKS, TAX INCREMENTAL DISTRICTS, TAX INCREMENTAL FINANCING

Attachments: Fiscal Impact Statement, Riverwalk Easement Agreement as of 1-25-12, Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
9/20/2011	0	COMMON COUNCIL	ASSIGNED TO		
1/25/2012	1	CITY CLERK	DRAFT SUBMITTED		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		

Number
110705
Version
SUBSTITUTE 1
Reference
970388
Sponsor
ALD. BAUMAN

Title
Substitute resolution authorizing a Riverwalk Easement Agreement and an expenditure for the Tax Incremental District No. 34 (Historic Third Ward) riverwalk improvement project, in the 4th Aldermanic District.

Analysis
This substitute resolution directs the City of Milwaukee to enter into a Riverwalk Easement Agreement among 252, LLC, and the Redevelopment Authority of the City of Milwaukee to fund the construction of riverwalk improvements and to fund a portion of the cost of dock wall rehabilitation with funds provided from TID No. 34.

Body
Whereas, In 1997, the Common Council of the City of Milwaukee, under File No. 970388, created Tax Incremental District No. 34 ("TID No. 34") for the purpose of facilitating the extension of the City's riverwalk system along the east bank of the Milwaukee River between East Clybourn Street on the north and the intersection of East Pittsburgh Avenue and North Broadway on the south; and

Whereas, An approximately 80-foot wide gap exists in the riverwalk system located adjacent to the properties located at 233 and 239 East Erie Street; and

Whereas, The City of Milwaukee ("City") desires to construct a riverwalk to close the gap in the riverwalk system located adjacent to the properties located at 233 and 239 East Erie Street; and

Whereas, The City's Department of Public Works estimates that it will cost \$420,000 to construct the riverwalk and rehabilitate the dock wall; and

Whereas, The property owner at 233 East Erie Street is willing to voluntarily contribute a total of \$32,000 to the City's cost of rehabilitating the dock wall; and

Whereas, The property owner at 239 East Erie Street has already conveyed a non-exclusive, permanent, public-access easement to the City; and

Whereas, The property owner at 233 East Erie Street is willing to voluntarily convey a non-exclusive, permanent, public-access easement to the City; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the proper City officials are directed to accept a Public Access Easement, a copy of which is attached to this Common Council File, and that the Commissioner of City Development is directed to sign for acceptance of such easement; and, be it

Further Resolved, That the City shall make available up to \$420,000 in funds from TID No. 34 for the costs of constructing the riverwalk improvement.

Drafter

DCD:AER:aer

01/25/12



City of Milwaukee Fiscal Impact Statement

A **Date** 1/25/2012 **File Number** 110705 **Original** **Substitute**

Subject Substitute resolution authorizing a Riverwalk Easement Agreement and an expenditure for the Tax Incremental District No. 34 (Historic Third Ward) riverwalk improvement project, in the 4th Aldermanic District.

B **Submitted By (Name/Title/Dept./Ext.)** Rocky Marcoux, Commissioner, DCD, x5800

C **This File**

- Increases or decreases previously authorized expenditures.
- Suspends expenditure authority.
- Increases or decreases city services.
- Authorizes a department to administer a program affecting the city's fiscal liability.
- Increases or decreases revenue.
- Requests an amendment to the salary or positions ordinance.
- Authorizes borrowing and related debt service.
- Authorizes contingent borrowing (authority only).
- Authorizes the expenditure of funds not authorized in adopted City Budget.

D **Charge To**

- Department Account
- Capital Projects Fund
- Debt Service
- Other (Specify) Tax Incremental District No. 34 (Historic Third Ward)
- Contingent Fund
- Special Purpose Accounts
- Grant & Aid Accounts

	Purpose	Specify Type/Use	Expenditure	Revenue
E	Salaries/Wages		\$0.00	\$0.00
			\$0.00	\$0.00
	Supplies/Materials		\$0.00	\$0.00
			\$0.00	\$0.00
	Equipment		\$0.00	\$0.00
			\$0.00	\$0.00
	Services		\$0.00	\$0.00
			\$0.00	\$0.00
	Other	Riverwalk construction	\$420,000.00	\$0.00
		Dockwall construction	\$0.00	\$32,000.00
	TOTALS		\$420,000.00	\$32,000.00

F

Assumptions used in arriving at fiscal estimate.

The fiscal estimate is based on a project construction estimate prepared by CH2M Hill as well as input from the City of Milwaukee's Department of Public Works.

G

For expenditures and revenues which will occur on an annual basis over several years check the appropriate box below and then list each item and dollar amount separately.

1-3 Years 3-5 Years

1-3 Years 3-5 Years

1-3 Years 3-5 Years

H

List any costs not included in Sections D and E above.

I

Additional information.

J

This Note Was requested by committee chair.

**RIVERWALK
EASEMENT AGREEMENT**
* 233 East Erie Street

THIS GRANT OF RIVERWALK EASEMENT AGREEMENT is made as of _____, 2012 by and between 252, LLC, a Wisconsin limited liability company ("Grantor") and the City of Milwaukee, a Wisconsin municipal corporation ("Grantee").

WHEREAS, Grantor is the owner of certain property located along the Milwaukee River in the City of Milwaukee, State of Wisconsin more particularly described on **Exhibit A** attached hereto (the "Property"); and

WHEREAS, Grantee is undertaking the construction of a comprehensive, publicly accessible riverwalk system (the "Riverwalk System") and the parties acknowledge that it is desirable that the components of the Riverwalk System be generally compatible in design and appearance and generally uniform in maintenance and usage; and

WHEREAS, In order to provide for the future construction of certain riverwalk improvements (the "Improvements") on the portion of the Property outboard of the existing dock wall, which is identified as "Riverwalk Improvement" on **Exhibit B** (the "Easement Area") and the use, operation and maintenance of the Improvements as part of the Riverwalk System, Grantor has agreed to (i) convey to Grantee the easement rights specified in this Agreement and (ii) agrees to the covenants, restrictions and obligations imposed by this Agreement; and

WHEREAS, In order to provide for the future construction of the Improvements, the dock wall abutting the Property must be rehabilitated; and

WHEREAS, The Improvements are to be, constructed, owned, operated and maintained by Grantee at no cost to Grantor and title to the Improvements is to be held by Grantee; and

WHEREAS, The dock wall is to be is to be rehabilitated by Grantee, the cost to be divided between Grantee and Grantor.

