



Legislation Text

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180931

ORIGINAL

141313, 160954, 171143

ALD. PEREZ

Resolution approving the Equitable Growth Through Transit Oriented Development Plan and amending the Near South Side Area Comprehensive Plan, the Harbor District Water and Land Use Plan, the Downtown Area Comprehensive Plan and the Northeast Side Area Comprehensive Plan to include the Transit Oriented Development Plan as part of Milwaukee's Overall Comprehensive Plan, in the 4th, 6th and 12th Aldermanic Districts.

This resolution approves the Equitable Growth Through Transit Oriented Development Plan, amends the Near South Side Area Comprehensive Plan, the Harbor District Water and Land Use Plan, the Downtown Area Comprehensive Plan and the Northeast Side Area Comprehensive Plan to include the Transit Oriented Development Plan as part of the City's Overall Comprehensive Plan and directs City departments and agencies to work toward implementation of the Comprehensive Plan, as amended.

Whereas, Common Council File No. 141313, adopted on February 10, 2015, authorized construction and operation of the Milwaukee Streetcar System and noted that the Phase I Starter System and Lakefront Line are part of a broader long-term vision for a comprehensive, City-wide, multimodal transit system, including expanded streetcar service in the center city area; and

Whereas, Common Council File No. 141313 contained a map of potential future route extensions that included the Historic King Drive/Bronzeville area and the Walker's Point/Harbor District area; and

Whereas, Common Council File No. 160954 authorized acceptance and expenditure of a Federal Transit Administration Pilot Program for Transit Oriented Development Planning Grant that provided funding for the Department of City Development ("DCD") to partner with the Historic King Drive Business Improvement District ("King Drive BID") and the Harbor District Inc. ("HDI") to carry out a comprehensive planning effort to examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs and enable mixed-use development near transit stations; and

Whereas, Engaging in Transit Oriented Development Planning in the areas of the proposed streetcar extensions allowed the City of Milwaukee ("City") and its community partners to determine how to best leverage Transit Oriented Development to advance existing economic development efforts to revitalize these corridors that are directly to the north and south of Downtown; and

Whereas, DCD, the King Drive BID and HDI partnered with the Southside Organizing Center, WestCare Wisconsin, the Walker's Point Association, the Historic Brewers Hill Association, the Halyard Park Association and a robust consultant team to mobilize the businesses and other stakeholders along the corridors to ensure that there was substantial resident and private sector participation in the planning process to achieve community goals; and

Whereas, The Transit Oriented Development Planning Grant allowed the City to carry out a number of planning activities including: an assessment of the City's zoning code to

ensure it supports higher-density, mixed-use Transit Oriented Development in the corridors; a housing market analysis; meaningful public engagement; development plans and policies for key sites along the corridors; a connectivity plan for infrastructure improvements needed to increase ridership, connect the streetcar stations to the surrounding neighborhoods and break down barriers to equitable access; and recommendations on locally viable innovative financing strategies that may be used to support Transit Oriented Development; and

Whereas, Individual neighborhood plans for the King Drive/Bronzeville and Walker's Point/Harbor District corridors have been prepared, which collectively are titled the Equitable Growth Through Transit Oriented Development Plan ("TOD Plan"), a copy of which is attached to this Common Council File; and

Whereas, The TOD Plan was closely coordinated with the creation of the Anti-Displacement Plan for Neighborhoods Surrounding Downtown Milwaukee, created by DCD as directed by Common Council File No. 171143 to provide recommendations for reducing the potential for displacement of current residents due to rising housing costs; and

Whereas, The creation of the TOD Plan involved extensive public outreach and input from area stakeholders consistent with the City's Procedures for Comprehensive Planning, including a properly noticed public hearing; now, therefore, be it

Resolved, That the Common Council of the City of Milwaukee, approves the Equitable Growth Through Transit Oriented Development Plan, as recommended by the City Plan Commission, and amends the Near South Side Area Comprehensive Plan, the Harbor District Water and Land Use Plan, the Downtown Area Comprehensive Plan and the Northeast Side Area Comprehensive Plan, with the inclusion of the TOD Plan as an element of the City's Overall Comprehensive Plan; and, be it

Further Resolved, That the amended Area Comprehensive Plans, as approved, shall include, as an appendix, a text reference to consult the TOD Plan as a supplement to provide further guidance and serve as the basis for decision-making by the Common Council in its consideration of matters related to and located within the future transit corridors; and, be it

Further Resolved, That DCD, the Department of Neighborhood Services, the Department of Public Works and other appropriate City departments and agencies are directed to work toward implementation of the TOD Plan; and, be it

Further Resolved, That the Commissioner of DCD is authorized to send copies of the TOD Plan to the parties identified as having responsibility for implementation of said TOD Plan for their reference and use.

DCD:Monica.Wauck-Smith:mws

09/25/18/A