

COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION

DATE : October 12, 2011

TO : Milwaukee County Board of Supervisors

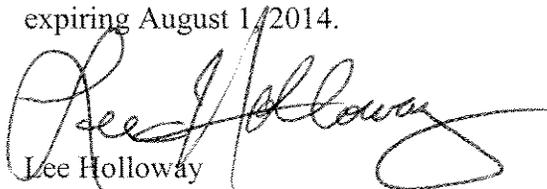
FROM : County Board Chairman Lee Holloway

SUBJECT : **Appointment of Keith Holt to Milwaukee County Parks Advisory Commission**

Pursuant to the provisions of Adopted County Board Resolution File No. 07-170, and subject to confirmation by this honorable body, I am pleased to appoint Mr. Keith Holt to the Milwaukee County Parks Advisory Commission. The Parks Advisory Commission provides policy and funding guidance to the County Board on issues such as budget, preservation and maintenance needs of the County Parks.

Mr. Holt has a wealth of experience and involvement in the type of issues that might fall under the purview of the Parks Advisory Commission. He is founder and Executive Director of Milwaukee Bicycle Works and is a consultant on bicycle, trail and related issues. He was a leader in the Johnson Park Health Alliance. He also has had extensive experience in bike, trail and park initiatives in the Chicago area. His resume is attached for your consideration.

Mr. Holt is an exceptional choice for the Parks Advisory Commission, providing a needed perspective on biking, trekking, trail and other community park-related interests. I urge your support of this appointment, and I know Mr. Holt will bring much value to the Commission. Mr. Holt would replace Nancy Devlantes, who has left the area. Pursuant to the adopted resolution requirement of staggered terms, his appointment is for a term expiring August 1, 2014.



Lee Holloway
Chairman, County Board of Supervisors

Attachment

cc: Keith Holt
County Executive Chris Abele
Supervisor Gerry Broderick, Chair, Parks, Energy and Environment Committee
Linda Durham, Committee Clerk, Parks, Energy and Environment Committee
Glenn Bultman, Policy Research Analyst, Parks, Energy and Environment Committee
Sue Black, Parks Director



Keith Holt
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SUMMARY

Keith’s career has been founded on advocacy for active living through bicycling in the African-American communities throughout Chicagoland. Since moving to Milwaukee in 2007, he has brought that mission to the neighborhood where he lives and continues to advocate engaging the African-American community in active, healthy living as well as founding the community nonprofit organization Milwaukee Bicycle Works.

RELEVANT WORK EXPERIENCE

Founder/Executive Director **Milwaukee Bicycle Works** 10/10-present
Bicycle/Ped/Trail Consultant 6/09-9/10

Johnson Park Health Alliance (Walnut Way Conversation Corp.)
Community and Program Liaison 9/08-1/09

The position was a part of a grant program aimed to increase health in the Johnsons Park and Walnut Way neighborhoods of Milwaukee

Chicagoland Bicycle Federation (Now called Active Transportation Alliance)
Community Liaison 1/04-9/08

Key Past Initiatives

Calumet Sag Trail Initiative 11/04-9/08

- ◆ Co-community organizer and advocate for a \$20 million, 26-mile multi-use trail in Calumet waterway region, involving 14 communities
- ◆ In 3 years, the 14 communities worked together received \$2.2 million in approved federal funding for Phase I and II engineering.

Chicago Southside Bicycle Movement 8/04-9/08

- ◆ A multi-cultural active working committee and campaign of CBF for the South Side of Chicago
- ◆ Serve as creator of the committee and ongoing facilitator
- ◆ This informal coalition of bike groups and individuals campaigns for more bicycling focused on the South Side of Chicago
- ◆ Facilitated numerous community bike rides throughout underserved communities
- ◆ Facilitated numerous community design public forum (charrettes) in previously underserved communities

Walk/Bike to Worship Pilot Encouragement Initiative 9/08

- ◆ As project leader inviting key stakeholders from a variety of faith based institutions to participate in pilot initiative
- ◆ Facilitating the development of a stakeholder led communication and marketing plan to encourage participation.

Go Healthy Pilot 11/06-12/07

- ◆ As project team member this individualized marketing program aimed at motivating 100 enrolled families with a 35% participants reported a trip mode change from automobile to cycling, walking, or public transit
- ◆ Evaluator and content contributor in developing criteria for Go Healthy II (Footprints)

- Active Living in Chicago's Diverse Communities** 3/05-04/07
- ◆ As co-project leader, this multi-pronged effort to educate minorities and engage them with opportunities for cycling and walking
- Opening the Major Taylor Trail** 1/04 – 6/07
- ◆ Advocated and facilitated 3-year battle to finishing and opening the long delayed urban trail
- Southland Healthy Streets and Trails Workshop – Lansing, Illinois** 9/05
- This workshop gave 85 key Southland stakeholders, i.e. transportation planners, municipal leaders and community activists an opportunity to learn about improving bicycling and walking conditions in their communities
- ◆ The workshop focused on programs to encourage bicycling, trail-based economics, Safe Routes to Schools and current trail initiatives
 - ◆ Participants engaged with their peers in learning about cutting-edge ideas and tactics for low-cost bicycle planning, effective grant writing and on-street/off-street bikeway design
- Build and Ride Youth Apprenticeship** 1/05 – 6/05
- ◆ A pilot program for 25 underserved teenagers on the empowering benefits of bicycle use, mechanics, and safety with an 88% attendance completion rate
- Major Daley's Bicycle Ambassadors** 5/04 – 9/04
- ◆ An outreach team focused on bike-safety and public-awareness promoting bicycling safety to all road users—bike riders, motorists, and pedestrians—and help all Chicagoans bike more 6/03 – 9/03
- Bike The Drive:** Coordinator for Registration and Packet pick-up for 17,000 participants 1/04 – 5/04

EDUCATION AND PROFESSIONAL DEVELOPMENT

- ◆ Regional Equity '08: The Third National Summit on Equitable Development, Social Justice, and Smart Growth, New Orleans, LA
- ◆ The Dream Reborn 2008, Memphis, TN
- ◆ ProBike/ProWalk 2006, Madison Wisconsin
- ◆ ProBike/ProWalk 2004, Victoria Canada
- ◆ Chicago City Wide College 9/93 -12/94
- ◆ Southern Illinois University at Carbondale, Carbondale, IL 1/89-12/90

AFFILIATIONS

- ◆ Chairman, City of Milwaukee Bicycle And Pedestrian Task Force
- ◆ Board Member, Bicycle Federation of Wisconsin
- ◆ Steering Committee Member, Washington Park Partners
- ◆ League Cycling Instructor, League of American Bicyclist
- ◆ Charter Member, Major Taylor Club Cycling of Chicago

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: October 6, 2011

TO: Supervisor Gerry Broderick, Chairperson, Parks, Energy & Environment Committee

FROM: Steve Keith, Chair of Green Print Work Group
Gary Waszak/DTPW
Greg High/DTPW
Guy Smith/Parks
Pamela Bryant/DAS
Glenn Bultman/County Board

SUBJECT: **Status Report on the Implementation of the Green Print Resolution Provisions - Informational Report**

Background

The “Green Print” resolution requires regular reporting to the County Board on the status of its implementation. Reporting began in 2008. This is the second report for 2011.

Current Status on Each Provision (designated by the bulleted items)

Performance Contracting/Construction

- *The Department of Public Works shall adopt a wide-scale performance contracting initiative to review and retrofit 20% of all County public buildings annually with high-performance, energy efficient technology in an effort to save money once a baseline assessment has been performed by department staff. The Department of Transportation and Public Works will be required to report back quarterly on the progress made and savings achieved.*

Status

Guaranteed energy savings performance contracts (GESPCs) have been a primary mechanism for implementing energy-efficiency improvements to County buildings over the past several years. Phase 1 contracts were completed at the end of 2009. Table 1 summarizes the buildings that were retrofitted as part of the Phase 1 contracts and the guaranteed energy savings for those projects.

