



U.S. Department  
of Transportation

**Federal Highway  
Administration**

EDC-Value Capture Implementation Team



# Value Capture, Key Economic Development Strategies

# Outline of Presentation

- Value Capture Strategies Overview
- Key Economic Development Tools
- Tax Increment Financing (TIF) Framework
- Financing Tools for TIF District
- Project Examples
- Q&A





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Center for Accelerating Innovation



# Value Capture Strategies Overview



**Developer  
Contribution**



**Special  
Assessments**



**Advertising ,  
Naming  
Rights, &  
Sponsorships**



**Transportation  
Utility Fees**

## **Value Capture Strategies**

**Sustainable, Reliable, & Equitable**



**Concessions**



**Joint  
Development**



**Incremental  
Growth**



# VC Strategies for Economic Development

- **Tax Increment Financing (TIF)**
  - ✓ Existing ad valorem tax base, City/County commitment (value based)
- **Special Assessment District (SAD)**
  - ✓ New surcharge, majority/voter approval, “unique, direct, measurable” specificity (mostly cost based)
- **Development Impact Fees (DIF)**
  - ✓ One-time fee by use (no. trips), “nexus/proportionality” tests, inclusion in local Comprehensive Plan/CIP (cost based)
- **Development Agreement (DA)**
  - ✓ Integrative tool, negotiated & less litigious

# Tax Increment Financing by Other Names

- California: Redevelopment Agency (RDA)
- Georgia: Tax Allocation District (TAD)
- Massachusetts: District Improvement Financing (DIF)
- New Jersey: Revenue Allocation District (RAD)
- North Carolina: Project Development Financing (PDF)
- Pennsylvania: Transportation Revitalization Investment Districts (TRIDs)
- Texas: Tax Increment Reinvestment Zones (TIRZ)
- Michigan: Tax Increment Financing (TIF)

# Types of TIF Approaches

## Project-Specific

- Single project or single piece of property
- Funds typically used for public improvements necessary to support the project

## District-Wide

- Large area of land or entire neighborhood is targeted for redevelopment
- Funds typically support major infrastructure projects

# What is Tax Increment Financing (TIF)?

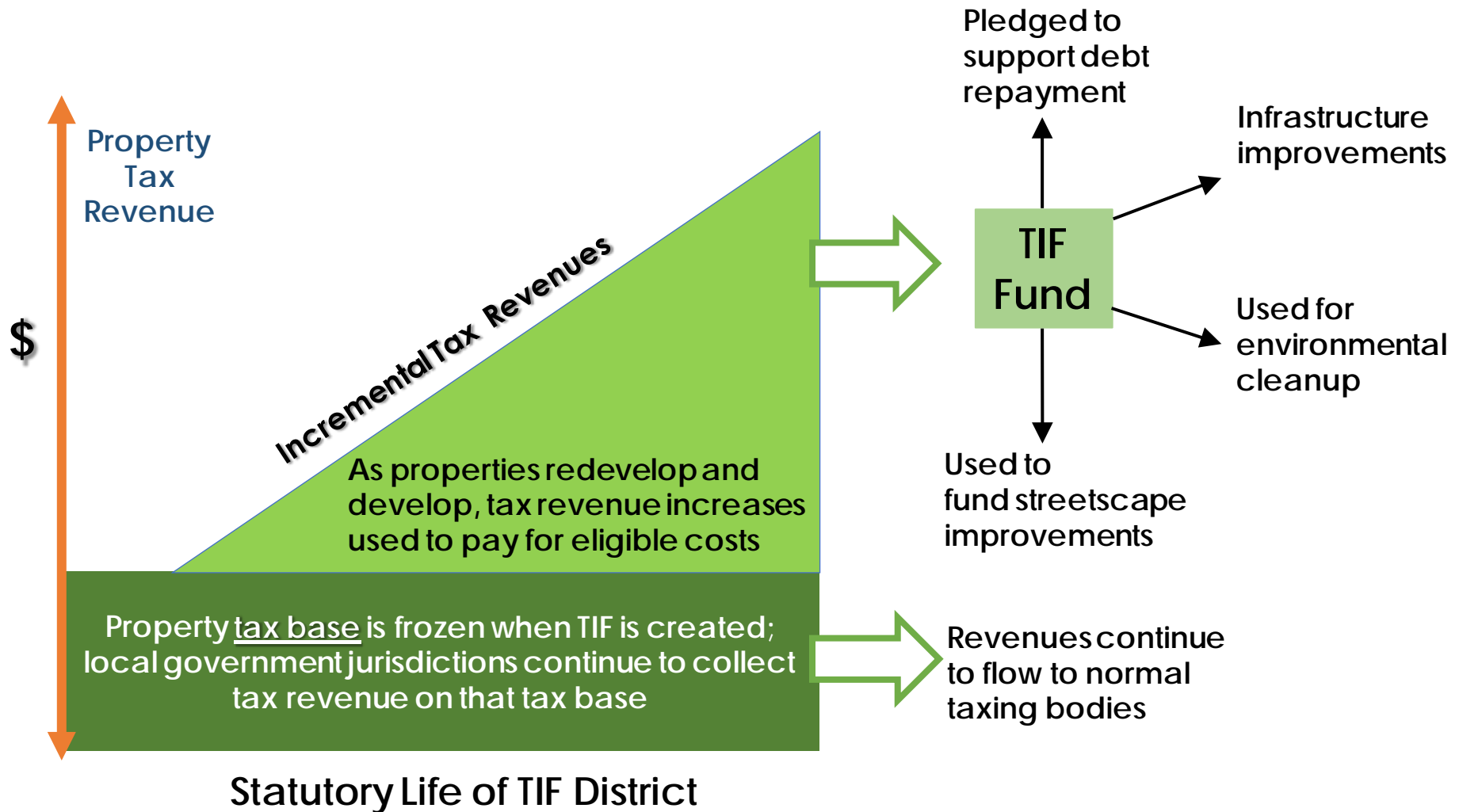
- A revenue strategy/tool to help local governments
  - ✓ Restore run-down area or jumpstart economically sluggish part of town
  - ✓ Attract/retain private development and businesses
  - ✓ Make improvements that are needed, such as new and improved roads, sewers, and water system
- Allows redevelopment costs to be comparable to the cost of greenfield development, therefore “incenting” redevelopment
- A tax increment is the difference between the amount of property tax revenues generated before the TIF District is established and the amount of property tax revenue generated after the TIF District has new development

# TIF vs. Taxes

- TIF is **NOT** a tax increase
- TIF does not reduce property tax revenue available to other taxing bodies
  - Only property taxes generated by the incremental increase are available for use by the city for eligible expenditures within the TIF District



# How Tax Increment Financing Works



# Incremental Revenue Sources

1. Property (real estate) taxes
2. Sales taxes
3. Special assessments

Used in the District of Columbia, California, Colorado, Kansas, Georgia (Transit), Illinois, Louisiana, Maine, Missouri, Pennsylvania, Texas, Virginia, Wyoming, and more

# Leveraging TIF Revenue Examples

Public Authority	Year Started	Total City Dollars Invested	Total Investment Leveraged	Leverage Ratio (Private : Public)
Downtown Development Authority	1976	\$335.2 million	\$3.7 billion	11:1
Detroit Brownfield Redevelopment Authority	2001	\$241.7 million	\$6.8 billion	28:1
Local Development Finance Authority	1988	\$16.4 million	\$1.2 billion	73:1
Tax Increment Finance Authority	1982	\$21.6 million	\$1.3 billion	60:1
Eight Mile Woodward Corridor Improvement Authority	2007	\$4.6 million	\$55 million	13:1

Source: Detroit Economic Growth Corporation

# TIF Opportunities

- Self-financing with no new taxes, less political resistance
- Used and accepted in most states
- Works well for urban redevelopment/development
- Leverages private investment
- Can generate significant “gap financing” to make priority projects feasible
- Locally controlled; one of few such resources
- Flexible—pairs well with many other development financing tools and foster high quality development and redevelopment

# TIF Challenges

- Requires a strong cadastre and tax collection system
- Vulnerable to national and local economic crises, which creates repayment risks
- Complex dependences on expert advisor
- Risk of overextended use or inflated revenue projections
- Strong political backing for enabling legislation





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

EDC-Value Capture Implementation Team

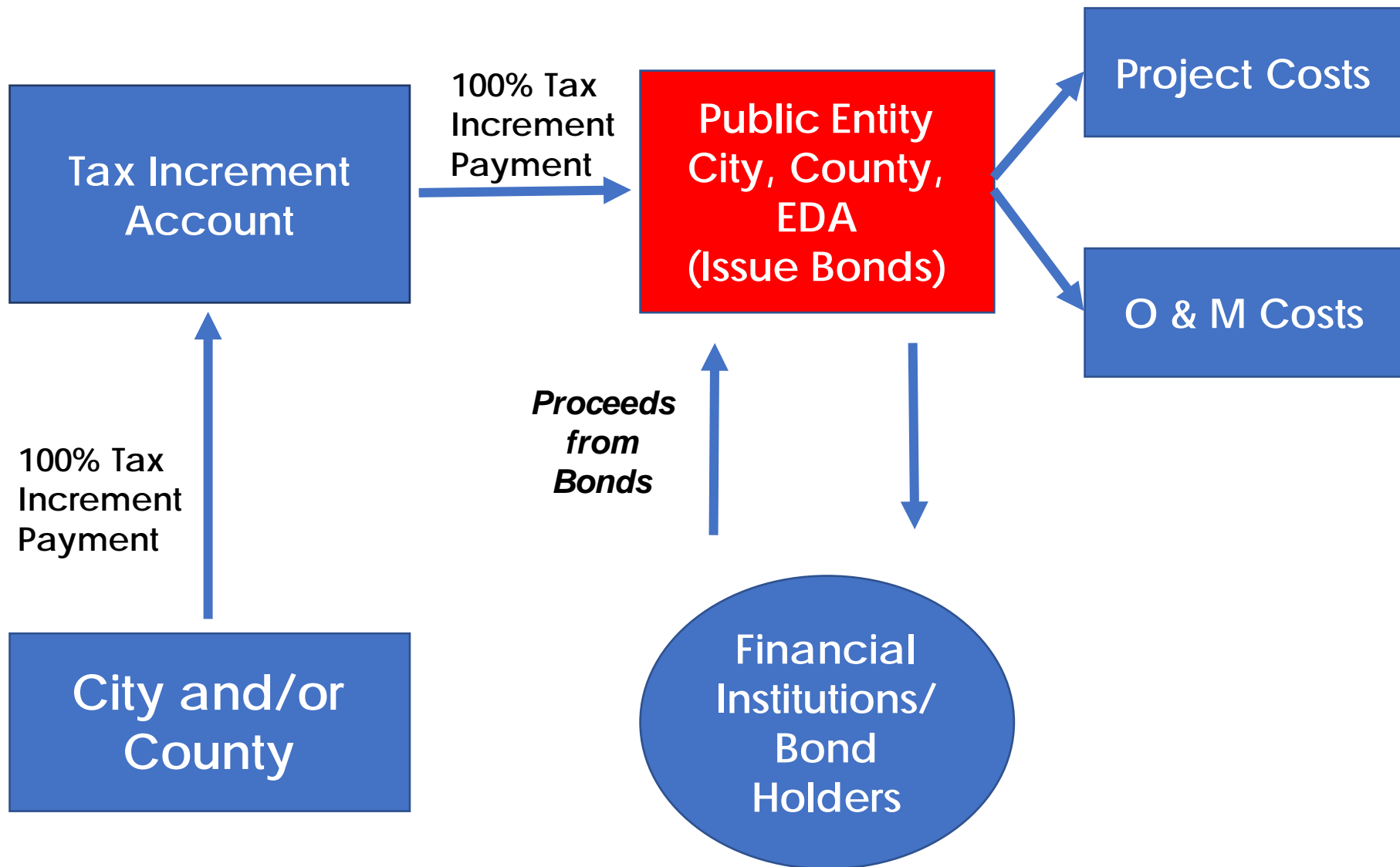


# TIF Financing Tools

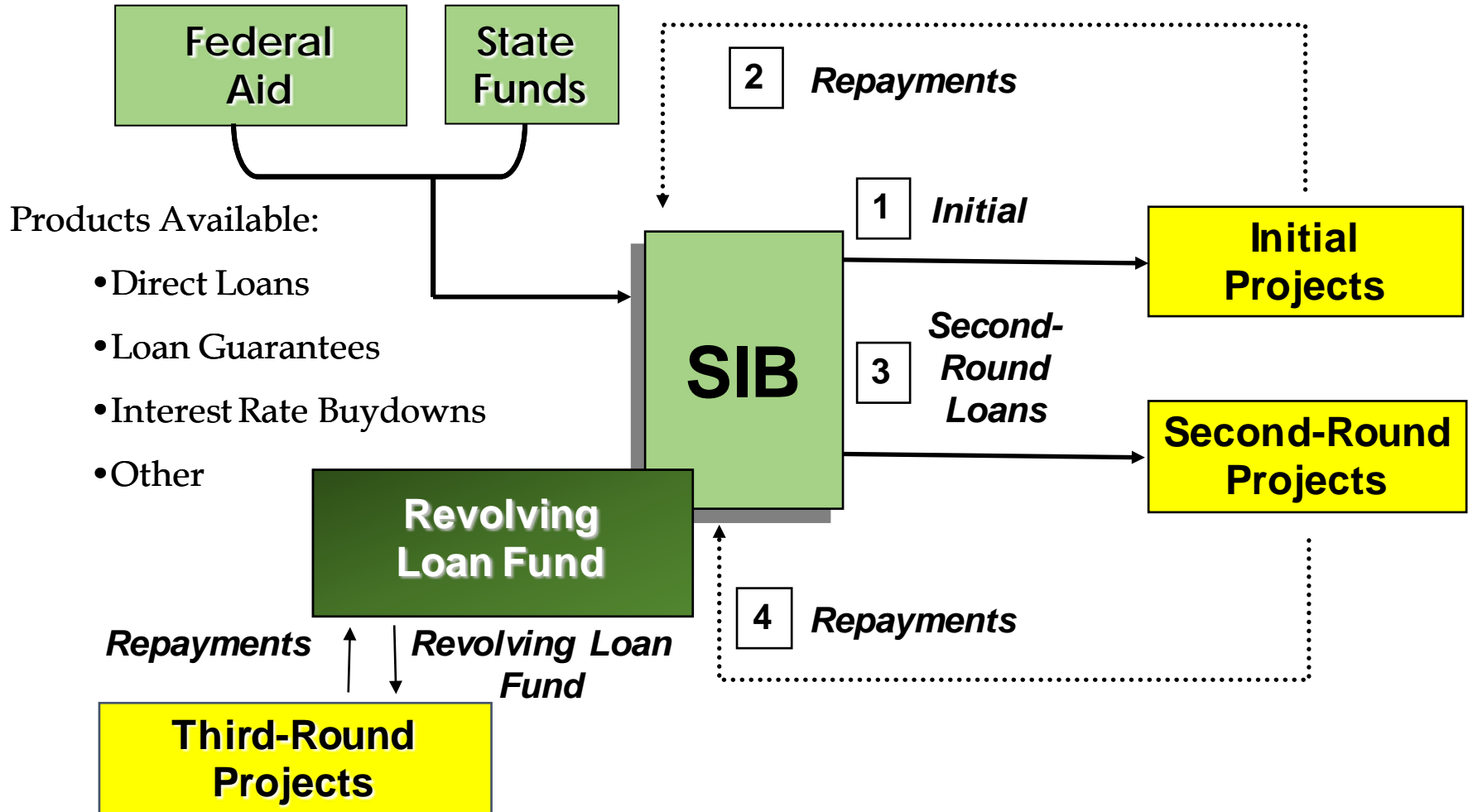
# Incremental Revenues Financing Tools

- Pay-as-you-go financing: expenditures are undertaken as incremental revenue is realized
- Developer financing: Local authority reimburses the developer for TIF-eligible costs as it obtains incremental revenues
- Municipal financing with developer participation: Local authority issues bonds while the developer simultaneously pledges to purchase all or a significant portion of bonds
- Municipal financing:
  - ✓ Revenue Bonds & General Obligation
  - ✓ Federal Credit Program: TIFIA, SIBs, Sec 129 Loans

# TIF Bonds

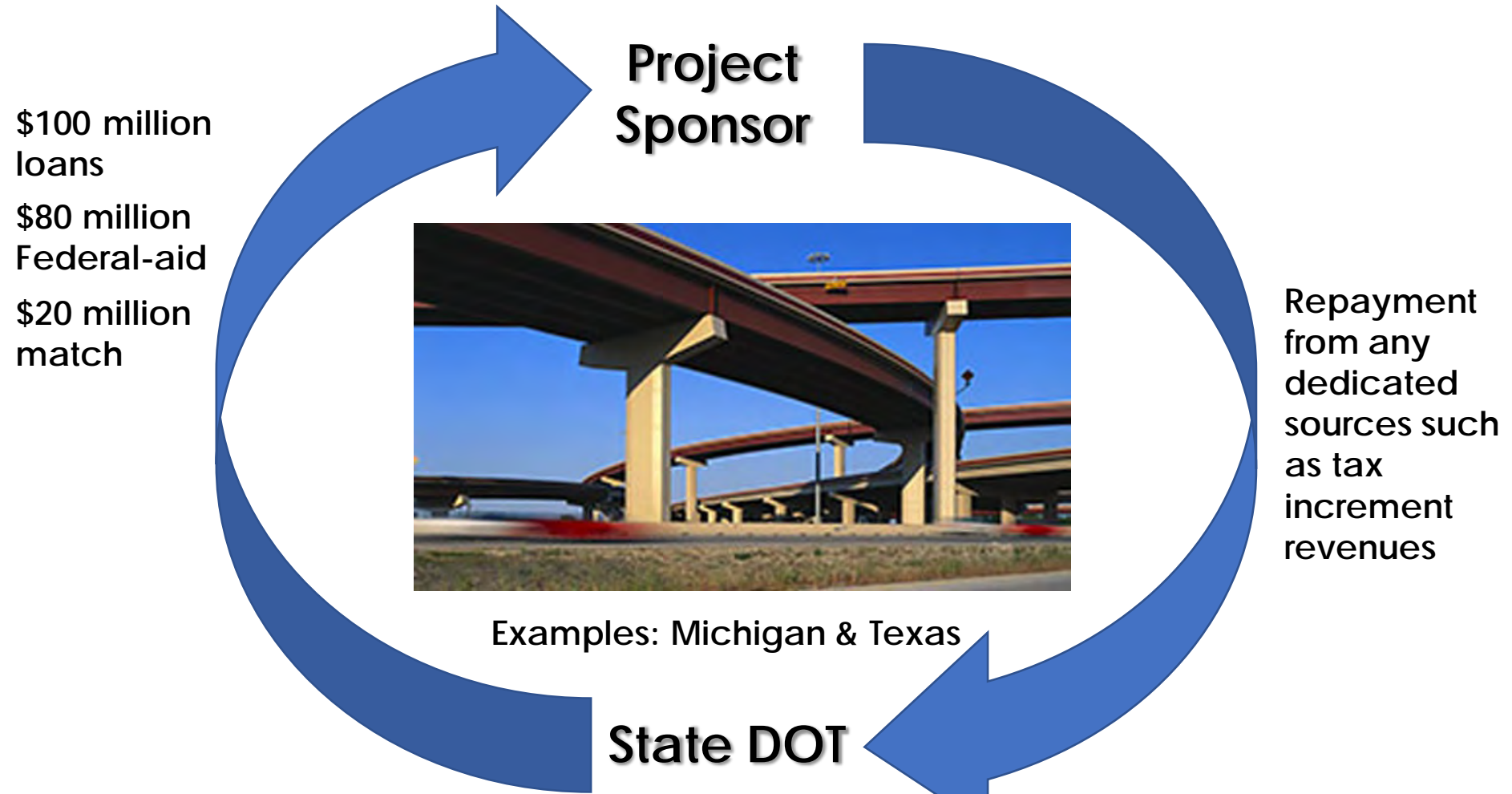


# Leveraging SIBs



Example: [I-10/Loop 375 America's Interchange, El Paso, TX](#). \$30 million in SIB Loan (VC TRZs repayment source)

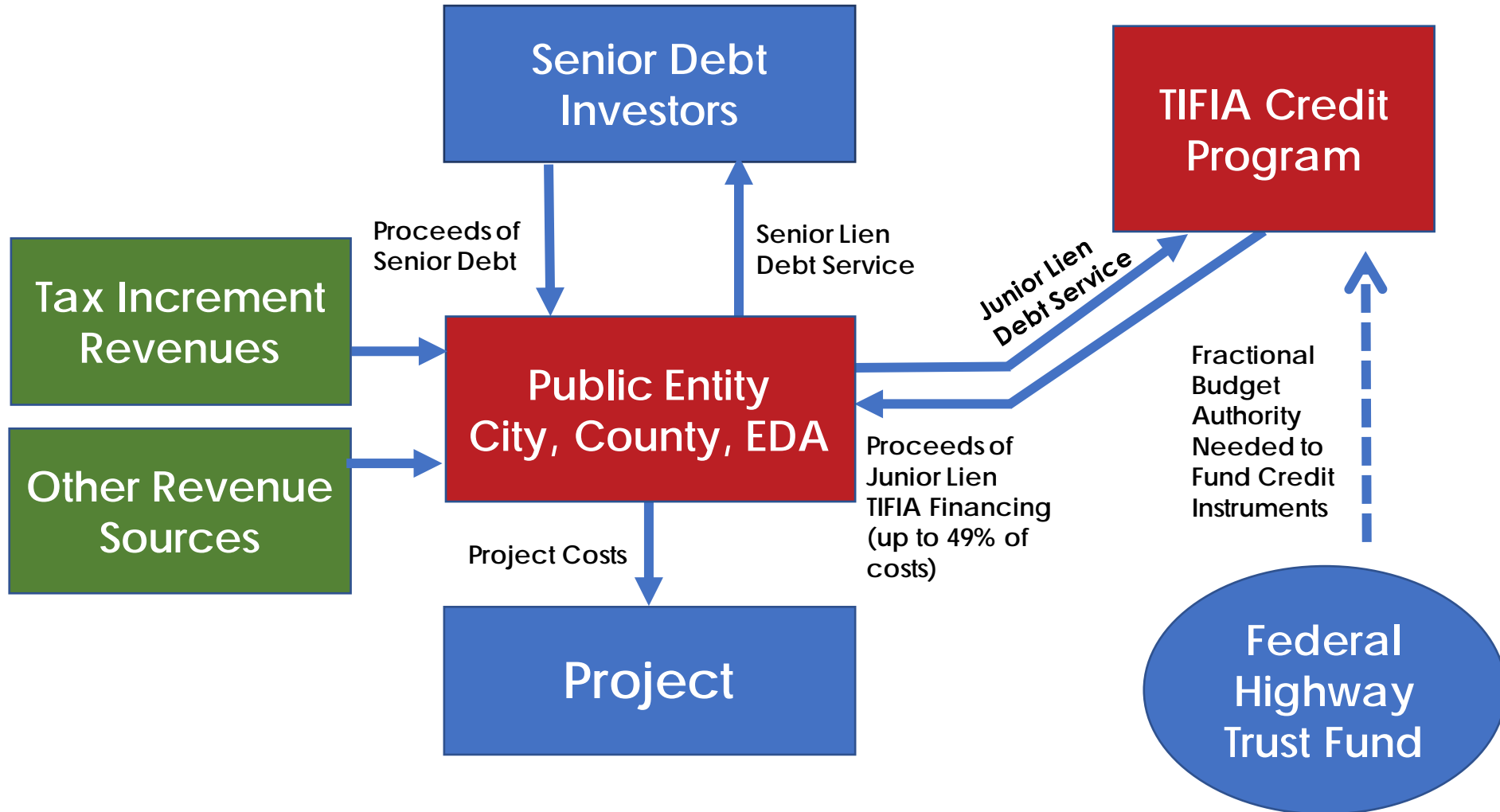
# Section 129 (a)(7) Credit



[https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_credit\\_assistance/section\\_129/](https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/section_129/)



# TIFIA Credit Assistance



<https://www.transportation.gov/buildamerica/financing/tifia>

# Highway Transformation Projects

- [Atlantic Station 17th Street Bridge, GA](#)
- [Atlanta Beltline Redevelopment Project, GA](#)
- [Capitol Crossing / Third Street Tunnel, DC](#)
- [Central 70, Denver, CO; Cap Park \(a recessed highway\)](#)
- [Klyde Warren Park in Dallas, Texas](#)
- [Millennium Park, Chicago, Illinois](#)
- [Park East Freeway Removal - Milwaukee, WI](#)
- [Rochester Inner Loop East, NY, Freeway to Boulevard](#)
- [Transbay Transit Center, CA](#)

# Potential VC Implementation Steps

- Engage with developers/city/county to gauge their interests and work towards commitment
- Assess VC feasibility → VC implementation roadmap
- Develop Specific Plan (SP) and CIP for VC opportunity areas (OAs)
- Conduct SP-based nexus study for coding DIF fee schedule into city ordinance
- Set up Qualified Opportunity Zones (QOZ) investment fund(s) dedicated to VC OAs
- Start TIF/SAD district formation process as early as possible



U.S. Department  
of Transportation

**Federal Highway  
Administration**

EDC-Value Capture Implementation Team



Thay N. Bishop  
Thay.Bishop@dot.gov or  
ValueCapture@dot.gov

Questions & Answers





# Rethinking Highways in Cities

Peter J. Park

**Value Capture Strategies as Economic Development Tools:**  
Tapping Value Capture Strategies to Improve Aging Infrastructure and  
Spur Economic Development

*February 9, 2023  
11:00 am – 1:00 pm MST*



# CHOICE

Definition of Public Improvement











ONCE YOUR  
STREET IS **IMPROVED**, THE  
CURB WILL BE RIGHT  
HERE



# Definition of "Public Improvement"

...means a building or construction work which is constructed under the **control of a governmental entity** and is **paid for** in whole or in part with funds of the government entity...

