27th Street Corridor, Land Use & Impacts Study

FINAL: JANUARY 29, 2010

GRāEF

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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 accomodate 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.

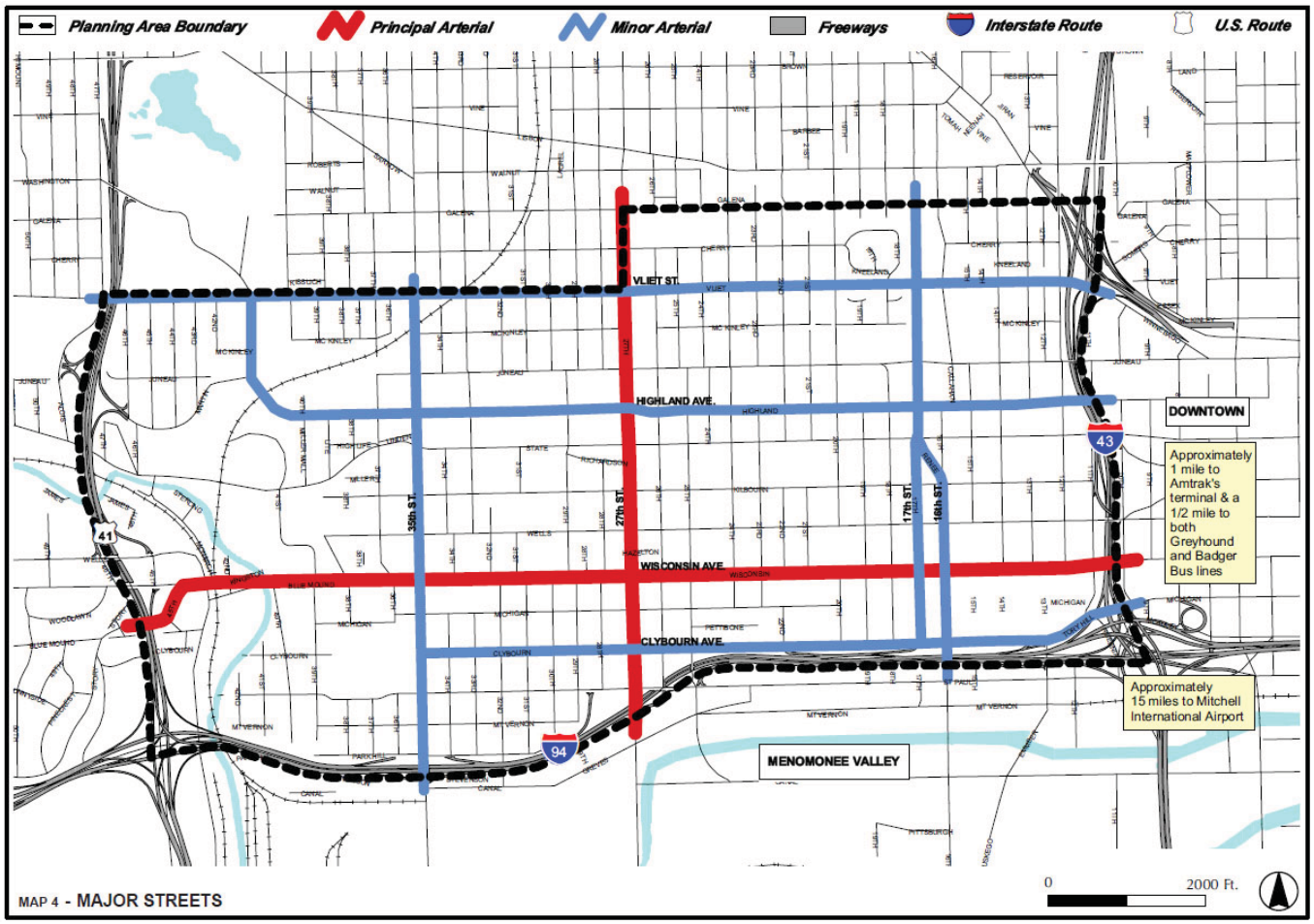


Figure 1: Near West Side, Map of Major Streets
Source: City of Milwaukee DCD

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 Devlopment Area
Source: City of Milwaukee DCD

