

ALDERMAN
ROBERT J.
BAUMAN



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WINTER 15

‘Fix it First’ on Local Roads and Bridges

Alderman Bauman has been a leading voice in the ongoing debate over transportation priorities and funding. He has led Common Council efforts to push a “Fix it First” policy at the state and federal level that would focus transportation resources on rebuilding and maintaining existing roadways and bridges rather than focus on expensive highway expansion plans (see p.5 story on I-94 plans).

For many years the Wisconsin DOT and the Federal Highway Administration have been obsessed with large and expensive highway expansion projects throughout the state and country. The cost of these projects coupled with reduced revenue from gasoline taxes due to

reductions in driving and improvements in gas mileage have created huge deficits in the federal and state transportation funds. At the federal level, Congress has had to subsidize the federal transportation fund with transfers from the general fund of more than \$50 billion in the last several years. On the state level, WisDOT has had to resort to massive borrowing and transfers from the general fund (income and sales taxes) to fill deficits in the State Transportation Fund.

“At the state level today, so called transportation ‘user fees’ (gas taxes, vehicle registration fees, etc.) do not generate sufficient

revenue to pay for proposed projects thereby requiring subsidies from general taxes. This situation is not sustainable. Either spending must be cut or gas taxes and vehicle registration fees must go up. Something has to give,” according to Alderman Bauman.

“We don’t need to raise taxes. We need to adjust our highway spending priorities,” he said.

In addition, Alderman Bauman has led efforts to persuade state officials to allocate more state transportation funds for the repair and maintenance of local roads. In fall 2014, Alderman Bauman sponsored a resolution urging the state legislature to allocate a greater share of the Transportation Fund to local transportation projects. ■

“We don’t need to raise taxes. We need to adjust our highway spending priorities.”

2014 Cream of the Cream City Historic Preservation Awards



More than 100 people gathered in May at the recently-restored Best Place at the Pabst for the 2014 Cream of the Cream City Awards. The awards recognize people and organizations that have made outstanding contributions in the field of historic preservation, heritage education and advocacy.



Alderman Bauman presents H. Russell Zimmerman with the 2014 Cream of the Cream City Award for Person of the Year in preservation education and design.



Melissa Goins of Maures Group LLC was recognized for work done to restore the 1906 Dr. Eugene W. Beebe Duplex, 2601–2603 W. Wells St.



The Brewery: Development Activity Continues ➤

The redevelopment of the historic former Pabst Brewing Co. complex continues to gain momentum, with several new developments and renovations getting underway in the last year, adding valuable tax base to the City of Milwaukee.

Alderman Bauman secured the creation of TID (Tax Incremental District) #67 (Pabst Brewery/The Brewery Project) to help finance the development and improvements at the Brewery. The TID was approved for \$31.5 million, and to date has helped finance improvements totaling \$20.3 million. Those funds are being repaid through property taxes from renovated and new buildings at the Brewery.

“The total transformation of one of Milwaukee’s more iconic but long-idled industrial landscapes is continuing at a healthy pace, and most importantly, several of the original, historic Pabst buildings have been restored and made usable again,” Alderman Bauman said.

The recent signature developments at The Brewery include:

- 1. International House (Blue Ribbon Management)**
Blue Ribbon Management has been removing lead paint and doing other cleanup work at the sprawling and historic 237,000 square foot bottling house at the

Brewery, bordered by N. 9th and N. 10th streets and W. Juneau and W. Highland. The redeveloped three-story building—the International House—will feature 150 living units with 438 beds, and will include a food court, fitness center and coffee shop open to the public.

That development is being financed in part with historic preservation tax credits.

The International House could house approximately 400 international students attending the University of Wisconsin-Milwaukee, Marquette University and other area colleges. Blue Ribbon is mainly using private funds raised through the EB-5 program, which grants U.S. residency visas to foreign citizens who invest in job-creating projects. Blue Ribbon used EB-5 cash to finance the Pabst Professional Center.