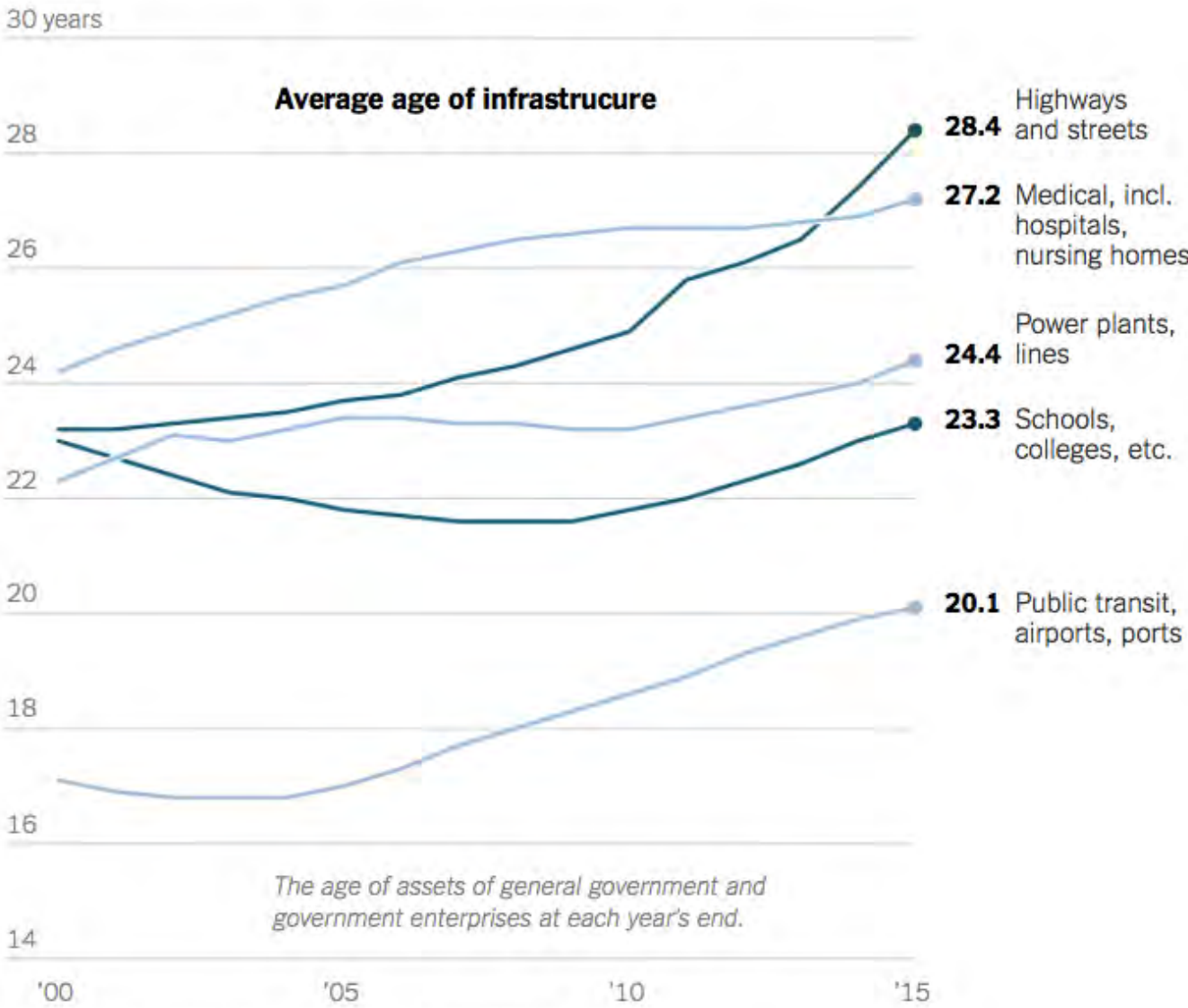
...means any beneficial or valuable change or addition, betterment, enhancement or amelioration of or upon any real property, or interest therein, belonging to the City, **intended to enhance its value, beauty or utility or to adapt it to new or further purposes.**

# OPPORTUNITY

Aging Infrastructure Return  
to City  
Successful Examples Globally

# Public Assets Are Aging

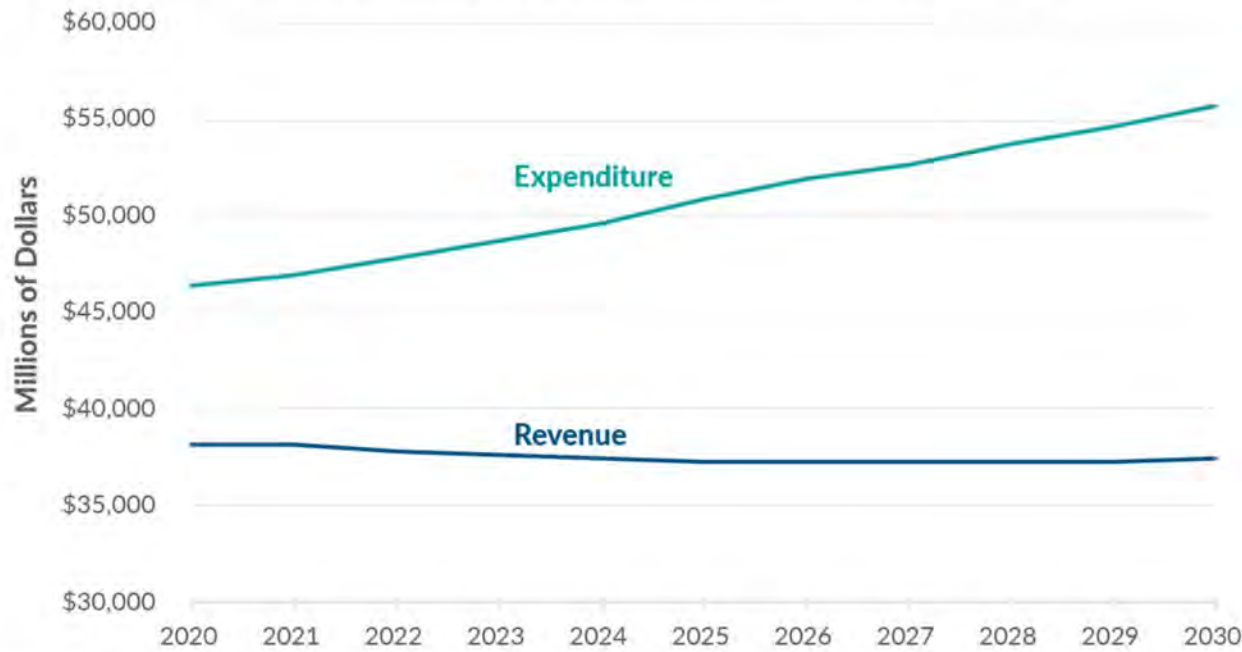
Shrinking investment over the past two decades has left the United States with an older, less efficient foundation for economic growth.



The New York Times | Source: Bureau of Economic Analysis

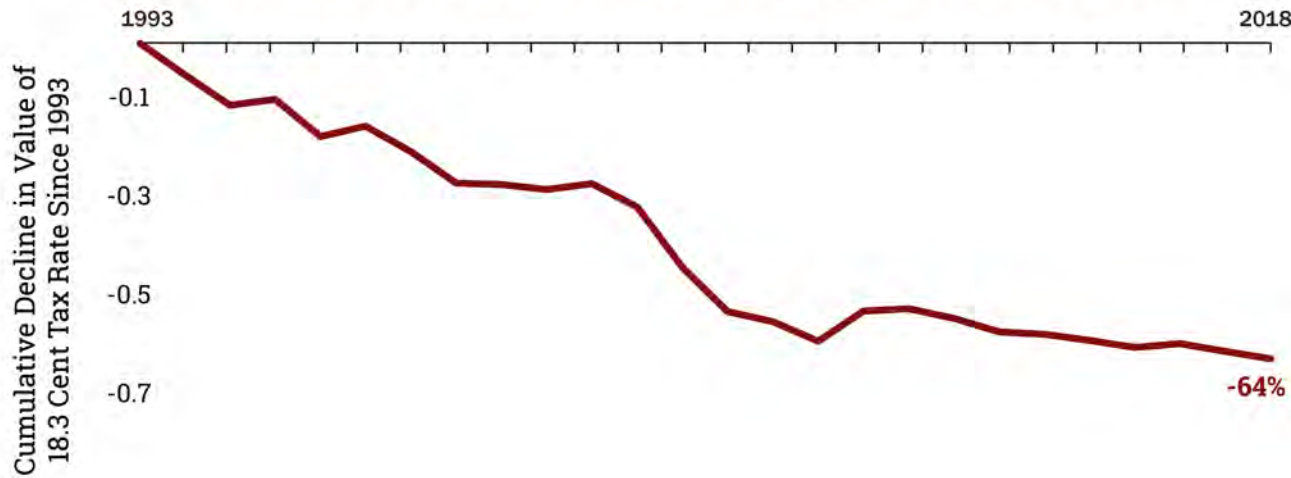
# Highway Trust Fund Revenue Does Not Keep Pace with Projected Spending

Projected Highway Trust Fund Revenue and Expenditures (millions of dollars) by Fiscal Year



Source: Congressional Budget Office.

# Purchasing Power of Federal Gas Tax Rate Has Fallen by Nearly Two-Thirds Because of Inflation and Fuel-Efficiency Gains



Source: Institute on Taxation and Economic Policy (ITEP) analysis of data from the Federal Highway Administration (FHWA), Energy Information Administration (EIA), and Congressional Budget Office (CBO).





A COMPREHENSIVE  
ASSESSMENT  
OF AMERICA'S  
INFRASTRUCTURE



































**2021** REPORT CARD  
FOR AMERICA'S INFRASTRUCTURE

**2021 Report Card for  
America's Infrastructure**

G.P.A.



 AVIATION 	 PUBLIC PARKS 
 BRIDGES 	 RAIL 
 DAMS 	 ROADS 
 DRINKING WATER 	 SCHOOLS 
 ENERGY 	 SOLID WASTE 
 HAZARDOUS WASTE 	 STORMWATER 
 INLAND WATERWAYS 	 TRANSIT 
 LEVEES 	 WASTEWATER 
 PORTS 	



# WHAT AFFECTS U.S. PASSENGER TRAVEL? CURRENT TRENDS AND FUTURE PERSPECTIVES

February  
2016

A White Paper from the National Center for  
Sustainable Transportation

Giovanni Circella, University of California, Davis  
Kate Tiedeman, University of California, Davis  
Susan Handy, University of California, Davis  
Farzad Alemi, University of California, Davis  
Patricia Mokhtarian, Georgia Institute of Technology



1. Passenger travel trends **no longer closely track** economic trends.
2. Changes in gas prices have **weak impact** on VMT.
3. The urban form of American cities is **changing**.
4. Socio-demographic trends have potentially **lasting effects** on travel demand.
5. Individuals belonging to **all generations** are frequent users of modern technologies.
6. Technology-enabled shared mobility services are **lessening necessity** of private vehicle ownership.



## Urban Highway Removals Completed and Planned

**Alaska Way Viaduct**  
Seattle, Washington, USA  
Constructed: 1953  
Status: Tear down began in 2011  
Km: 4.5  
Annual Vehicular Traffic: 100,000 daily  
Construction Investment (mil USD): 3,100  
Investment per km (mil USD): 688.1  
Replacement Type: Tunnel—Boulevard

**Historic Drive Boulevard**  
Portland, Oregon, USA  
Constructed: 1950  
Status: Torn Down 1974  
Km: 4.8  
Annual Vehicular Traffic: 25,000 daily  
Construction Investment (mil USD): Unknown  
Investment per km (mil USD): Unknown  
Replacement Type: Boulevard-Park

**Central Freeway**  
San Francisco, California, USA  
Constructed: 1959  
Status: Torn Down 2005  
Km: 1  
Annual Vehicular Traffic: 93,000 daily  
Construction Investment (mil USD): 50  
Investment per km (mil USD): 51.8  
Replacement Type: Boulevard

**Frederickson Freeway**  
San Francisco, California, USA  
Constructed: 1959  
Status: Torn Down 1991–2001  
Km: 2.6  
Annual Vehicular Traffic: 61,000 daily  
Construction Investment (mil USD): 10  
Investment per km (mil USD): 31.1  
Replacement Type: Boulevard

**Port East Freeway**  
Milwaukee, Wisconsin, USA  
Constructed: 1965–1971  
Status: Torn Down 2002–2003  
Km: 1.6  
Annual Vehicular Traffic: 35,000 daily  
Construction Investment (mil USD): 15  
Investment per km (mil USD): 15.5  
Replacement Type: Boulevard

**Louisville, Kentucky, USA**  
Constructed: 1961  
Status: Community proposal to remove the freeway  
Km: 3.2  
Annual Vehicular Traffic: 16,300 daily  
Construction Investment (mil USD): 4,100  
Investment per km (mil USD): 1274.1  
Replacement Type: Boulevard

**Gardiner Expressway**  
Toronto, Canada  
Constructed: 1955–1966  
Status: Portions were removed in 2001 and 2003; there is a study underway to remove another portion  
Km: 18  
Annual Vehicular Traffic: 200,000 daily  
Construction Investment (mil USD): 490  
Investment per km (mil USD): 27.2  
Replacement Type: Boulevard

**1-91 Boulevard**  
Syracuse, New York, USA  
Constructed: 1957  
Status: Community proposal  
Km: 2.3  
Annual Vehicular Traffic: 100,000 daily  
Construction Investment (mil USD): Unknown  
Investment per km (mil USD): Unknown  
Replacement Type: Boulevard

**Claiborne Expressway**  
New Orleans, Louisiana, USA  
Constructed: 1968  
Status: Community proposal for removal  
Km: 3.2  
Annual Vehicular Traffic: 69,000 daily  
Construction Investment (mil USD): Unknown  
Investment per km (mil USD): Unknown  
Replacement Type: Boulevard

**West Side Highway aka "Washway"**  
New York, New York, USA  
Constructed: 1927–1931  
Status: Torn Down 2001  
Km: 2.6  
Annual Vehicular Traffic: 140,000 daily  
Construction Investment (mil USD): 15,000  
Investment per km (mil USD): 50.2  
Replacement Type: Boulevard

**Shenando Expressway**  
New York, New York, USA  
Constructed: 1958–1962  
Status: Proposal being studied by the government  
Km: 1.9  
Annual Vehicular Traffic: 45,000 daily  
Construction Investment (mil USD): Unknown  
Investment per km (mil USD): Unknown  
Replacement Type: Boulevard

**Quaker 381 (Down Town Expressway)**  
New Haven, Connecticut, USA  
Constructed: 1960  
Status: Construction slated to begin in 2014  
Km: 0.9  
Annual Vehicular Traffic: 30,000 daily  
Construction Investment (mil USD): 342  
Investment per km (mil USD): 401  
Replacement Type: Boulevard

**I-93 aka "The Big Dig"**  
Boston, Massachusetts, USA  
Constructed: 1959  
Status: Torn Down 2007  
Km: 2.9  
Annual Vehicular Traffic: 200,000 daily  
Construction Investment (mil USD): 15,000  
Investment per km (mil USD): 5179.2  
Replacement Type: Tunnel—Boulevard

**Mass Freeway**  
Paris, France  
Constructed: 1932–1967  
Status: Plans  
Km: 7.9  
Annual Vehicular Traffic: 100,000 daily  
Construction Investment (mil USD): 411  
Investment per km (mil USD): 52  
Replacement Type: Trunkway

**Georges Pompidou Expressway**  
Paris, France  
Constructed: 1967  
Status: Government proposal  
Km: 1.8  
Annual Vehicular Traffic: 70,000 daily  
Construction Investment (mil USD): Unknown  
Investment per km (mil USD): Unknown  
Replacement Type: Boulevard

**A-100 Tunnel**  
Berlin, Germany  
Constructed: 1995  
Status: Torn Down 2000  
Km: 1.7  
Annual Vehicular Traffic: 170,000 daily (2015)  
Construction Investment (mil USD): 276  
Investment per km (mil USD): 162.4  
Replacement Type: Tunnel—Boulevard

**Cheonggyecheon**  
Seoul, South Korea  
Constructed: 1967–1971  
Status: Torn Down 2003–2005  
Km: 9.4  
Annual Vehicular Traffic: 102,747 daily  
Construction Investment (mil USD): 120  
Investment per km (mil USD): 12.7  
Replacement Type: Boulevard-Park



# THE LIFE AND DEATH OF URBAN HIGHWAYS




CNU

CONGRESS FOR THE  
NEW URBANISM

WHO WE ARE

WHAT WE DO

RESOURCES




# Highways to Boulevards


In the 20<sup>th</sup> Century, the American era of highway-building created sprawling freeways that cut huge swaths through our cities. Too often vibrant, diverse, and functioning neighborhoods were destroyed or isolated by their construction, devastating communities and economies alike. Today, many of these urban freeways are reaching the end of their lifespans—and their continuing purpose and worth is being called into question.

The Highways to Boulevards movement offers a path forward for communities to repair, rebuild, and reknit. It seeks to replace aging highways that damage communities with assets like city streets, housing, and green space. These streets become places for the people who live around them, with local businesses and places for public interaction, as well as better integration with a city’s transit systems. Highways to Boulevards conversions increase access to jobs and services and allow for the creation of neighborhood-driven, well-functioning urban space. To date, [18 American cities have either removed, covered, or committed to transform urban highway corridors](#).


As end-stage urban freeways and their adjacent corridors present opportunities to transform broken liabilities into assets, elected officials and citizens alike can be advocates for transformations that support socially and economically valuable places.



FOUR  
PRINCIPLES  
FOR A FEDERAL  
HIGHWAYS TO  
BOULEVARDS  
PROGRAM



COMPLETED  
HIGHWAYS TO  
BOULEVARDS  
PROJECTS



CAMPAIGN  
CITIES

CNU

CONGRESS FOR THE  
NEW URBANISM


WHO WE ARE

WHAT WE DO

RESOURCES


GET INVOLVED

SUPPORT CNU




# Freeways Without Futures


*Freeways Without Futures* highlights the efforts of local campaign organizers and activists seeking to revitalize their communities by dismantling the city highways that burden them with the significant health hazards of vehicle exhaust, a loss of local businesses and services, and streets that are hostile to pedestrians. The highways featured in these reports are too costly to rebuild and for too long have segregated and polluted nearby neighborhoods and communities. Now, with many of them reaching the end of their designed lifespan, it is time to repair the damage and channel the benefits unlocked by taking down an expressway to serve the members of the current community. *Media inquiries: Contact [Lauren Mayer](#) or [Dee Powell](#).*




2021 FREEWAYS  
WITHOUT  
FUTURES




2019 FREEWAYS  
WITHOUT  
FUTURES




2017 FREEWAYS  
WITHOUT  
FUTURES




2014 FREEWAYS  
WITHOUT  
FUTURES



2012 FREEWAYS  
WITHOUT  
FUTURES



2010 FREEWAYS  
WITHOUT  
FUTURES



2008  
FREEWAYS  
WITHOUT  
FUTURES

# RETHINKING HIGHWAYS IN AMERICAN CITIES



JULY 2013

*Peter J. Park*

**ABSTRACT:** Since 2005, the Congress for the New Urbanism’s Highways-to-Boulevards initiative has argued that replacing urban freeways with surface streets, boulevards and avenues is the most cost-effective, sustainable option for cities with aging grade separated roads. Since the West Side Highway was removed in 1977, CNU has tracked nearly 115 freeway candidates, more than 25 active removal campaigns, and ten successful removal efforts. The increase in removal candidates and active campaigns has repositioned urban freeway removal

# DESIGN FLAW

Limited Access vs Urban Street Networks

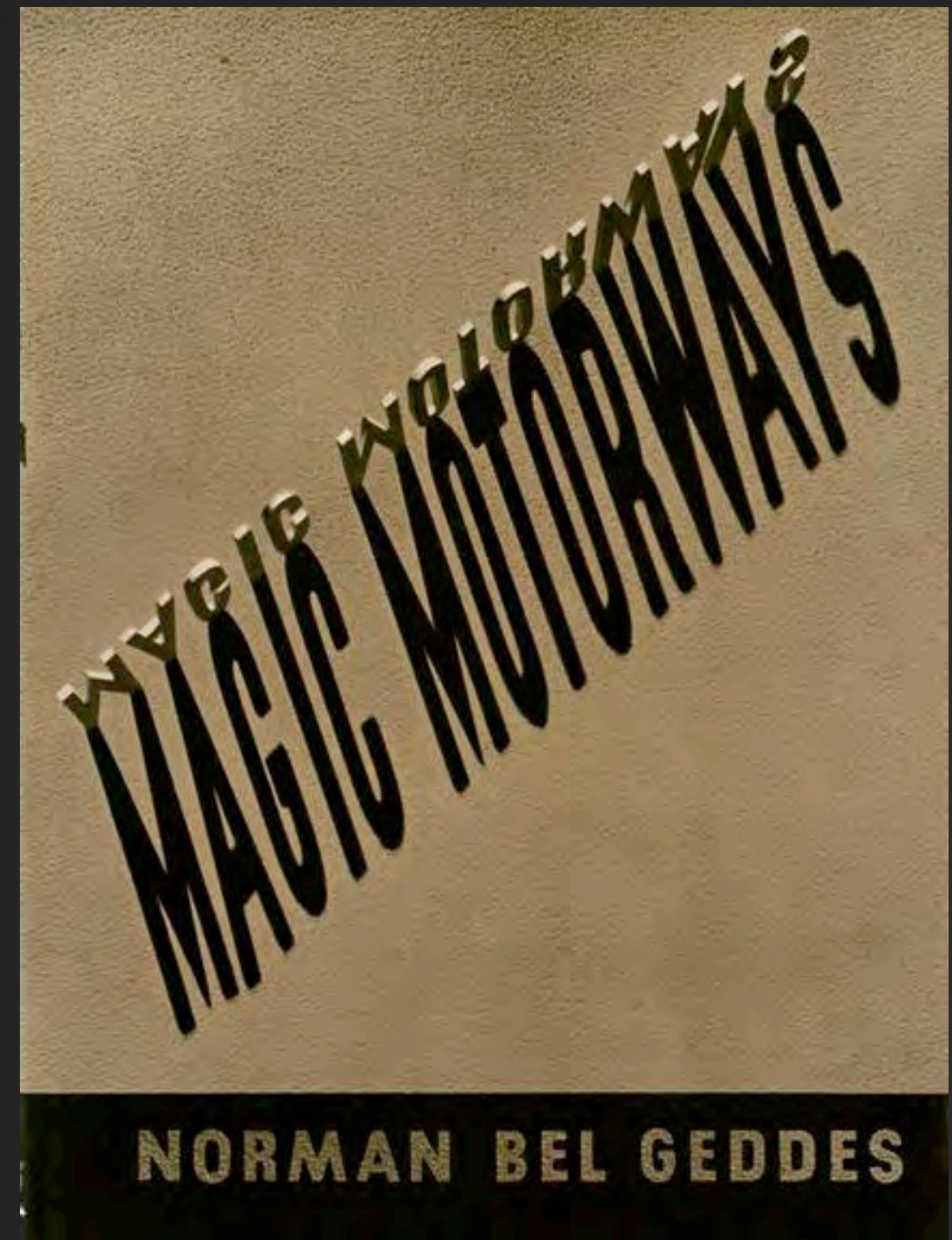
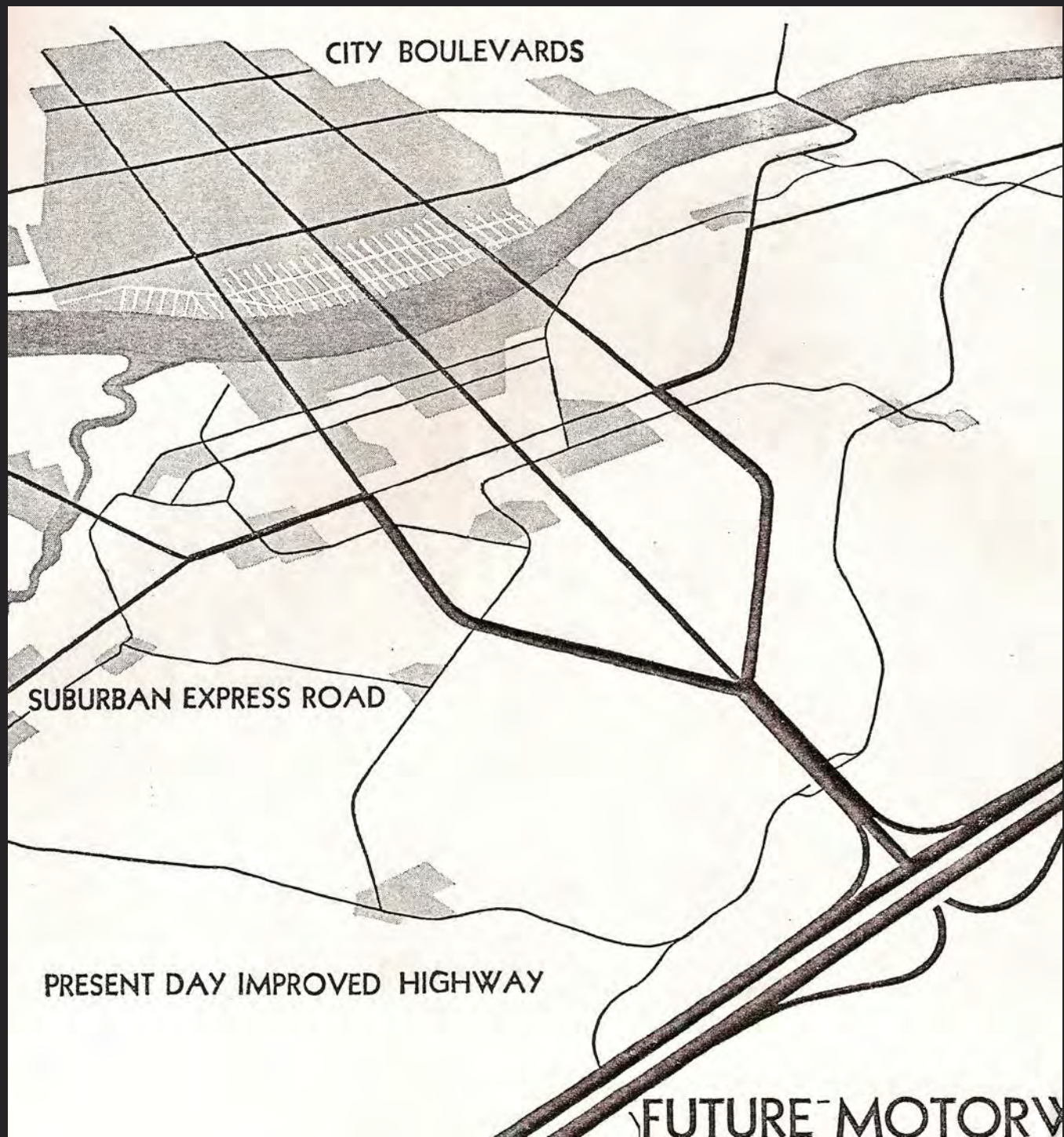
Cities are for People