NOW, THEREFORE, in consideration of the premises, the mutual promises and undertakings hereinafter set forth and for other good and valuable consideration, Grantor and Grantee agree as follows:

1. Grantor hereby grants and conveys to Grantee, and Grantee accepts, a permanent non-exclusive easement upon, across and under the Easement Area, solely to the extent reasonably necessary to carry out the activities and for the purposes described below:

a) pedestrian access, for the benefit of the public, over the walkway of the Improvements in accordance with the terms of this Agreement; provided, however, that the public, pedestrian access granted herein across the designated walkway shall exclude any vendor or other commercial activities or operations not expressly permitted by Grantor.

b) construction, maintenance, repair and/or replacement of all or any portion of the Improvements by Grantee in accordance with the terms of this Agreement; and

c) installation and removal of holiday, seasonal or thematic decorations, banners, plantings and similar items (collectively, the "Decorations") by Grantee, in accordance with the terms of this Agreement.

2. Grantor hereby grants and conveys to Grantee, and Grantee accepts, a temporary non-exclusive Construction Easement, for the period April 15, 2012, through and including August 15, 2012, upon and across the southerly forty (40) feet of Grantor's Property (immediately adjacent to the dock wall), together with an access easement to East Erie Street over the existing drive aisle located on Grantor's Property and solely to the extent reasonably necessary to facilitate the construction, maintenance, repair and/or replacement of all or any portion of the Improvements by Grantee on the Easement Area owned by Grantor in accordance with the terms of this Agreement. The temporary Construction Easement granted by this paragraph is subject to the following conditions, requirements, and restrictions:

a) No permanent structure may be placed by Grantee upon portions of the Property other than the Easement Area.

b) So much of the paved surface or the subsurface of the Property and any improvements thereon, including, by way of illustration and not by way of limitation, restriping, as may be disturbed by Grantee in its activities undertaken pursuant to this paragraph shall, at the expense of Grantee, be replaced in substantially the same condition as existed prior to such disturbance. In addition, Grantee, at Grantee's expense, shall remove any existing fencing located at the dock line of Grantor's Property and shall install a new cyclone fence at the dock line for the full width of Grantor's river frontage, which fence shall have an operable gate.

c) Grantee shall save harmless Grantor from all loss, injury, damage or liability of any kind whatsoever due to utilization of the Property and the Easement

Area hereunder by Grantee, its agents, employees, and contractors or resulting from the negligence of Grantee, its agents, employees and contractors.

d) Five days notice shall be given to Grantor prior to Grantee's entering upon the Property, except for emergency situations.

e) Grantor shall contribute \$32,000.00 towards the rehabilitation of the dock wall. Grantor's contribution shall be made as follows, \$32,000.00 to be paid upon completion of the dock wall portion of the project.

3. Grantor shall, at all times, allow the walkway of the Improvements to be available for use by members of the public, except for such times as such walkway must be closed for maintenance or repair or to avoid the acquisition of adverse or prescriptive rights. Grantor shall have the right periodically (i.e., not more often than once a year and not more than 24 hours at a time) to close off the walkway in order to prevent the acquisition of any adverse or prescriptive rights. Nothing contained in this Agreement shall grant the members of the public or the Grantee the right to the use of or access to any portion of Grantor's Property, except the Riverwalk Improvement, as contained herein. Nothing contained in this Agreement shall grant the members of the public or the Grantee any interest in or rights of any nature to the Grantor Property's riparian rights. Grantor shall have a right to (i) secure any gate to and from the Riverwalk Improvement so as to prevent such access to Grantor's Property from the Riverwalk Improvement; and (ii) construct such fences, walls or other improvements on such portion or all of Grantor's Property or Grantor's mooring facilities as Grantor, at Grantor's sole option and expense, shall elect.

4. Grantee shall have the right to formulate reasonable rules and regulations regarding the use and operation of the Improvements. Grantee may, at all times, exclude

any vendors or other commercial activities from the Easement Area. Such rules and regulations shall be uniform and consistent for all properties subject to agreements similar to this Agreement and shall be effective upon delivery of a copy of same to Grantor. Provided, however, Grantee or its assignee shall be responsible for maintaining the Riverwalk Improvement in good, safe condition and repair and reasonably clean and free of debris, and shall properly maintain all landscaping. Grantor shall not be responsible to expend any efforts for the performance of the foregoing or enforcement of such rules and regulations as they pertain to the Improvements or the supervision or use of the Easement Area by any party or entity. Except as provided in Paragraph 7 hereof, Grantee shall, and hereby does, hold harmless and indemnify Grantor with respect to any causes of action or damages arising out of any use of the Easement Area.

5. Grantor acknowledges that title to the Improvements shall be held by Grantee and that the Improvements shall be owned, operated and maintained solely by Grantee. Grantor shall have no ownership interest in the Improvements whatsoever by virtue of this Agreement. Grantee shall not make any structural alterations or modifications to the Improvements or make any changes to the color scheme of the Improvements as originally installed without the prior written consent of Grantor, which consent shall not be unreasonably withheld or delayed. Further, Grantee shall not install any Decorations or attach any fixtures to or upon the Improvements without the prior written consent of Grantor. Any request by Grantee for the approval of installation of Decorations or the attachment of fixtures must be in writing, and Grantor shall approve or disapprove such request in writing within 15 business days following receipt. Failure of Grantor to deliver a written response within such time period shall constitute approval of the request. Other than

installation and removal of Decorations as provided herein and normal maintenance, Grantee shall not make any changes to the Improvements without the prior written approval of Grantor, which consent shall not be unreasonably withheld or delayed, provided such changes shall not impede or restrict the mooring rights as provided in Paragraph 7 of this Agreement and the access rights of the Property to the Easement Area (elimination and/or increase of gate accessibility) and, provided further, however, such changes are not materially different than the Riverwalk Improvement as originally constructed herein.