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

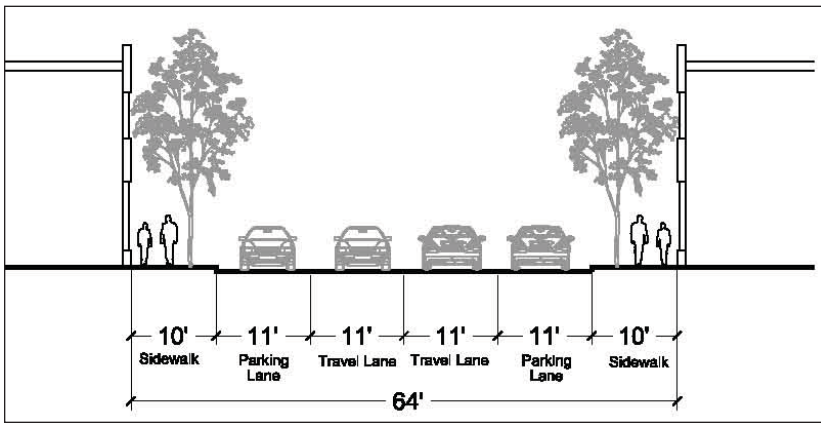


Figure 5:
Typical Existing 27th Street Section

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

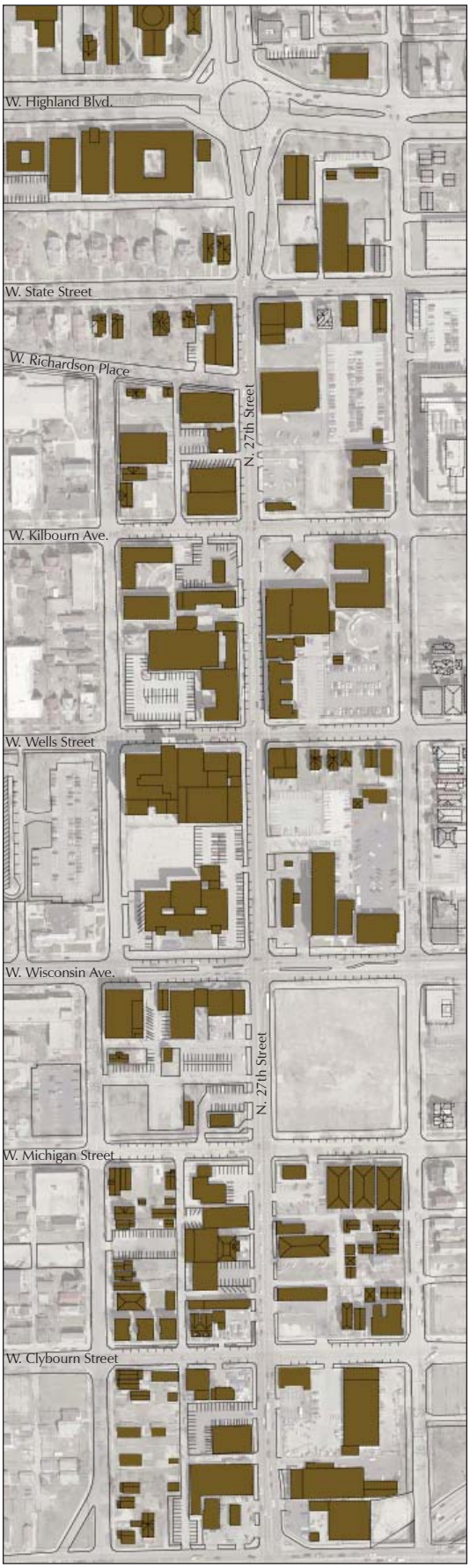
North 27th Street is a Wisconsin State Highway that is under jurisdiction of the City of Milwaukee. The State has offered the City two million dollars to rebuild/repave North 27th Street between Highland Boulevard and St. Paul Street.

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-signaled 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.

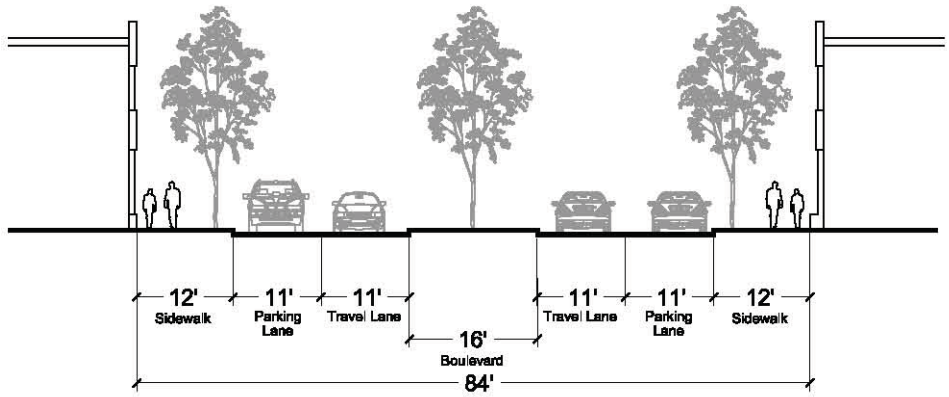


Figure 6:
Typical Arterial Boulevard Section (Alternative 2)

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)