We are currently in Phase 2. A list of buildings addressed as part of Phase 2 performance contracts were developed in the Spring of 2010. This list is provided in

Table 2. Technical energy audits (TEAs) have been completed on all of the approved buildings, and these audits were used to develop the scope of the Phase 2 contracts. There are three Phase 2 GESPCs in various stages of completion. One of the contracts – Honeywell – is near completion. A Phase 2 GESPC with Johnson Controls (JCI) was approved this summer and is in progress. Contract terms for a third GESPC – AMERESCO – has undergone due diligence review by DAS and was submitted to the County Board for approval during the September cycle. The anticipated energy savings from the Phase 2 contracts is summarized in Table 3. The anticipated environmental benefits from both phases, once complete, are summarized in Table 4.

While performance contracting has helped finance a significant amount of energy savings measures at County facilities, the current financing structure offers little to no financial incentive for departments to participate in the program. Currently, the anticipated savings is deducted from the department's operating budget to pay the loan debt. An alternative structure that promotes implementation of energy savings projects by providing some financial incentive to departments to do so should be considered.

Aside from improvements achieved through the GESPC, energy-savings measures are being performed elsewhere throughout County facilities via other means. Some of the work is being done as part of capital improvement projects, grants or from operating budgets as they may allow. A number of energy savings projects in the planning stages during the last report were completed over the summer or are nearly complete, including:

- Energy-efficient HVAC equipment installed at GMIA and replaced a boiler at the Power Plant with a more efficient boiler.
- Energy recovery units added to shower areas at CCFS.
- Motors on larger HVAC units at Milwaukee Public Museum were replaced with new energy-efficient variable frequency drive motors.
- Air handling units at the Marcus Center were replaced with new energy-efficient units with variable frequency motor drives.
- Air distribution at the Fleet Administration Building were replaced with new energy-efficient units and lighting loads were cut in half by replacing light fixtures.
- HVAC system and electric heating system at the Transit Administration Building were replaced with a more economical and efficient chilled water cooling and hot water heating systems.
- High-efficiency lighting was installed at the MCTS Fleet Maintenance building.

- HVAC controls were upgraded to more energy-efficient versions and remote monitoring systems were installed at the MCTS – Fond du Lac Operating Station
- Furnaces at the LaFollette Pavilion and Dretzka Clubhouses were replaced with smaller high-efficiency units, as well as the addition of occupancy sensors.

Additional energy-efficiency projects initiated since the last report include:

- High efficiency lighting was installed in the ticketing building at GMIA.
- The air handling units near Checkpoint D at GMIA were upgraded to include more energy-efficiency variable frequency drives
- At the Zoo's Primate House, high-tech skylights were installed that harvest sunlight much more efficiently than standard skylights. The skylights were manufactured by Orion Industries in Manitowoc.

Over the past few years Milwaukee County has installed LED lighting at select locations and continues to evaluate this evolving technology. Several departments are currently exploring the potential for a free outdoor LED lighting installation as part of a beta test for a local LED lighting manufacturer. The local manufacturer is seeking to establish public sector confidence in their product through this beta testing.

Tracking energy consumption is currently a cumbersome process (Sustainability Engineer requests data annually from WE Energies provided in huge spreadsheets). Developing more efficient and more effective means of obtaining and processing energy use data would be a significant benefit to the County, and would be more efficient use of staff time. Reports on energy consumption by building and by department could assist operations staff in identifying energy-saving opportunities, plan for future projects, help to verify the performance of energy-savings measures installed, provide feedback to staff and employees on their efforts to reduce energy use, identify additional energy metering needs, and identify billing errors, to name a few benefits. We are reviewing potential software or services to accomplish this goal, but will also need to identify funding sources as well.

- ❑ *Once repayment of the Energy Savings Company is completed, the 50% of savings realized from energy conservation shall be accounted for and used to fund future energy efficient projects that reduce the County's dependency on short-term borrowing and bonding in order to expedite performance enhanced savings measures on future County building projects, thereby accelerating the future cost savings timetable.*

Status

Currently the savings realized from the GESPCs is being used to pay down the debt on the GESPC contracts. Because the payback period for these contracts is approximately 8 to 10 years, the savings would not be available until after year 2018. Therefore, the Work Group has temporarily postponed action on this item.

- *Require that all county-supported construction projects meet Leadership in Energy and Environment Design (LEED) standards beginning in 2008.*

Status

Milwaukee County continues to work to incorporate sustainable design into its construction projects. Increased emphasis has been placed on sustainable design, and there is increased awareness and experience on the part of design staff, consultants and contractors. The following provides some examples (not a complete summary) of project actions incorporating sustainable design concepts:

The GMIA's Combined Maintenance Facility is at 30% design stage. Currently, the design plans anticipate incorporating a number of sustainable design elements, including:

- energy-efficient building envelope
- natural lighting
- rainwater capture and reuse for truck washing,
- construction waste recycling, and
- solar hot water heating.

The GMIA Baggage Claim project is currently at 50% design stage. As part of the design scope, the consultant has identified a number of sustainable design options that could be incorporated into the project, including:

- natural lighting
- high-efficiency light fixtures
- ventilation adjusted based on CO2 levels measured in the area
- water-conserving restroom fixtures
- green roof and water-efficient landscaping
- materials of construction containing recycled products
- recycling construction demolition waste
- paints, coatings, adhesives and sealants to meet low volatile organic carbon (VOC) emissions requirements

Based on a mock LEED rating, the renovation would meet requirements for LEED certification.

The new roof at MCTS Fond du Lac Maintenance Building was designed and constructed to be Energy Star compliant, with a reflective outer surface.

As part of the construction of various roadways and parking lots, the surface course and binder course are specified to allow salvaged or reclaimed asphaltic material and require the recycling of demolished steel and concrete, for the following projects:

- Oak Leaf Trail Replacement (Leon Terrace)
- Domes Entryway Landscaping
- Lagoon Drive Reconstruction
- Lake Park at Newberry Reconstruction
- MCTS Employee Parking Lot
- Museum Parking Lot and Loading Dock
- Bender Park – used on-site dredge material
- O'Donnell Park – recycled concrete panels

Resource Management

- *Review the storm water management plan with Milwaukee Metropolitan Sewerage District (MMSD) to reduce the amount of storm water runoff from County facilities that aid MMSD in its efforts to reduce runoff throughout the County, and adopt plans to manage runoff from new development projects.*

Status

As part of its NR 216 County-wide stormwater permit, Milwaukee County staff performs regular monitoring of storm water outfalls and discharges. Reports of illicit connections or discharges are investigated and sampled and tested. Milwaukee County Environmental Services staff has begun creating a Stormwater Pollution Prevention Plan (SWPP) for McKinley Marina. County staff continues to monitor all sites with SWPPs including the Zoo, Fleet Maintenance, North Shop and Timmerman Airport.

The County DTPW, with the assistance of a consulting engineer, has prepared a design guidance document for parking lots, that will encourage the use of Best Management Practices to reduce the adverse impacts of stormwater runoff from our parking lots. This document will provide technical guidance for County staff and consultants to deploy practices such as bioinfiltration swales, subsurface stormwater chambers and porous pavement, when these lots are repaved or reconstructed in the future.

The aforementioned guidance document is being applied in the design of the Sports Complex parking lot. The project will incorporate pervious pavers over a large portion of the expanded lot. As a result of the use of the pavers, storm water runoff from the lot

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during rain events will be substantially reduced instead of increased (by the addition of impervious asphalt). This will be one of the largest pervious pavement applications in Milwaukee County.