6. Grantee shall have the right from time to time, and upon at least 72 hours prior written notice to Grantor, to enter upon the Improvements to install and/or remove Decorations. Such installations and removals shall not materially interfere with the lawful use of the Property by Grantor, its tenants, licensees or invitees and shall be at the sole expense of Grantee.

7. Grantor, its tenants, licensees or invitees of the Property, shall have the right, from time to time, to moor boats upon the Milwaukee River adjacent to the Improvements. The design of any structures constructed by Grantor in order to facilitate such mooring shall be subject to the approval of Grantee, which approval shall not be unreasonably withheld or delayed, and shall be designed and constructed in a fashion which will not damage the Improvements. Grantor shall bear all costs and expenses related to the design, construction, maintenance, and operation of any structures constructed by Grantor in order to facilitate the mooring of boats. Grantor shall hold harmless and indemnify Grantee with respect to any causes of action or damages arising out of such mooring activities or the construction of any structures necessary to facilitate mooring.

8. The parties to this Agreement acknowledge that, except as set forth in this Agreement, Grantor shall have no rights with respect to the use, operation and maintenance of the Improvements other than those rights afforded to members of the general public regarding the use of the Improvements and access rights necessary to moor boats upon the Milwaukee River adjacent to the Improvements and to provide for the construction, maintenance and operation of any structures constructed by Grantor in order to facilitate such mooring.

In the event that Grantor desires to establish a physical connection between the Property and the Improvements during the term of this Agreement and to secure the right to use the Improvements in conjunction with Grantor's use of the Property, then, Grantor may exercise such rights subject to the following conditions:

a) The design and construction of any structures to be constructed by Grantor in order to facilitate a physical connection between the Property and the Improvements shall be subject to the approval of Grantee, which approval shall not be unreasonably withheld or delayed, and shall be designed and constructed in a fashion which will not damage the Improvements;

b) Grantor shall hold harmless and indemnify Grantee with respect to any causes of action or damages arising out of the construction, use, operation or maintenance of such facilities which physically connect the Property and/or Grantor's mooring facilities with the Improvements ("the Connection") to the extent that the same are completed and utilized by Grantor; and

c) Grantor shall provide insurance coverage, assume responsibility for the payment of utility costs for the Connection, secure rights to install decorations

upon the Connection and otherwise utilize the Connection in a manner consistent with easements applicable to other segments of the City's Riverwalk system adjacent to the Improvements. This paragraph is intended to confer rights with respect to the Connection upon Grantor consistent with those rights held by adjoining property owners with respect to adjoining segments of the City's Riverwalk system, only upon the written assumption by Grantor of specific obligations consistent with the obligations undertaken by such adjoining property owners.

9. This Agreement shall run with the land, encumbering the Property, and shall be binding on and shall inure to the benefit of the parties hereto and their respective heirs, successors and assigns.

10. All notices to be given by one party to the other under this Agreement shall be in writing and given either by personal delivery or certified mail, postage prepaid, to the addresses set forth in this paragraph. A notice shall be deemed delivered either upon actual receipt or upon refusal by a party to accept delivery. Either party may change its address for purposes of receiving notice by delivering written notice thereof in accordance with this paragraph. A successor or assignee may, by written notice, given in accordance with this paragraph, specify the name and address of such successor or assignee.

To Grantor:

252, LLC
% Michael D. Weiss
6938 N. Santa Monica Blvd
Fox Point, WI. 53217

To Grantee:

City of Milwaukee
Department of City Development
809 North Broadway
Milwaukee, WI 53202
Attn: Commissioner

11. The Agreement may be enforced at law or in equity, with the nonbreaching party entitled to injunctive relief and/or monetary damages.

12. This Agreement may be amended only by a written instrument executed by both Grantee and Grantor, or their successors in title, and consented to in writing by the Commissioner of City Development of the City of Milwaukee, provided, however, the consent of no other party shall be required thereto.

13. This Agreement may be assigned, in whole or in part, by Grantee only to a governmental entity, including without limitation, the board for Business Improvement District No. 2 or any successor thereto, which agrees in writing to accept responsibility for the construction, maintenance and operation of the Riverwalk System or any portion thereof, without the consent of the Grantor, provided, however, Grantee shall remain liable for all obligations of Grantee hereunder. Grantee shall promptly provide a copy of any such assignment to Grantor, containing the address of the succeeding Grantee for notice hereunder.

14. This Agreement shall be governed by the internal laws of the State of Wisconsin.

[Signature Pages Follow]

IN WITNESS WHEREOF, the Grantor and Grantee have hereunto set their hands and seals as of the day and year first above written

GRANTEE:

CITY OF MILWAUKEE:

TOM BARRETT, Mayor

RONALD D. LEONHARDT, City Clerk

COUNTERSIGNED:

_____ COMPTROLLER

Signatures of Tom Barrett, Ronald D. Leonhardt, and _____,
authenticated this _____ day of _____, 2012.

Jeremy R. McKenzie, Assistant City Attorney
State Bar No. 1051310

252, LLC

a Wisconsin limited liability company

Michael D. Weiss, Manager

STATE OF _____)
) ss.
COUNTY OF _____)

Personally came before me this ____ Day of _____ 2012, _____, to me known to be that person with the above-referenced title, who, with requisite approval and authority, executed this document on behalf of Developer for the purposes therein contained.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

SEAL

Notary Public,

County
My commission _____

Approved as to content form and execution

This ____ day of _____ 2012

Assistant City Attorney
Drafted By: Jeremy R. McKenzie, Assistant City Attorney
1050-2010-2424:177592

EXHIBIT A

Legal Description of the Property

Lot 5, in Block 34, in Plat of the Town of Milwaukee on the East Side of the River, in the Southeast $\frac{1}{4}$ of Section 29, Town 7 North, Range 22 East, in the City of Milwaukee, County of Milwaukee, State of Wisconsin.