2. Frederick Lofts Apartment Development

Gorman & Co. is constructing the \$16 million, 100-unit Frederick Lofts apartments at 840 W. Juneau Ave., and the four-story building should be completed by August. In October, Gorman opened its rental office for Frederick Lofts, named for Pabst Brewing Co. founder Frederick Pabst.



3. Pabst Professional Center

The Pabst Professional Center, a five-story office building at 1036 W. Juneau Ave., was completed this past fall. The \$13 million building includes a two-level indoor parking deck and is expected to house firms with 114 full-time employees once fully leased.

Logicalis, a London-based information technology firm, very recently moved its Brookfield office into 3,600 square feet at the center.

4. Banquet Facility

Best Place’s new banquet room, called The Great Hall, opened in August 2014. The project was financed with private capital, and state and federal historic preservation tax credits.

Best Place now has three indoor venues: Little Tavern on the Hill, which can accommodate about 50 people; Blue Ribbon Hall, with capacity for up to 200 people, and The Great Hall, which can seat 250 to 300 people.

5. Malt House and Malt Elevator

Buildings 24 and 25 (formerly the Malt Elevator and Malt House), located at the southwest corner of N. 10th St. and W. Juneau Ave., are proposed to be repurposed into 118 apartment units with associated support services and amenities. The project is noteworthy because it will make these classic, historic Pabst buildings usable again—despite the almost universal opinion several years ago that these buildings could not be preserved because of their condition. The developer, New York-based Whitestone Development, proposes to demolish the interior floors and build new floors that line up with the buildings’ exterior window arrangement. ■

International House (Blue Ribbon Management)



New Third Ward Hotel in Progress

Milwaukee’s Historic Third Ward will see the construction of The Kimpton Hotel in 2015. The hotel will be built on the northeast corner of E. Chicago St. and N. Broadway, and is expected to open in the summer of 2016.

The 158-room, eight-story luxury hotel, approved by the Third Ward Architectural Review Board, will include a restaurant on the ground floor, a rooftop bar, an underground parking garage and many other services. ■



More Cabs, New Options and Better Service ➤

A year of sweeping changes to taxi regulations benefits passengers



Legislation sponsored by Alderman Bauman has substantially deregulated the taxi cab business in Milwaukee and resulted in scores of new taxis entering service, including vehicles from smartphone-based “rideshare” services like Uber and Lyft.

The reforms require modern amenities, like credit card payment options and a minimum amount of legroom, while accommodating drivers’ needs for realistic inspection and background check standards. Alderman Bauman said the changes are all intended to “improve the taxi experience for passengers and allow innovation to thrive.”

In a matter of months, the city has licensed more than 350 new cab drivers to operate—including many “rideshare” drivers—more than doubling the number of cabs in service under prior regulations.

For more than 20 years, an ordinance had capped the number of taxi permits issued in the city at 320, drawing legal challenges along the way from would-be cab drivers who said it was keeping them from getting into the business. A handful of permit owners had a virtual monopoly, Alderman Bauman said, and were more interested in leasing their cabs to drivers than in actually transporting passengers.

Late in 2013, the Common Council passed legislation that allowed the city to issue up to 100 new taxi permits. The License Division received 1,706 applications for those permits, outpacing by far even the most wildly liberal estimates.

“Opponents of issuing new taxi permits argued that there wasn’t sufficient demand for service,” Alderman Bauman said. “But it appears as though there are plenty of potential taxi drivers and operators who disagree.”

Around that same time, so-called “rideshare” services Uber and Lyft began to operate in the Milwaukee area. The drivers operated in a manner similar to taxis, collecting fares and shuttling passengers around the city, but were not licensed to do so or inspected by the city.

“It was apparent that even broader changes were needed,” Alderman Bauman said. In spring of 2014, he proposed legislation that completely did away with the cab permit cap while leveling the playing field for all fare-based forms of transportation.

“A hallmark of a modern city is being able to offer residents and visitors a number of different, convenient transportation options,” Alderman Bauman said. “We want to encourage more taxi usage in Milwaukee and ensure

that it’s safe and reliable, whether consumers chose traditional taxis or the new rideshare options.”