A green roof was recently installed at the Milwaukee Public Museum (early October). The green roof is a modular design. The roof is funded through the assistance of a grant from the Milwaukee Metropolitan Sewerage District.

A green roof that had been planned for the Mitchell Park Domes has been suspended. A structural analysis of Domes lobby indicated that the roof would not be capable of supporting a lightweight green roof system. Alternative sites are being considered.

Milwaukee County is working with American Rivers, the MMSD and City of Milwaukee on a project that will measure the benefits from installing green infrastructure with a defined community area. The "Green Infrastructure Portfolio Standard" project is being funded by through a grant American Rivers received from US EPA.

A listing of the County's green infrastructure projects is provided as Table 5.

- *Direct the Director of Transportation and Public Works to examine the potential use of "gray water" for applications where treated water may not be needed and report back to the Committee on Transportation, Public Works, and Transit in May of 2007 with potential applications and associated costs.*

Status

A report on this subject was submitted in 2009. Milwaukee County continues to reduce water consumption through the progressive replacement of older fixtures with more water-efficient versions. More than a half-dozen restroom renovation projects this year incorporated upgrades to more water-efficient fixtures.

Rainwater harvesting systems have been installed at Boerner Botanical Gardens and at the Primate House at the Milwaukee County Zoo. In general, facilities should have their basic plumbing fixtures upgraded to EPACT standards or better prior to implementing a rainwater harvesting system.

As part of the Mitchell Park Domes Entry Landscaping project, the existing reflective pools were replaced with planting beds that feature flowering perennials and shade trees. The project also diverts rainwater collected from the rooftops of the domes to the former pools that will now serve as storage to be used to irrigate the planting beds. The former pool area has been completely covered by pervious pavers to provide outdoor space for visitors and school children.

- ❑ *Direct the Director of Parks to place receptacles for recyclable materials in all Milwaukee County Parks where applicable.*

Status

For the Spring/Summer/Fall of 2011, Parks contracted services for additional recycling containers and pick-up at 22 park facilities. It is estimated that these services will result in collection of over 14,000 pounds of mixed recyclables during the contract period (in progress).

For the first 6 months of 2011, Facilities recycled 20,000 lbs of office paper, over 90,000 lbs of mixed paper and over 45,000 lbs of cardboard, generating over \$4,000 in revenue. Data on aluminum and plastic was not complete at the time of this report, but will be provided in the next report.

DHHS recycles paper, glass and aluminum containers. For the first six months of 2011, the Records and Volunteer Center and BHD recycled over 71,000 pounds of office paper, over 41,000 pounds of cardboard, over 18,000 pounds of electronic waste, and over 5,000 pounds of steel, generating more than \$9,000 in revenue.

Significant recycling efforts continue at other County facilities, such as the County Correctional Facility – South (CCFS), and Zoo. Semi-annual data from these departments were not available at the time of this report, but complete data for the year will be provided in the next report.

The Sheriff's Department has found a way to recycling old bullet-resistant vests. They are now working with a company to reuse the vest material. Prior to this, the vests were shredded by a local shredder and then landfilled. This new initiative has resulted in over 500 old vests going (at no cost) to this green company for repurposing. The ballistic material is ground and used for things like plastic rope, brake pads, etc. The result is over 1,000 lbs of material that would otherwise have ended up in a landfill being re-used.

Milwaukee County has prepared a County-wide recycling plan. The plan summarizes current recycling practices and provides recommendations for improvements. The plan was prepared through the combined efforts of departmental recycling coordinators, Keep Greater Milwaukee Beautiful, and a summer intern provided through UW-Extension. The planning group is currently developing standard procurement contract for recycling services.

Milwaukee County has been implementing a construction waste recycling policy on applicable size projects over the past year. Data gathering, however, remains problematic on many projects. To help facilitate the data collection, DTPW-A&E is reviewing the deployment of an accounting system developed by Waste Cap Wisconsin, to have data loaded by the contractor on a website for review. A&E is planning to pilot

test the program on several projects in the near future. If effective, the use of the program would be expanded, thereby simplifying the time required by contractors to prepare their waste recycling plans and reduce County staff time to compile data.

- ❑ *Direct the Director of Parks to create a plan to return areas of park land, not actively utilized by the public, to native grassland and prairie reserve areas that will require no physical maintenance or the burning of fossil fuels; this plan should be presented with a scope of work and cost to the Parks Committee for approval by September 2007.*

Status

Over the past several years approximately 300 acres of underutilized turf areas have been converted to trees and grasslands through USDA's Conservation Reserve Program. In addition, Parks has planted an additional 19-20 acres to prairie, and 5.5 acres have been planted to hardwood trees along the Root River. Parks has also submitted a grant application to convert another 60 acres of turf to hardwood trees.

Parks Department's Natural Areas staff and volunteers have been active in the removal of over 20 species of non-native invasive plants and implementing habitat restoration at more than 40 County Parks (1,200 acres). These are cooperative efforts between Parks staff, volunteers, and partners. In 2010 the Natural Areas staff worked with 51 different partner organizations and 2,800 natural areas volunteers that donated nearly 17,000 hours toward improving the quality of the Parks Department's natural areas.

Parks Natural Areas staff completed an extensive inventory of the 10,000 acres comprising the Parks Natural Areas Program. The inventories provide a database on vegetative cover, invasive species, ephemeral wetlands, wildlife populations, and native plantings that will prove to be useful in future management. In addition to restoration activities staff planted 19 acres of prairie and 5.5 acres of hardwood trees while expanding existing pollinator gardens.

The 2011 Recommended Capital Improvements Budget for the Parks Department included an appropriation of \$61,000 to convert 20 acres of parkland from mowed grass to native trees and shrubs in order to reduce overall maintenance costs. Although Parks was not been allocated the funds above, they continue to pursue grant funding. Parks continues to work with various volunteers, friends groups, etc. to pursue natural areas improvements. One example is Parks efforts to work with the South Shore Park Watch to create a pilot project on a bluff restoration. The Park Watch is working to raise funds for native plants, they have helped provide volunteers, and they are working closely with the Natural Areas Coordinator and Staff.

Alternative Energy

- *Direct the Director of Transportation and Public Works to examine the use of renewable energy sources such as wind and solar power for facilities within Milwaukee County and report these findings back to the Transportation, Public Works, and Transit by the July 2007 cycle.*

Status

A report on renewable energy opportunities was provided to the committee in 2009. The report concluded that top priority should be energy conservation, but that renewable energy projects should be pursued concurrently on a limited basis until the cost/benefit of renewables comes more in line with conservation measures. By doing so, we will be better positioned to capitalize on the opportunities these systems offer when their cost-effectiveness warrants implementation on a larger scale.

Since that time, the following projects have been installed or under design:

- A flower-shaped solar photovoltaic (solar PV) system installed near the Lakeview Restaurant at the Milwaukee County Zoo (1.4 kilowatt system).
- A solar hot water system at the Washington Park Senior Center that provides domestic hot water there.
- A solar PV system at Juneau Park Comfort Building (3.3 kilowatt system)
- A solar PV system at the Wilson Park Senior Center (3.1 kilowatt system)
- Solar PV panels at the entrance to the Milwaukee County Zoo (10 kilowatt system)
- Solar hot water system at the Zoo's Aquatic-Reptile Center (under design)
- A solar hot water system Children's Court
- A solar PV system at the Fleet Maintenance Garage (5.0 kilowatt system)
- A solar hot water heating system at the Washington Park Boat House
- A 0.25 kW solar PV system is planned for installation at GMIA to power the new trash compactor there.

Flat screen displays have been installed at the Senior Centers to display the real-time energy production from the solar systems. The data is also sent to an internet site for access by the general public. DTPW-A&E is currently working to place the link on the County's Green Print webpage.