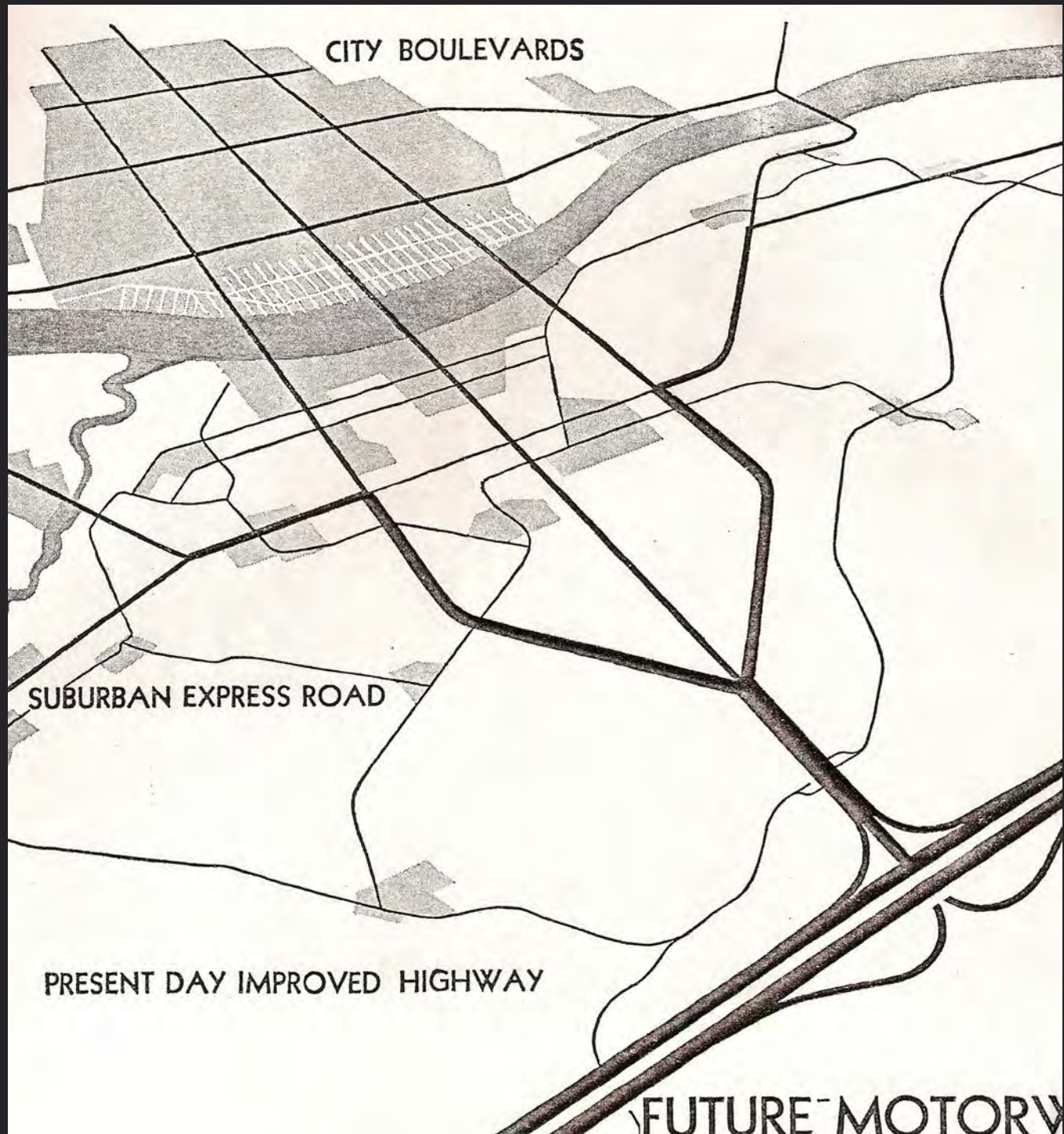
# Traveling on Beautiful Interstate 70







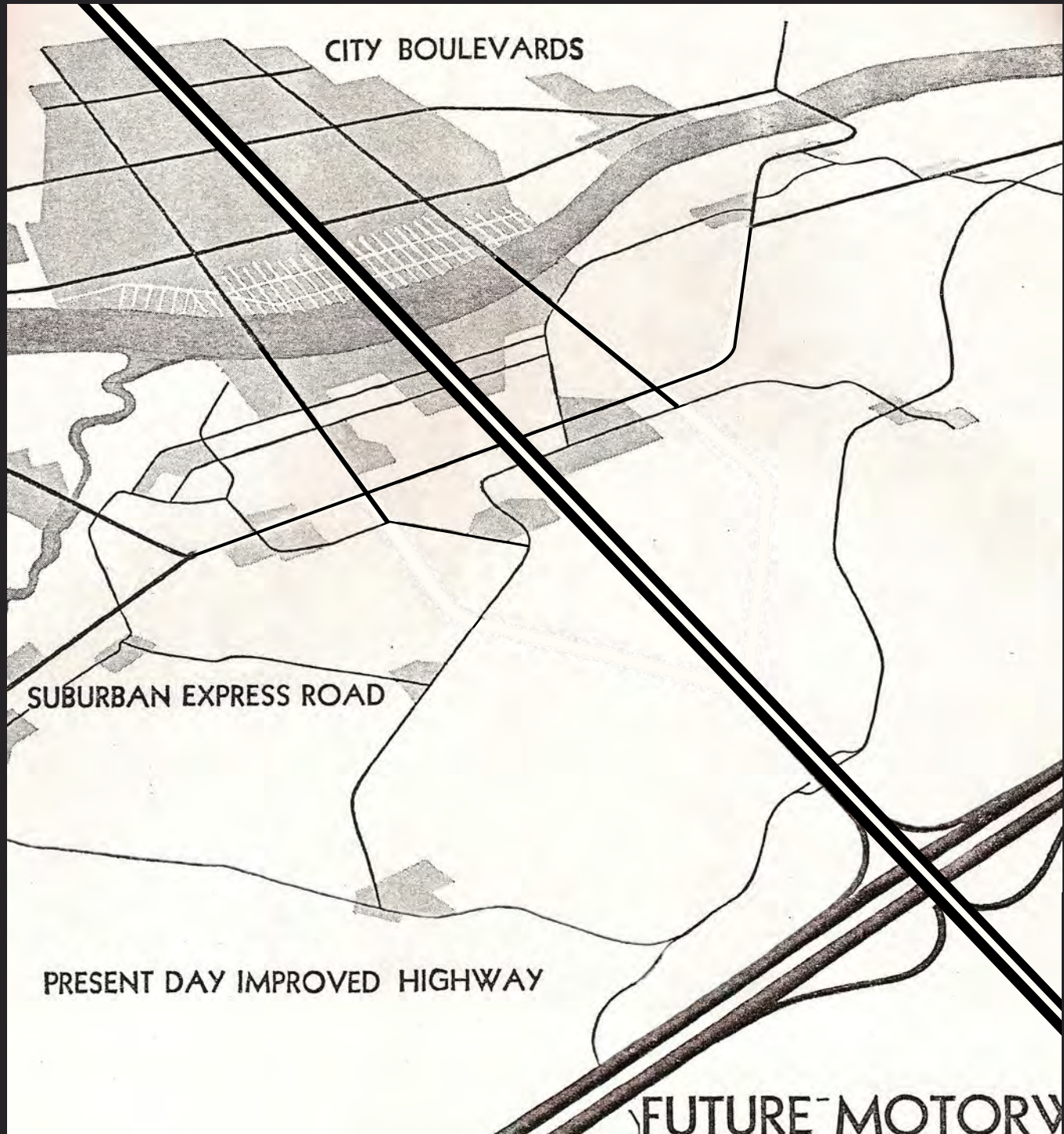




“...frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they permit among the users of a city neighbourhood.”

Jane Jacobs





Building of a highway “has about the same result upon vegetation and human structures as the passage of a tornado or the blast of an atom bomb.”

Lewis Mumford



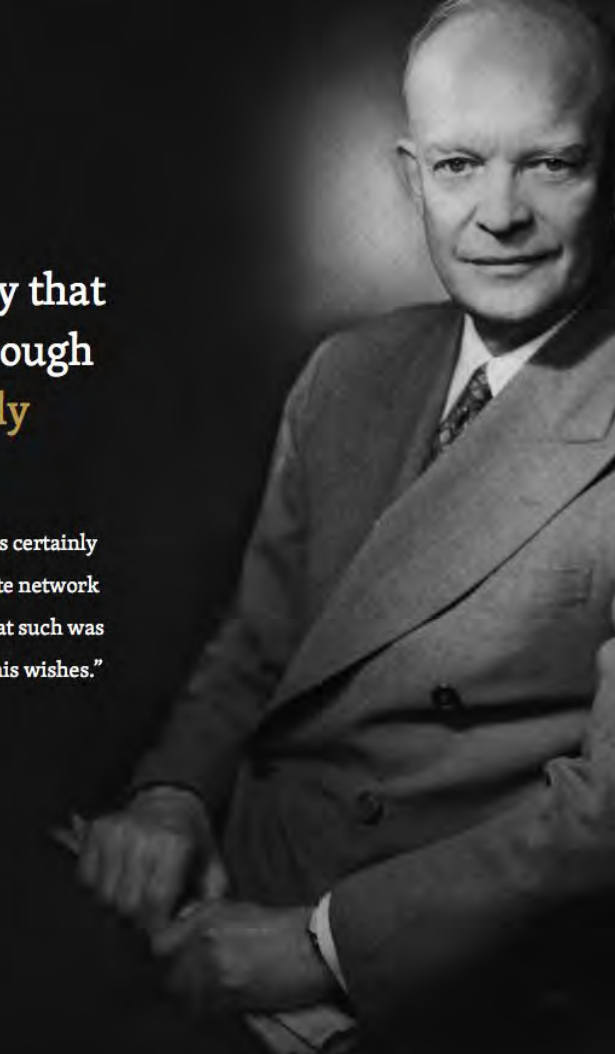
## THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



“**PRESIDENT EISENHOWER** went on to say that the matter of running Interstate routes through the congested parts of the cities was **entirely against his original concept and wishes;**

that he never anticipated that the program would turn out this way . . . and that he was certainly not aware of any concept of using the program to build up an extensive intra-city route network as part of the program he sponsored. He added that those who had not advised him that such was being done, and those who steered the program in such a direction, had not followed his wishes.”

**NOTES FROM MEETING - APRIL 6TH, 1960**  
EISENHOWER PRESIDENTIAL LIBRARY ARCHIVES



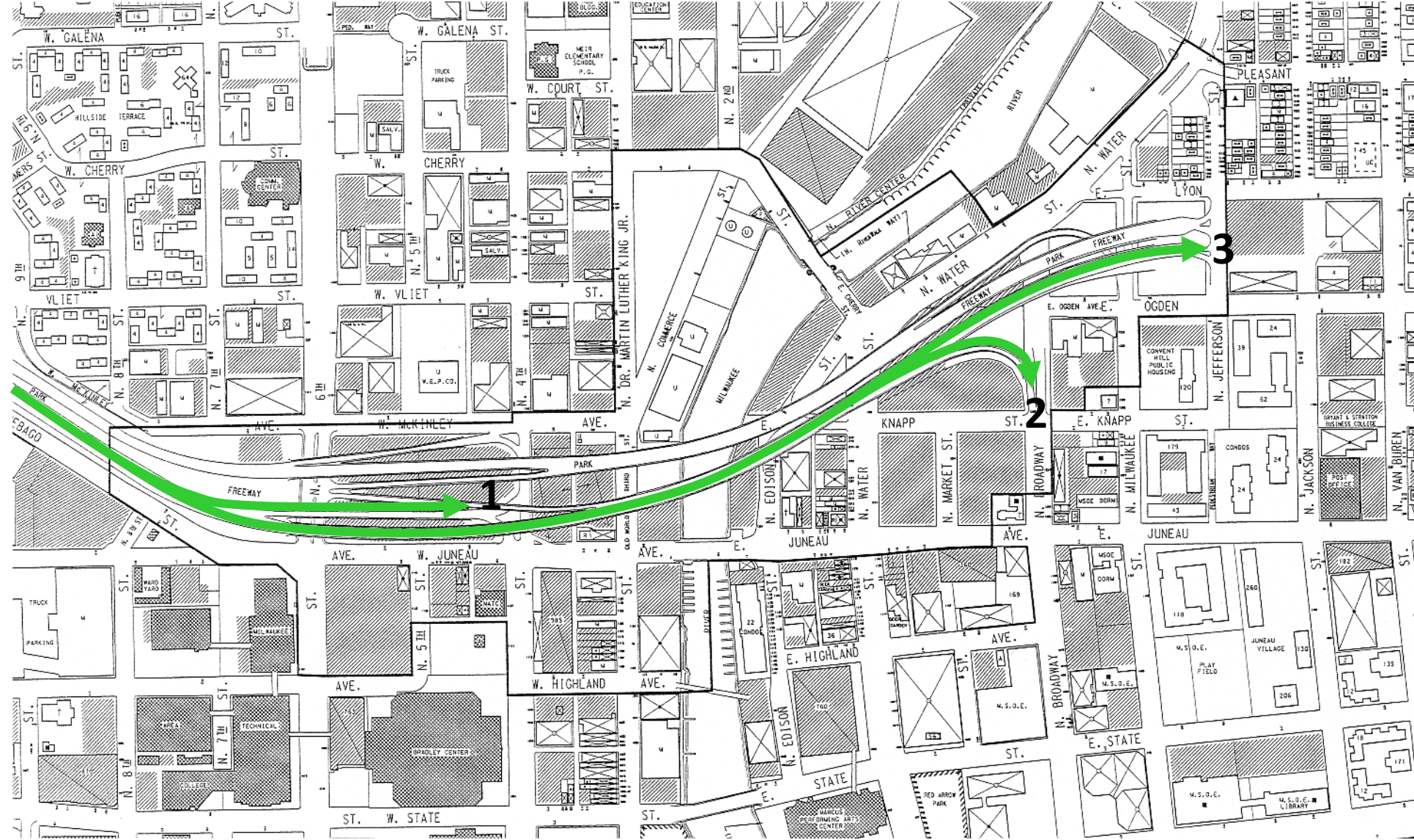
Such roads as this one hamper rapid movement of mechanized units of the Army and must be widened and realigned for National Defense.

## Highways for National Defense

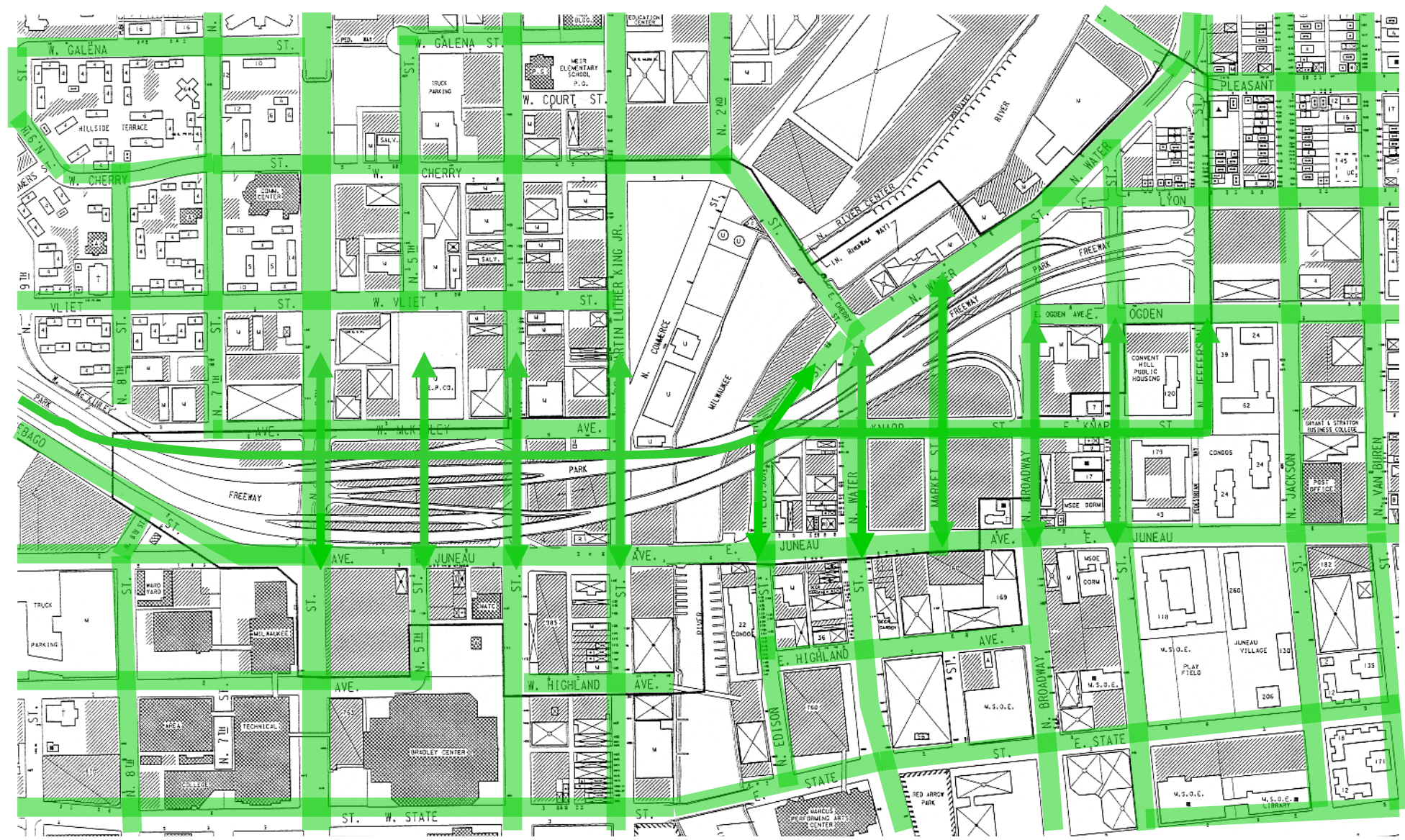
By C. H. PURCELL, State Highway Engineer





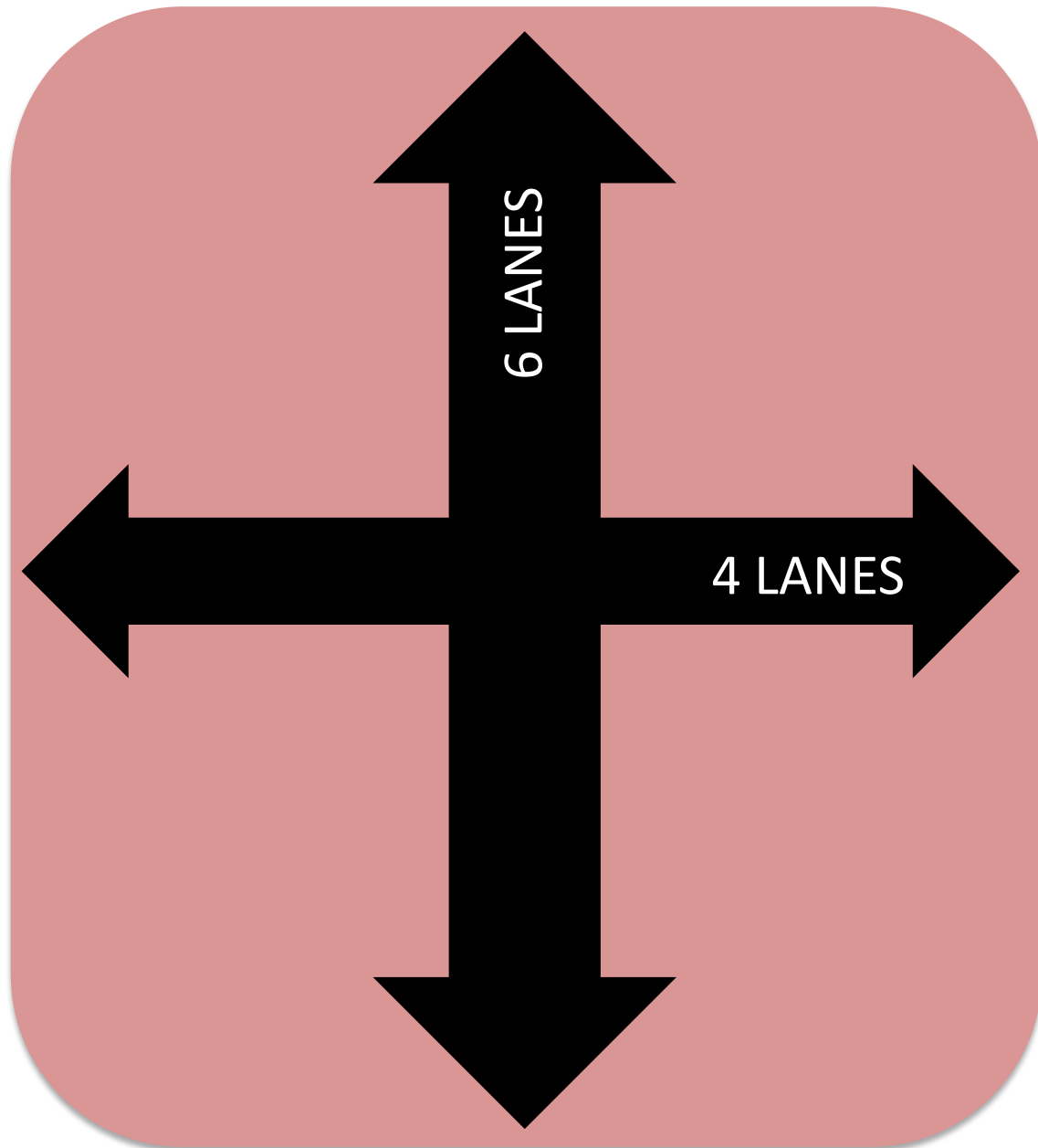




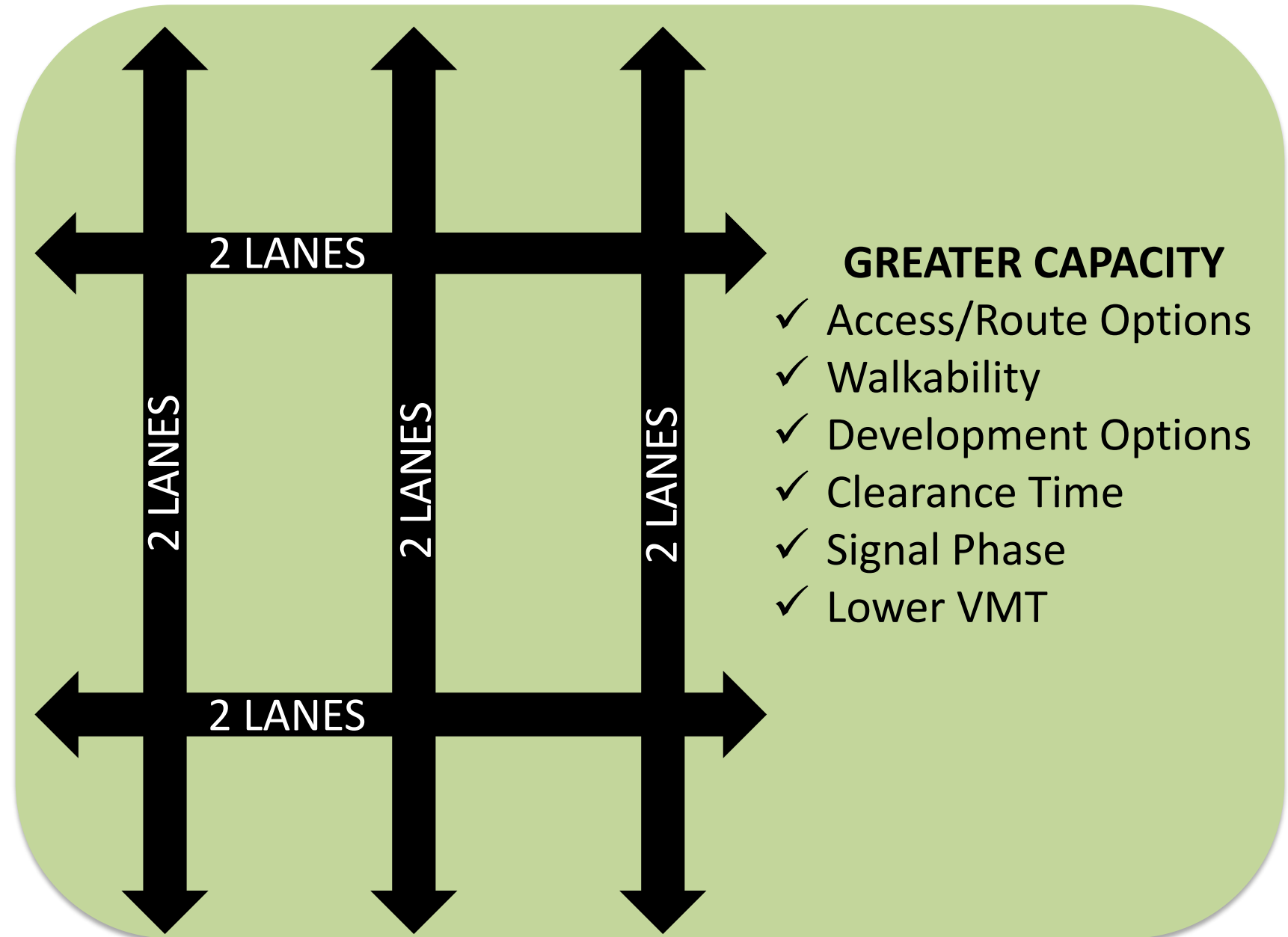


# Network Performance

6 x 4 Travel Lanes

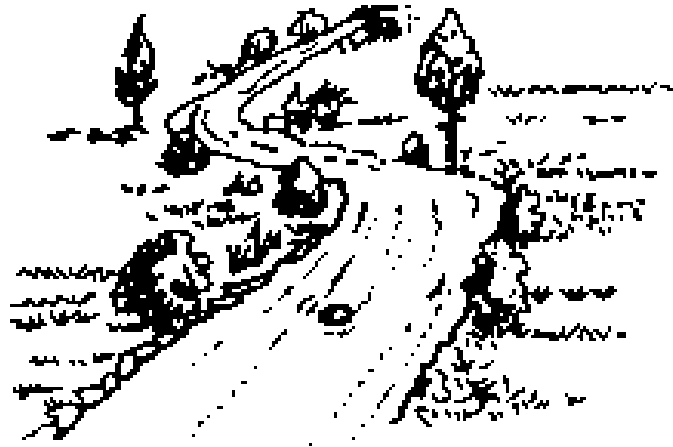


6 x 4 Travel Lanes

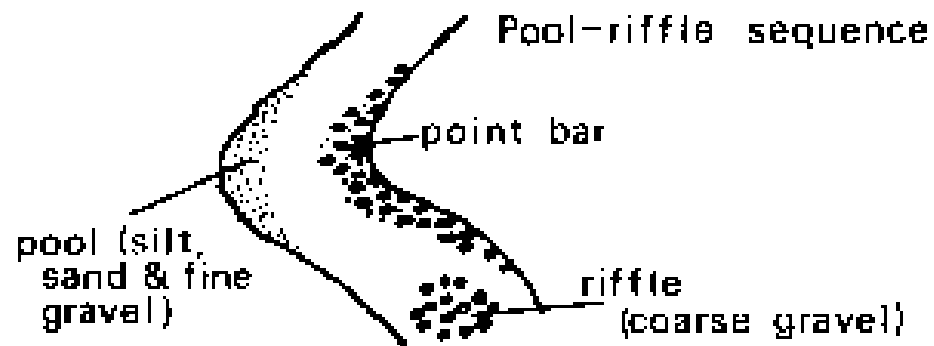




## NATURAL CHANNEL

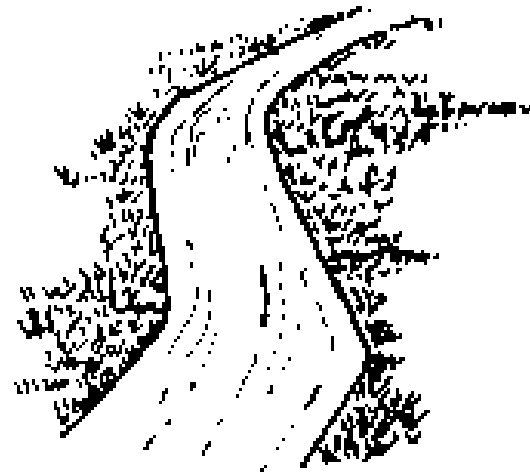


Suitable water temperatures.  
adequate shading; good cover for fish  
life; minimal variation in temperatures;  
abundant leaf material input.