Alderman Bauman shepherded the legislation through the committee process, working with officials from Uber and Lyft to accommodate their needs, and the full Common Council gave its approval in July. Elated cab drivers filled Red Arrow Park across the street to celebrate, many of them wearing “Owner” buttons that commemorated their new ability to make an independent living for themselves.

The resulting law requires all traditional taxi, Uber and Lyft drivers to apply for a taxi permit, pass a background check and bring in their vehicle for regular inspections. Applicants who swear an affidavit that their record is clean can receive a provisional permit on the day they apply—a compromise designed to address the concerns of “rideshare” service providers.

“In the course of a year, Milwaukee has gone from a city mired in outdated regulations and anticompetitive permit caps to a place with modern amenities and a level playing field for drivers,” Alderman Bauman said. “But most importantly, we have improved the quantity and quality of taxi service in Milwaukee and created a better experience for passengers.” ■

Billion Dollar Transportation Project Proposed for City >

But all attention seems to be focused on \$124 million streetcar project

The Wisconsin Department of Transportation is in the process of an environmental assessment of the proposed reconstruction of I-94 from 16th St. to 70th St.—a distance of approximately three miles. The project has become controversial because WisDOT is also proposing to widen the highway from six lanes to eight and in some places 10 and 12 lanes. The estimated cost to reconstruct the road with its existing six lanes (plus spot improvements to address safety issues) is approximately \$350 million. The cost of the two preferred WisDOT options that include reconstruction and expansion is \$825 million and **\$1.15 billion or about \$275 million to \$383 million per mile**. Needless to say, that is real money, actual taxpayer money.

Not only are WisDOT's two plans extremely expensive, but they will have a negative impact on nearby neighborhoods, the Milwaukee tax base and jobs.

Because of tight right-of-way clearances in the cemetery area west of Miller Park, WisDOT wants to build a double deck highway to accommodate the extra lanes. The cost of building this double deck segment (about 2,000 feet long) is between \$295 million and \$345 million. Many residents in the Story Hill Neighborhood are vehemently opposed to double decking and property values have already been impacted by the mere threat of a double deck freeway.

On the so called east leg (the segment from 16th St. to Miller Park) WisDOT's preferred plan has also generated intense controversy because they propose to move the entire highway right-of-way approximately 500 feet to the south. To accommodate this, several businesses will be demolished resulting in the **loss of 263 jobs and \$4.8 million of tax base** in the Menomonee Valley. Removing tax base directly increases property taxes for every property owner in Milwaukee.

Unfortunately, WisDOT is not considering any improvements to public transit in this busy transportation corridor despite the fact that this highway corridor bisects an area of dense urban development with significant levels of unemployment, poverty and households who do not have access to automobiles.

Moreover, this highway expansion plan is occurring at a time when many studies throughout the country and in Wisconsin indicate that automobile use as measured by Vehicle Miles Traveled (VMT) and VMT per capita peaked in the early 2000s and is now actually declin-

ing. These studies attribute this phenomenon to two major factors: the aging of the Baby Boom generation (retired people drive less than persons still in the labor force) and the Millennial generation (18-34) who for reasons of cost and personal choice show less interest in using automobiles, choosing instead to live in dense urban areas where they use public transportation, ride share services, bicycles or walking.

So what we have here is a situation where WisDOT is proposing to expand three miles of highway at a cost of up to \$1.15 billion at a time when there may be no need for additional highway capacity because of changing travel patterns and preferences. At the same time, WisDOT is giving no consideration to expanded and improved transit in the I-94 travel corridor. Adding insult to injury, the WisDOT plan kills jobs in the Menomonee Valley and strips away tax base which directly harms Milwaukee's ability to pay for police and fire services and maintain vital infrastructure.