In some instances, solar energy systems were given due consideration but were not implemented due to budgetary or physical constraints. As part of the Kosciuszko Park Pool heating system improvements, the option of incorporating a solar component to the system was evaluated in detail, but physical constraints and low projected energy savings made the application impractical at this time.

Through the above projects, Milwaukee County staff is gaining valuable experience in designing and installing solar systems as well as operation of these systems. These

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efforts include preparing technical specifications, coordination of interconnection requirements, structural assessments, and sequencing and local permitting. Our increased understanding of these items will improve our efficiency in future designs. Ultimately, these projects should also provide good venues for public education about solar energy.

- *Direct the Director of Transportation and Public Works to purchase, when applicable, new cleaner technology fleet vehicles that use alternative fuels such as bio-fuels, hybrids, and plug-in hybrids. If such vehicles cannot be purchased, the Director shall document why such purchases could not be made and report back to the appropriate committee.*

Status

DTPW Fleet has fully implemented the 35 Ford Fusion hybrid electric sedans. The Ford Fusion hybrids utilize a regenerative braking technology to capture over 90% of the energy normally lost when braking. Since their implementation this Spring, it is estimated that the County is saving over 4,000 gallons per year in fuel as compared to the previous vehicles.

A hybrid electric bucket truck is on order with delivery anticipated in Fall of this year. Three additional bucket trucks are on order with expected delivery in 2012. The incremental cost of the bucket trucks was funded through a grant from the Wisconsin Clean Transportation Partners.

In the 2010-2011 timeframe GMIA replaced two diesel-powered shuttle buses with two CNG-fueled shuttle buses bringing the total CNG-fueled shuttle fleet to nine vehicles out of a total of twelve shuttle buses. The CNG shuttles operate on fuel that is not only cleaner burning than diesel but costs on average \$1.88/gallon versus \$3.54/gallon for diesel fuel during 2011. GMIA's use of CNG in lieu of diesel is saving roughly \$90,000 per year. The current CNG shuttle fleet reduces NOx emissions by 2.70 tons/year of this ozone forming air pollutant. GMIA anticipates purchasing an additional two CNG powered shuttles in 2012.

Table 6 summarizes the County's current fleet of alternative fueled vehicles.

- *Require Department heads to seek all grants in compliance with Milwaukee County Ordinance Chapter 59.06 that focus on energy efficiency and renewable energy.*

Status

Milwaukee County applies for incentives on projects eligible for grants through Wisconsin's Focus On Energy program. Between 2008 and 2010, Milwaukee County received nearly \$300,000 in incentive dollars from Focus. We currently have about 20 projects in progress or approved by Focus, which should generate an additional \$275,000 in incentives when these projects are completed.

The Milwaukee Public Museum received a grant from the Milwaukee Metropolitan Sewerage District to install a green roof. The green roof was installed in early October and covers a large portion of the 6th floor roof, adjacent to the greenhouse.

Milwaukee County continues to implement and administer various grants that were obtained in 2010, including two green roof/rainwater harvesting grants from the MMSD (Domes and Zoo), energy efficiency grants from ARRA (Facilities and Museum), and alternative fuel vehicle grants from the Wisconsin Clean Transportation Partnership (Fleet).

Earlier this year, WE Energies ceased its renewable energy grant program. The program had provided significant financial assistance to Milwaukee County and other companies, schools and governments in the past. The loss of these grants will make the economics of installing systems more difficult. Fortunately, the cost of installation continues to trend downward.

While grant funding is being pursued, the amount of time required to prepare applications and to administer the grants can be considerable. Given the limited availability of staff time, the pursuit of grants requires some degree of selectivity and weighing the potential for a successful application. Many grants require matching funds, which if unavailable, could negate the pursuit of the grant.

Education

- ❑ *Improve staff awareness of green initiatives and programs so they can be implemented on new project and initiatives.*

and

- ❑ *Encourage staff to participate in education efforts that support green initiatives for applications both at work and home*

Status

An electronic newsletter (The Green Print) was prepared and circulated to County staff in September (copy in Appendix A). The newsletters are intended to increase awareness of Milwaukee County staff about sustainable actions within Milwaukee County. This edition of the newsletter focused on recycling.

On May 14 & 15, the Zoo hosted “Party for the Planet”, which included a variety of demonstrations, games and booths structured to educate kids and adults about wildlife, invasive species, and recycling. Visitors were also encouraged to participate in a tree-planting project, which resulted in around 600 trees being planted by volunteers, Zookeepers and animal management staff in several areas around the Zoo. Polar bear recycling bins created by a group of teens from Sparta, WI as a part of Polar Bear International's "Project Polar Bear" contest are displayed in several areas around the Zoo.

The Rock The Green Concert was held at the lakefront in Veterans Park on September 18. The event promoted green living and sustainability. Everything available at Rock the Green was either recyclable or compostable. A Near-Zero Waste team was assigned to oversee waste reclamation stations, ensuring items are properly sorted in composting or recycling bins. All food waste was ground with commercial grinders into a slurry and converted into fertilizer in the Milwaukee municipal system. Attendees were issued re-usable water bottles. Free, fresh water stations using municipal water was located throughout the event and no plastic water bottles were sold. The event was powered by a combination of 100% B20 biodiesel generators, solar and bicycle power. Light emitting diode (LED) lighting and video was used to minimize energy consumption. Food vendors sourced their ingredients from local farms and co-ops and all vendors used compostable serveware. During the festival no paper brochures or flyers were distributed by organizers, exhibitors and vendors.

The Fleet Manager, Sustainability Engineer, and staff from GMIA attended “Charge Up Wisconsin” on August 24. This free seminar was provided by WCTP and WE Energies to educate attendees about how electric vehicle charging station technology. Systems are being deployed already on a limited scale in Madison and Milwaukee areas. Milwaukee County is reviewing potential sites for an EV charging station.

Milwaukee County hosted a workshop titled – “Sustainability in Local Governments” at the Zoo’s Peck Welcome Center in May. The workshop was a collaborative effort between the County, the City of Milwaukee and the MMSD, and was co-sponsored by the Wisconsin Green Building Alliance. The workshop was one of the first of its kind to be offered regionally, and had over 100 registrants from municipalities around southeastern Wisconsin and northern Illinois.

Milwaukee County, the City of Milwaukee and the Housing Authority of the City of Milwaukee (HA) worked cooperatively to develop and host two training sessions to train County/City/HA staff on the operation & maintenance of solar photovoltaic (PV) systems and solar hot water systems. Milwaukee County’s DTPW/A&E coordinated the PV training session at Wilson Park on September 13, and HA hosted the hot water session on September 27 at Olga Village. Over 30 facility operations staff from Milwaukee County, the City of Milwaukee and HA attended. Staff from Midwest Renewable Energy Association provided the training through a grant secured by Milwaukee Shines.

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The Sustainability & Environmental Engineer continues to participate in regular (monthly) meetings with the following agencies and organizations, representing Milwaukee County:

- The North Star Sustainability Network
- City of Milwaukee's Office of Sustainability
- MMSD's Office of Sustainability
- Menomonee River Group
- Southeastern Wisconsin Watershed Trust
- MMSD Technical Advisory Team

And also meets with the following organizations, as a member, on a less frequent basis:

- Great Lakes Non-Point Abatement Coalition
- Wisconsin Green Building Alliance
- Root-Pike Watershed Initiative Network

David Burch, Chief Planning and Development for Parks participated in the 6th Street Green Street corridor planning process and attended the first annual International Conference in March 2011.

The Sustainability & Environmental Engineer & DTPW-Environmental Services staff presented to the Department of Aging's Indian Council for the Elderly on Milwaukee County's sustainability efforts on May 20.

Staff from Parks Department and DTPW attended a workshop on Climate Adaptation in Wisconsin. The workshop was hosted by the MMSD and attended by representatives from local governments in southeastern Wisconsin. The workshop focused on how infrastructure planning can be used to manage more extreme weather conditions anticipated to occur in the next several decades.