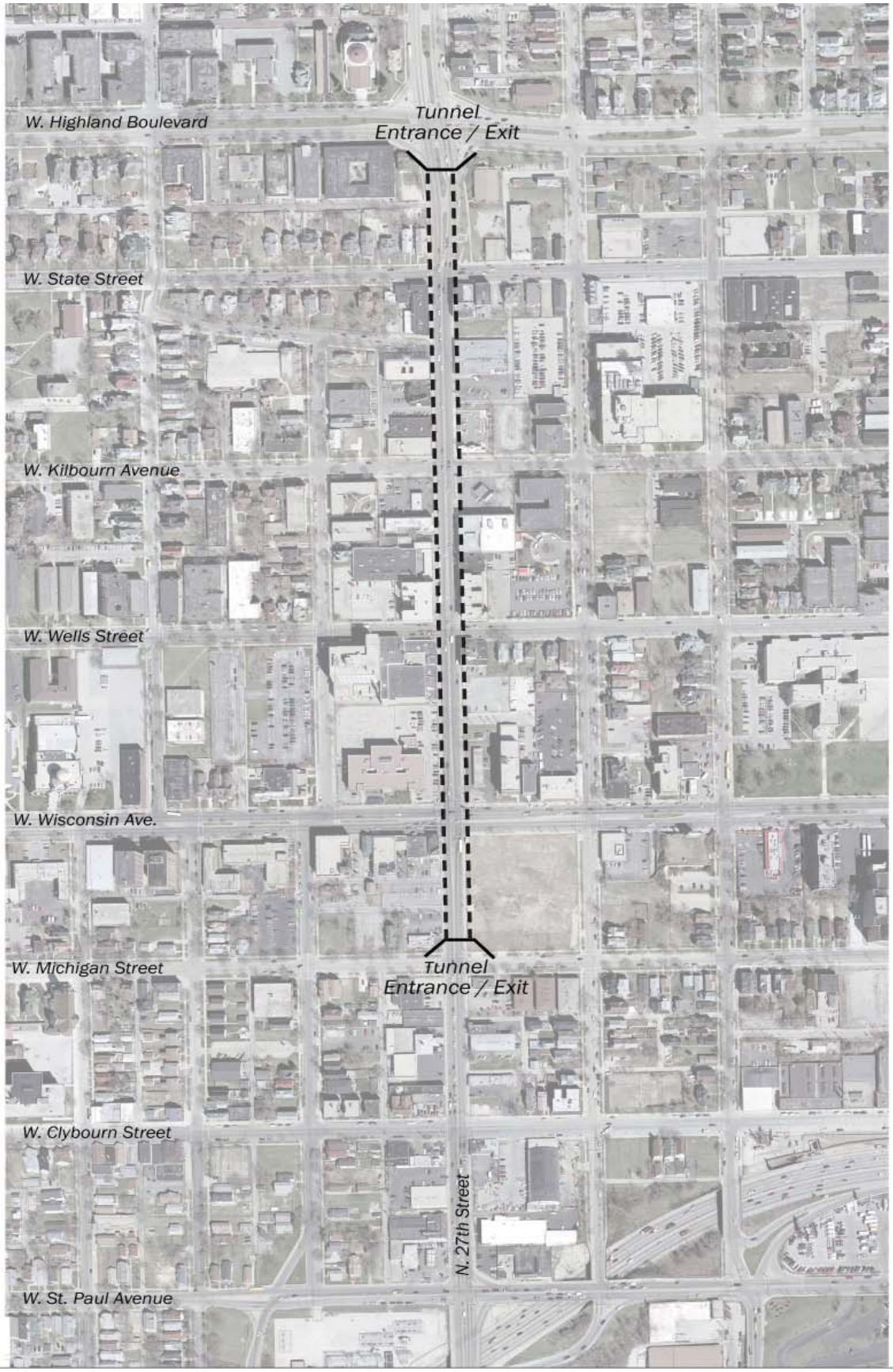
The tunnel alternative envisioned a four traffic lane vehicular tunnel which would run under the current 27th Street right-of-way from St. Paul Avenue to Highland Boulevard (Figure 7). This alternative was given a conceptual cost estimate but was not developed in terms of redevelopment concepts or additional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