ALSO Lot 3, in Subdivision into Town Lots of Lot 10, in the Northeast $\frac{1}{4}$ of Section 32, Town 7 North, Range 22 East, in the City of Milwaukee, County of Milwaukee, State of Wisconsin.

Together with lands lying between all of the above described lands and

the Dock Line of the Milwaukee River.

Address: 233 East Erie Street, Milwaukee, Wisconsin
2012 Tax Key No. 392-0962-X

Exhibit B

Riverwalk Improvement and Easement Area

An approximately __-foot wide Riverwalk running the entire length of the Property along the Milwaukee River as shown on Plans prepared by CH2MHILL for the City of Milwaukee, Department of Public Works , attached to this Exhibit B, as Sheets B-1, B-2 and B-3 (“Riverwalk Improvement”). Improvements to the Riverwalk include the walking surface, landscaping, lighting, decorative railing, benches, trash receptacles, sculptures and/or sculpture foundations located from time to time thereon. All Riverwalk improvements have been approved by the City of Milwaukee Planning Commission on _____.



Legislation Details (With Text)

File #: 111294 **Version:** 0

Type: Resolution **Status:** In Committee

File created: 1/18/2012 **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

On agenda: **Final action:**

Effective date:

Title: Resolution authorizing the sale of City of Milwaukee vacant lots to Milwaukee Habitat for Humanity, Inc. to create building sites for its 2012 housing program, in the 6th, 7th and 15th Aldermanic Districts.

Sponsors: ALD. COGGS, ALD. WADE, ALD. HINES JR.

Indexes: CITY PROPERTY, HOUSING, PROPERTY SALES

Attachments: Fiscal Impact Statement, Land Disposition Report, Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
1/18/2012	0	COMMON COUNCIL	ASSIGNED TO		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		

Number
111294
Version
ORIGINAL
Reference

Sponsor
ALD. COGGS, WADE AND HINES

Title
Resolution authorizing the sale of City of Milwaukee vacant lots to Milwaukee Habitat for Humanity, Inc. to create building sites for its 2012 housing program, in the 6th, 7th and 15th Aldermanic Districts.

Analysis
This resolution authorizes the sale of multiple Neighborhood Properties by the City of Milwaukee pursuant to Section 304-49-7, Milwaukee Code of Ordinances, according to the conditions in a Land Disposition Report.

Body
Whereas, Milwaukee Habitat for Humanity, Inc. ("Habitat"), a community-based organization, has been providing affordable housing to first-time homebuyers that qualify as low to moderate-income households in Milwaukee since 1984; and

Whereas, Habitat desires to build 40 single-family homes for its 2012 housing program and has proposed to purchase 36 vacant lots owned by the City of Milwaukee ("City") in the Washington Park, North Division and Park West neighborhoods as summarized in a Land Disposition Report, a copy of which is attached to this Common Council File; and

Whereas, Section 304-49-7 of the Milwaukee Code of Ordinances allows the City to accept unsolicited offers to purchase City-owned property when the City receives fair compensation, whether monetary or non-monetary; and

Whereas, The sale of these lots will allow Habitat to continue to provide affordable

homeownership opportunities to low and moderate-income families and will provide the City with fair compensation through additional tax base and housing opportunities; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the sale of City-owned vacant lots to Milwaukee Habitat for Humanity, Inc., as outlined in the Land Disposition Report, is approved; and, be it

Further Resolved, That the Commissioner of the Department of City Development ("DCD"), or designee, is authorized to close the transaction according to the terms of the Land Disposition Report and DCD approval of final construction plans; and, be it

Further Resolved, That if any lots are encumbered by City deed restrictions that prohibit construction, require use as green space or prohibit from division and/or combination, the Commissioner of DCD, or designee, is authorized to execute Release of Deed Restrictions to provide clear title; and, be it

Further Resolved, That in the event any of the lots identified in the Land Disposition Report are not suitable for development or if the City acquires additional lots in Habitat's target areas that are more suitable for construction, lots may be added or substituted without further action of the Common Council upon approval of the Commissioner of DCD and the local Common Council member; and, be it

Further Resolved, That the sale proceeds, less sale expenses, shall be credited to the Reserve For Tax Deficit Fund.

Drafter

DCD:Real Estate

YSL:ysl

01/18/12/A



City of Milwaukee Fiscal Impact Statement

A **Date** 1/18/2012 **File Number** _____ **Original** **Substitute**

Subject Resolution authorizing the sale of City of Milwaukee vacant lots to Milwaukee Habitat for Humanity, Inc. to create building sites for its 2012 housing program, in the 6th, 7th and 15th Aldermanic Districts.

B **Submitted By (Name/Title/Dept./Ext.)** Rocky Marcoux, Commissioner, Department of City Development, x5800

C **This File**

- Increases or decreases previously authorized expenditures.
- Suspends expenditure authority.
- Increases or decreases city services.
- Authorizes a department to administer a program affecting the city's fiscal liability.
- Increases or decreases revenue.
- Requests an amendment to the salary or positions ordinance.
- Authorizes borrowing and related debt service.
- Authorizes contingent borrowing (authority only).
- Authorizes the expenditure of funds not authorized in adopted City Budget.

D **Charge To**

- Department Account
- Capital Projects Fund
- Debt Service
- Other (Specify) _____
- Contingent Fund
- Special Purpose Accounts
- Grant & Aid Accounts

	Purpose	Specify Type/Use	Expenditure	Revenue
E	Salaries/Wages		\$0.00	\$0.00
			\$0.00	\$0.00
	Supplies/Materials		\$0.00	\$0.00
			\$0.00	\$0.00
	Equipment		\$0.00	\$0.00
			\$0.00	\$0.00
	Services		\$0.00	\$0.00
			\$0.00	\$0.00
	Other	Offer to Purchase	\$0.00	36.00
			\$0.00	
	TOTALS		\$ 0.00	\$ 36.00

F

Assumptions used in arriving at fiscal estimate. Offer to purchase. _____

G

For expenditures and revenues which will occur on an annual basis over several years check the appropriate box below and then list each item and dollar amount separately.