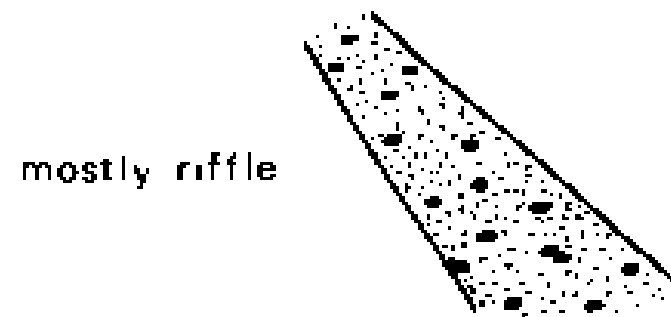


Sorted gravels provide diversified habitats  
for many stream organisms.

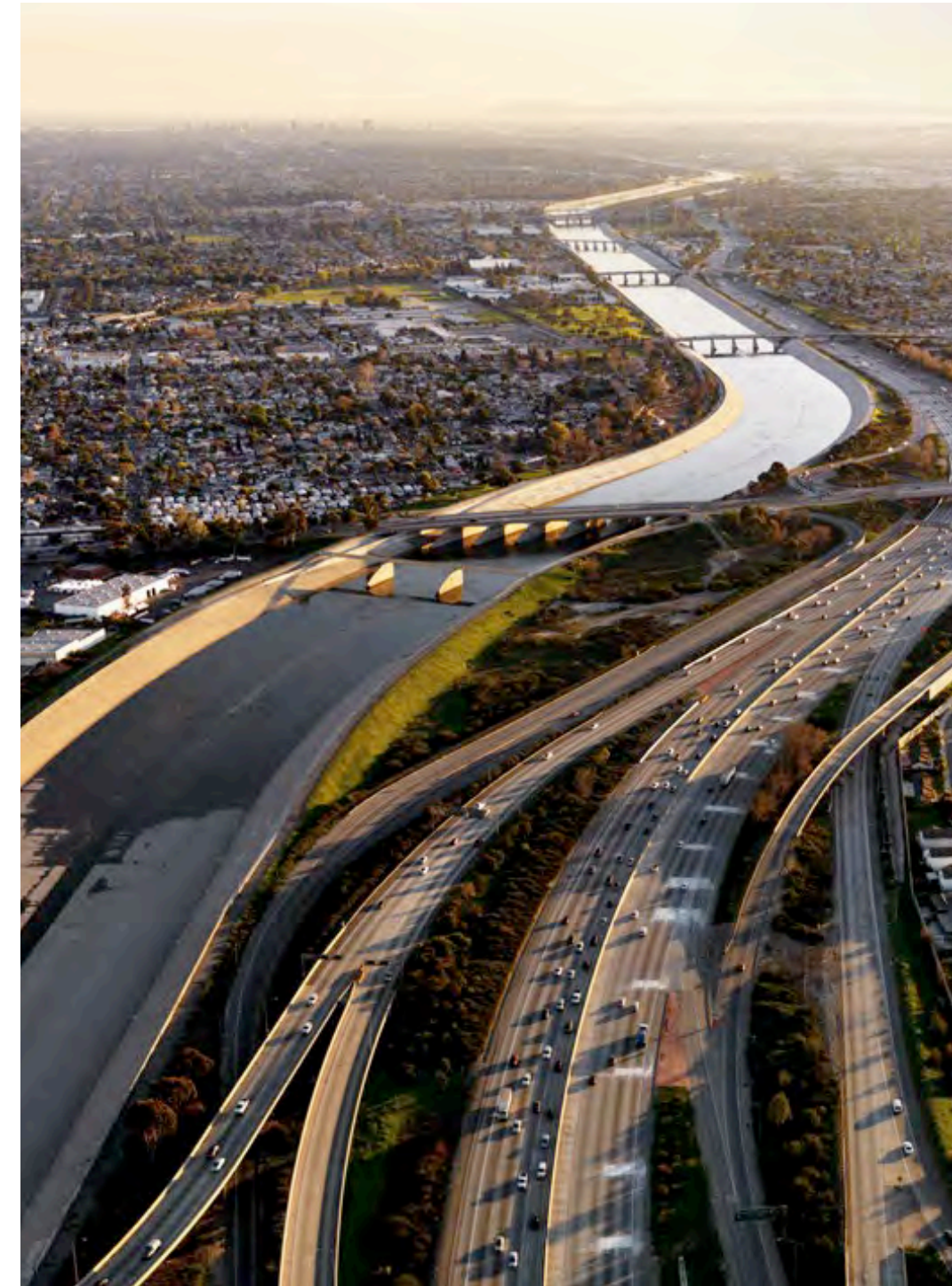
## MANMADE CHANNEL



Increased water temperatures.  
no shading; no cover for fish life;  
rapid daily and seasonal fluctuations  
in temperatures; reduced leaf  
material input.



Unsorted gravels:  
reduction in habitats, few organisms











مورoccan

Moroccan & Mediterranean

CLUB

ANNON







# CAPACITY

Adding Choices & Placemaking

VS

Solving Congestion



"Capacity" of a Street























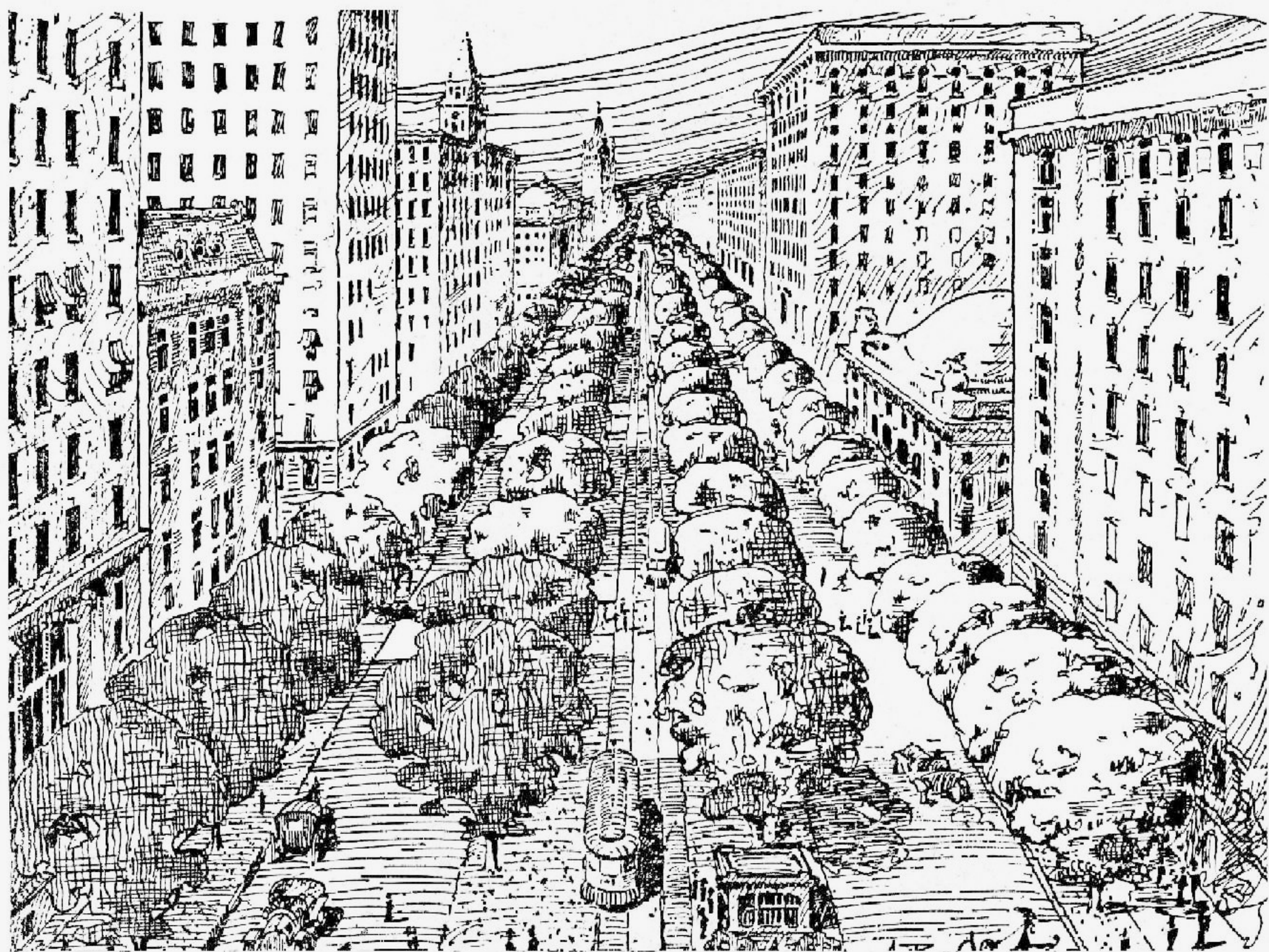




# ROI

Prioritize ROI for the Local Community  
Value Added/Value Capture





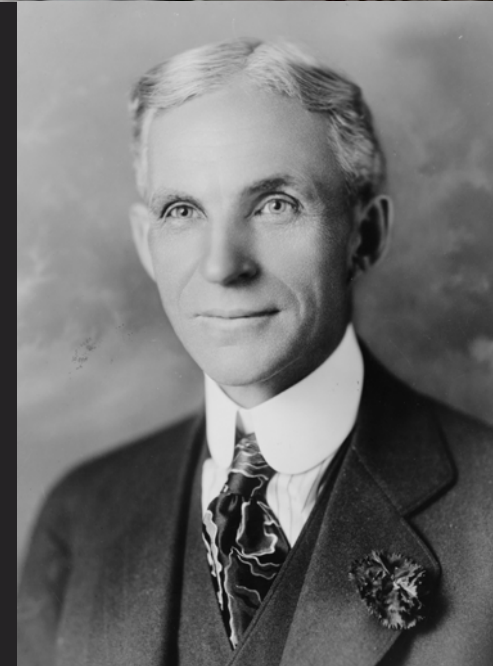
DESIGN FOR PARKED WAYS PUBLISHED BY THE METROPOLITAN  
PARK COMMISSION OF MILWAUKEE IN 1909





“We shall solve the *problem* of the city by leaving the city”

Henry Ford, 1922







# TOD

Transit Oriented Development



D O T

Development Oriented Transportation









Light Rail

Regional Bus (below)

CRT/Passenger Rail







POT



POT

PLACE Oriented Transportation







# PLAN NOW

An Urban Vision

A Community Vision



# MILWAUKEE DOWNTOWN PLAN



















**Rethink 794 in MKE, Reconnect the Grid!**

**What if Milwaukee's downtown transportation system reflected the city we are today?**

**Photo Credits:** Before Photo by Jason Carter After Rendering by Taylor Korslin





**Rethink 794 in MKE, Reconnect the Grid!**



**What if Milwaukee's downtown transportation system reflected the city we are today?**

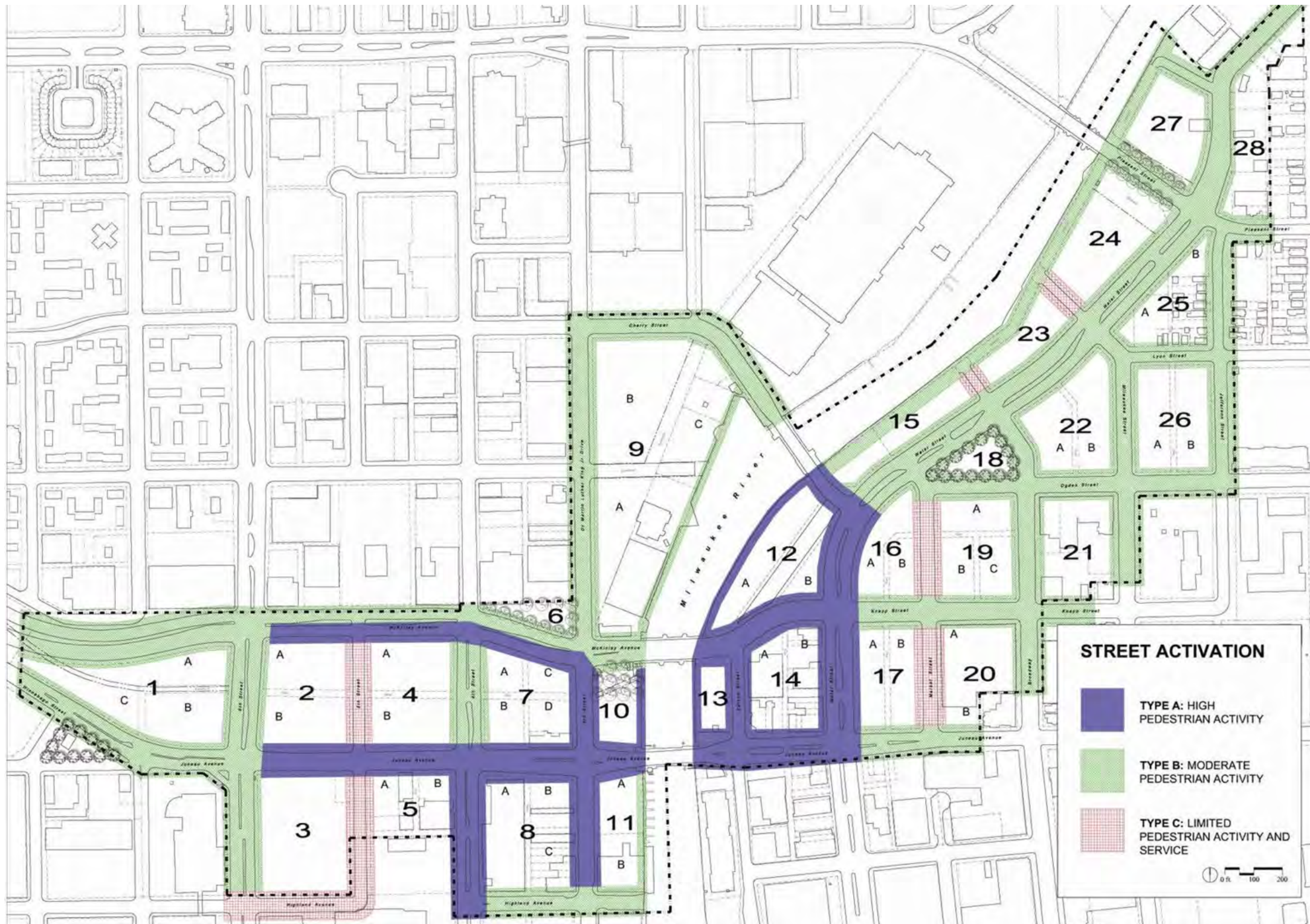
**Photo Credits:** Before Photo by Jason Carter After Rendering by Taylor Korslin



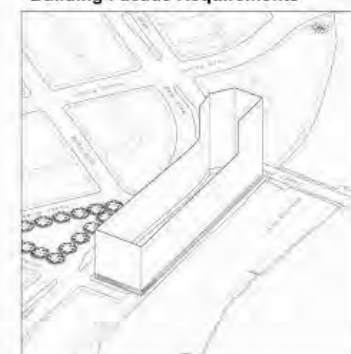
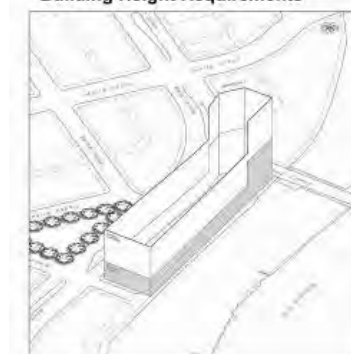
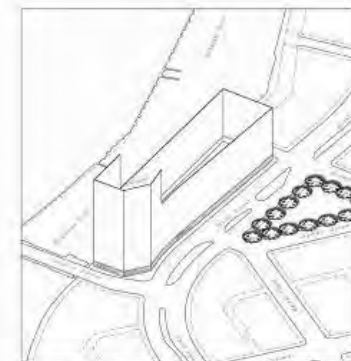
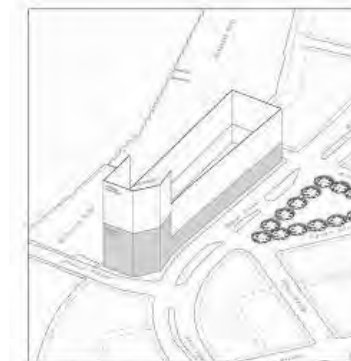
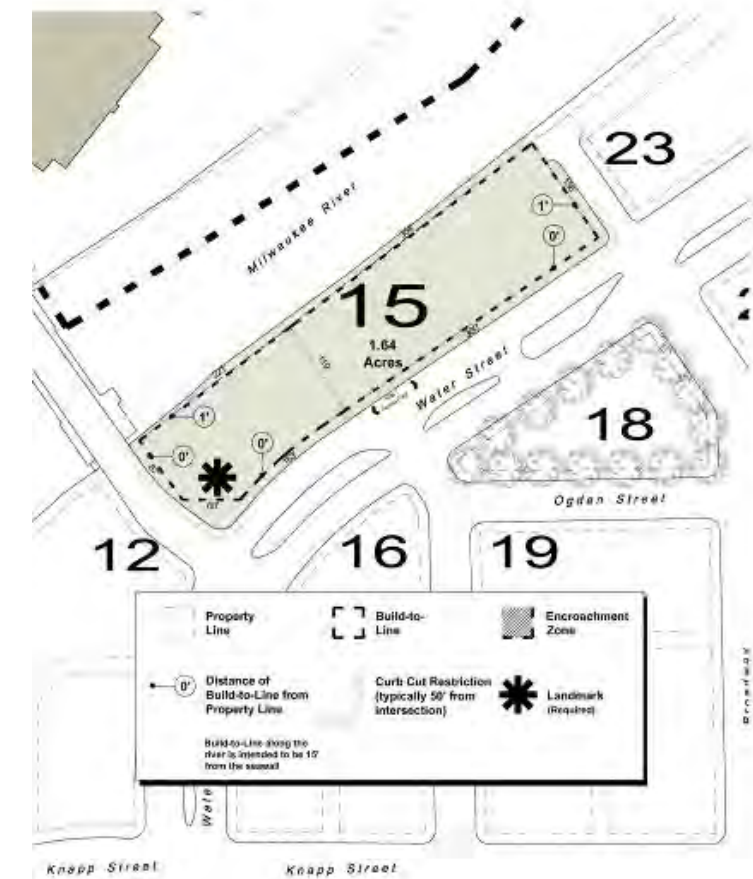
# CODE IT

Clear & Predictable Regulations

















#### Manpower (Block 9)

Construction of the new world headquarters for Manpower Inc. was completed in fall 2007. The \$87 million development employs 1,200 people and includes a parking structure, public plaza, and extension of the Milwaukee Riverwalk. The building is the recipient of the 2007 Midwest Construction Award and the 2007 Real Estate and Construction Review Building of America Award. Gilbane Building Company was the general contractor.



#### MSOE Kern Center (Block 20)

A \$25 million investment completed by MSOE in 2005. The development includes a 210,000 sq ft. facility with a fitness center, 3 classrooms, 1,600-seat hockey arena, 1-200 seat basketball arena, field house, running track, wrestling area, offices, facilities associated with athletics, counseling and health services.



#### The Aloft (Block 10)

A 5-story, 160-room hotel development with 3,200 square feet of ground floor retail, a Riverwalk, and public green space. Total investment equals approximately \$24 million.



#### The Moderne (Block 8)

Owned by Milwaukee Moderne LLC. This will be a 30-story development to include 14 condos (priced between \$258,000-\$2.8 million), 203 high-end executive residences for lease and 7,200 sq/ft retail (spa and restaurant). Total private investment will be \$72 million. Hunzinger is the general contractor.

### Proposed, Planned and/or Under Construction Projects within the Park East Corridor



#### North End- Phase 1 and 2 (Blocks 23, 24, & 27)

A \$175 million project developed in phases over the next 5-7 years is expected to become a neighborhood within itself with a variety of housing options and supportive retail services. Construction began earlier this year on phase 1: a 5-story apartment building featuring 83 apartments and 12,000 sq ft of 1st floor neighborhood retail (Block 24 on the Park East map.) Construction of phase 2 is planned to begin later this year (Block 23) and will consist of two 5-story apartment buildings that will offer 130-160 apartments, a new RiverWalk segment, public plaza, and new road. KBS is the general contractor.



#### Flatiron (Block 25)

Mixed use project developed by Legacy Real Estate Partners, LLC with ground level retail, a corner public plaza, and 38 condominiums. This project was completed in Fall 2007. Currently, there are remaining condo units for sale and the retail space remains for lease. Altius Building Company was the general contractor.



#### Convent Hill (Block 29)

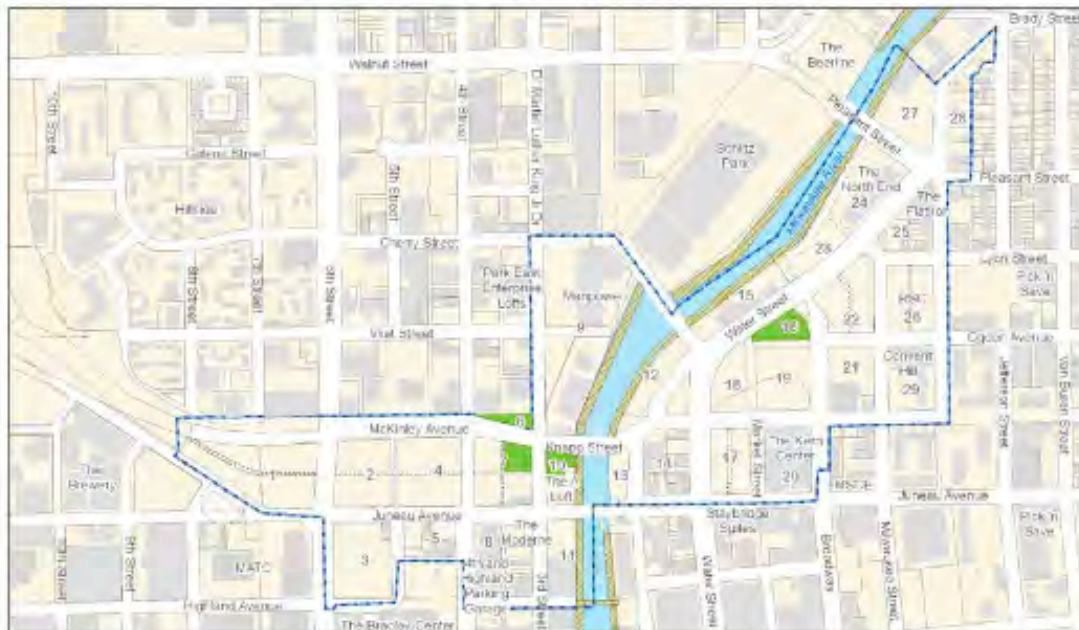
Senior housing owned and operated by the Housing Authority of the City of Milwaukee. Phase 1 of the transformation of a former 120-unit, high-rise building into 182 on-site and 20 off-site housing units occurred in 2006. The new high-rise is a green, LEED certified building with mixed income units and a garden roof top.