The Sustainability & Environmental Engineer was a featured speaker at Office Max's Environmental Summit on May 25th, summarizing Milwaukee County's progress with its Green Print initiatives. The half-day event was attended by representatives from regional businesses involved in sustainable business products and public organizations from southeastern Wisconsin.

On Sept 9, Kevin Haley/Parks co-presented a webinar with the MMSD on the benefits of rivers, floodplains and wetlands on managing storm water runoff. The webinar included a review of several projects undertaken by the MMSD on County parkways to improve aquatic habitat, public access, and reduce flooding.

The Sustainability & Environmental Engineer participated in the Urban Water Sustainability Leadership Conference held in Milwaukee from October 3-5. The 3-day conference featured speakers from municipalities and water utilities across the U.S. as

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well as breakout sessions, on topics ranging from creating green infrastructure to green jobs.

The rapid changes in building technology present a significant challenge to educating and training Milwaukee County staff. Budgetary constraints and constraints on time further complicate staff access to training. The S&EE and A&E staff have obtained some training through free webinars and workshops, and tours, including:

- energy efficiency applications for municipal operations
- green construction materials
- LED lighting
- integrating climate change considerations into transportation and land use planning

Additional training of design and operations staff would likely improve our ability to implement the goals of the Green Print.

Staffing/Resources

- *Authorize and direct the Director of Administrative Services and the Director of Human Resources to develop a position of Director of Sustainability and report back to the Personnel Committee and the Finance and Audit Committee in September 2007 cycle for approval. The Director of Sustainability would be created for the purposes of overseeing current and future energy efficiency and eco-friendly initiatives beneficial to Milwaukee County and to aid departments in their efforts to comply with the provisions outlined in this resolution.*

Status

A proposal to create a full-time position of Director of Sustainability was considered by the County Board at the Parks, Energy & Environment Committee and the Finance Committee meetings in January; and is proposed in the County Executive's proposed 2012 budget. Establishing a full-time position should increase the County's capacity to address the numerous and varied goals of the Green Print.

Departmental Audit of Energy Efficiency

- *Require all departments to perform an internal audit of ways to improve energy efficiency and report back with recommendations and initiatives that have already taken place.*

Status

This audit was performed in 2010, and results were incorporated into a draft version of a County-wide energy benchmarking study. It would be useful to update this benchmarking report with 2010 data if staff time becomes available.

In a related action, Milwaukee County will be obtaining assistance from the DOE to benchmark the energy use of approximately a dozen County buildings. This assistance will be provided via the DOE's EECBG Portfolio Manager Initiative. The initiative is being offered to EECBG recipients, to help recipients benchmark their major facilities' energy use.

Starting in the 4th quarter of 2011, City Campus will be participating in a "turn it off" campaign. Light switch covers will be labeled with reminders to turn off lights when not in use. Emails and handouts will be distributed to staff to inform them about the purpose of the effort. To help stir interest of staff, energy reduction results will be provided to staff on a monthly basis for a period of 6 months. It is hoped that this will raise awareness about energy conservation and reduce building operating costs.

Milwaukee County's Energy Team continues to meet on a regular basis, with recent meetings in June and August. The meetings provide opportunity for valuable exchange of information between County operations/maintenance staff and to learn about new technologies and programs. The meetings generally include presentations by equipment and/or service providers. Recent meetings have discussed:

- LED lighting
- Power factor correction devices
- Thermal de-stratification
- Long-term energy policies
- Education & training needs of staff

Procurement

- *Enact the results of the Green Purchasing Task Force that were set in place by Resolution File 06-329 that calls for the use of environmentally preferable products.*

Status

A survey of buyers within Milwaukee County was conducted in July with assistance of a summer intern. The survey received a 81% response rate. Of those responding, 73.5% said they do consider environmentally preferable products (EPPs) when purchasing. Almost 90% indicated cost is the primary concern when purchasing items. About 50% said they were aware of EPPs. Of the 50% unaware, 2/3 were interested in learning more about EPPs, but about the same percentage were not interested in direct follow-up.

During the first half of 2011, Milwaukee County purchased over 300 different products from Office Max that contained recycled content between 30% and 100%. On a dollar basis, these items accounted for 1/3 of the materials purchased.

- *Continue to replace all traffic signals and signs with Light Emitting Diode (LED) signals and signs during regularly scheduled maintenance.*

Status

Currently 100% of all traffic lights under the jurisdiction of Transportation and Public Works are LED lit.

Prepared by: Stevan Keith, Chair, Green Print Work Group



cc: Lee Holloway, County Board Chairman
Chris Abele, County Executive
E. Marie Broussard, Deputy Chief of Staff
Pam Bryant, Capital Finance Manager, Admin. & Fiscal Affairs Division, DAS
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Sarah Jankowski, Fiscal Mgt Analyst, Admin & Fiscal Affairs Division/DAS
Josh Fudge, DAS
Martin Weddle, Research Analyst, County Board

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**Table 1
Phase 1 GESPC Energy Savings Summary**

Building/Facility	Electricity (kWh) [1]	Natural Gas (therms) [1]	Water (1,000 gal) [1]	Notes
King Park	201,627	3,028		per M&V rept
Kosciuszko Community Center	262,486	5,466		"
Washington Park	17,562	1,377		"
Wilson Ice Arena	120,427	3,449		"
O'Donnel Parking	385,320			"
Coggs Center	712,921	52,881		"
Noyes Pool	153,761	20,394		"
Pulaski Pool	78,462	11,840		"
Court House	1,230,851			per M&V rept
Crim Justice Facility	1,564,289			"
Zoo - Administration	19,980	4,533		guaranteed amnt
Zoo - Flamingo	27,890	6,809		"
Zoo - Peck Education Center	7,880	8,191		"
Zoo - Lakeview	10,060	2,364		"
Zoo - Peck Welcome	33,470	5,548		"
Zoo - Res Directors	730	148		"
Zoo - Special Exhibit	12,380	1,360		"
Zoo - Zoofari Conference	42,950	10,738		"
Zoo - Animal Health	12,280	3,963		"
Zoo - Macaque bldg	-31,610	6,141		"
Zoo - Austrailian		805		"
Zoo - Aviary		986		"
Zoo - Big cat feline	36,450	8,573		"
Zoo - Old animal hospital	7,380	1,298		"
Zoo - Apes	94,300	9,560		"
Zoo - Aquatics/reptile	11,800	12,607		"
Zoo - Small mammals		1,191		"
Zoo - Heritage Old Ed	1,890			"
Zoo - Heritage Dairy	9,680	963		"
Zoo - Commissary	1,130	2,133		"
Zoo - misc exhibits + plumbing			155,029	"
Zoo - cold drink misers	15,535			"
Zoo - misc lighting	475,994			"
TOTAL	5,517,875	186,346	155,029	

<u>\$ equivalent cost avoidance</u>				Simple ROI
Estimates from ESCOs	\$392,289	\$192,119	\$57,684	14%
at 7 cents/kWh; \$1.00/therm; \$0.36/1000 gal :	\$386,251	\$186,346	\$55,811	14%
at 9 cents/kWh; \$1.10/therm; \$0.45/1000 gal :	\$496,609	\$204,981	\$69,763	17%

1. See Notes column to see if this is guaranteed or verified savings.
2. Simple ROI = Annual cost avoidance/Total cost
3. The \$ equivalent are for comparative purposes only and do not reflect the actual ROIs for individual projects