- 1-3 Years 3-5 Years _____
- 1-3 Years 3-5 Years _____
- 1-3 Years 3-5 Years _____

H

List any costs not included in Sections D and E above. _____

I

Additional information. Sale proceeds shall be credited to the Reserve For Tax Deficit Fund _____

J

This Note Was requested by committee chair.

**LAND DISPOSITION REPORT
COMMON COUNCIL OF THE CITY OF MILWAUKEE**

RESPONSIBLE STAFF

Yves LaPierre, Real Estate Section (286-5762)

BUYER

Milwaukee Habitat for Humanity, Inc. is a local organization that is part of a nationwide effort to build new homes for first-time, low- to moderate-income buyers. Volunteer labor, including required sweat equity by future buyers, and homebuyer counseling are key to Habitat's success. Its Executive Director is Brian Sonderman. Since 1984, Habitat has built over 450 homes for Milwaukee families.

PROPOSED USE

Construction of 40 single-family, owner-occupied homes beginning in Spring 2012. Four different models will be constructed. Each home will be approximately 1,100-1,400 SF and have 3-4 bedrooms and 2 baths. Once completed, the homes will be sold to owner-occupants for approximately \$85,000 to \$90,000. Each owner is required to contribute "sweat equity" to the new home.

OFFER TERMS AND CONDITIONS

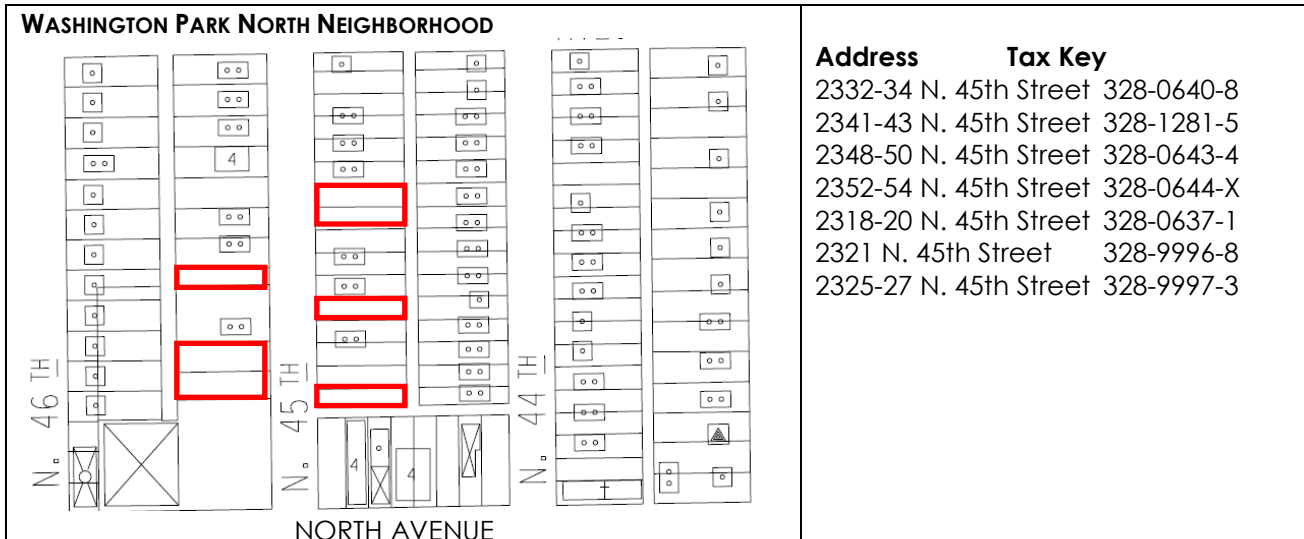
The properties will be sold "as is" for \$1 per lot. Closing will occur within six months of Common Council approval, but in advance of construction to allow Habitat to obtain needed certified survey maps to create building sites. Closing is subject to DCD approval of final house designs and site plans. Given Habitat's history of satisfactory performance, an Agreement for Sale and Performance Deposit will not be required.