#### Park East Square- Phase 1 (Block 26)

Although there are over 4 blocks that have been optioned by Milwaukee County, this is the first block within the Park East corridor that has been officially sold by Milwaukee County. RSC & Associates has purchased the property and is proposing a hotel with ground floor retail and outdoor seating.

### Park East Redevelopment Corridor



## —MAKE WAY FOR DOWNTOWN HOUSING



HEALTH

Downtown offers an escape from suburbia

Housing appeals to childless households tired of gutters, lawns

By WHITNEY GOULD of the Journal Sentinel staff

Nancy Weber, a New shudders to remember impression of downtown waukee when she arrived as a young bride in 1971 al ghost town.

"Where are all the pe asked her husband, a native, tried to clean streets. She 'I don't think I here," she moaned Today, when t out on the Mi from their sty condo on N. 1

ACROSS

By Toy of the

The mo both color the terrai Not on

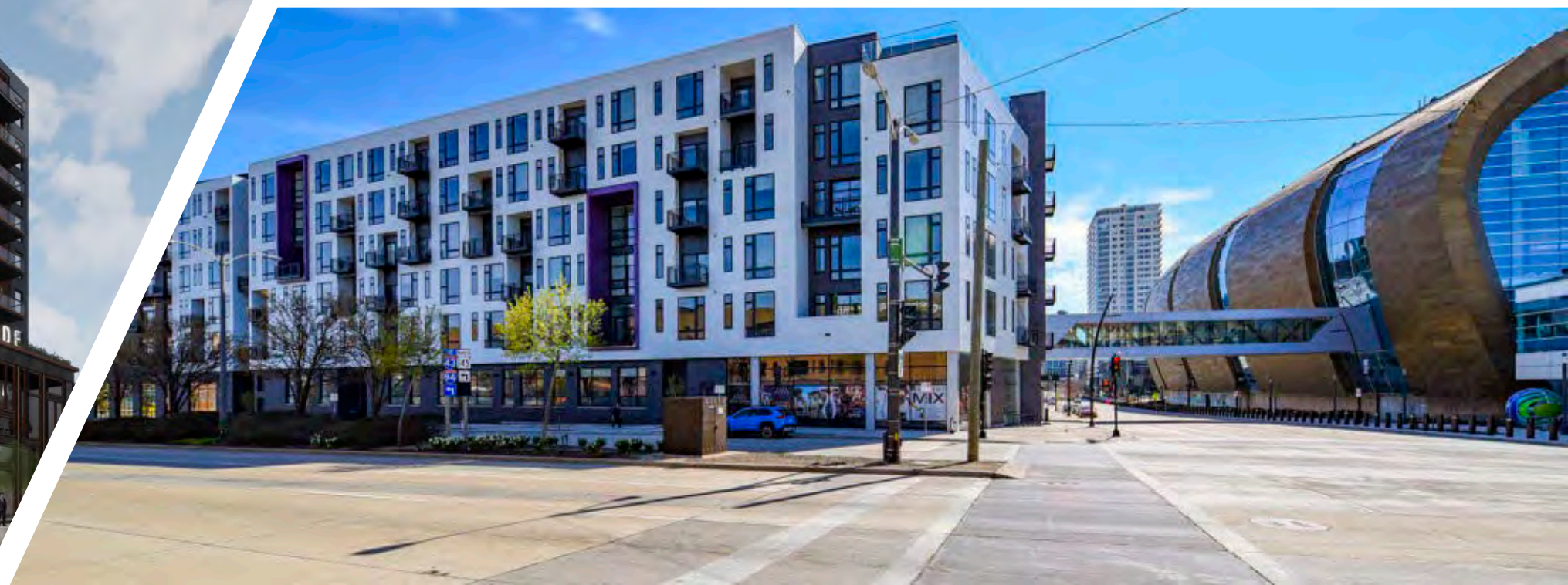
The d dead cer consin's The open a birds? It's a polari

developers gobble up property,







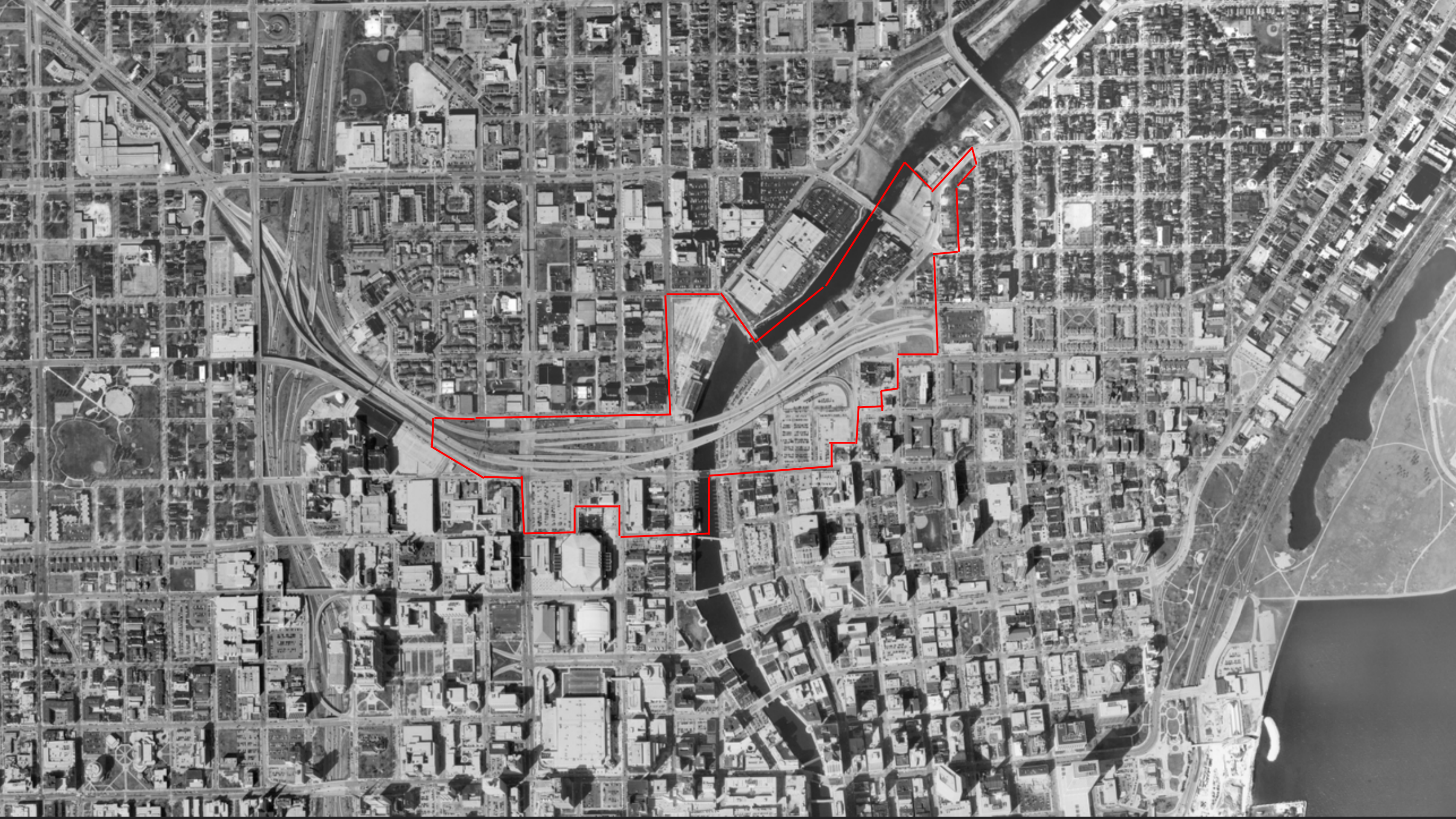




# OWN IT

Prioritize Swift Land Transfer  
Unencumbered Land Local  
Control

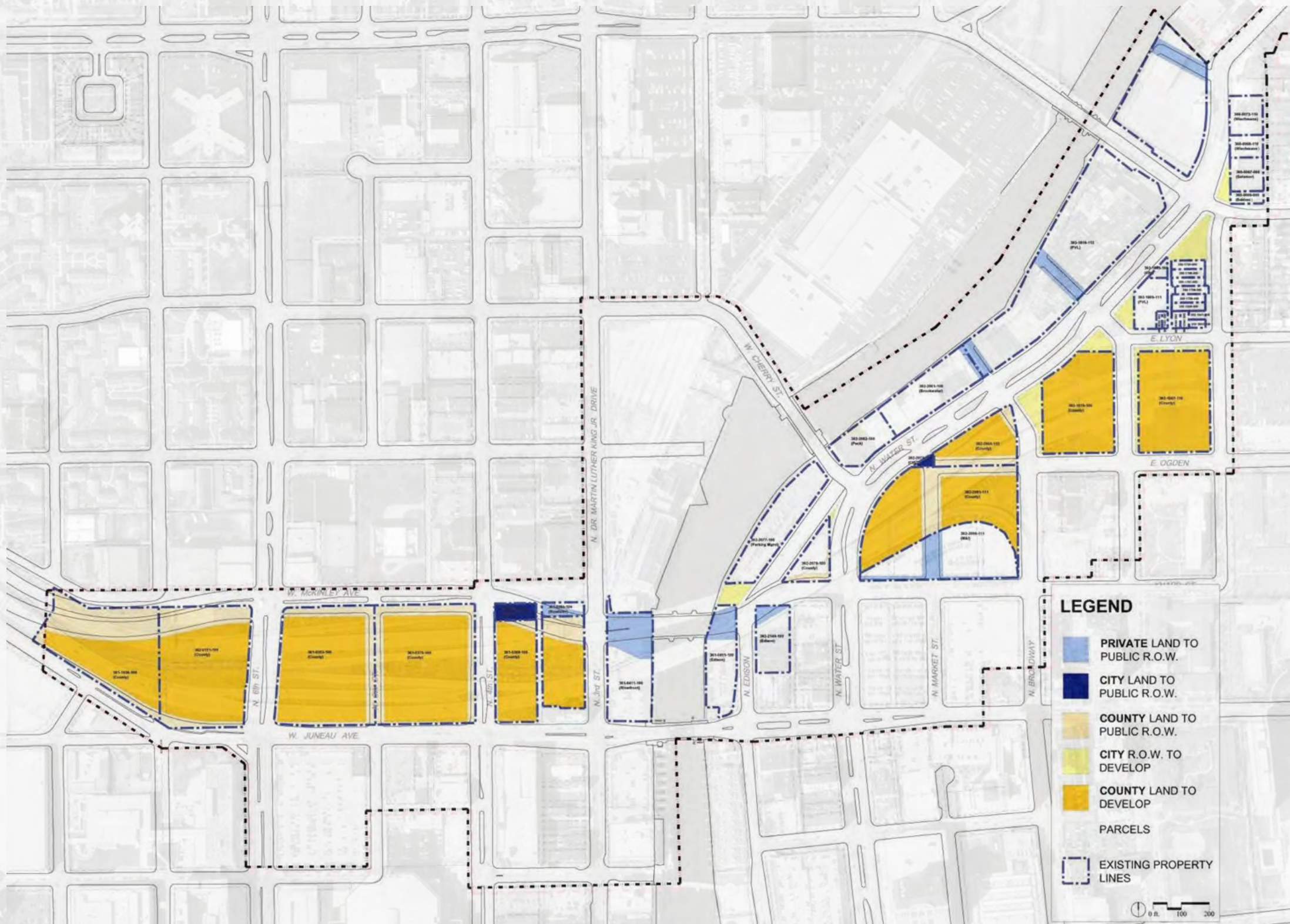












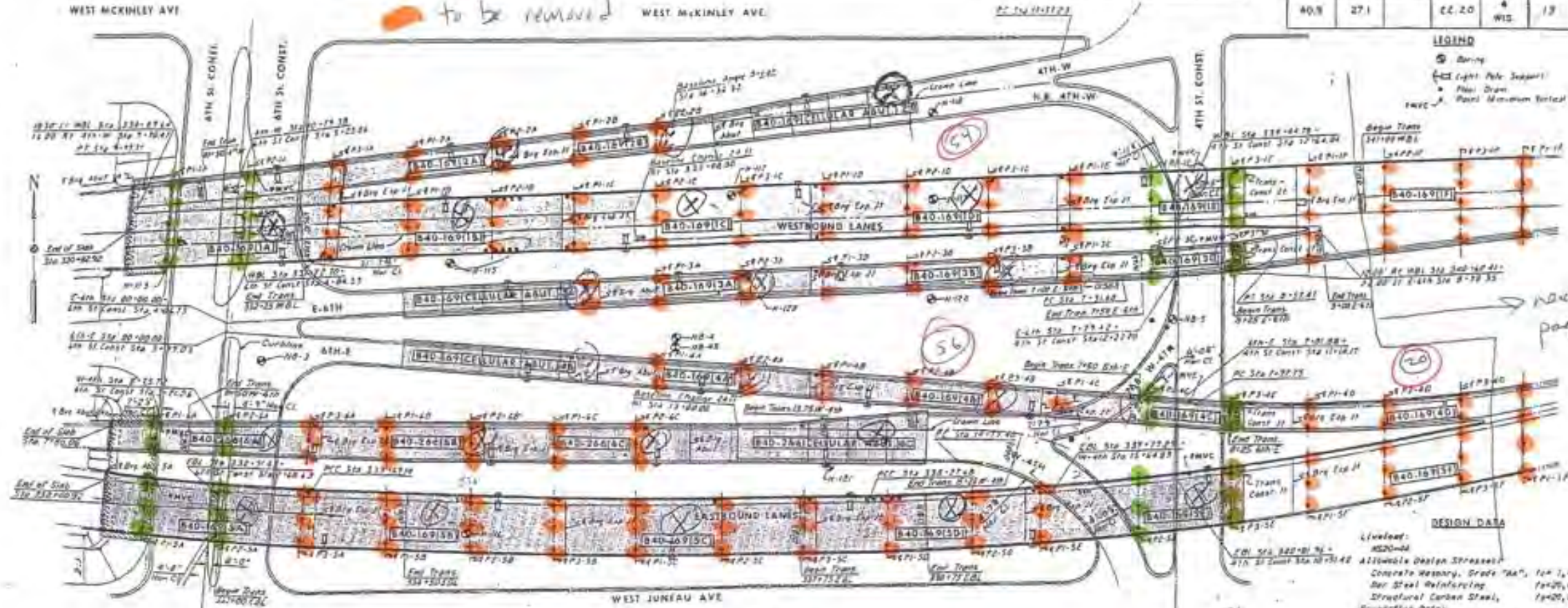






FOR INFORMATION USE ONLY

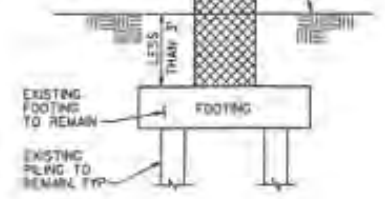
SHEET NO.	DATE	CLASS AND APPROVAL	BY	DATE	BY	DATE
40.8	27.1	CL. 2.0	WIS	13	93	



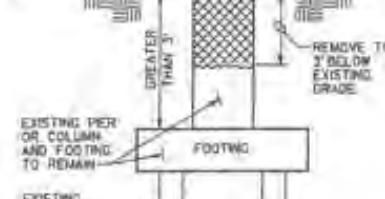
**LEGEND**

- Barrel
- Light Pole Support
- Plan View
- Point Minimum Vertical Clearance

EXISTING PIER OR COLUMN TO BE REMOVED INCLUDED IN COST OF APPLICABLE REMOVING BRIDGE ITEM



EXISTING PIER OR COLUMN TO BE REMOVED INCLUDED IN COST OF APPLICABLE REMOVING BRIDGE ITEM



**COLUMN/PIER/FOOTING EXCAVATION BELOW GROUND DETAIL**  
NON-ROADWAY RIGHT-OF-WAY LOCATIONS

**INDEX**

1. GENERAL PLAN	136070
2. GENERAL ELEVATIONS	136071
3. GENERAL ELEVATIONS	136072
4. GENERAL ELEVATIONS	136073
5. ESTIMATE OF QUANTITIES	136074
6. GROUND PLAN	136075
7. GROUND PLAN	136076
8. GROUND PLAN	136077
9. GROUND PLAN	136078
10. GROUND PLAN	136079
11. PIER 1-1A, PIERS 1 AND 2-2A, AND PIERS 1 AND 2-2B	136080
12. PIER 1-1A, PIERS 1 AND 2-2A, AND PIERS 1 AND 2-2B	136081
13. SLAB PLAN - UNIT 3A	136082
14. CELLULAR ABUTMENT PLAN AND ELEVATION	136083
15. CELLULAR ABUTMENT REINFORCING	136084
16. CELLULAR ABUTMENT REINFORCING	136085
17. CELLULAR ABUTMENT BELL OF REINFORCING	136086
18. ABUTMENT - 5A	136087
19. ABUTMENT - 5A	136088
20. ABUTMENT - 5A	136089
21. ABUTMENT - 5A	136090
22. ABUTMENT - 5A	136091
23. ABUTMENT - 5A	136092
24. CELLULAR ABUTMENT PLAN AND ELEVATION	136093
25. CELLULAR ABUTMENT REINFORCING	136094
26. CELLULAR ABUTMENT REINFORCING	136095
27. CELLULAR ABUTMENT BELL OF REINFORCING	136096