Table 2
List of Approved Buildings for Phase 2 TEAs

Building	Status of TEA
Children's Court Center on the County Grounds	complete
Fleet Management	complete
Parks Administration	complete
Sports Complex	complete
Boys/Girls Club in Sherman Park	complete
City Campus Office Building	complete
Villa Terrace Museum	complete
Charles Allis Museum	complete
Marcus Center for the Performing Arts	complete
Milwaukee Public Museum	complete
Wil-O-Way Recreation Center – Grant Park	complete
Wil-O-Way Recreation Center – Underwood Pkwy	complete
McGovern Senior Center	complete
Rose Senior Center	complete
Kelly Senior Center	complete
Washington Senior Center	complete
Wilson Senior Center	complete
Transit Fleet Maintenance	complete
Transit Administration	complete
CCFS - Admin+600 Bed+400 Bed Dorms	authorized
CCFS – Dormitory Building Boiler House	authorized
CCFS – Training Academy	authorized
CCFS – Surges Multipurpose Bldg	authorized
CCFS – Lotter Dormitory Bldg	authorized
CCFS – Warehouse	authorized
CCFS – Industries Bldg	authorized
CCFS – Garage/Print Shop	authorized
CCFS – Miscellaneous small bldgs	authorized

**Table 3
Phase 2 GESPC Energy Savings Summary**

Building/Facility	Electricity (kWh) [1]	Natural Gas (therms) [1]	Chilled Water (ton-hr) [1]	Steam (MLbs) [1]	Water (1,000 gal) [1]
Children's Court	892,461		103,384	1,315	713
Fleet Garage and Sheriff's Bldg	791,427			931	117
Parks Admin Bldg	2,100	0		0	
Court House	2,776,595	27,378		0	2,625
Crim Justice Facility	199,136	11,163		0	9,543
King Park	6,319				
Kozi Community Center	2,192				
Wilson Park	81,343				
Noyes Pool	2,514				
Pulaski Pool	2,514				
Sports Complex	270,360	-2,171			
Boys/Girls Club	99,186				
Transit Fleet Maintenance	174,728	-1,403			
Transit Admin Building	173,011				

TOTAL	5,473,886	34,967	103,384	2,246	12,998
--------------	------------------	---------------	----------------	--------------	---------------

\$ equivalent cost avoidance

at 7 cents/kWh; \$1.00/therm; \$0.36/1000 gal :	\$383,172	\$34,967	\$43,421	\$22,460	\$4,679	Simple ROI 10%
at 9 cents/kWh; \$01.10/therm; \$0.45/1000 gal :	\$492,650	\$38,464	\$43,421	\$22,460	\$5,849	13%
and \$10.00/1,000 pounds of steam + 0.42/ton-hr CW						

1. These are the guaranteed amounts of energy savings, and actual amounts of savings may be greater.
2. Simple ROI = Annual cost avoidance/Total cost
3. The \$ equivalent are for comparative purposes only and do not reflect the actual ROIs for individual projects

Table 4

ESTIMATED ENVIRONMENTAL BENEFITS of Phase I and II (for 2011)

Waste Recycled	1,300 tons
Water Saved	168,000,000 gallons
Electricity saved	11,000,000 kilowatts
Natural gas saved	220,000 therms
Steam saved	3,000,000 pounds
Gasoline saved	2,500 gallons
Air emissions (CO2) avoided	9,800 tons

Benefits in terms of equivalents

Reduced air emissions in terms of 'autos off the road'	1,700 autos
Reduced energy consumption in terms of 'residential homes'	620 homes
Reduced waste consumption in terms of 'residential homes'	650 homes
Reduced water consumption in terms of 'residential homes'	1,300 homes

Table 5**Milwaukee County's 'Green' Infrastructure**

<i>Description</i>	<i>Location</i>
Rainwater recovery/reuse	Boerner Botanical Gardens
Rainwater recovery/reuse (design phase)	Zoo
Parking lot stormwater bioswale	Bradford Beach
Parking lot permeable pavement	Zoo
Stormwater bioinfiltration raingardens (6)	Bradford Beach
Stormwater raingardens (3)	Lake Park
Stormwater bioinfiltration raingarden	McKinley Beach
Stormwater raingarden	Washington Park
Stormwater raingarden	Dineen Park
Stormwater raingarden	Humboldt Park
Subsurface stormwater infiltration	McKinley Beach
Subsurface stormwater infiltration	South Shore Park
Permeable pavement	Zoo - Parking Lot
Permeable pavement	Dineen Park
Permeable pavement	Mitchell Park Domes
Permeable pavement (design)	Sports Complex
Green Roof	Zoo - Peck Education
Green Roof	Milwaukee Public Museum
Green Roof (planning phase)	GMIA
Solar PV system (3.3 kW)	Juneau Park Comfort Bldg
Solar PV system (3.1 kW)	Wilson Park Senior Center
Solar PV Flair (1.4 kW)	Zoo - Lakeview Café
Solar PV system (10 kW)	Zoo - Entrance
Solar PV system (planning)	Washington Park Community Bldg
Solar Hot Water system	Washington Park Senior Center
Solar Hot Water system (design)	Zoo
Solar Hot Water system (planning)	GMIA
CNG filling station	Howell Ave Clark Station

TABLE 6 - Milwaukee County's Alternative Fuel Vehicles

Description	Type	Quantity	Model/Manufacturer	Host Department	Notes
Hybrid Electric Sedan	Regenerative braking system stores energy in batteries	35	Ford Fusion	various (Fleet)	
Hybrid Electric Sedan	Regenerative braking system stores energy in batteries	2	Chevy Malibu	Parks	
Hybrid Electric SUV	Regenerative braking system stores energy in batteries	12	Ford Escape	Transit and Parks	
CNG Hybrid Sedan	Uses compressed natural gas as primary fuel	2	Honda Civic	GMIA	
CNG Shuttle Bus	Uses compressed natural gas as primary fuel	9	El Dorado Aerotech 240	GMIA	
Zoomobiles	Electric-powered	3	Taylor-Dunn TC50E	Zoo	
Bucket truck	Hybrid electric	4	Kenworth/Dueco-Odyne	Fleet	on order
Garbage truck	Uses compressed natural gas as primary fuel	1	Kenworth	GMIA	on order

The Green Print

This Issue: Reduce. Reuse. Recycle.

September, 2011



Plant Life

Plants are abundant all over the world with an estimated 350,000 known species. Every corner of the planet has some form of **plant** life such as flowers, trees, fruits, vegetables, and **ferns**. Most **plants** go through the process of **photosynthesis**, and most are classified as autotrophs.

Visit www.discoverplants.com to learn more.



In 2007 Milwaukee County's Board of Supervisors and County Executive approved a Green Print resolution, intended to improve the quality of life of County citizens through a plan to conserve natural resources and use energy more efficiently at County facilities.

To learn more about the Green Print Initiatives, go to

www.county.milwaukee.gov/DPW/MilwaukeeCountysGreenPrint.htm

Miscellaneous Recycling Facts

- ♻️ On average, each one of us produces 4.4 pounds of solid waste each day. This adds up to almost a ton of trash per person, per year.
- ♻️ A typical family consumes 182 gallons of soda, 29 gallons of juice, 104 gallons of milk, and 26 gallons of bottled water a year. That's a lot of containers -- make sure they're recycled!

Please print only if necessary. Consuming less saves \$ and is beneficial to our environment. Reduce-Reuse-Recycle

Sheriff's Office leading the way

Recycling Vests Illustrates Innovation



The Milwaukee County Sheriff's Office recently contracted with Fiber Brokers International, a company specializing in recycling expired bullet-resistant vests. Instead of land filling the vests, the vests are ground up and used to create new products such as plastic rope and brake pads. This new initiative has resulted in more than 500 old vests being recycled (at no cost), avoiding landfill disposal cost and reusing over 1000 lbs of material!



Bullet resistant vests

Recycling 101



Recycling is the process of taking a product at the end of its useful life and using all or part of it to make another product. The internationally recognized symbol for recycling includes three arrows moving in a triangle. Each arrow represents a different part of the recycling process, from collection to re-manufacture to resale.