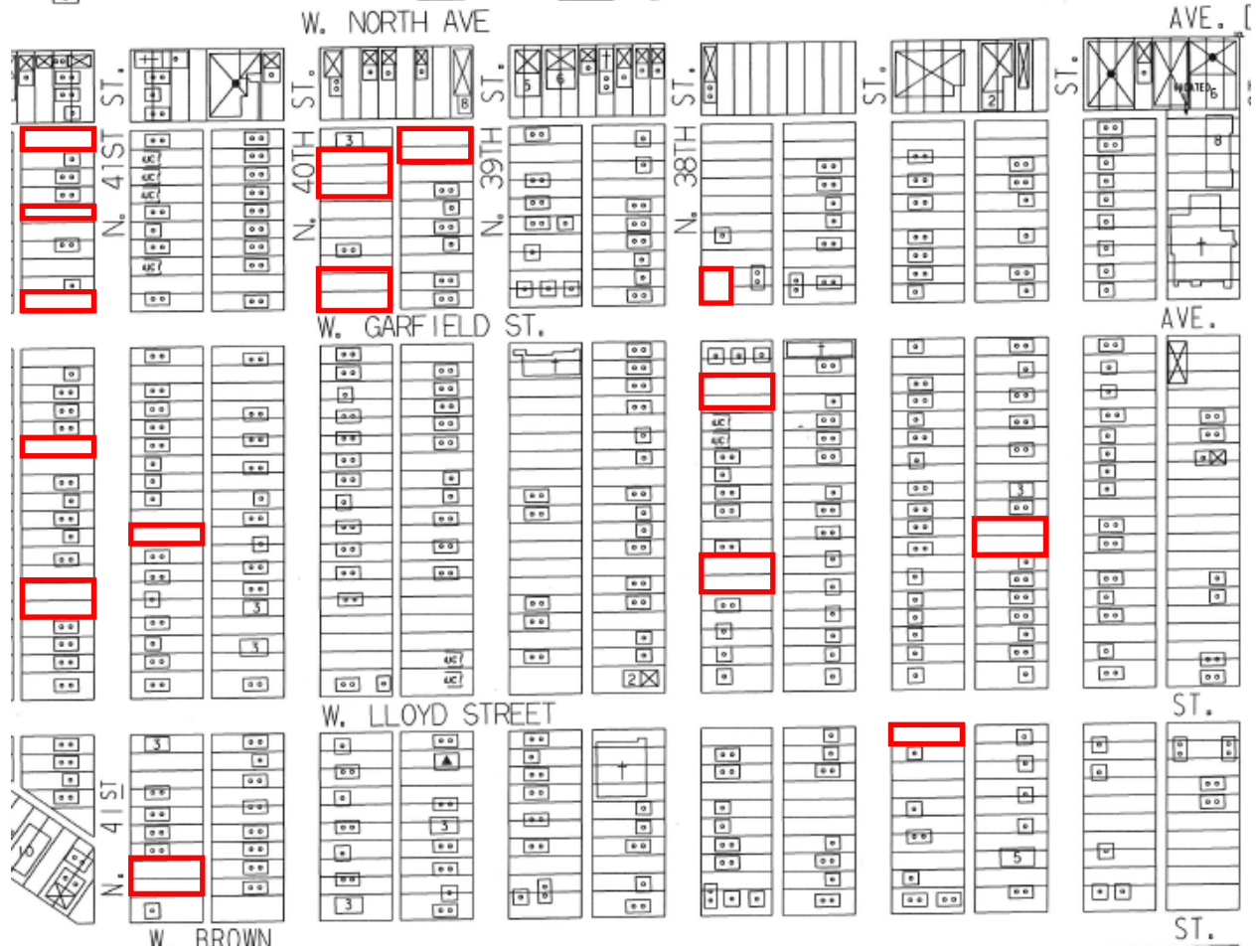
Sample House Design

PROPERTIES

36 vacant lots that will create 40 building sites in three neighborhoods: Washington Park North and South Neighborhoods, Park West and North Division. If any lots are determined to be infeasible for construction, as Habitat prepares building plans or certified survey maps or additional lots become City-owned, the Commissioner of DCD may substitute a similar lot in the target areas upon approval from the local alderperson.



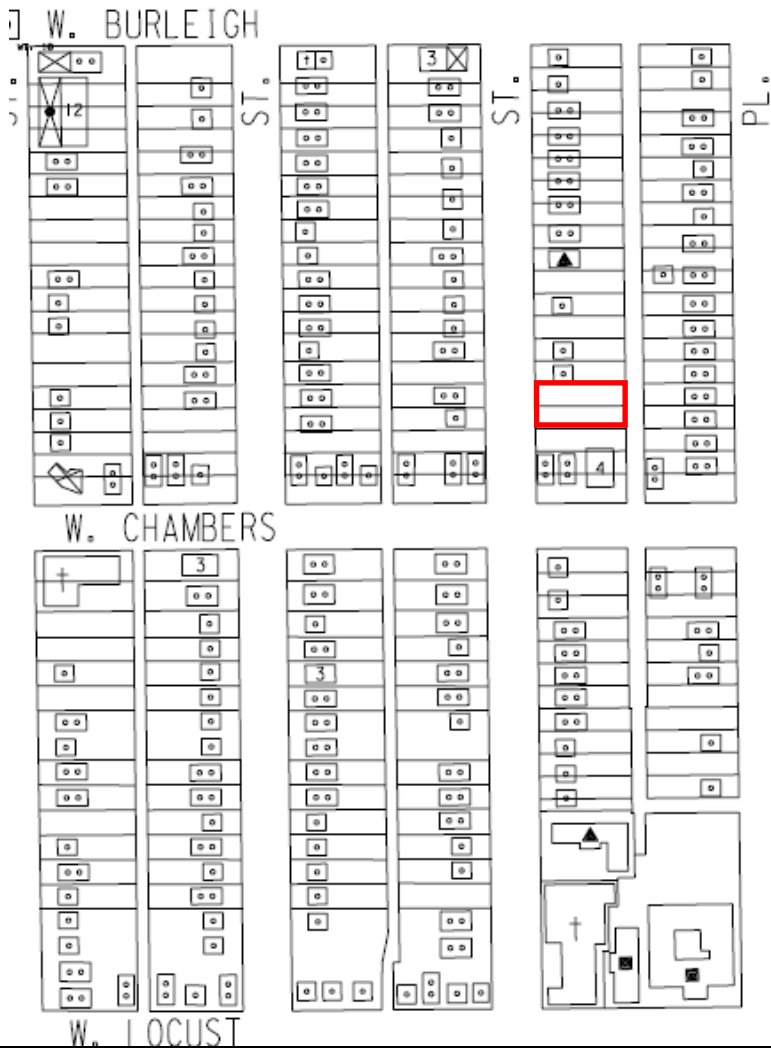
WASHINGTON PARK SOUTH NEIGHBORHOOD



Address	Tax Key
2133 N. 36th Street	348-1072-1
2137 N. 36th Street	348-1071-6
2038-40 N. 37th Street	348-0236-4
2134-36 N. 38th Street	348-1051-7
2162-64 N. 38th Street	348-1 058-5
2168 N. 38th Street	348-1059-0
2235 N. 39th Street	348-0424-6
2237-39 N. 39th Street	348-0425-1
2200-02 N. 40th Street	348-0415-7
2206 N. 40th Street	348-0414-1
2222 N. 40th Street	348-0411-5