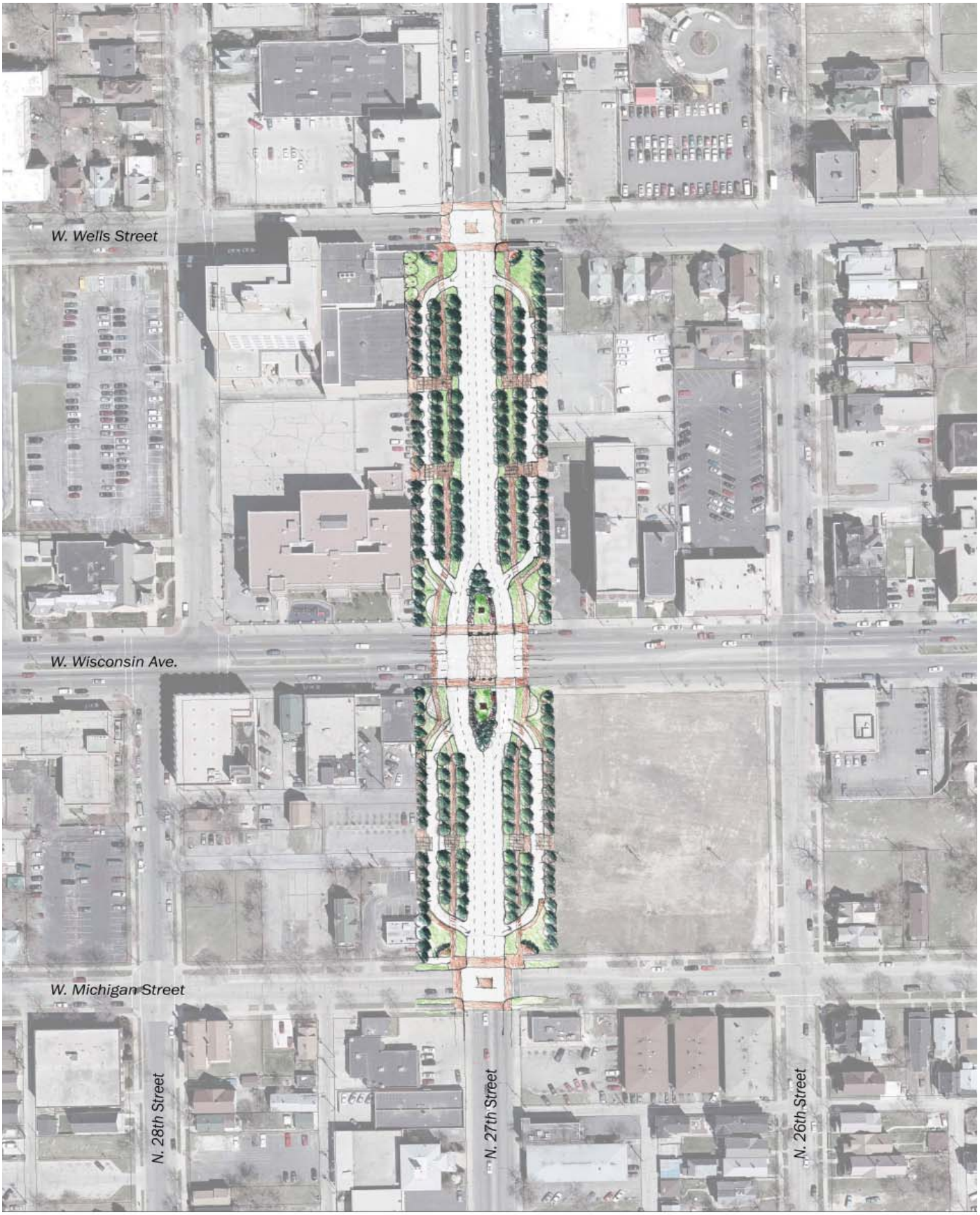
This alternative envisioned a wider boulevard segment (Figures 8 & 9) for just the two blocks between Wells and Michigan Streets, with the rest of 27th Street between Wells Street and Highland Boulevard repaved and streetscaped as outlined in Alternative One. This hybrid option called the "Grand Boulevard"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