But what does all this have to do with you? Well, recycling is a simple way that you, as a consumer, can help out the environment, create a profitable market for recycled goods and help preserve natural resources from being depleted. So... let's get involved!

<u>All Paper</u>	<u>Bottles & Cans</u>	<u>Trash</u>
Magazines & Catalogs 	Soda cans & Aluminum products 	Styrofoam cups, used paper cups, lids & caps 
All paper & Envelopes 	Plastic bottles & Plastic Jugs 	Paper towels, napkins, plastic wrap & bags 
Paper bags & Paperboard boxes 	Glass bottles 	Take-out food containers, plastic utensils, yogurt containers, & all other non-paper waste 

Recycling Q&A's



Why do we do it?

- Less waste means lower disposal costs
- Supports a large U.S.-based recycling industry, with an estimated 1 million jobs and payroll of \$37 billion
- Saves energy and reduces pollution resulting from processing of 'virgin' materials
- Decreases GHG emissions
- Conserves scarce natural resources for future generations

What can I recycle and where?

- Paper, magazines, cardboard, #1 and #2 plastics, glass, aluminum, steel cans
- Depending on your facility, recyclables can either go in a single container or are separated to generate more revenue for certain 'streams' of recycling
- Toner, metals, electronics, oil and other materials are dealt with differently. Ask your supervisor how these are handled at your workplace!

Some recycling facts:

- It only takes 5% of the energy to produce an aluminum can from recycled aluminum compared to the amount of energy required to produce one from virgin materials
- Glass can be recycled an infinite number of

times and never wears out

- Five recycled soda bottles can make 1 square foot of carpet
- The average person uses 680 pounds of paper each year. Recycling that amount saves the equivalent of 27 cubic feet of landfill space and 1,300 kilowatts of energy, which is more electricity than the average household consumes in a year
- Over 20 billion plastic bottles are thrown away each year in the United States alone

What is #1 plastic?

PET, such as soft drink bottles. Can be recycled into products including polar fleece and tote bags

What is #2 plastic?

HDPE, such as milk jugs and detergent jugs. Can be recycled into new laundry detergent bottles, benches and tables.

The County started recycling 20 years ago, but has undergone significant changes as the price of recycling and recovered materials has changed significantly over the years. Many facilities now recycle materials that were not recycled in the past, such as construction waste. In 2010 alone, the County departments generated over \$30,000 in recyclables revenue.

Ideas? Suggestions?

Contact Steve Keith via Lotus Notes email

Do Your Part!

The United States and state government recycling initiatives have spawned the Reduce! Reuse! Recycle! Age.

This is, in no small part, because the United States, and its global partners, have recognized the significance of our long-term impact on the planet.

Among the problems we have created over the thousands of years of civilization:

- Massive garbage dumps
- Pollution from fossil fuels
- Impact of aerosol sprays and other chemicals on the air we breathe, and the atmosphere that protects us from solar radiation

...to name a few!

While your community probably has a recycling program, there are many ways you can have a personal impact on the waste management and trash problem.

In addition to recycling those bottles and cans, you can recycle many other items as well.

You can also reuse items, instead of throwing them away.

Although you may eventually throw away that piece of clothing, you can extend its life cycle and keep it out of the garbage dump by years or even decades.

Consider these options:

- You could place old clothing in a box or trunk and use it for your children's Halloween costumes or for 'dress up' and playtime.
- You could cut the clothing into strips or squares and use these for dust cloths or cleaning rags.
- You could cut your clothing into squares and make a colorful rug or wall hanging or bedspread.

You see how it works? It's really very simple.

With some forethought and ingenuity, you can become a recycle/reuse role model for your neighbors, your children and your co-workers.

Once you get the hang of it, you will no doubt think of some of your own ideas.

You should consider these techniques at work, at school, at home and while you are out in the environment.

We encourage you to continue your research and build your knowledge in this area.

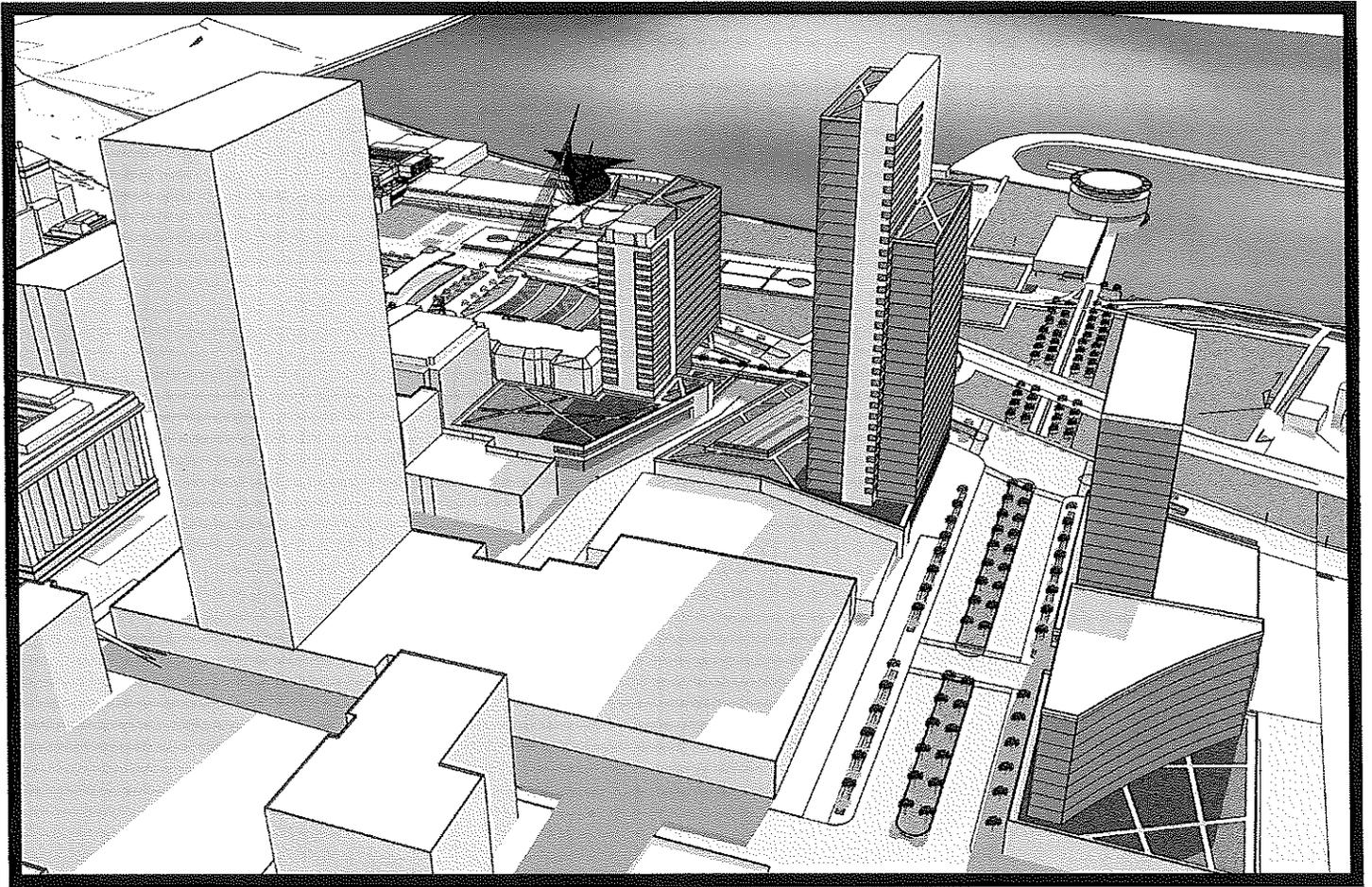
You can further support recycling and reuse by purchasing products from companies that use recycled materials.