INDEX	
WESTBOUND LANES, 840-158, UNITS 1A, 1B, 1C, 1D, 1E	
29.	ABUTMENT - 1A
30.	PIERS 1 AND 2-1A
31.	PIERS 1 AND 2-1B
32.	PIERS 1 AND 2-1C
33.	PIERS 1 AND 2-1D
34.	PIERS 1 AND 2-1E
35.	PIERS 1 AND 2-1F
36.	PIERS 1 AND 2-1G
37.	PIERS 1 AND 2-1H
38.	PIERS 1 AND 2-1I
39.	PIERS 1 AND 2-1J
40.	PIERS 1 AND 2-1K
41.	PIERS 1 AND 2-1L
42.	PIERS 1 AND 2-1M
43.	PIERS 1 AND 2-1N
44.	PIERS 1 AND 2-1O
45.	PIERS 1 AND 2-1P
46.	PIERS 1 AND 2-1Q
47.	PIERS 1 AND 2-1R
48.	PIERS 1 AND 2-1S
49.	PIERS 1 AND 2-1T
50.	PIERS 1 AND 2-1U
51.	PIERS 1 AND 2-1V
52.	PIERS 1 AND 2-1W
53.	PIERS 1 AND 2-1X
54.	PIERS 1 AND 2-1Y
55.	PIERS 1 AND 2-1Z
56.	PIERS 1 AND 2-1AA
57.	PIERS 1 AND 2-1AB
58.	PIERS 1 AND 2-1AC
59.	PIERS 1 AND 2-1AD
60.	PIERS 1 AND 2-1AE
61.	PIERS 1 AND 2-1AF
62.	PIERS 1 AND 2-1AG
63.	PIERS 1 AND 2-1AH
64.	PIERS 1 AND 2-1AI
65.	PIERS 1 AND 2-1AJ
66.	PIERS 1 AND 2-1AK
67.	PIERS 1 AND 2-1AL
68.	PIERS 1 AND 2-1AM
69.	PIERS 1 AND 2-1AN
70.	PIERS 1 AND 2-1AO
71.	PIERS 1 AND 2-1AP
72.	PIERS 1 AND 2-1AQ
73.	PIERS 1 AND 2-1AR
74.	PIERS 1 AND 2-1AS
75.	PIERS 1 AND 2-1AT
76.	PIERS 1 AND 2-1AU
77.	PIERS 1 AND 2-1AV
78.	PIERS 1 AND 2-1AW
79.	PIERS 1 AND 2-1AX
80.	PIERS 1 AND 2-1AY
81.	PIERS 1 AND 2-1AZ
82.	PIERS 1 AND 2-1BA
83.	PIERS 1 AND 2-1BB
84.	PIERS 1 AND 2-1BC
85.	PIERS 1 AND 2-1BD
86.	PIERS 1 AND 2-1BE
87.	PIERS 1 AND 2-1BF
88.	PIERS 1 AND 2-1BG
89.	PIERS 1 AND 2-1BH
90.	PIERS 1 AND 2-1BI
91.	PIERS 1 AND 2-1BJ
92.	PIERS 1 AND 2-1BK
93.	PIERS 1 AND 2-1BL
94.	PIERS 1 AND 2-1BM
95.	PIERS 1 AND 2-1BN
96.	PIERS 1 AND 2-1BO
97.	PIERS 1 AND 2-1BP
98.	PIERS 1 AND 2-1BQ
99.	PIERS 1 AND 2-1BR
100.	PIERS 1 AND 2-1BS
101.	PIERS 1 AND 2-1BT
102.	PIERS 1 AND 2-1BU
103.	PIERS 1 AND 2-1BV
104.	PIERS 1 AND 2-1BW
105.	PIERS 1 AND 2-1BX
106.	PIERS 1 AND 2-1BY
107.	PIERS 1 AND 2-1BZ
108.	PIERS 1 AND 2-1CA
109.	PIERS 1 AND 2-1CB
110.	PIERS 1 AND 2-1CC
111.	PIERS 1 AND 2-1CD
112.	PIERS 1 AND 2-1CE
113.	PIERS 1 AND 2-1CF
114.	PIERS 1 AND 2-1CG
115.	PIERS 1 AND 2-1CH
116.	PIERS 1 AND 2-1CI
117.	PIERS 1 AND 2-1CJ
118.	PIERS 1 AND 2-1CK
119.	PIERS 1 AND 2-1CL
120.	PIERS 1 AND 2-1CM
121.	PIERS 1 AND 2-1CN
122.	PIERS 1 AND 2-1CO
123.	PIERS 1 AND 2-1CP
124.	PIERS 1 AND 2-1CQ
125.	PIERS 1 AND 2-1CR
126.	PIERS 1 AND 2-1CS
127.	PIERS 1 AND 2-1CT
128.	PIERS 1 AND 2-1CU
129.	PIERS 1 AND 2-1CV
130.	PIERS 1 AND 2-1CW
131.	PIERS 1 AND 2-1CX
132.	PIERS 1 AND 2-1CY
133.	PIERS 1 AND 2-1CZ
134.	PIERS 1 AND 2-1DA
135.	PIERS 1 AND 2-1DB
136.	PIERS 1 AND 2-1DC
137.	PIERS 1 AND 2-1DD
138.	PIERS 1 AND 2-1DE
139.	PIERS 1 AND 2-1DF
140.	PIERS 1 AND 2-1DG
141.	PIERS 1 AND 2-1DH
142.	PIERS 1 AND 2-1DI
143.	PIERS 1 AND 2-1DJ
144.	PIERS 1 AND 2-1DK
145.	PIERS 1 AND 2-1DL
146.	PIERS 1 AND 2-1DM
147.	PIERS 1 AND 2-1DN
148.	PIERS 1 AND 2-1DO
149.	PIERS 1 AND 2-1DP
150.	PIERS 1 AND 2-1DQ
151.	PIERS 1 AND 2-1DR
152.	PIERS 1 AND 2-1DS
153.	PIERS 1 AND 2-1DT
154.	PIERS 1 AND 2-1DU
155.	PIERS 1 AND 2-1DV
156.	PIERS 1 AND 2-1DW
157.	PIERS 1 AND 2-1DX
158.	PIERS 1 AND 2-1DY
159.	PIERS 1 AND 2-1DZ
160.	PIERS 1 AND 2-1EA
161.	PIERS 1 AND 2-1EB
162.	PIERS 1 AND 2-1EC
163.	PIERS 1 AND 2-1ED
164.	PIERS 1 AND 2-1EE
165.	PIERS 1 AND 2-1EF
166.	PIERS 1 AND 2-1EG
167.	PIERS 1 AND 2-1EH
168.	PIERS 1 AND 2-1EI
169.	PIERS 1 AND 2-1EJ
170.	PIERS 1 AND 2-1EK
171.	PIERS 1 AND 2-1EL
172.	PIERS 1 AND 2-1EM
173.	PIERS 1 AND 2-1EN
174.	PIERS 1 AND 2-1EO
175.	PIERS 1 AND 2-1EP
176.	PIERS 1 AND 2-1EQ
177.	PIERS 1 AND 2-1ER
178.	PIERS 1 AND 2-1ES
179.	PIERS 1 AND 2-1ET
180.	PIERS 1 AND 2-1EU
181.	PIERS 1 AND 2-1EV
182.	PIERS 1 AND 2-1EW
183.	PIERS 1 AND 2-1EX
184.	PIERS 1 AND 2-1EY
185.	PIERS 1 AND 2-1EZ
186.	PIERS 1 AND 2-1FA
187.	PIERS 1 AND 2-1FB
188.	PIERS 1 AND 2-1FC
189.	PIERS 1 AND 2-1FD
190.	PIERS 1 AND 2-1FE
191.	PIERS 1 AND 2-1FF
192.	PIERS 1 AND 2-1FG
193.	PIERS 1 AND 2-1FH
194.	PIERS 1 AND 2-1FI
195.	PIERS 1 AND 2-1FJ
196.	PIERS 1 AND 2-1FK
197.	PIERS 1 AND 2-1FL
198.	PIERS 1 AND 2-1FM
199.	PIERS 1 AND 2-1FN
200.	PIERS 1 AND 2-1FO
201.	PIERS 1 AND 2-1FP
202.	PIERS 1 AND 2-1FQ
203.	PIERS 1 AND 2-1FR
204.	PIERS 1 AND 2-1FS
205.	PIERS 1 AND 2-1FT
206.	PIERS 1 AND 2-1FU
207.	PIERS 1 AND 2-1FV
208.	PIERS 1 AND 2-1FW
209.	PIERS 1 AND 2-1FX
210.	PIERS 1 AND 2-1FY
211.	PIERS 1 AND 2-1FZ
212.	PIERS 1 AND 2-1GA
213.	PIERS 1 AND 2-1GB
214.	PIERS 1 AND 2-1GC
215.	PIERS 1 AND 2-1GD
216.	PIERS 1 AND 2-1GE
217.	PIERS 1 AND 2-1GF
218.	PIERS 1 AND 2-1GG
219.	PIERS 1 AND 2-1GH
220.	PIERS 1 AND 2-1GI
221.	PIERS 1 AND 2-1GJ
222.	PIERS 1 AND 2-1GK
223.	PIERS 1 AND 2-1GL
224.	PIERS 1 AND 2-1GM
225.	PIERS 1 AND 2-1GN
226.	PIERS 1 AND 2-1GO
227.	PIERS 1 AND 2-1GP
228.	PIERS 1 AND 2-1GQ
229.	PIERS 1 AND 2-1GR
230.	PIERS 1 AND 2-1GS
231.	PIERS 1 AND 2-1GT
232.	PIERS 1 AND 2-1GU
233.	PIERS 1 AND 2-1GV
234.	PIERS 1 AND 2-1GW
235.	PIERS 1 AND 2-1GX
236.	PIERS 1 AND 2-1GY
237.	PIERS 1 AND 2-1GZ
238.	PIERS 1 AND 2-1HA
239.	PIERS 1 AND 2-1HB
240.	PIERS 1 AND 2-1HC
241.	PIERS 1 AND 2-1HD
242.	PIERS 1 AND 2-1HE
243.	PIERS 1 AND 2-1HF
244.	PIERS 1 AND 2-1HG
245.	PIERS 1 AND 2-1HH
246.	PIERS 1 AND 2-1HI
247.	PIERS 1 AND 2-1HJ
248.	PIERS 1 AND 2-1HK
249.	PIERS 1 AND 2-1HL
250.	PIERS 1 AND 2-1HM
251.	PIERS 1 AND 2-1HN
252.	PIERS 1 AND 2-1HO
253.	PIERS 1 AND 2-1HP
254.	PIERS 1 AND 2-1HQ
255.	PIERS 1 AND 2-1HR
256.	PIERS 1 AND 2-1HS
257.	PIERS 1 AND 2-1HT
258.	PIERS 1 AND 2-1HU
259.	PIERS 1 AND 2-1HV
260.	PIERS 1 AND 2-1HW
261.	PIERS 1 AND 2-1HX
262.	PIERS 1 AND 2-1HY
263.	PIERS 1 AND 2-1HZ
264.	PIERS 1 AND 2-1IA
265.	PIERS 1 AND 2-1IB
266.	PIERS 1 AND 2-1IC
267.	PIERS 1 AND 2-1ID
268.	PIERS 1 AND 2-1IE
269.	PIERS 1 AND 2-1IF
270.	PIERS 1 AND 2-1IG
271.	PIERS 1 AND 2-1IH
272.	PIERS 1 AND 2-1II
273.	PIERS 1 AND 2-1IJ
274.	PIERS 1 AND 2-1IK
275.	PIERS 1 AND 2-1IL
276.	PIERS 1 AND 2-1IM
277.	PIERS 1 AND 2-1IN
278.	PIERS 1 AND 2-1IO
279.	PIERS 1 AND 2-1IP
280.	PIERS 1 AND 2-1IQ
281.	PIERS 1 AND 2-1IR
282.	PIERS 1 AND 2-1IS
283.	PIERS 1 AND 2-1IT
284.	PIERS 1 AND 2-1IU
285.	PIERS 1 AND 2-1IV
286.	PIERS 1 AND 2-1IW
287.	PIERS 1 AND 2-1IX
288.	PIERS 1 AND 2-1IY
289.	PIERS 1 AND 2-1IZ
290.	PIERS 1 AND 2-1JA
291.	PIERS 1 AND 2-1JB
292.	PIERS 1 AND 2-1JC
293.	PIERS 1 AND 2-1JD
294.	PIERS 1 AND 2-1JE
295.	PIERS 1 AND 2-1JF
296.	PIERS 1 AND 2-1JG
297.	PIERS 1 AND 2-1JH
298.	PIERS 1 AND 2-1JI
299.	PIERS 1 AND 2-1JJ
300.	PIERS 1 AND 2-1JK
301.	PIERS 1 AND 2-1JL
302.	PIERS 1 AND 2-1JM
303.	PIERS 1 AND 2-1JN
304.	PIERS 1 AND 2-1JO
305.	PIERS 1 AND 2-1JP
306.	PIERS 1 AND 2-1JQ
307.	PIERS 1 AND 2-1JR
308.	PIERS 1 AND 2-1JS
309.	PIERS 1 AND 2-1JT
310.	PIERS 1 AND 2-1JU
311.	PIERS 1 AND 2-1JV
312.	PIERS 1 AND 2-1JW
313.	PIERS 1 AND 2-1JX
314.	PIERS 1 AND 2-1JY
315.	PIERS 1 AND 2-1JZ
316.	PIERS 1 AND 2-1KA
317.	PIERS 1 AND 2-1KB
318.	PIERS 1 AND 2-1KC
319.	PIERS 1 AND 2-1KD
320.	PIERS 1 AND 2-1KE
321.	PIERS 1 AND 2-1KF
322.	PIERS 1 AND 2-1KG
323.	PIERS 1 AND 2-1KH
324.	PIERS 1 AND 2-1KI
325.	PIERS 1 AND 2-1KJ
326.	PIERS 1 AND 2-1KK
327.	PIERS 1 AND 2-1KL
328.	PIERS 1 AND 2-1KM
329.	PIERS 1 AND 2-1KN
330.	PIERS 1 AND 2-1KO
331.	PIERS 1 AND 2-1KP
332.	PIERS 1 AND 2-1KQ
333.	PIERS 1 AND 2-1KR
334.	PIERS 1 AND 2-1KS
335.	PIERS 1 AND 2-1KT
336.	PIERS 1 AND 2-1KU
337.	PIERS 1 AND 2-1KV
338.	PIERS 1 AND 2-1KW
339.	PIERS 1 AND 2-1KX
340.	PIERS 1 AND 2-1KY
341.	PIERS 1 AND 2-1KZ
342.	PIERS 1 AND 2-1LA
343.	PIERS 1 AND 2-1LB
344.	PIERS 1 AND 2-1LC
345.	PIERS 1 AND 2-1LD
346.	PIERS 1 AND 2-1LE
347.	PIERS 1 AND 2-1LF
348.	PIERS 1 AND 2-1LG
349.	PIERS 1 AND 2-1LH
350.	PIERS 1 AND 2-1LI
351.	PIERS 1 AND 2-1LJ
352.	PIERS 1 AND 2-1LK
353.	PIERS 1 AND 2-1LL
354.	PIERS 1 AND 2-1LM
355.	PIERS 1 AND 2-1LN
356.	PIERS 1 AND 2-1LO
357.	PIERS 1 AND 2-1LP
358.	PIERS 1 AND 2-1LQ
359.	PIERS 1 AND 2-1LR
360.	PIERS 1 AND 2-1LS
361.	PIERS 1 AND 2-1LT
362.	PIERS 1 AND 2-1LU
363.	PIERS 1 AND 2-1LV
364.	PIERS 1 AND 2-1LW
365.	PIERS 1 AND 2-1LX
366.	PIERS 1 AND 2-1LY
367.	PIERS 1 AND 2-1LZ
368.	PIERS 1 AND 2-1MA
369.	PIERS 1 AND 2-1MB
370.	PIERS 1 AND 2-1MC
371.	PIERS 1 AND 2-1MD
372.	PIERS 1 AND 2-1ME
373.	PIERS 1 AND 2-1MF
374.	PIERS 1 AND 2-1MG
375.	PIERS 1 AND 2-1MH
376.	PIERS 1 AND 2-1MI
377.	PIERS 1 AND 2-1MJ
378.	PIERS 1 AND 2-1MK
379.	PIERS 1 AND 2-1ML
380.	PIERS 1 AND 2-1MM
381.	PIERS 1 AND 2-1MN
382.	PIERS 1 AND 2-1MO
383.	PIERS 1 AND 2-1MP
384.	PIERS 1 AND 2-1MQ
385.	PIERS 1 AND 2-1MR
386.	PIERS 1 AND 2-1MS
387.	PIERS 1 AND 2-1MT
388.	PIERS 1 AND 2-1MU
389.	PIERS 1 AND 2-1MV
390.	PIERS 1 AND 2-1MW
391.	PIERS 1 AND 2-1MX
392.	PIERS 1 AND 2-1MY
393.	PIERS 1 AND 2-1MZ
394.	PIERS 1 AND 2-1NA
395.	PIERS 1 AND 2-1NB
396.	PIERS 1 AND 2-1NC
397.	PIERS 1 AND 2-1ND
398.	PIERS 1 AND 2-1NE
399.	PIERS 1 AND 2-1NF
400.	PIERS 1 AND 2-1NG
401.	PIERS 1 AND 2-1NH
402.	PIERS 1 AND 2-1NI
403.	PIERS 1 AND 2-1NJ
404.	PIERS 1 AND 2-1NK
405.	PIERS 1 AND 2-1NL
406.	PIERS 1 AND 2-1NM
407.	PIERS 1 AND 2-1NN
408.	PIERS 1 AND 2-1NO
409.	PIERS 1 AND 2-1NP
410.	PIERS 1 AND 2-1NQ
411.	PIERS 1 AND 2-1NR
412.	PIERS 1 AND 2-1NS
413.	PIERS 1 AND 2-1NT
414.	PIERS 1 AND 2-1NU
415.	PIERS 1 AND 2-1NV
416.	PIERS 1 AND 2-1NW
417.	PIERS 1 AND 2-1NX
418.	PIERS 1 AND 2-1NY
419.	PIERS 1 AND 2-1NZ
420.	PIERS 1 AND 2-1OA
421.	PIERS 1 AND 2-1OB
422.	PIERS 1 AND 2-1OC
423.	PIERS 1 AND 2-1OD
424.	PIERS 1 AND 2-1OE
425.	PIERS 1 AND 2-1OF
426.	PIERS 1 AND 2-1OG
427.	PIERS 1 AND 2-1OH
428.	PIERS 1 AND 2-1OI
429.	PIERS 1 AND 2-1OJ
430.	PIERS 1 AND 2-1OK
431.	PIERS 1 AND 2-1OL
432.	PIERS 1 AND 2-1OM
433.	PIERS 1 AND 2-1ON
434.	PIERS 1 AND 2-1OO
435.	PIERS 1 AND 2-1OP
436.	PIERS 1 AND 2-1OQ
437.	PIERS 1 AND 2-1OR
438.	PIERS 1 AND 2-1OS
439.	PIERS 1 AND 2-1OT
440.	PIERS 1 AND 2-1OU
441.	PIERS 1 AND 2-1OV
442.	PIERS 1 AND 2-1OW
443.	PIERS 1 AND 2-1OX
444.	PIERS 1 AND 2-1OY
445.	PIERS 1 AND 2-1OZ
446.	PIERS 1 AND 2-1PA
447.	PIERS 1 AND 2-1PB
448.	PIERS 1 AND 2-1PC
449.	PIERS 1 AND 2-1PD
450.	PIERS 1 AND 2-1PE
451.	PIERS 1 AND 2-1PF
452.	PIERS 1 AND 2-1PG
453.	PIERS 1 AND 2-1PH
454.	PIERS 1 AND 2-1PI
455.	PIERS 1 AND 2-1PJ
456.	PIERS 1 AND 2-1PK
457.	PIERS 1 AND 2-1PL
458.	PIERS 1 AND 2-1PM
459.	PIERS 1 AND 2-1PN
460.	PIERS 1 AND 2-1PO
461.	PIERS 1 AND 2-1PP
462.	PIERS 1 AND 2-1PQ
463.	PIERS 1 AND 2-1PR
464.	PIERS 1 AND 2-1PS
465.	PIERS 1 AND 2-1PT
466.	PIERS 1 AND 2-1PU
467.	PIERS 1 AND 2-1PV
468.	PIERS 1 AND 2-1PW
469.	PIERS 1 AND 2-1PX
470.	PIERS 1 AND 2-1PY
471.	PIERS 1 AND 2-1PZ
472.	PIERS 1 AND 2-1QA
473.	PIERS 1 AND 2-1QB
474.	PIERS 1 AND 2-1QC
475.	PIERS 1 AND 2-1QD
476.	PIERS 1 AND 2-1QE
477.	PIERS 1 AND 2-1QF
478.	PIERS 1 AND 2-1QG
479.	PIERS 1 AND 2-1QH
480.	PIERS 1 AND 2-1QI
481.	PIERS 1 AND 2-1QJ
482.	PIERS 1 AND 2-1QK
483.	PIERS 1 AND 2-1QL
484.	PIERS 1 AND 2-1QM
485.	PIERS 1 AND 2-1QN
486	



# Deal signed: Land in Milwaukee's Park East Corridor sold to Bucks for \$1

Published September 9, 2015 | News | FOX 6 Now Milwaukee



Deal signed: Land in Milwaukee's Park East Corridor sold to Bucks for \$1

Deal signed: Land in Milwaukee's Park East Corridor sold to Bucks for \$1

## TID 48 - Park East Corridor Redevelopment Periodic Report 12/31/19

District Created: 2002  
Authorized expenditure (excluding interest): \$45,303,211  
#131498, #150159, #151547, #160418, #071392, #081717, #090687, #101297,  
Projected TID cost recovery: 2021 (levy year)  
Maximum legal life: 2029  
Base property value: \$45,325,600  
Completion status: Flatiron, North End I, Aloft Hotel, Milwaukee Moderne, North End II, North End III, North End IV, Rhythm, The Avenir Hammes and the MSOE soccer stadium, parking structure and public park projects are completed.

**Project description**  
The district encompasses the corridor of the former Park East Freeway, generally bounded by East Juneau Avenue and East Highland Avenue on the south, North 8th Street on the west, North Jefferson Street, North Milwaukee Street, and North Broadway on the east, and West McKinley Street on the north.

Initially, the district funded capital costs of \$3.9 million for improvements and reconstruction of numerous street segments. These improvements were made in coordination with the demolition of the freeway structure that previously ended at North Jefferson Street. The freeway has been rebuilt to end at North 6th Street and reconnect with the city street grid at that location.

The demolition of the freeway freed up approximately 25 acres of underutilized land for future development. It is expected that \$780 million of new office, commercial and residential construction will take place on these sites over the next ten to fifteen years. The Redevelopment Authority approved the Redevelopment Plan in 2003 with Common Council approval obtained in 2004.

An amendment to the district plan, increasing costs to \$19.9 million, was approved by the Common Council in May of 2005. Also in 2005, the sale of a site at 1550 North Water Street was approved to Flatiron, LLC. The Flatiron development includes 33 residential units and ground floor retail space along Water Street. In addition, two sites were optioned to RSC, Inc. of Chicago, which proposed to develop a mix of residential and commercial projects. RSC's option on the second site expired and the company chose not to extend it. In late 2007, RSC purchased block 26 from Milwaukee County with the intention of developing two hotels and a residential mixed-use project.

In the latter part of 2006, Milwaukee County also optioned the block encompassed by East Juneau Avenue, East McKinley Avenue, North 3rd Street and North 4th Street to Mequon-based developer Rob Ruvim, who proposed a mixed-use development that would include a hotel, residential units and a small retail component. This option expired and the development did not move forward.

In December 2006, the Common Council approved a development agreement for the North End riverwalk and public infrastructure project, in conjunction with the North End development on the site of the former US Leather tannery, located at 1531 North Water Street. The Development

### Park East Redevelopment Compact (PERC)

By Milwaukee County, Wisconsin Supervisors Johnson, Coggins-Jones, Broderick, Dimitrijevic, Clark, West, White, Holloway, Weishan, Quindel, DeBruin

#### A RESOLUTION

To create the Community and Economic Development (CED) Fund and adopt the Park East Redevelopment Compact (PERC) in order to provide additional sustainable community benefits for the development of the County Park East land.

WHEREAS, Milwaukee County will seek the sale of significant real estate assets, including approximately 18 acres of land in the Park East freeway corridor and these lands represent tremendous assets held in trust for the County. This revenue has been operating expense or tax levy;

WHEREAS, while offsetting tax necessary, such major sales of community. True stewardship of benefit for the citizens; and

WHEREAS, the redevelopment not take advantage of unique to those in most need of jobs; and

WHEREAS, adoption of the Park resolution, will provide the best this land, but also for the entire

WHEREAS, this resolution also Development (CED) Fund, The of programs designed to address reproduce resources that are a public resources; and

WHEREAS, the CED Fund receive available the resources require the Fund seeks to be a catalyst to prosper, and the lives of all to be endowed with all net revenue to carry out this resolution

WHEREAS, in the future, with ordinance, resolution, or budget (except park land sales) may be each sale; and

The following are some possible  
• Minority Business Working Co  
• Small & Minority Business Co

- Housing Development
- Neighborhood Business Development
- Economic Development
- Environmental Mitigation/Brownfields
- Carry out Park East Redevelopment Compact (PERC); now therefore

BE IT RESOLVED that this resolution adopts the principle and creation of the Community Economic Development (CED) Fund and adopts the Park East Redevelopment Compact (PERC) with the specifics of the policies and procedures to implement this resolution to be adopted separately by the County Board; and

BE IT FURTHER establishes the po providing addition

#### 1. Competitive Development

Each parcel of Park East which shall be resold the land for the will provide the greatest fair price. The requirements will be met or until the Tax Incremental more blocks as occur

#### 2. Cooperation with Milwaukee County organizations, policies.

3. Community and The County CED Fund not available. The

#### 4. Disadvantaged Milwaukee County contracts in all RFP Development Part

5. Enhanced Appraisal All RFP's and development requirements, using training shall meet

#### 6. Local Employment Milwaukee County agencies to assist employment vacant on the County Park designated coordinate

vacancies. This requirement will end with the TID. Milwaukee County and many in the community have as a goal that the workforce on the Park East property reflect the racial diversity of Milwaukee County. The Milwaukee County Board and the community asks and expects businesses and contractors to make a good faith effort to employ racial minorities consistent with their numbers in the County's workforce (The 2000 county census population (over age 18) was 68.7% White, 20.4% Black, 7.2% Hispanic and 3.7% other). Reports will be required to determine whether this goal is being achieved.

#### 7. Prevailing Wages and Employment Data

All RFP's and development agreements will require the payment of prevailing wages for construction employees as is now required for most public works projects. Developers, owners and tenants will be required to provide an annual report to Milwaukee County with the number of non-construction full and part time employees working on the Park East project. Milwaukee County will develop the required report which will include the wage ranges and whether employees have health or retirement benefits. This report will be designed to help measure the job impact of the PERC. This requirement will end with the TID.

#### 8. Affordable Housing

Milwaukee County will sponsor the construction of new affordable housing of not less than 20% of the total housing units built on the County's Park East lands but they may be built on other infill sites in the city of Milwaukee. The County, in each RFP for any given parcel, may require a different percentage of affordable housing or have no requirement at all. The County may use funds from existing housing programs along with County funds to meet this requirement.

#### 9. Green Space and Green Design

Milwaukee County will require that green space and green design be specifically included in all proposals submitted in response to an RFP. The County will consider this information when evaluating and selecting a final developer for each parcel.

#### 10. Community Advisory Committee and Administration

A Community Advisory Committee will be appointed by the Chairman of the County Board, after the adoption of the PERC, which shall advise the County Board on implementing the PERC policies. This committee shall continue until the Tax Incremental District is completed for the PERC area. The Director of Economic and Community Development shall assist this committee in preparing an annual report to the County Board on the effects of the PERC policies. The Director of Economic and Community Development shall administer the PERC agreements with the primary goal to achieve the desired community benefits.

BE IT FURTHER RESOLVED, that Milwaukee County should seek the input of business and community leaders to assist in carrying out the PERC and CED Fund policies.

Adopted by the Milwaukee County Board of Supervisors December 16, 2004



# LEADERSHIP

“All Politics is Local”



*The Atlantic*

# A Departure From Decades of Highway Policy

Transportation Secretary Anthony Foxx is urging communities to think more carefully about where they build roads.



Secretary of Transportation Anthony Foxx in 2015

Alex Brandon / AP

ALANA SEMUELS | MAR 29, 2016 | BUSINESS

TEXT SIZE - +

nprpolitics

POLITICS

## After Dividing For Decades, Highways Are On The Road To Inclusion

Listen - 4:22

Queue Download Transcript

28, 2016 - 5:08 AM ET on Morning Edition

IAN NAYLOR



Transportation

## A crusade to defeat the legacy of highways rammed through poor neighborhoods

By Ashley Halsey III March 29

As a child, Anthony Foxx knew he couldn't ride his bike far from home without being blocked by a freeway. By the time he became U.S. transportation secretary he understood why.

"We now know — overwhelmingly — that our urban freeways were almost always routed through low-income and minority neighborhoods, creating disconnections from opportunity that exist to this day," Foxx said.

When the expressways that walled off his Charlotte neighborhood were designed, black residents of North Carolina still were denied voting rights. That highways routinely were routed through poor neighborhoods — Robert Taylor, an urban planner of the era, called them "blighted" — is well documented and the consequences.

to lob that fact into a series of steps to

Bloomberg CityLab

## Buttigieg's Infrastructure Plan Calls for a National Vision Zero

The Democratic candidate's \$1 trillion pledge to upgrade roads, utilities, and public transportation has an emphasis on road safety and climate adaptation.

By Sarah Holder January 10, 2020, 12:22 PM MST



Text UNITED to 30330

# BUILD BACK BETTER

BIDEN

**Most Read**

- BUSINESS: Mark Cuban Calls for Stablecoin Regulation After Trading Token That Crashed to Zero
- POLITICS: Venezuela's Maduro Pleads for Foreign Capital, Biden Deal in Caracas Interview
- MARKETS: Expats in Singapore, Hong Kong Watch With Envy as World Opens Up
- MARKETS: Hong Kong Approves Plan to Ease City's Strict Travel Quarantine
- TECHNOLOGY: China Orders Billionaire to Lie Low After Poem Post Sparks Fury

no longer the mayor of South Bend, Indiana. But with the announcement on Friday, he says he's still thinking like a mayor. His proposal includes \$1 trillion in federal and state funding to lead



# U.S. MAYOR

World Cultural Economic Forum, New Orleans, May 2-4 . . . 5

Food Policy Task Force Meeting, Boston, April 18-19. . . . . 6

Mayors, Coalition Seek CDBG Funding Restoration . . . . . 8

## BIPARTISANSHIP PROPELS SURFACE TRANSPORTATION BILL THROUGH SENATE

### Mayors Now Pressing House to Take Action

By Kevin McCarty

After successful Senate action on a bipartisan surface transportation renewal plan (S. 1813), Senator Barbara Boxer (CA), Chairman of the Environment and Public Works Committee (EPW), a key leader in the bipartisan effort on the legislation, said, "It is a great day when the Senate, in an overwhelmingly bipartisan way, votes to save 1.8 million jobs

and create up to 1 million more jobs." The Senate voted 74-22 to approve the legislation on March 14.

"I call on the House of Representatives to take our bill, pass it, and send it to the President's desk so that we can give a needed boost to our economic recovery and our aging infrastructure," Boxer said.

Echoing the Chairman's challenge to House Members, Conference of Mayors President Los Angeles Mayor Antonio R. Villaraigosa said, "The nation's mayors are now calling on both parties in the House to put politics aside and pass

See **TRANSPORT** on page 9



Federal Highway and  
Tunnel Programs Expire  
on March 31st  
**1.8 Million  
Jobs at Stake**

Senate Environment and Public Works Chairman Barbara Boxer (CA), at podium, with USCM President Los Angeles Mayor Antonio R. Villaraigosa at March 7 Capitol Hill press event to urge Senate approval of pending surface transportation renewal legislation.

### Villaraigosa, Bloomberg, Emanuel Highlight Mayoral Leadership Needed on Education Reform



Left to right, NBC's Andrea Mitchell, USCM President Los Angeles Mayor Antonio R. Villaraigosa, New York City Mayor Michael R. Bloomberg, Chicago Mayor Rahm Emanuel, and U.S. Secretary of Education Arne Duncan. See Story on Page 4.

### Nutter Receives Riley Urban Design Leadership Award



USCM Vice President Philadelphia Mayor Michael A. Nutter, second left, receives Riley Design Award from, left to right, USCM Past President Charleston Mayor Joseph P. Riley, Jr., USCM CEO and Executive Director Tom Cochran, and American Architecture Foundation President and CEO Ron Bogle. See Story on Page 4.