There is no question this highway segment requires reconstruction. I support spending \$350 million to rebuild this three-mile stretch of I-94. I also support expanded and improved public transit in this corridor, which WisDOT has up to now refused to consider. However, I do not support widening this three-mile segment at the additional cost of \$500 to \$800 million because: 1) the cost is too great; 2) widening will adversely affect Milwaukee neighborhoods, kill jobs and strip away tax base; and 3) there is a growing body of knowledge that calls into question the need to expand highway capacity given changes in travel patterns and preferences. ■



These historic homes

are among the dozens that have been saved from the wrecking ball or blight by City of Milwaukee programs and enterprising new owners:

SOLD



The Weinstock House on W. St. Paul Avenue

Built in 1889 and designed by E.V. Koch & Co., this iconic Cream City brick home has a new roof, all brick is tuckpointed and the front porch has been reconstructed. The house is a locally designated historic landmark.

SOLD



The Joseph Kerwer House on W. McKinley Avenue

Located in the Lynden Hill Neighborhood, this classic, corner turret Queen Anne house was designed by Henry Beiman and built in 1897. This house has had extensive exterior repairs that include a rebuilt chimney, new roof and siding, restored porches and a full three-color paint job. It was also converted back to a single-family home after being used as a three-unit apartment building.

SOLD



N. 28th Street

Fully rehabilitated by the City of Milwaukee's Neighborhood Improvement Development Corporation, this property was restored to its historic character and updated to appeal to current homebuyers. A full "turnkey" property, it required no additional rehab by the buyers.

SOLD



N. 29th Street

Another "turnkey" property, this historic home was also renovated by the NIDC. Along with the property on N. 28th Street, the project was overseen by Historic Preservation Commission staffer Paul Jakubovich, who recently passed away but left an indelible mark on the city through his work.



Historic Houses for Sale ➤

The City of Milwaukee currently owns a number of historic homes and is offering them for sale to the right owner. If you love the scale, details and craftsmanship of historic architecture and are interested in projects that may require renovation, the city may have the perfect house for you.

Many of the homes listed have had extensive exterior repairs such as new roofs, chimneys and siding. These repairs will make the remaining renovations manageable and the whole project more affordable, and in some cases were made possible by the Housing Infrastructure Preservation Fund sponsored by Alderman Bauman in 2009.

Properties may also qualify for additional matching funds up to a \$20,000 forgivable loan to help with the interior rehabilitation or other city incentives. Most of these properties may qualify for Wisconsin Historic Home Owner's Tax Credits. Additional information is available from the Wisconsin Historical Society at www.wisconsinhistory.org.

If you are interested in viewing any of the City-owned historic properties, contact Jason Scott Realty at **(414) 467-8665**. For additional information on any of these fine homes, please go to www.milwaukee.gov/historichouses.

Sign up for E-notify at www.milwaukee.gov/enotify to receive monthly email notifications about new property listings. Subscribe to "City-Owned Homes" under New Property Sales Listings. ■

Joint Committee Tackling Foreclosure Crisis >

For the last five years, the Joint Committee on the Redevelopment of Abandoned and Foreclosed Homes has been working diligently to ensure the city is managing the foreclosure crisis in an appropriate and thoughtful manner.

As co-chair of the body, Alderman Bauman helped oversee eight meetings in 2014 and received regular updates relating to the Strong Neighborhoods Plan, tracking what that program was accomplishing throughout the year, where funds were being spent and for what purpose. The Common Council previously approved using private brokers to sell city-owned foreclosed properties, and the committee also received periodic updates on those efforts.

Additionally, the joint committee called for an investigation into whether certain individuals who purchase city-owned homes follow through on sales restrictions that require purchasers to live in the homes they buy. As a result of this investigation, 47 properties were being vetted to ensure that they are still owner-occupied.

In 2014, Alderman Bauman sponsored or co-sponsored more than a dozen files related to the city's efforts to address abandoned and foreclosed homes, including:

- Legislation that allows qualifying nonprofit organizations to purchase certain city-owned tax foreclosed properties for \$1.
- A resolution allowing the continued and increased use of private real estate brokers to market tax-foreclosed residential properties to potential buyers.
- A resolution creating a "Challenge Grant Fund" which provides gap financing to experienced developers who purchase and rehabilitate groups of tax foreclosed homes. Under the guidance of the Department of City Development, the properties may be sold, rented or leased-to-own.
- An agreement with ACTS Community Development Corporation under which ACTS will secure buyers for city-owned residential homes and work with them to prepare them for homeownership. ACTS also assists with necessary repairs to ensure code compliance.
- A resolution that created a comprehensive guide to all city-administered programs for home-owners and buyers. The convenient booklets provide answers about financial resources and other assistance for the purchase, repair or rehabilitation of residential properties. A copy can be obtained by calling the Alderman's office at **286-2886**. ■

Welcome New Avenues West Leader >

Keith Stanley is the new executive director of the Avenues West Association.