Address	Tax Key
2228-30 N. 40th Street	348-041 0-X
2006-08 N. 41st Street	348-0730-X
2010-12 N. 41st Street	348-0731-5
2123-25 N. 41st Street	348-0538-6
2134-36 N. 41st Street	348-0582-6
2157 N. 41st Street	348-0531-8
2201-03 N. 41st Street	348-0473-3
2223 N. 41st Street	348-0477-5
2239 N. 41st Street	348-0481-7
3726-28 W. Garfield Ave	348-0958-X

PARK WEST NEIGHBORHOOD



Address

3014 N. 25th Street
3018 N. 25th Street

Tax Key

310-0563-5
310-0564-0

NORTH DIVISION NEIGHBORHOOD



Address

2824 N. 17th Street
2830 N. 17th Street
2965 N. 17th Street
2969 N. 17th Street
2960-62 N. 18th Street
2968 N. 18th Street

Tax Key

311-2034-100-9
311-2033-7
311-1362-8
311-1363-3
311-1337-100-8
311-1335-100-7



Legislation Details (With Text)

File #: 111298 **Version:** 0

Type: Resolution **Status:** In Committee

File created: 1/18/2012 **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

On agenda: **Final action:**

Effective date:

Title: Resolution accepting an unsolicited proposal from Nafiz Efe to purchase the City-owned vacant lots at 1922 through 1938 West Fond du Lac Avenue for assemblage with his adjoining property for development of a mixed-use building, in the 15th Aldermanic District.

Sponsors: ALD. HINES JR.

Indexes: CITY PROPERTY, PROPERTY SALES

Attachments: Land Disposition Report, Fiscal Impact Statement, Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
1/18/2012	0	COMMON COUNCIL	ASSIGNED TO		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/26/2012	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		

Number
111298
Version
ORIGINAL
Reference

Sponsor
ALD. HINES

Title
Resolution accepting an unsolicited proposal from Nafiz Efe to purchase the City-owned vacant lots at 1922 through 1938 West Fond du Lac Avenue for assemblage with his adjoining property for development of a mixed-use building, in the 15th Aldermanic District.

Analysis
This resolution authorizes the sale of City-owned Development Property according to the conditions in a Land Disposition Report pursuant to Section 304-49-5 and 304-49-7, Milwaukee Code of Ordinances.

Body
Whereas, Nafiz Efe has submitted an unsolicited proposal to purchase the City-owned vacant lots at 1922, 1924-26 and 1932-38 West Fond du Lac Avenue by his limited liability company, MZY of EFE, LLC, for assemblage with his adjoining property at 1928-30 West Fond du Lac Avenue; and

Whereas, Mr. Efe proposes to construct a mixed-use building on the assembled property as summarized in a Land Disposition Report, a copy of which is attached to this Common Council File; and

Whereas, Section 304-49-5 of the Milwaukee Code of Ordinances allows the City to sell Development Property, with Common Council approval, and Section 304-49-7 allows the City, with Common Council approval, to sell City lands to designated persons for adequate fair

market consideration, which includes monetary and non-monetary consideration; and

Whereas, The Department of City Development ("DCD") has reviewed the development proposal and has determined that the proposal represents fair compensation to the City in terms of the purchase price, assemblage with private property and investment in the neighborhood; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the proposal submitted by Nafiz Efe through his company, MZY of EFE, LLC, to purchase the properties at 1922, 1924-26 and 1932-38 West Fond du Lac Avenue is accepted; and, be it

Further Resolved, That the Commissioner of DCD, or designee, is authorized to close the transaction according to the terms of the Land Disposition Report and upon DCD approval of final construction plans and submission of firm financing; and, be it

Further Resolved, That the Commissioner of DCD, or designee, is authorized to execute a sale agreement, deed and all needed closing documents including any needed easements and/or releases of deed restrictions; and, be it

Further Resolved, That the sale proceeds, less sale expenses and a 30 percent disposition cost reimbursement to the Redevelopment Authority of the City of Milwaukee, shall be credited to the Reserve For Tax Deficit Fund.