Figure 7: Alternative 3, Tunnel



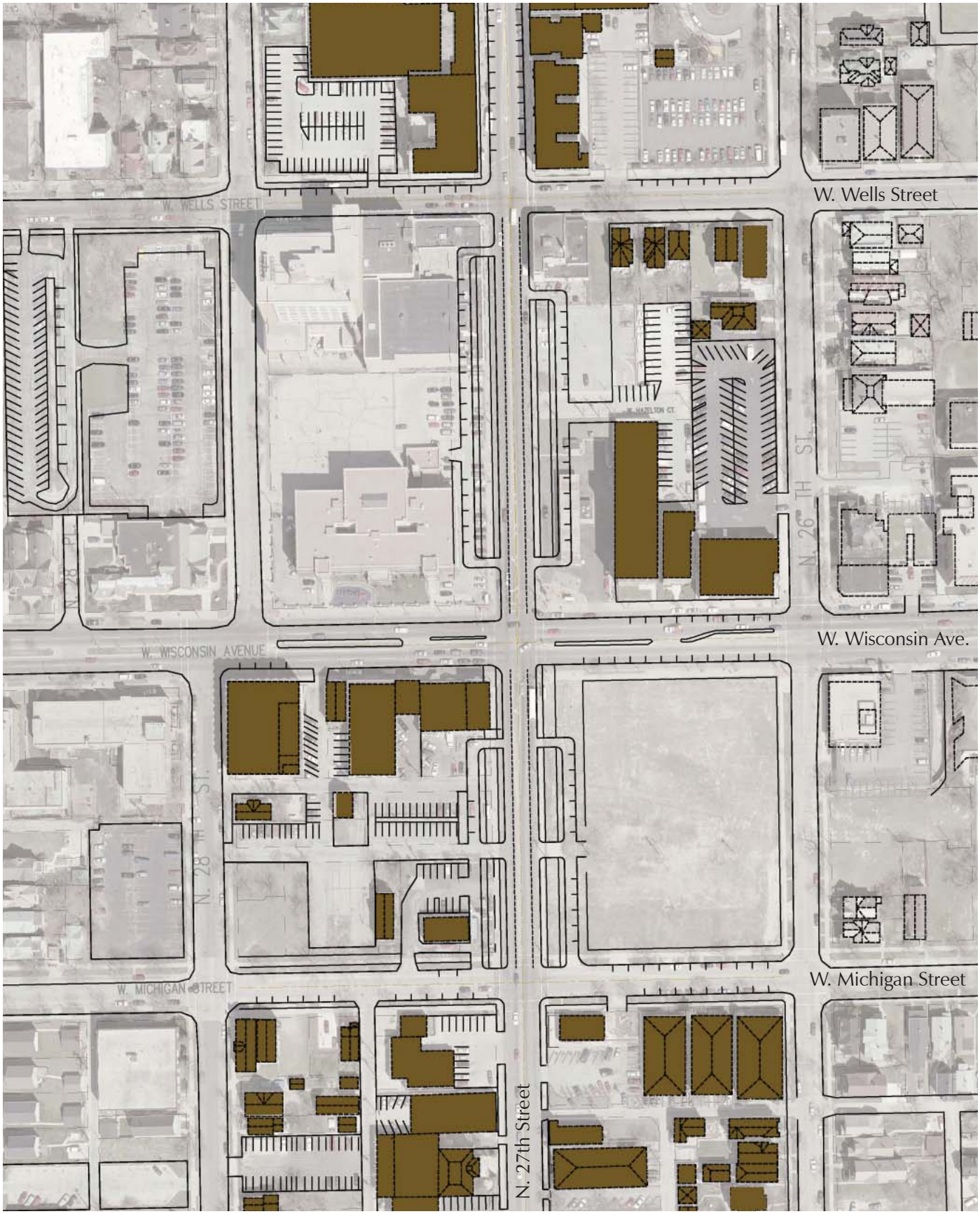
Alternative 3:
Tunnel

Figure 8: Hybrid Alternative, Grand Boulevard, Illustration



Hybrid Alternative:
Grand Boulevard - Illustration

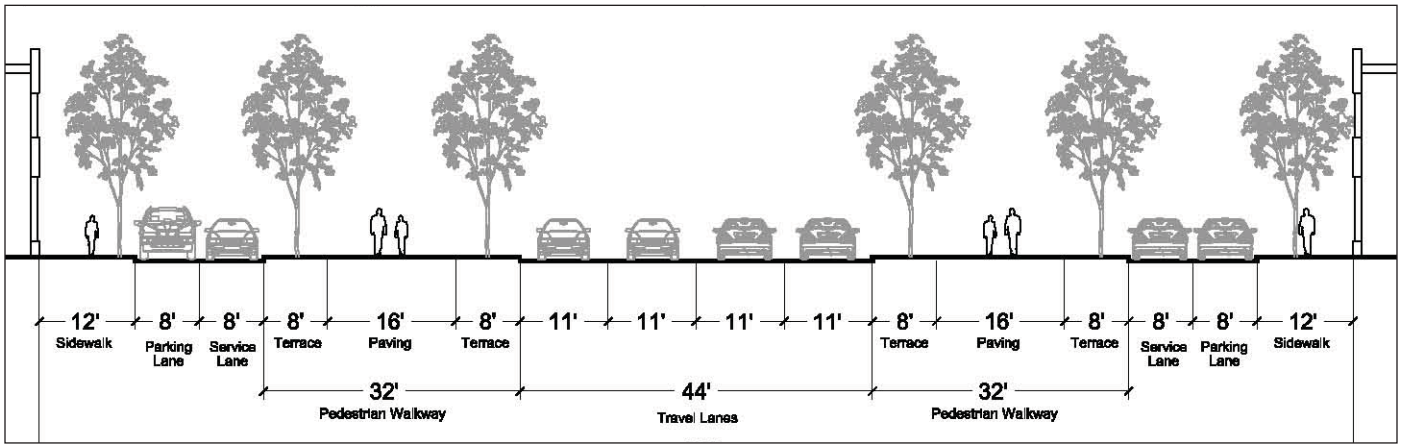
Figure 9: Hybrid Alternative, Grand Boulevard, Circulation Concept



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 precentage of the corridor was determined by the length of the block along 27th Street. Then based on the precentage, 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:

1. Length of block estimated.
2. The precentage 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.
3. 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.
4. 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.
5. Demolition of existing structures is not included.