Stanley served as staff assistant to former Milwaukee Common Council president, Alderman Willie L. Hines, Jr. for three years, and prior to that, he was manager of the Milwaukee SOHI Main Street District for five years and a marketing specialist with Astronautics Corporation for five years. He holds a BS degree in Business Administration from Alabama State University and is a 2005 graduate of the Marquette University ACRE program.

The Avenues West Association is a not-for-profit neighborhood association, incorporated in 1987, that advocates for development and revitalization, aesthetic enhancements, cooperative marketing and planning, networking and safety within its 92 block neighborhood on Milwaukee's near west side. With its partner, BID No. 10, the association leads the way in promoting community stability, land balance and economic development. ■



Alderman Bauman is recognized for his role in the restoration of the Iron Block Building at N. Water Street and W. Wisconsin Ave. The project was made possible by two Economic Development Corporation loans that Alderman Bauman helped secure, and allowed Dental Associates to move its corporate headquarters—and 60 employees—to downtown Milwaukee.

Measure Seeks Changes to Allow Energy Competition and Savings ➤

Alderman Bauman has introduced a Council resolution which seeks to change state law to allow the city and small businesses to seek alternative energy providers—all in an effort to reduce energy costs, help meet sustainability benchmarks and reduce the city’s reliance on WE Energies.



Common Council file #131809 directs the Department of Administration’s Intergovernmental Relations Division to lobby members of the Legislature to amend and create state statutes and regulations relating to energy procurement by municipalities. According to the file, the desired changes seek to:

- Expand retail choice for utility customers and expand competition within the energy industry by offering customers the opportunity to purchase energy from their current utility or an alternative supplier.
- Allow the City of Milwaukee to utilize its buying power to negotiate lower utility rates for residential and eligible small business ratepayers.
- Use reverse auctions for the procurement of energy.

A “reverse auction” is a type of auction in which sellers bid for the prices at which they are willing to sell goods and services. In a regular auction, a seller puts up an item

and buyers place bids until the close of the auction, at which time the item goes to the highest bidder. In a reverse auction, the buyer puts up a request for a required good or service. Sellers then place bids for the amount they are willing to be paid for the good or service, and at the end of the auction the seller with the lowest amount wins.

Today, corporations and large units of government are increasingly using reverse auctions to purchase raw materials, supplies and services.

City records show that in 2013, the city, including the Water Works and Sewer Maintenance Fund, paid \$16.7 million to WE Energies for electricity, including electricity for street lights, natural gas and steam for municipal buildings. In addition, the rate the city pays to provide electricity for smaller city facilities, including fire stations and many public works field offices, has increased 87 percent since 2003.

On April 2, the Common Council approved a measure directing the Department of Administration-Office of Environmental Sustainability and the Department of Public Works to create an energy independence plan that will, among other things, reduce reliance on WE Energies for the supply of electricity, natural gas and heat to operate city facilities.

Last year the Council adopted the city’s first sustainability plan, *ReFresh Milwaukee: City of Milwaukee Sustainability Plan 2013–2023*, which calls on the city to reduce energy use 20 percent by 2020 and increase reliance on renewable energy to 25 percent by 2025. ■

ALDERMAN BAUMAN’S COMMITTEE ASSIGNMENTS

Chair

- Public Works Committee
- Historic Third Ward Architectural Review Board
- Public Transportation Review Board
- Capital Improvements Committee

Vice Chair

- Joint Committee on Streetcar Implementation

Co-Chair

- Special Joint Committee on the Redevelopment of Abandoned and Foreclosed Homes

Member

- Judiciary and Legislation Committee
- Zoning, Neighborhoods and Development Committee
- Steering and Rules Committee
- Board of Harbor Commissioners
- Historic Preservation Commission
- Housing Trust Fund Advisory Board
- Frank P. Zeidler Public Service Award Selection Committee



This past fall, Ald. Bauman presented the 2014 Frank P. Zeidler Public Service Award to Kenneth Germanson during a ceremony in the Council Chamber anteroom at City Hall. A native Milwaukeean, Mr. Germanson has been active in civic affairs for many years, and is a longtime advocate for workers’ rights, access to health care and higher education for low-income families.