Drafter
DCD/Real Estate
MFH:mfh
01/18/12/A

LAND DISPOSITION REPORT

COMMON COUNCIL OF THE CITY OF MILWAUKEE

DATE

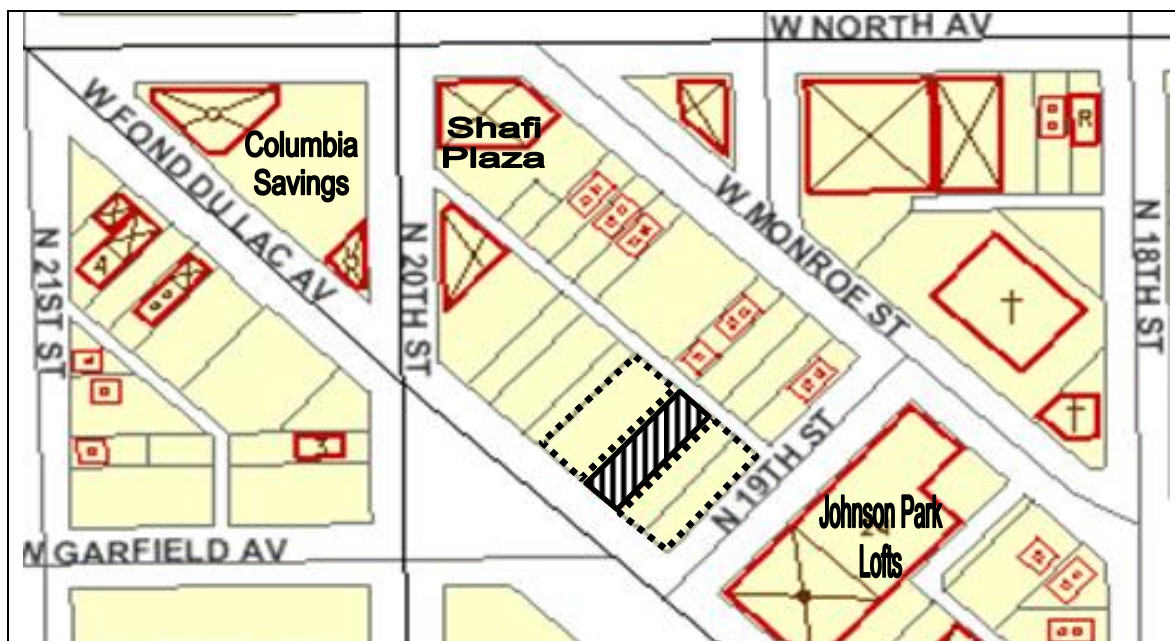
January 10, 2012

RESPONSIBLE STAFF

Matthew Haessly, Real Estate Specialist, DCD

PARCEL ADDRESS & DESCRIPTION

1922, 1924-26 and 1932-38 West Fond du Lac Avenue: Three vacant lots with a combined area of 14,500 SF. The properties were acquired between 1990 and 2002 through tax foreclosure. The lots will be assembled with the adjoining property to create an 18,000 SF development site. The private property is improved with a vacant mixed-use building that will be demolished by the developer.



 City Lots

 Buyer's Adjacent Property

BUYER

Nafiz Efe, owner, EFE Building and Remodeling, LLC, a City certified EBE business that provides general contracting services for new and existing residential, institutional and commercial developments. Mr. Efe owns the adjacent vacant building at 1928-30 West Fond du Lac Avenue. Mr. Efe also owns several Milwaukee residences (4353 South 5th Street, 2144 South Winchester Street, 2164 North 37th Street, 1311 West Cherry Street) that are investment properties. Mr. Efe has created a limited liability company, MZY of EFE, LLC, that will take title to the property and develop the building.

PROJECT DESCRIPTION

Development of a mixed-use building with approximately 6,600 SF of retail space on the first floor, 16 apartments on the upper floors and a 29-space surface parking lot in the rear of the building. The apartments will be two or three-bedroom units marketed to individuals or families with lower to moderate income levels. The units will be furnished with a washer & dryer, refrigerator, stove, dishwasher and air conditioning. The Buyer will be responsible for razing the privately owned building at 1928-30 West Fond du Lac Avenue at the Buyer's sole expense.

The estimated budget for these improvements exceeds \$3 million. The Buyer is exploring financing through a variety of sources, such as private loans and grants. Mr. Efe's EBE participation is estimated to be 60% of the total project cost.



OPTION TERMS AND CONDITIONS

The purchase price will be \$15,000. \$750.00 earnest money must be submitted after Common Council approval and will be credited toward the purchase price if the Buyer closes within the base offer term. The base offer term is six months commencing on the date of Common Council approval to allow the Buyer to obtain final construction plans and firm financing. The offer may be extended by the Commissioner of the Department of City Development for up to two three-month periods upon submission of a satisfactory progress report on Buyer's efforts to obtain the final construction plans, firm financing and payment of a \$500.00 extension fee.

City closing contingencies include DCD approval of final construction plans, evidence of firm financing and execution of a Purchase and Sale Agreement. The Purchase and Sale Agreement will contain reversion of title provisions for non-performance and will require submission of a \$1,500 performance deposit to be held until satisfactory completion of the project. The final building plans must be consistent with preliminary plans the Buyer submitted for sale approval. The Buyer also cannot be in violation of City Buyer Policies.

Sale proceeds, less sale expenses and a 30% disposition cost reimbursement to the Redevelopment Authority of the City of Milwaukee, shall be returned to the Reserve For Tax Deficit Fund. The properties will be conveyed on an "as is, where is" basis.

The Buyer will be required to obtain a Certified Survey Map as a condition of closing. Further, the deed will prohibit the Buyer or successors from applying to the City for tax-exempt property status.



City of Milwaukee Fiscal Impact Statement

A **Date** 1/20/2012 **File Number** 111298 **Original** **Substitute**

Subject Resolution accepting an unsolicited proposal from Nafiz Efe to purchase the City-owned vacant lots at 1922 through 1938 West Fond du Lac Avenue for assemblage with his adjoining property for development of a mixed-use building, in the 15th Aldermanic District.

B **Submitted By (Name/Title/Dept./Ext.)** Rocky Marcoux, Commissioner, DCD, x5800

C **This File**

- Increases or decreases previously authorized expenditures.
- Suspends expenditure authority.
- Increases or decreases city services.
- Authorizes a department to administer a program affecting the city's fiscal liability.
- Increases or decreases revenue.
- Requests an amendment to the salary or positions ordinance.
- Authorizes borrowing and related debt service.
- Authorizes contingent borrowing (authority only).
- Authorizes the expenditure of funds not authorized in adopted City Budget.

D **Charge To**

- Department Account
- Capital Projects Fund
- Debt Service
- Other (Specify) _____
- Contingent Fund
- Special Purpose Accounts
- Grant & Aid Accounts

	Purpose	Specify Type/Use	Expenditure	Revenue
E	Salaries/Wages		\$0.00	\$0.00
			\$0.00	\$0.00
	Supplies/Materials		\$0.00	\$0.00
			\$0.00	\$0.00
	Equipment		\$0.00	\$0.00
			\$0.00	\$0.00
	Services		\$0.00	\$0.00
			\$0.00	\$0.00
	Other	Offer to Purchase	\$0.00	\$15,000.00
			\$0.00	\$0.00
		TOTALS		\$ 0.00

F Assumptions used in arriving at fiscal estimate. _____

G For expenditures and revenues which will occur on an annual basis over several years check the appropriate box below and then list each item and dollar amount separately.

<input type="checkbox"/> 1-3 Years	<input type="checkbox"/> 3-5 Years	_____
<input type="checkbox"/> 1-3 Years	<input type="checkbox"/> 3-5 Years	_____
<input type="checkbox"/> 1-3 Years	<input type="checkbox"/> 3-5 Years	_____

H List any costs not included in Sections D and E above. _____

I Additional information. _____
The sale proceeds, less sale expenses and a 30 percent disposition cost reimbursement to the Redevelopment Authority of the City of Milwaukee, shall be credited to the Reserve For Tax Deficit Fund.

J This Note Was requested by committee chair.