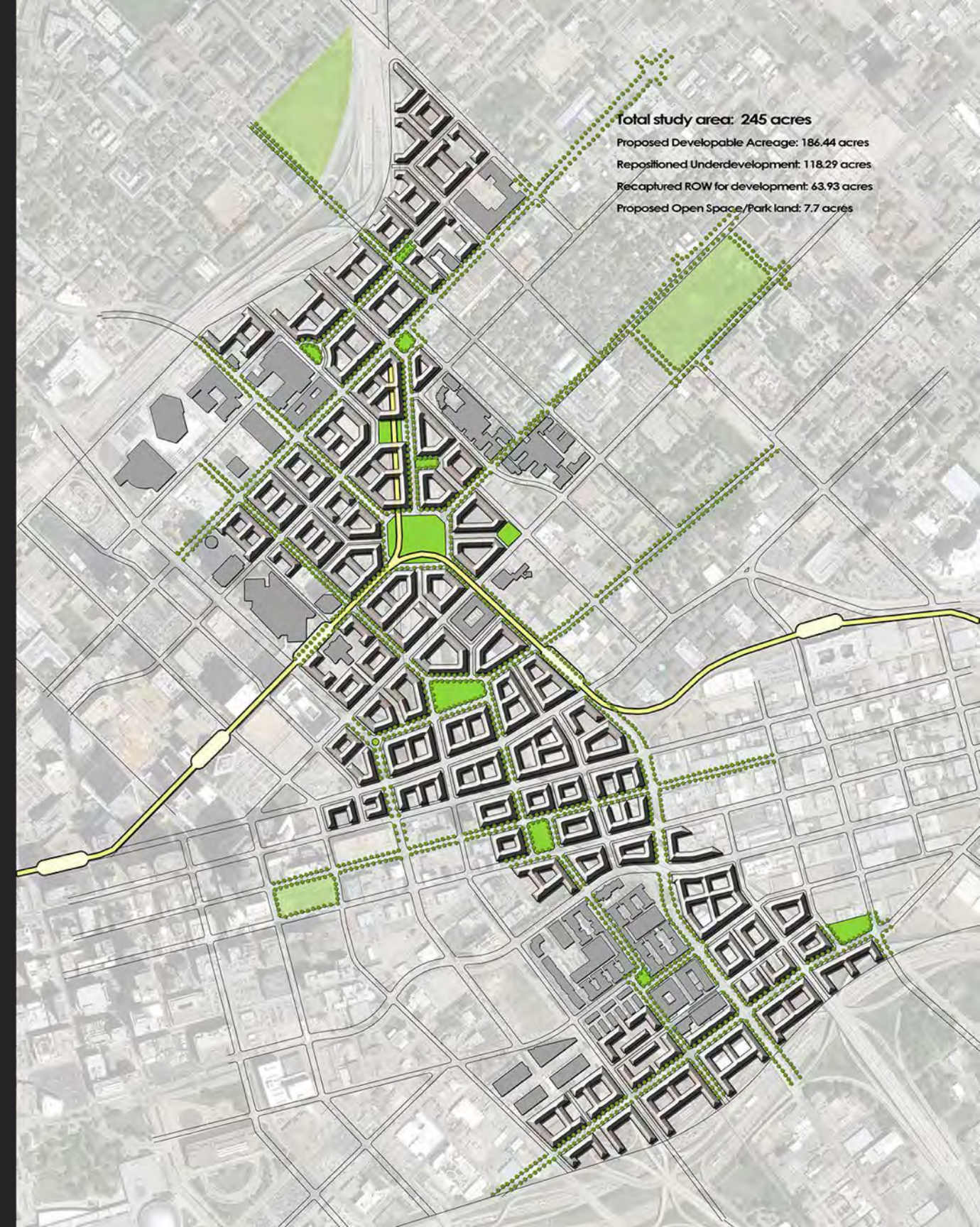




CONCLUSION



“Land, they’re not  
making it  
anymore”





# “Nobody goes there nowadays, it’s too crowded”

Yogi Berra





# SUCCESS REQUIRES

1. Strong community support with **extraordinary** leadership and political will
2. An **urban** vision for the city (not dominated by the automobile) that prioritizes the **short trip vs the long trip**
3. Decision processes driven by long-term community **investment versus spending** federal allocations on projects within given timeframes.
4. ROI priority for the **Local Community**
5. **Local Land Control**
6. Recognizing it's not technical, it's **Political**





# Rochester's Inner Loop Transformation(s)

---

ERIK FRISCH, DEPUTY COMMISSIONER

ANNE DASILVA TELLA, DIRECTOR OF DEVELOPMENT

CITY OF ROCHESTER

DEPARTMENT OF NEIGHBORHOOD & BUSINESS DEVELOPMENT



# Topics

---

- Background and Context
- Inner Loop East: Setting the Stage
- Inner Loop North
  - Project Goals
  - Community Guidance
  - Concept Analysis
  - Preferred Concept
  - Roadway Impacts





# Rochester?

City Population: 211,000

Metro Population: 1.2 million

Kodak, Xerox, Bausch & Lomb

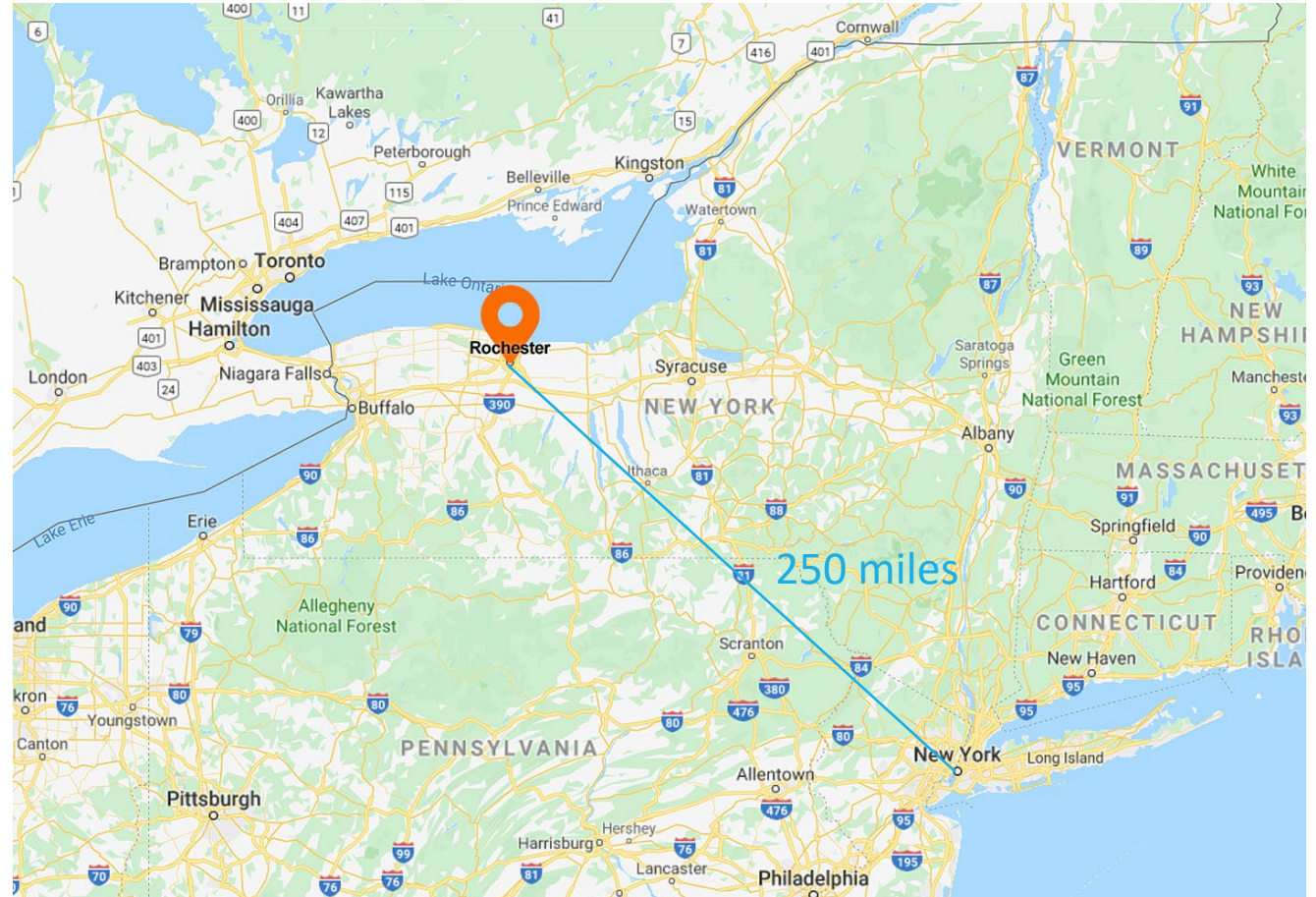
Frederick Douglass and Susan B. Anthony

Lake Ontario, Erie Canal, Finger Lakes

Closer to Toronto than NYC

Go Bills

Not MN





# Historic Context – 1940s through 1970s





# Downtown Rochester – 1930 vs 1960

---



## 1930 Population

City: 328,132

County: 423,881 (77%)

MSA: 638,975 (51%)

## 1960 Population

City: 318,611

County: 586,387 (54%)

MSA: 854,652 (37%)





# Downtown Rochester –2015

---



## 2010 Population

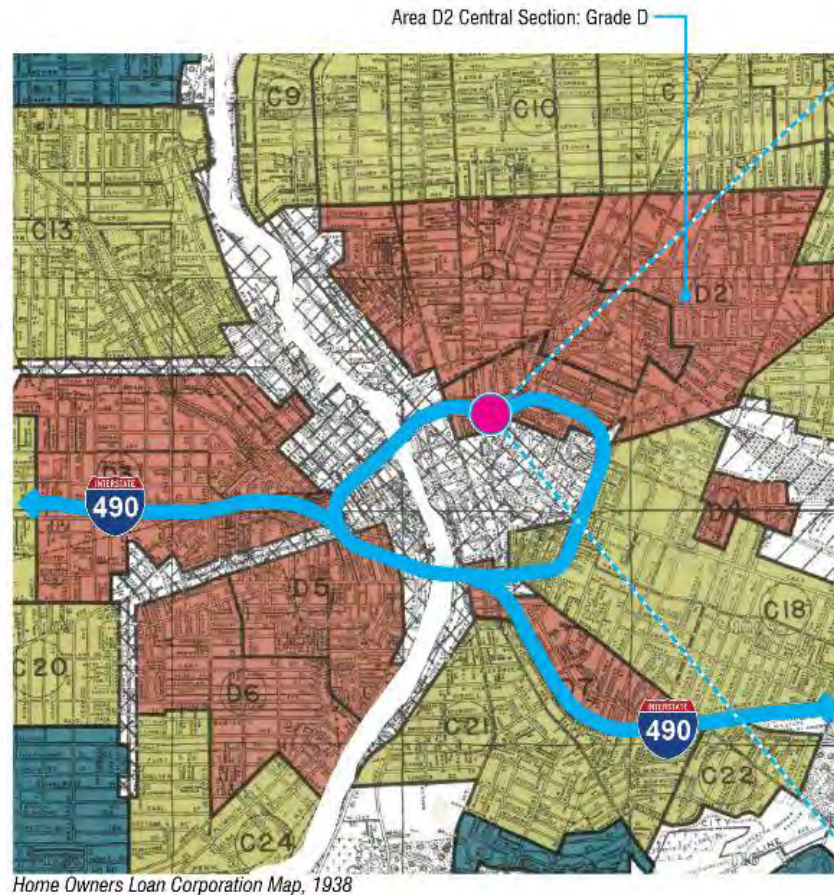
City: 210,565

County: 744,344 (28%)

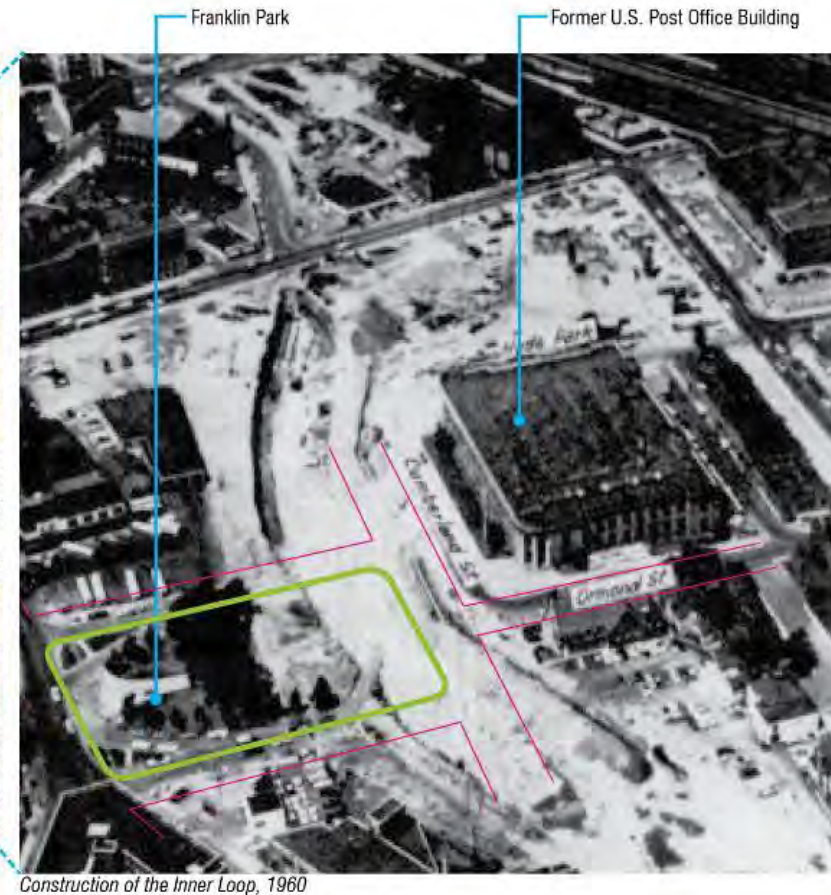
MSA: 1,114,402 (19%)



# Highways & Redlining



Source: Robert K. Nelson, LaDale Welling, Richard Mandano, Nathan Connolly, et al., "Mapping Inequality: American Panorama," ed. Robert K. Nelson and Edward L. Fears, accessed November 24, 2020, <https://redmap.hawaii.edu/panorama/index.html>



Source: A Look at the Neighborhoods of the Inner Loop, Part 4, Original: Democrat and Chronicle July 23, 1960



# Highways & Redlining





# A Quick Summary

---

Demolition of Homes, Businesses; Loss of Social Networks

Never Lived up to Traffic Expectations

Contributed to Suburbanization & Segregation

Walled off Downtown from Adjacent Neighborhoods

Depressed Property Values, Discouraged Growth

Safety, Noise, Quality of Life Impacts

Deteriorating Condition Required Costly Repair





# Planning Process

1990 – Removal Called for in *Vision 2000 Plan for Downtown*

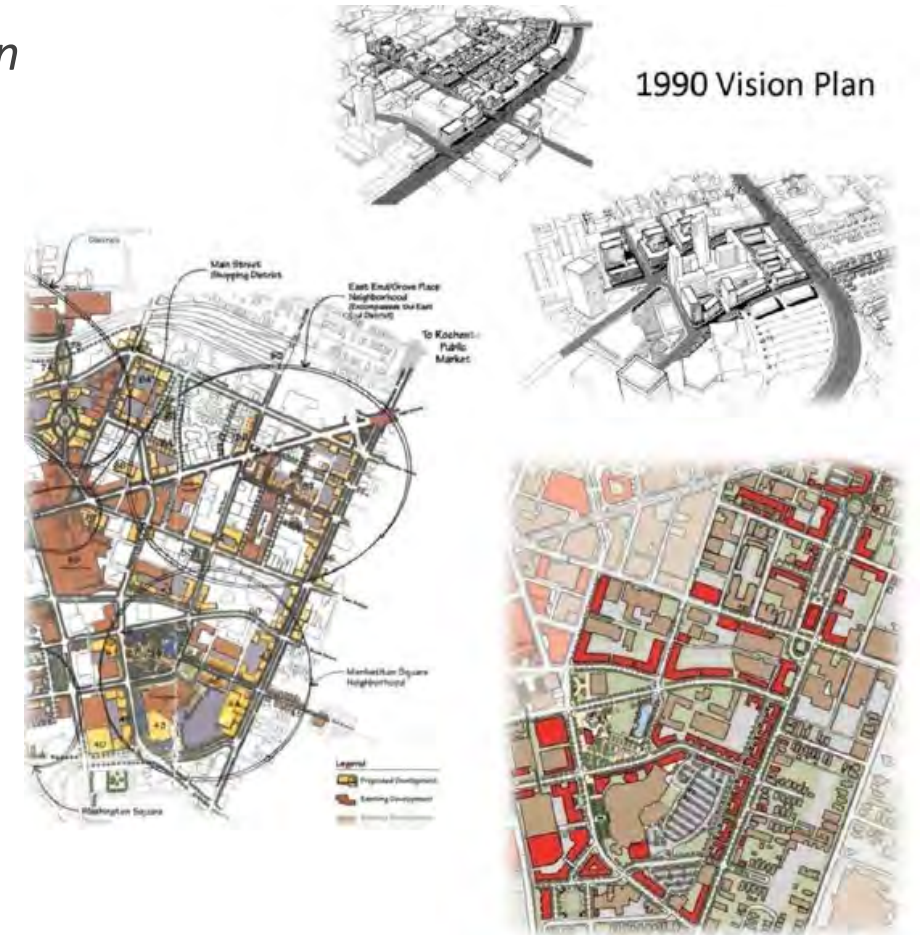
2001 – Inner Loop Improvement Study Completed

2003 – Center City Master Plan

2005 – State & Federal Design Funding Secured

2007 – Downtown Community Design Charrette

2009 – Formal Scoping Process Begins





# Why Highway Removal?

- Equitable Outcomes
- Right Size Overbuilt Infrastructure; Reduce Lifecycle Costs
- Reconnect Neighborhoods, Restore Historic Street Grid
- Enhance Walkability, Bike-ability of Urban Core
- Generate Investment, Economic Development
- Inner Loop East – Completed 2017; Inner Loop North – Planning Phase Complete





# Inner Loop East Highway Removal

---

## TIMELINE

- Planning Study – Completed 2001
- Scoping & Preliminary Design – 2009 to 2013
- Final Design – Summer 2013 to Spring 2014
- Bid & Award – Summer 2014
- Construction – Fall 2014 to Fall 2017
- Infill Development – Began Spring 2018 & Ongoing
  - ~6 acres new land leveraging over 500 housing units (>60% below AMI), hotel, museum expansion, commercial space

## COST

- Design: ~\$3 million
- Construction: ~\$21 million

## FUNDING

- Federal: \$~20 million
- State: \$3.5 million
- City: \$0.4 million



# Downtown Rochester - 2015





# Downtown Rochester - 2021





# N Union St at Charlotte St - 2012





# N Union St at Charlotte St - 2021





# N Union St at Broad St - 2014



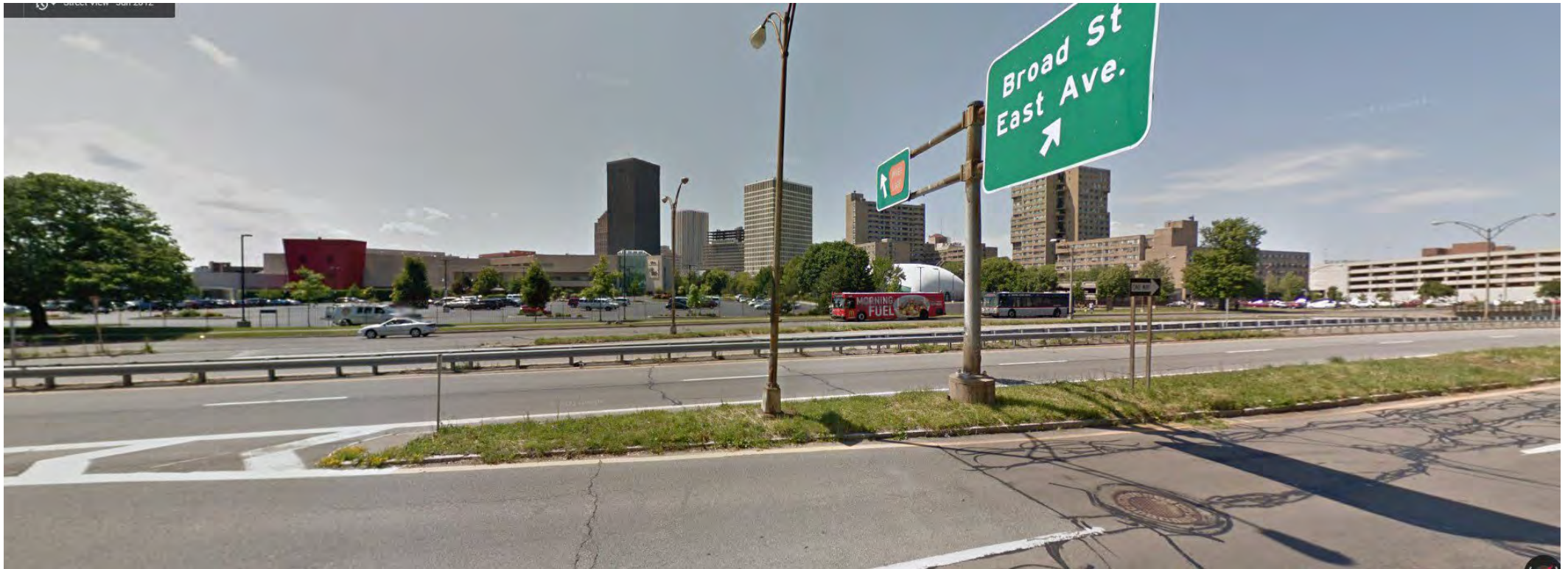


# N Union St at Broad St - 2021





# N Union St at Adventure Pl - 2012





# N Union St at Adventure Pl - 2022

---





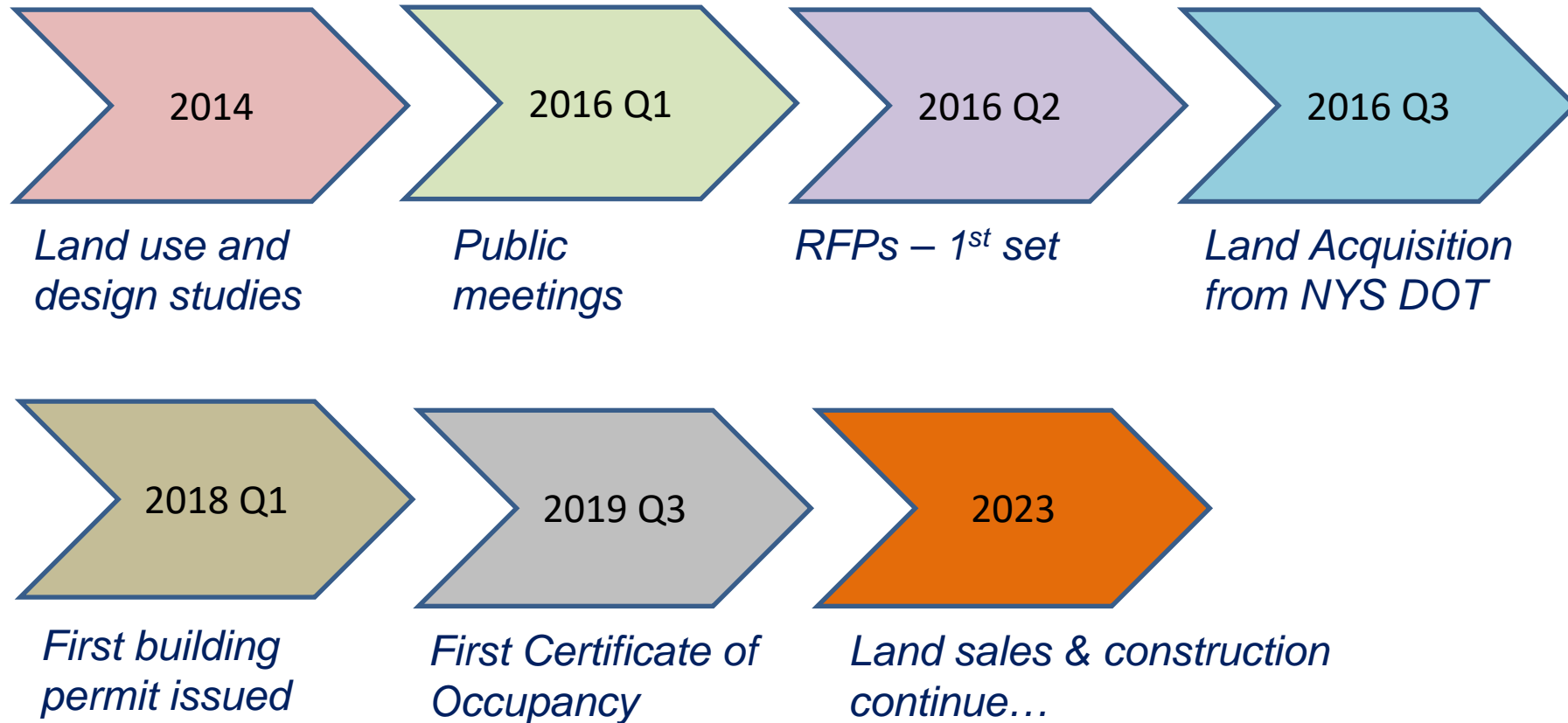
# Inner Loop East Development Sites



Six acres; seven development sites ranging in size.  
Created naturally by reconnecting the existing street grid.



# Acquisition & Development Timeline





# Development Goals

---

- Reintegrate divided neighborhoods
- Increase downtown residential units
- Activate ground floor uses
- No surface parking lots fronting on the new Union Street
- Increase density
- Creative design and high “wow” factor



# Community Benefit Goals

---

- Affordable units in market-rate projects
- Publicly accessible green/open space
- Income diversity in every building
- MWBE and workforce goals
  - 30% MWBE
  - 25% city resident workforce
  - 20% minority workforce
  - 6.9% women workforce



# Land Acquisition & Sale Values

- Land acquisition at 50% of value
- Basis for land appraisal – surplus vs. highest & best use
- Sale of land by City at highest and best use value (mixed use)





# Preparation for RFPs & Development

---

- Environmental review (SEQR) done on projected build-out of entire six-parcel property
- Shelter Rent and other PILOT available to affordable housing and mixed-use market-rate developments respectively
- Availability of low interest loans from City (1% for 15 years)
- City also put out an Opportunity Zone prospectus



# Sources of Project Development Funds

---

- New York State Housing and Community Renewal (HCR)
- Traditional bank financing
- Private equity
- Philanthropic capital campaign (The Strong Museum of Play)
- Opportunity Zone (private and not confirmed)
- City HOME loans from (HUD entitlement)
- City cash capital loans and grant
- Supportive Housing grants from various State agencies
  - Formerly incarcerated
  - People living with aids



# Development Projects Stats

	<u>Housing Units</u>							
	City Affordable AMI							
<u>Site Name / Unit Type</u>	<u>50%</u>	<u>60%</u>	<u>80%</u>	<u>100% AMI &amp; Market Rate</u>	<u>TOTAL Housing Units</u>	<u>Jobs</u>	<u>Commercial Sq. Ft.</u>	<u>Total Devt. Cost (\$)</u>
<i>ILE 1</i>		34		16	50	2.5	-	12,037,000
<i>ILE 2</i>	63	36	13		112	10		30,927,962
<i>ILE 3</i>	8	43	21		72	3	18,788	20,926,000
<i>ILE 4 &amp; 5</i>		8	71	157	236	145	135,629	120,000,000
<i>ILE 6</i>				5	5	0	-	1,420,000
<i>ILE 7</i>	35	14		10	59	9	2,096	17,543,000
<b>TOTALS</b>	106	135	105	188	534	170	156,513	202,853,962
	346							
	65%			35%	100%			



# Land Use Design Guideline & Vision vs. Reality

2014

2022



Philip  
Michael  
Brown  
Studio

View from East Avenue looking Downtown across Union Boulevard

City of Rochester, NY  
Lovely A. Warren, Mayor





# Overall Value Summary

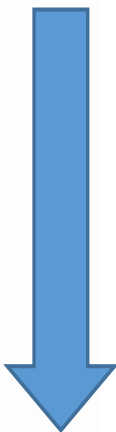
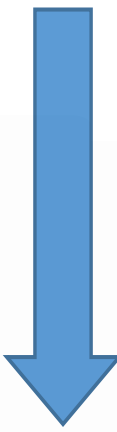
---

- \$22 million public investment in a transportation project
- Creating approximately six (6) acres of development-ready parcels on seven (7) sites
- Resulting in:
  - ❑ \$200 million in private investment
  - ❑ 152,000 square feet of commercial space
  - ❑ 530 housing units
  - ❑ 170 permanent jobs (FTE)
  - ❑ 2,489 construction jobs
  - ❑ Property values/assessment BEFORE and AFTER...