2015 Approved Budget Supports Neighborhoods, Jobs, Infrastructure & Police ➤

A popular transitional jobs program will be expanded and neighborhoods will gain additional resources in the fight against the foreclosure crisis under the 2015 City of Milwaukee budget approved by the Common Council.

The Compete Milwaukee transitional jobs program expands a pilot launched in 2014, and will provide 135 city jobs to low-income residents between the age of 18 and 64 who have been unemployed for at least four straight months. The target group includes noncustodial parents, ex-offenders and people with limited or no work histories.

“With the skills and experience these temporary employees will earn, they will be better qualified for permanent jobs that open up with the city or in the private sector,” Alderman Bauman said.

Participants in Compete Milwaukee earn a living wage of \$10.10 an hour working at least 20 hours a week in a job with the Department of Public Works, the Department of City Development, the Department of Neighborhood Services or with the Milwaukee Police Department (within the new Police Ambassador Program). The positions are capped at 1,040 hours, and are funded through a combination of federal, state and local sources.

Council members also paid careful attention to another issue of critical economic importance—neighborhood stability and the effects of the foreclosure crisis. Alderman Bauman co-sponsored a budget amendment that doubled funding for the Strong Homes Loan Program to \$1 million. The program provides partially-forgivable loans to assist homeowners in making crucial home repairs.

The Strong Neighborhoods Plan, an important feature of the 2014 budget (and continuing in 2015), has reduced

the inventory of city-owned tax-foreclosed properties from a peak of more than 1,500 to around 1,000. Many of those properties have now been sold to new, taxpaying homeowners who have invested in improvements and repairs. [Learn more at milwaukee.gov/cityrealestate](http://www.milwaukee.gov/cityrealestate).

In the areas of policing and public safety, Alderman Bauman and the Council approved a plan to increase summer job opportunities for unemployed adults, fund Promise Zones in the city’s highest crime neighborhoods on the north and south sides and to create rapid crisis response teams composed of trauma-informed specialists who will be housed in the Police Districts which have the highest rates of violent crime.

And Milwaukee will join a growing nationwide trend in law enforcement by establishing a recruitment class of 10 “community service officers.” These civilian law enforcement assistants will respond to non-emergency police calls, freeing up officers for higher-priority matters. Additionally, building inspectors will be assigned specifically to monitor buildings that have a history of criminal activity and disorder (based on the Residential Rental Inspection Program already in existence on the east side and in Lindsay Heights).

To address ongoing infrastructure and road repair needs, Alderman Bauman and his Council colleagues transferred \$3.5 million from the local streets program to the High-Impact paving program (the repaving initiative creates a new surface on high-traffic roads in the span of several days, extending their useful life and addressing residents’ pothole complaints).

The Council also scrapped plans to build a Fire Department Repair Shop for \$2.9 million and remodel the

eighth floor of City Hall for \$3.1 million. These cuts reduced new borrowing by \$3.1 million, while channeling an additional \$1.5 million to the High-Impact paving program, increasing funding for the STRONG Homes loan program by \$500,000 and adding \$1 million to the Rental Rehabilitation Program capital account. Alderman Bauman was primary sponsor of both measures. ■

By the Numbers

The Milwaukee Common Council approved a 2015 city budget that maintains city services, creates efficiencies and expands support for successful programs, all without a significant increase in property taxes.