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

Cost = $1,313,170

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.

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)[2]	% OF CORRIDOR[2]	PAVING CONSTRUCTION COSTS[2]	STREETSCAPING & LIGHTING COSTS[2]	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:

1. Length of block estimated.
2. 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 what this.

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

Figure 14: Appendix B, Hyrbid Alternative: Second Illustration

Hybrid Alternative:
Grand Boulevard - Second Illustration

Appendix C

	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
	3880111100	2009	N	27TH	ST	17300	36700	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
	3881101000	2009	W	WISCONSIN	AV	0	0	0	144000	2807000	2951000	CITY OF MILWAUKEE
	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	44600	374400	419000	0	0	0	D R KILBOURN PROPERTY LLC
	3881814000	2009	N	27TH	ST	32700	484300	517000	0	0	0	S L GLOBAL CONSULTING USA
	4010501000	2009	W	WISCONSIN	AV	14400	109100	123500	0	0	0	FALA7 INVESTMENTS LLC
	4010502000	2009	W	WISCONSIN	AV	28800	129200	158000	0	0	0	WILLIAM H NIEWOEHNER
	4010511000	2009	N	27TH	ST	0	0	0	40000	12000	52000	CITY OF MILWAUKEE
	4010520100	2009	N	27TH	ST	50400	303600	354000	0	0	0	H K PARTNERS, LLC
	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
	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
WESTSIDE	4011021110	2009	N	27TH	ST	474600	185400	660000	0	0	0	DREAMLAND PETROLEUM COMPANY
	Total number of properties: 24						Assessed value of 19 properties:	$5,378,800	Assessed value of 5 exempt properties:		$4,226,700	

WESTSIDE SUMMARY:

Total number of properties:	24
Assessed value of properties:	$5,378,800
Assessed value of all exempt properties:	$4,226,700
Total assessment (excluding City-owned parcels):	$5,958,500
Estimated acquisition cost (125% assessment):	**$7,448,125**

	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 DEMONTFORT LTD
	3890109100	2009	N	27TH	ST	0	0	0	13700	500	14200	MILWAUKEE COUNTY
	3890120110	2009	W	WISCONSIN	AV	183900	735800	919700	0	0	0	YOUVRAJ GROUP LLP
	3890301000	2009	N	27TH	ST	2500	79300	81800	0	0	0	HAUSMANN ENTERPRISES LLC
	3890302000	2009	N	27TH	ST	2600	123400	126000	0	0	0	JOHN MEYERS
	3890303000	2009	N	27TH	ST	6400	206600	213000	0	0	0	JOHN MEYERS
	3890516100	2009	W	WELLS	ST	52500	238500	291000	0	0	0	WEST POINTE LLC
	3890517000	2009	N	27TH	ST	21500	239500	261000	0	0	0	JOHN T XIONG
	3890519100	2009	N	27TH	ST	60100	71900	132000	0	0	0	AMJAD TUFAIL
	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 PTNRSP
	3891861100	2009	N	26TH	ST	0	0	0	112900	571500	684400	VMMS BUILDING CORPORATION
	4000011110	2009	W	WISCONSIN	AV	0	0	0	421000	0	421000	CITY OF MILW REDEV AUTH
	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
	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
EASTSIDE	4000952000	2009	N	27TH	ST	127000	280000	407000	0	0	0	CAREY PROPERTIES LLC
	Total number of properties: 22						Assessed value of 18 properties:	$4,670,800	Assessed value of 4 exempt properties:		$1,138,200	

EASTSIDE SUMMARY:

Total number of properties:	22
Assessed value of properties:	$4,670,800
Assessed value of all exempt properties:	$1,138,200
Total assessment (excluding City-owned parcels):	$5,355,200
Estimated acquisition cost (125% assessment):	**$6,694,000**

OVERALL SUMMARY:

Total number of properties:	46
Assessed value of properties:	$10,049,600
Assessed value of all exempt properties:	$5,364,900
Total assessment (excluding City-owned parcels):	$11,313,700
Estimated acquisition cost (125% assessment):	**$14,142,125**

Figure 15: Six Block Summary of Land Acquisition Costs

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
WESTSIDE	3881204000	2009	N	27TH	ST	44600	374400	419000	0	0	0	D R KILBOURN PROPERTY LLC
	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
EASTSIDE	3890910000	2009	N	27TH	ST	52500	354500	407000	0	0	0	JB PROPERTIES LTD PTNRSP
	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**