# Value Summary Continued...

## Land Assessment Before/After

Inner Loop East Parcels	State Appraised Value as Surplus Land - 2015	Acquisition Cost from State DOT - 2016	City Appraised Value (2016-17)	City Assessed Value (Dec. 2022)
Site 1			\$255,000	\$2,500,000
Site 2			\$600,000	\$3,997,400
Site 3			\$340,000	\$3,800,000
Site 4			\$440,000	\$5,080,000
Site 5			\$800,000	\$8,650,000
Site 6**			\$65,000	\$63,000
Site 7**			\$245,000	\$195,000
<b>TOTAL</b>	<b>\$551,250</b>	<b>\$275,625</b>	<b>\$2,745,000</b>	<b>\$24,285,400</b>

\*\* Site not yet developed



# Lessons Learned to be Applied to ILN

---

- Start to gather data for future value capture analysis very early on in the process
- Keep diversity and inclusion up front and prominent in decision from very early on
- Balance expectations with actual market realities with respect to anticipated land use



# Inner Loop North



## Inner Loop North Transformation Planning Study



AUGUST 2022

Plan developed with three primary goals:

- **Equitable Outcomes**
  - Support needs of current and future residents
  - Minimize displacement of existing residents & businesses
  - Identify new housing opportunities
- **Neighborhood Restoration**
  - New investment & job opportunities
  - Community-based development
  - Promote reuse of vacant/underutilized land
- **Connectivity & Accessibility**
  - Reconnect neighborhoods at human scale
  - Multi-modal accessibility for all
  - Eliminate the highway and enhance access to riverfront



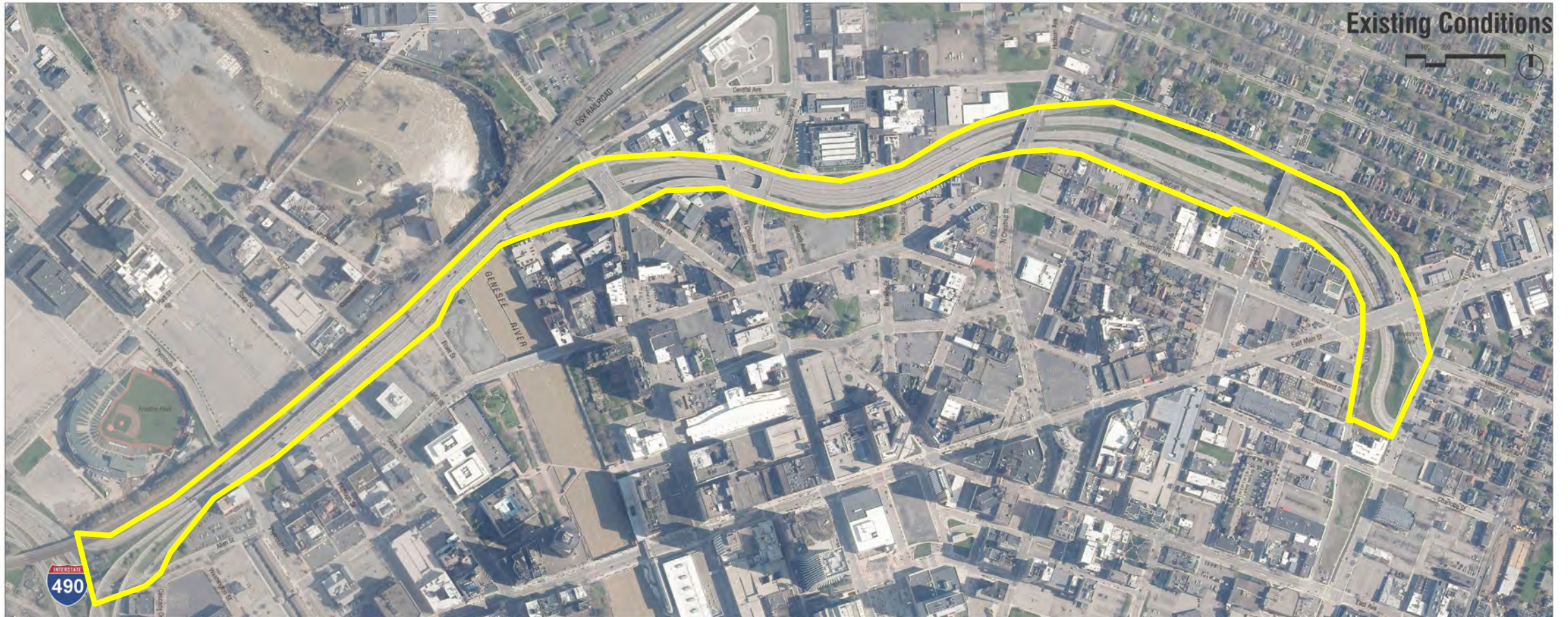


# Inner Loop North – Existing



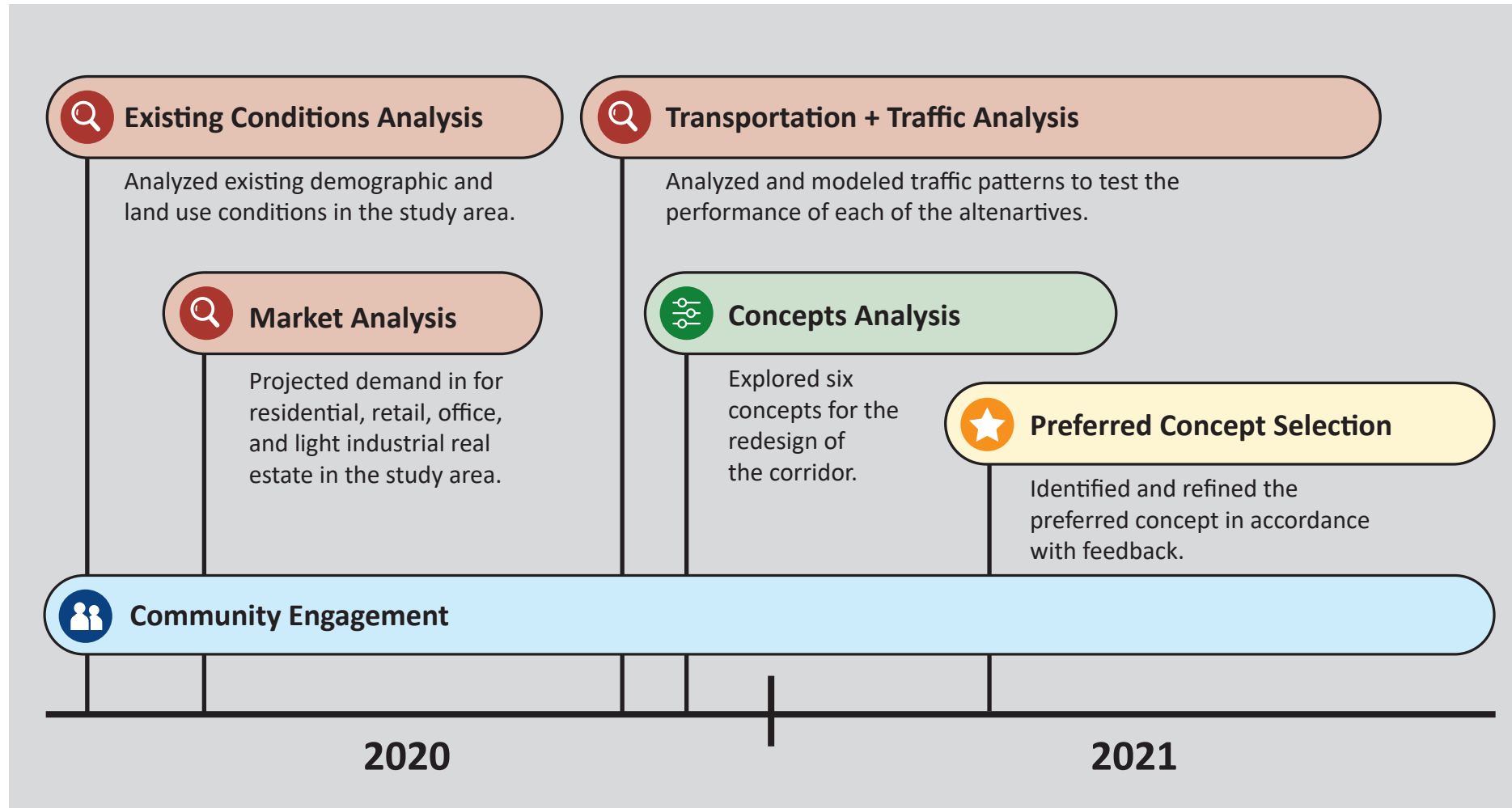


# Inner Loop North – Existing



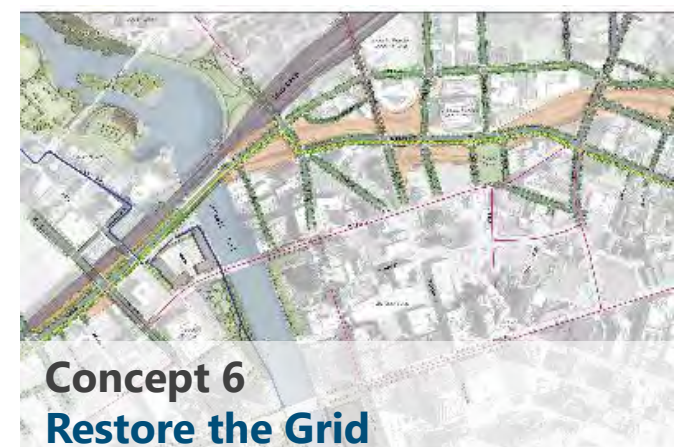
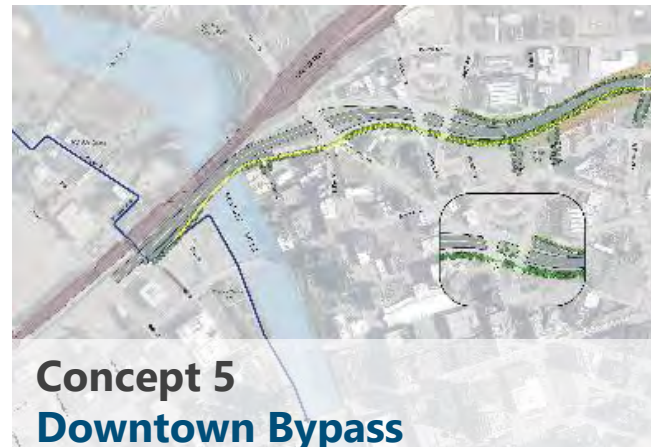
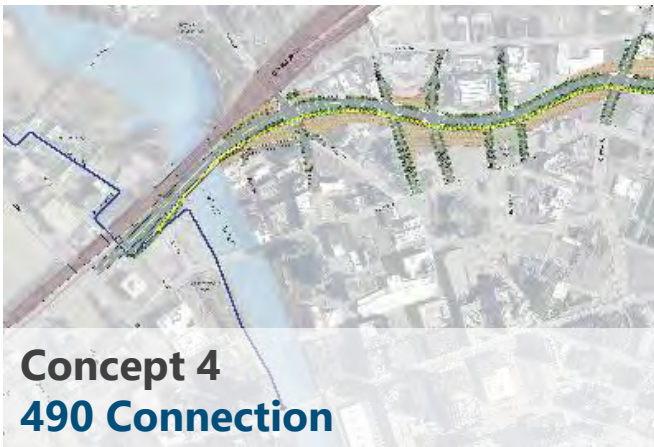


# Inner Loop North – Study Process



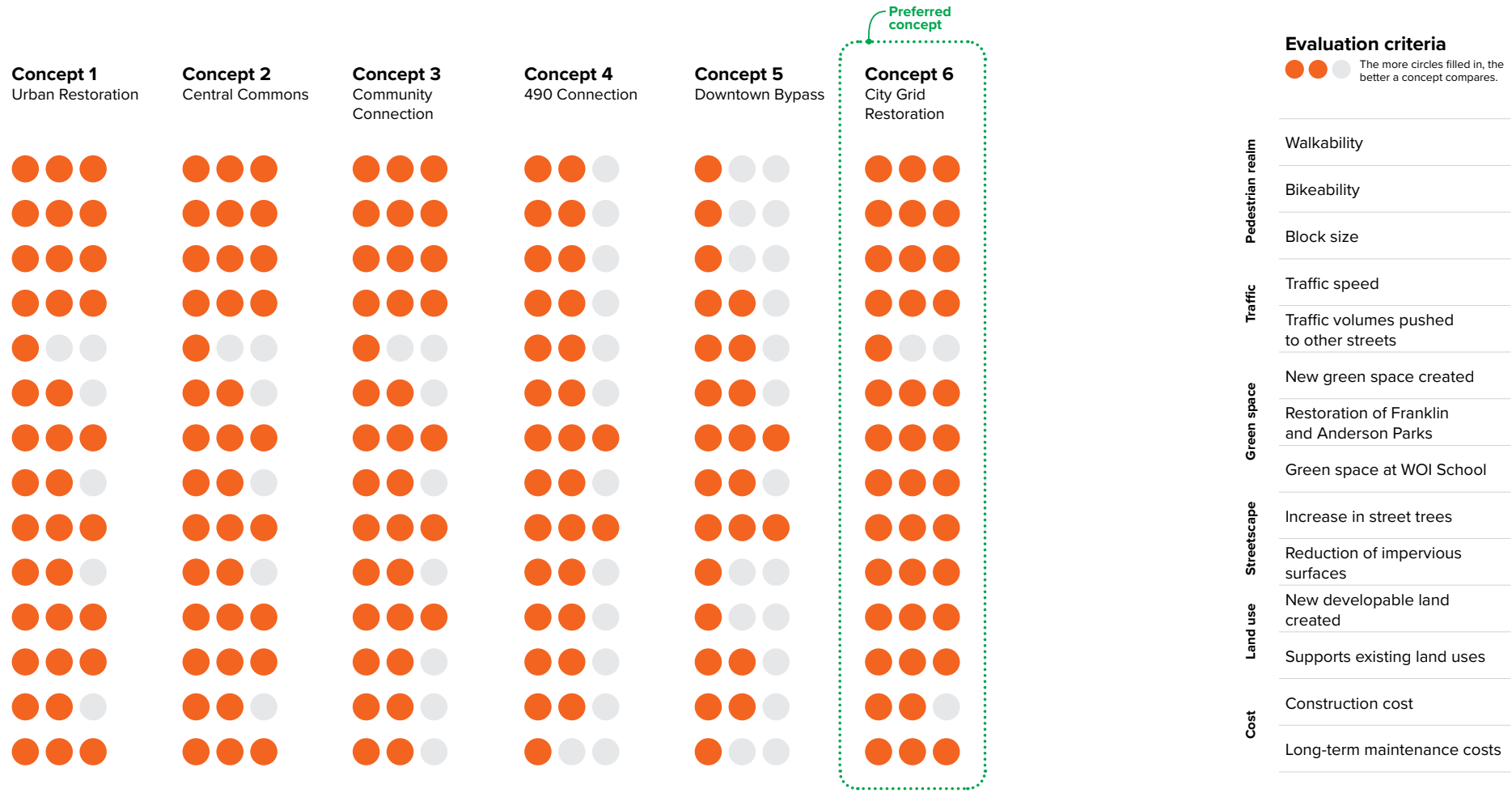


# Inner Loop North – Design Concepts





# Inner Loop North – Design Concepts





# Inner Loop North – Public Engagement

## Public Engagement Critical to Success

- 10 Public Workshops
- >20 Stakeholder Meetings
- 7 CAC Meetings
- 7 TAC Meetings
- 13 Racial Equity Subcommittee Meetings
- >300 Survey Responses
- >6,500 Website Views
- >22,000 Direct Mailers Sent



### Community Advisory Committee (CAC)

A group of 50+ representatives from neighborhood groups and organizations that helped guide the direction of the project with local considerations in mind. The CAC also participated in a walking tour of the study area to identify issues and opportunities on the ground.

### Racial Equity Subcommittee (RES)

A subcommittee to the CAC whose mission was to foreground racial equity throughout the planning process by exploring the history and impacts of past planning decisions and making recommendations to foster greater equity in the future.

#### **Mission:**

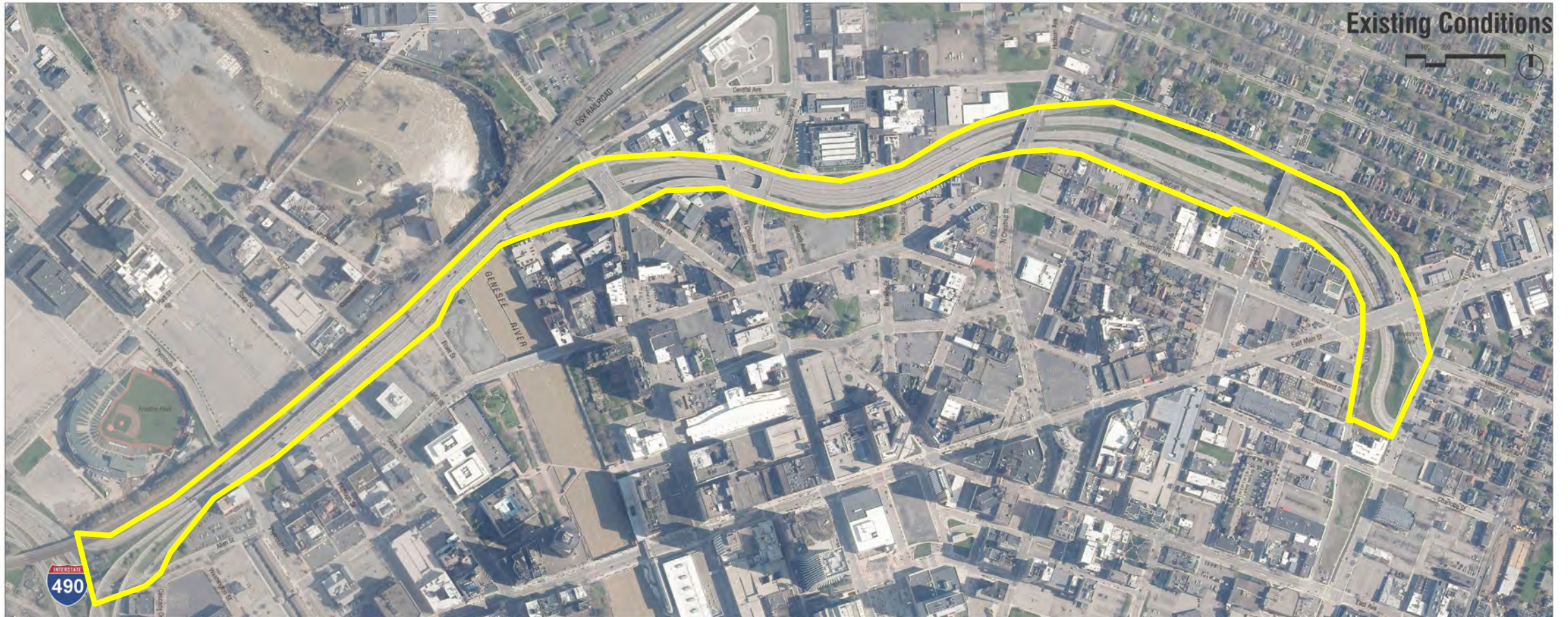
*This subcommittee seeks to center racial equity throughout the planning process of the Inner Loop North redevelopment by examining the history of racial trauma caused by municipal planning decisions, and crafting recommendations that create accountability and build authentic community.*

#### **Vision:**

*The racial equity subcommittee aspires to redefine the city building process as a vehicle for reparations that provides for the economic, social, and emotional well-being of Black and Brown residents.*



# Inner Loop North – Existing



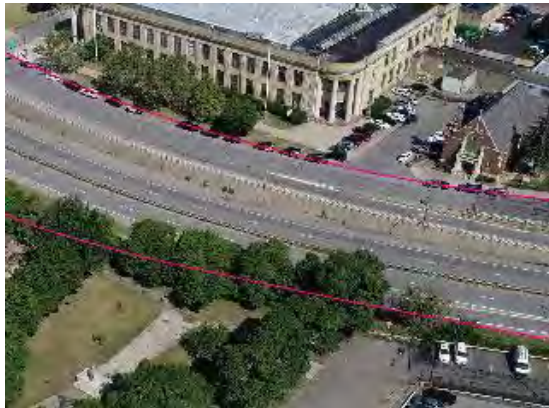


# Inner Loop North – Preferred Concept

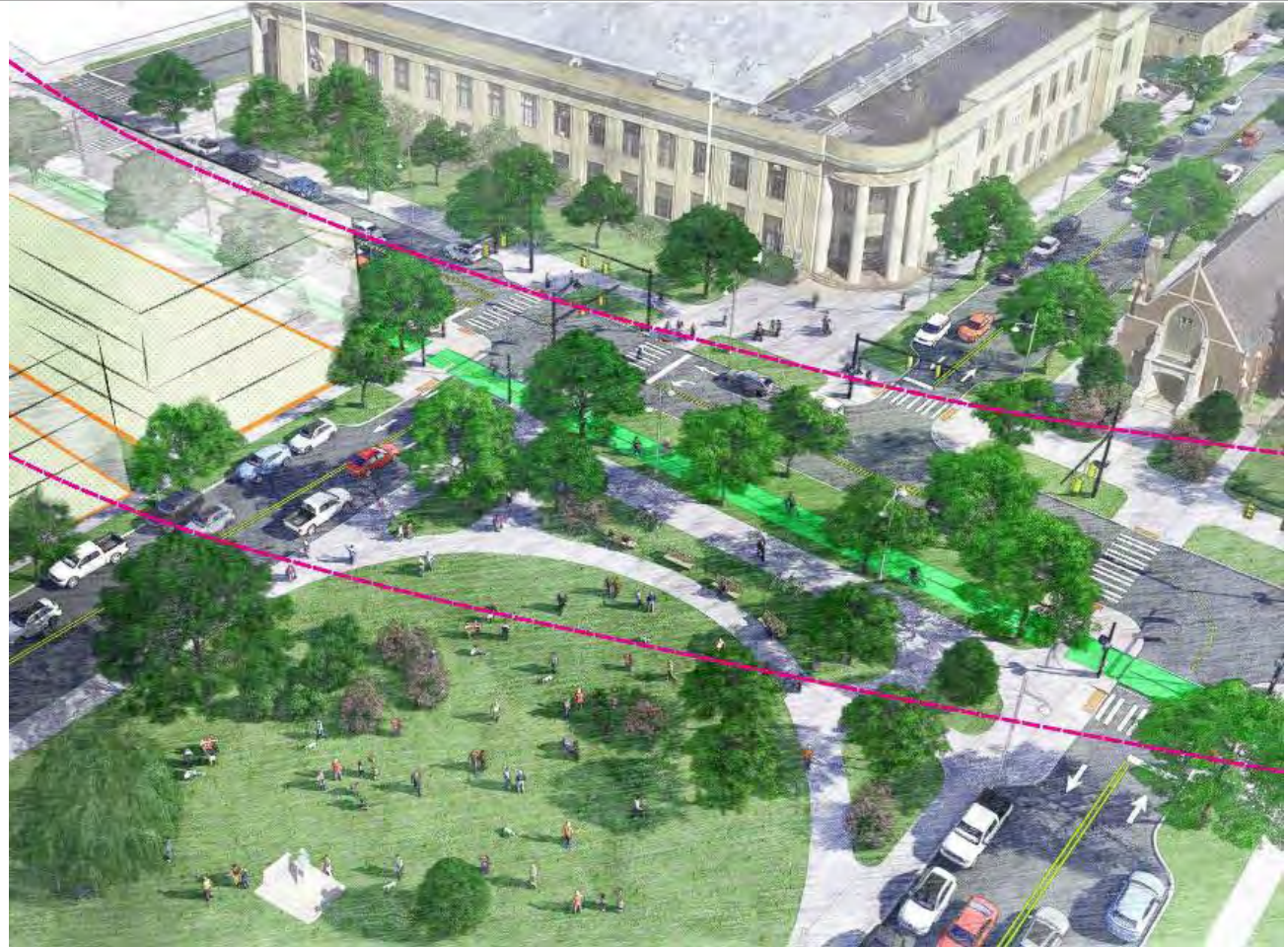




# Inner Loop North – Preferred Concept



**Restored Green Space  
/ Franklin Square**





# Inner Loop North – Preferred Concept





# Inner Loop North – Preferred Concept





# Inner Loop North – Next Steps

---

## TIMELINE

- Planning Study – Spring 2020 to Summer 2022
- Preliminary Design – Spring 2023 to Summer 2025
- Final Design – Summer 2025 to Summer 2026
- Bid & Award – Fall/Winter 2026/27
- Construction – Spring 2027 to Fall 2028
- Infill Development – Could begin Spring 2028
  - >20 acres of new land to be created

## COST

- Design: ~\$8M
- Construction: ~\$90M

## FUNDING

- State: \$100M for Design & Construction



# Thank You!

---

Erik Frisch, Deputy Commissioner  
Dept. of Neighborhood & Business Development  
City of Rochester  
City Hall, 30 Church St, Room 005A  
Rochester, NY 14614

[erik.frisch@cityofrochester.gov](mailto:erik.frisch@cityofrochester.gov)

[www.cityofrochester.gov](http://www.cityofrochester.gov)

Anne DaSilva Tella, Director of Development  
Bureau of Housing & Business Development  
City of Rochester  
City Hall, 30 Church St, Room 005A  
Rochester, NY 14614

[anne.dasilvatella@cityofrochester.gov](mailto:anne.dasilvatella@cityofrochester.gov)

[www.cityofrochester.gov](http://www.cityofrochester.gov)