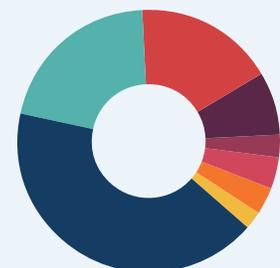
\$257 million 2015 tax levied budget

Amount Common Council cut from Mayor’s proposed tax levy **\$103,561**

1.2% Budget levy increase from 2014

Increase in 2015 city tax bill (for owner of a median-value home) **\$4.10**

Tax Levy-Funded Operating Budget: By Department



- Police 42.0%
- Public Works 20.9%
- Fire 17.1%
- Administrative 7.8%
- Other 3.0%
- Library 3.7%
- Neighborhoods 3.3%
- Health 2.2%

ADDITIONAL DEVELOPMENTS

Redevelopment Eyed at City Campus

A major transformation is in the works for the City Campus Complex and the surrounding area, south of W. Wells St. between N. 27th and N. 28th streets. Milwaukee County officials have approved a plan to grant a purchase option for the site to highly-regarded investor and developer Rick Wiegand.

Mr. Wiegand is known for his successful restoration of the Ambassador Hotel at 2308 W. Wisconsin Ave., and he has big plans for the City Campus site. His proposal would renovate two historic properties, a five-story office building and a two-story storefront building into street-level retail and upper-level offices totaling about 40,000 square feet.

The county's Housing Division would lease 7,500 square feet of office space in the remodeled complex, and Wiegand himself and the Avenues West Association would also be tenants. The developer hopes to attract restaurants to the site and persuade an existing Chinese takeout place

to expand its operation to include sit-down dining. Also, he has been contacted by a barber shop operator about opening at the site.

The project could also include the renovation of the former theater space located within the original 1921 building. A nine-story building that was built as a hospital would be demolished under the current plans.

The City Campus redevelopment would be part of a larger effort to redevelop the near west side, including the environmental cleanup of a closed gas station at 2630 W. Wisconsin Ave. and the redevelopment of the Wisconsin Avenue School.

Alderman Bauman has been actively involved, hosting public meetings and working with neighborhood and community groups to ensure the best future use of City Campus. Early in December, he appeared before the County Board's Transportation, Public Works and Transit Committee to



advocate for the preservation of the buildings. Milwaukee County plans to move all offices, including the Audit, Highway, Public Works and Economic Development departments, out of City Campus by the end of January.

"City Campus is a stabilizing presence and should not just be abandoned and torn down," Alderman Bauman said. "It's close to multiple transportation options, has ample parking and offers boundless potential for new development." ■

Former Gas Station/ Convenience Store Acquired by City

City officials are working to address a longstanding eyesore at the corner of N. 27th Street and W. Wisconsin Avenue. In September, the Common Council approved a plan for the Redevelopment Authority of the City of Milwaukee (RACM) to acquire the former gas station and convenience store.

In a partnership between the city, RACM and the Avenues West Business Improvement District, the structures will be demolished and the site (2630 W. Wisconsin Ave. and 714 N. 27th St.) will be prepared for eventual redevelopment.

"In the right hands, this property has the potential to enhance this high-profile intersection and serve a valuable use for the community," Alderman Bauman said. The Alderman has long sought the city's acquisition of the site. ■

Bike-sharing Arrives in Milwaukee



The Bublr bike share system went online this summer, enabling people to rent bikes at kiosks throughout the city. Under legislation Alderman Bauman co-sponsored, the City of Milwaukee partnered with the nonprofit Midwest Bikeshare to open 10 such kiosks throughout the downtown, with plans to launch dozens more citywide in the near future. ■



Alderman Bauman and Alderman Nik Kovac attend a news conference at Red Arrow Park last summer when the Bublr bike share system was launched.



Alderman Bauman with leaders of two Near West Side Partners, Inc. members—Keith Stanley of the Avenues West Association (left) and Mike Lovell, president of Marquette University.



Alderman Bauman with Ayanna Ellzey

Near West Side Partners

Leaders from several of Milwaukee’s largest business, education and non-profit organizations have formed Near West Side Partners, Inc. (NWSP), an organization with a mission to revitalize and sustain the near west side as a thriving business and residential corridor.