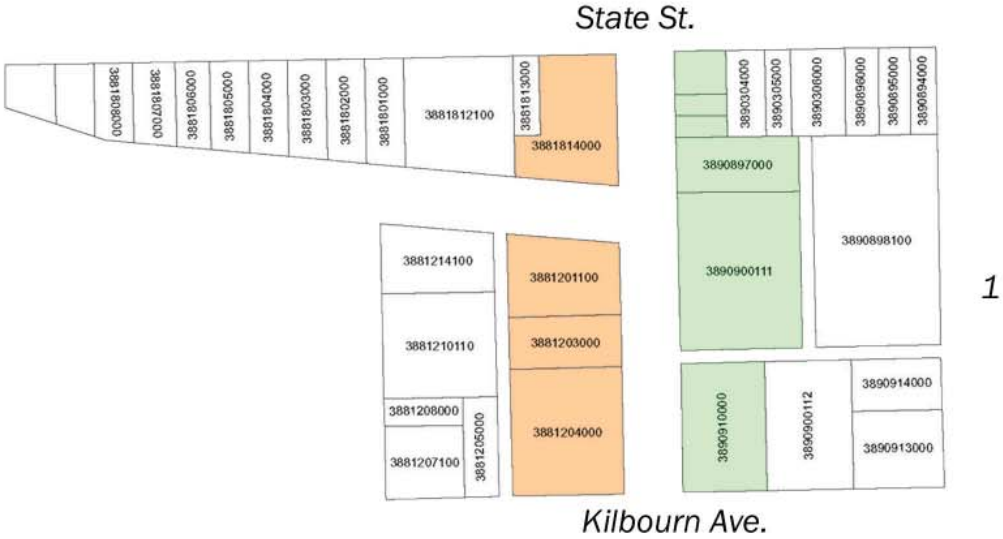


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Figure 16: Block 1, Land Acquisition Costs

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	36700	54000	0	0	0	M R PROPERTIES
	3880112110	2009	N	27TH	ST	43000	75000	118000	0	0	0	M R PROPERTIES
WESTSIDE	3880114000	2009	N	27TH	ST	138400	372600	511000	0	0	0	M R PROP INVESTMENT LLC
	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**

	3890519100	2009	N	27TH	ST	60100	71900	132000	0	0	0	AMJAD TUFAIL
	3891861100	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
EASTSIDE	3890516100	2009	W	WELLS	ST	52500	238500	291000	0	0	0	WEST POINTE LLC
	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**

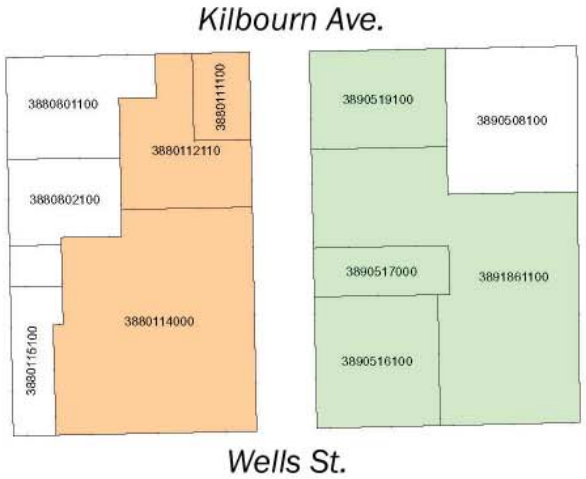


Figure 17: Block 2, Land Acquisition Costs

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
WESTSIDE	3880105111	2009	W	WELLS	ST	0	0	0	51900	592100	644000	MILWAUKEE COUNTY
	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**

EASTSIDE	3890108000	2009	W	WELLS	ST	29400	193600	223000	0	0	0	HENNESSY DEMONTFORT LTD
	3890109100	2009	N	27TH	ST	0	0	0	13700	500	14200	MILWAUKEE COUNTY
	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:

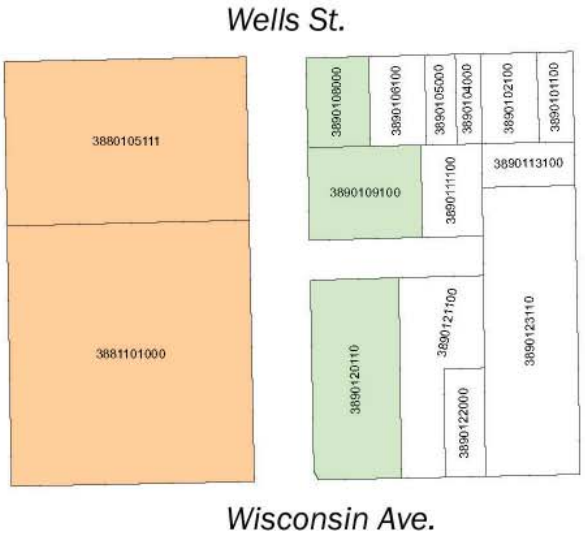
Total number of properties:	3
Assessed value of properties:	$1,142,700
Assessed value of all exempt properties:	$14,200

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**



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 NIEWOEHNER
	4010501000	2009	W	WISCONSIN	AV	14400	109100	123500	0	0	0	FALA7 INVESTMENTS LLC
	4010511000	2009	N	27TH	ST	0	0	0	40000	12000	52000	CITY OF MILWAUKEE
WESTSIDE	4010520100	2009	N	27TH	ST	50400	303600	354000	0	0	0	H K PARTNERS, LLC
	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	4000011110	2009	W	WISCONSIN	AV	0	0	0	421000	0	421000	CITY OF MILW REDEV AUTH
	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**

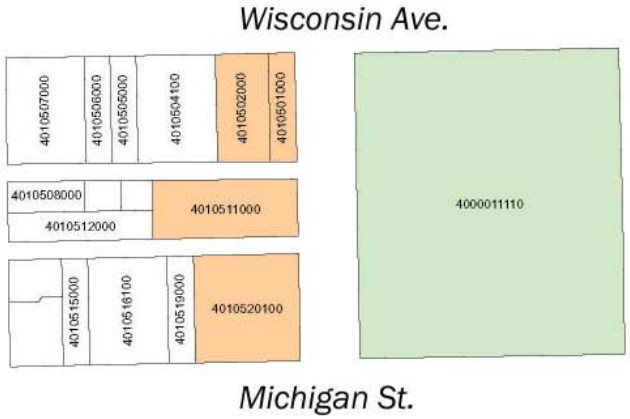


Figure 19: Block 4, Land Acquisition Costs

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
WESTSIDE	4010984100	2009	N	27TH	ST	24600	24500	49100	0	0	0	PACHEFSKY LIVING TRUST
	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
EASTSIDE	4000042000	2009	W	CLYBOURN	ST	4000	700	4700	0	0	0	MRS PS GALAXY MOTORS INC
	Total number of properties: 5						Assessed value of 5 properties:	$747,300	Assessed value of exempt property:		$0	

EASTSIDE SUMMARY:

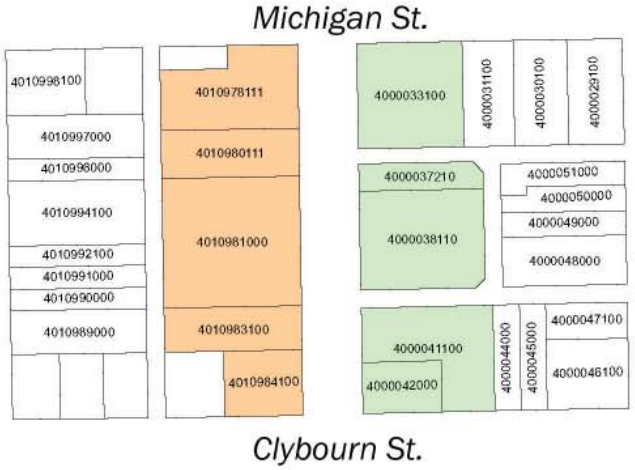
Total number of properties:	5
Assessed value of properties:	$747,300
Assessed value of all exempt properties:	$0

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 EXEMPT 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
WESTSIDE	4011021110	2009	N	27TH	ST	474600	185400	660000	0	0	0	DREAMLAND PETROLEUM COMPANY
	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**

	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
EASTSIDE	4000952000	2009	N	27TH	ST	127000	280000	407000	0	0	0	CAREY PROPERTIES LLC
	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**

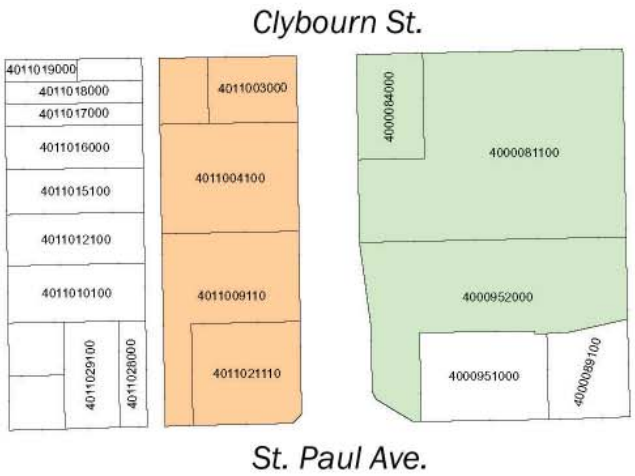


Figure 21: Block 6, Land Acquisition Costs