The organization includes leading business, non-profit and civic organizations with a presence on the near west side, including Aurora Health Care, Avenues West Association, Harley-Davidson, Marquette University, MillerCoors, Potawatomi Business Development Corp., and Wiegand Enterprises, among others.

Alderman Bauman said the NWSP will include four active working teams in the areas of Safety, Housing, Neighborhood Identity and Branding, and Commercial Development. NWSP will focus efforts on an area bounded roughly by I-43 to the east, I-94 to the south, Highway 41 to the west and on the north, Vliet Street west of 27th Street and the north side of Highland Avenue east of 27th Street.

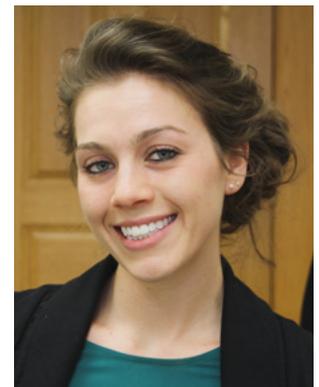
“I have been committed to doing what is necessary to make improvements in the Avenues West area in the areas of safety, housing and economic development, and I am hopeful the NWSP will be a positive collaborative force to help further the improvements I’ve been pursuing,” Alderman Bauman said.

The NWSP Steering Committee is looking at best practices for neighborhood improvement, both from within Milwaukee—especially the Menomonee Valley—and from cities across the country. Members of the Steering Committee will be visiting four target cities in February and March to research and apply best practices from other successful improvement projects.

New Youth Council Member

Ayanna Ellzey is the new City of Milwaukee Youth Council member representing the 4th District. Ayanna is a student at Rufus King High School. She was elected Freshman Class Treasurer of the Student Government and has been involved in golf and cheerleading. She has a strong interest in public service and politics, and she has volunteered as a child caretaker and a pantry assistant.

Meet Alderman Bauman’s New Assistant



Natalie Fowler

Natalie Fowler was named 4th District Legislative Assistant in January 2015, replacing Alderman Bauman’s longtime assistant, Lucy Krajna, who has retired after 22 years of dedicated service to Alderman Bauman and his predecessor, Paul Henningsen.

A native Milwaukeean, Natalie studied Political Science and Sports Management at Syracuse University and graduated summa cum laude. In addition, she has worked with Major League Soccer and also served as a wildland firefighter and teacher in the southwestern U.S.

Natalie can be reached at **286-2886** or via email at **nfwle@milwaukee.gov**.

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WINTER 15

REPORT FRAUD

It is everyone's job to prevent and detect fraud, waste and abuse of public funds. If you suspect or witness any fraud, waste or abuse against City of Milwaukee resources, **TAKE ACTION** and **REPORT IT** to the Fraud Hotline at **286-3440**, via email at hotline@milwaukee.gov, or online at www.milwaukee.gov/comptroller.

Tips may be made anonymously.

The Fraud Hotline ensures confidentiality and will not share contact information without consent. ■



Robert J. Bauman
Alderman, 4th District
200 E. Wells Street
Milwaukee, WI 53202

PRSR STD
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Permit No. 4678

**New restaurant opens on
N. 27th St. ➤**

On January 23, 2015, Alderman Bauman was very pleased to take part in the opening of Daddy's Soul Food & Grille, 754 N. 27th St.

Located in the Avenues West Business Improvement District, the new venture is receiving positive mentions and is a welcome addition to the district. "I applaud owners Bennie and Angela Smith for their commitment to the neighborhood and for their investment, as it has been a challenge for small businesses to succeed in that area in the past," Alderman Bauman said.

"I believe we are heading in a brighter and more positive direction in terms of economic development and business activity in Avenues West, and I think the Smiths see that as well," the alderman said.

Open for lunch and dinner Tuesday through Sunday, Daddy's offers a daily buffet featuring fried chicken, meatloaf and ribs. Side dishes include traditional collard greens, yams and black-eyed peas. The grill menu also offers a range of foods, from burgers with fries to chicken and waffles. ■



Alderman Bauman celebrates Daddy's Soul Food & Grille with owners Bennie and Angela Smith.