Take the time to consider all the items we throw away that we might be able to recycle or reuse.

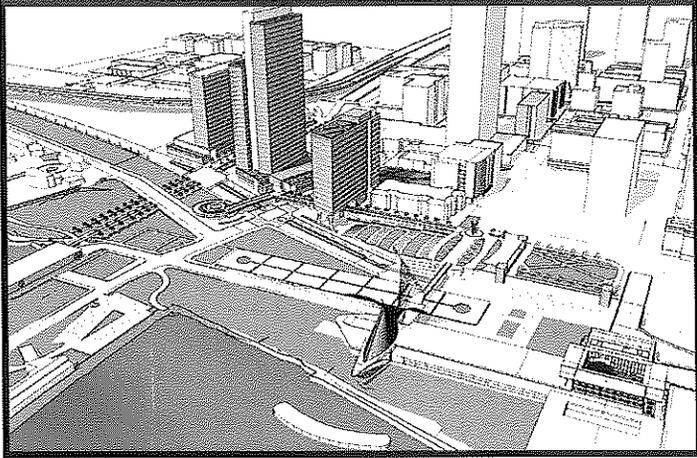
Source: www.reuserecycle.net



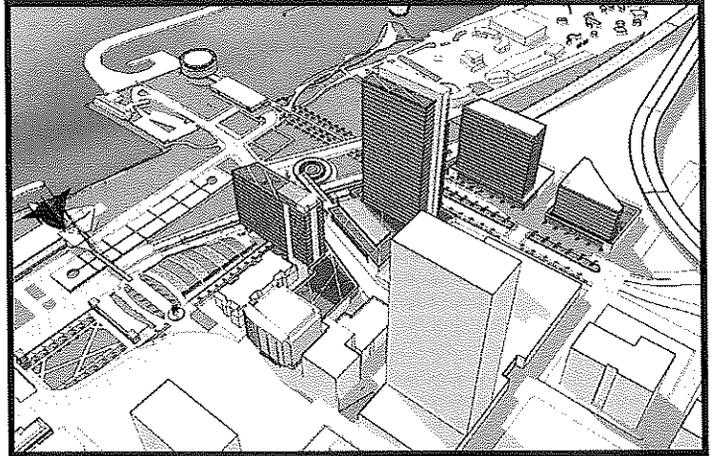
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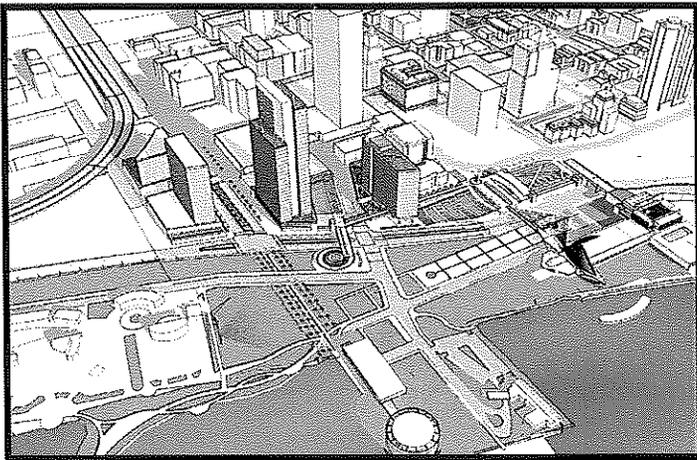
CLYBOURN STREET FACING EAST



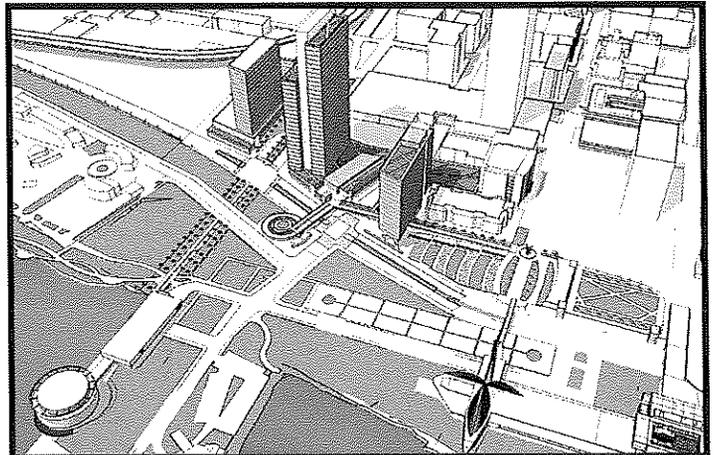
SOUTHWEST VIEW



SOUTHEAST VIEW



NORTHWEST VIEW



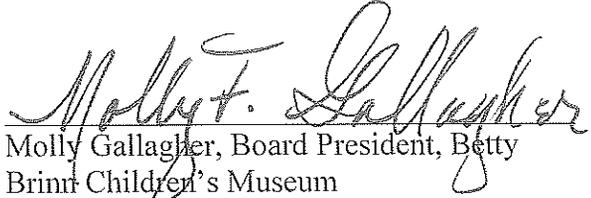
SOUTHWEST VIEW

Preamble

We, the Long-Range Lakefront Planning Committee, do hereby accept and present to the Milwaukee County Board of Supervisors the following recommendations regarding the site and use of the Downtown Transit Center and O'Donnell Park and Parking Structure for long range planning for the development of the lakefront.



Brian Taffora, Director, Economic Development, Milwaukee County



Molly Gallagher, Board President, Betty Brinn Children's Museum



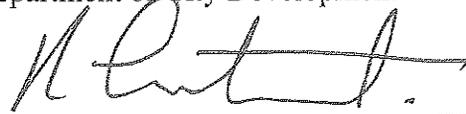
David Drent, Executive Director, War Memorial



Rocky Marcoux, Commissioner, Department of City Development



Daniel Keegan, Director, Milwaukee Art Museum



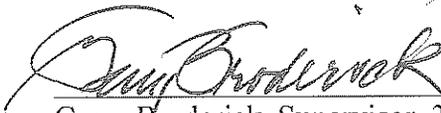
Robert Greenstreet, Professor, Dean, University of Wisconsin - Milwaukee



Michael Cudahy, Board Chairman, Discovery World



Donald W. Layden, Jr., Quarles & Brady, LLP, Milwaukee World Festival, Inc.



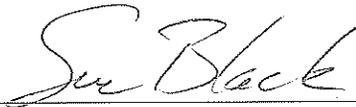
Gerry Broderick, Supervisor, 3rd District, Milwaukee County



Nik Kovac, Alderman, 3rd District, City of Milwaukee



Erbert Johnson, President/COE, North Milwaukee State Bank



Sue Black, Chair Director, Department of Parks, Recreation and Culture, Milwaukee County



William Lynch, Chair, Lakefront Development Advisory Commission

Acknowledgements

The Long-Range Lakefront Planning Committee would like to acknowledge and extend its heartfelt gratitude to the following individuals who have made the completion of this report possible:

Glenn Bultman, Research Analyst, Milwaukee County Board of Supervisors, whose unique encyclopedic knowledge of the study area made him exceedingly useful in compiling this information.

Charlotte Perko, Intern, Milwaukee County Department of Parks, Recreation and Culture, for her dedicated support and exemplary assistance in administering this committee and in organizing this report.

Paul Kuglitsch, Contract Services Officer, Milwaukee County Department of Parks, Recreation and Culture, for his tireless efforts in editing, formatting and finalizing this report.

Greg Uhen, Managing Partner of Design, Eppstein Uhen Architects, for his time and his technical expertise, both of which he provided at no expense to the committee. Greg's support is truly what enabled this committee to combine otherwise nebulous concepts into a final unified and coherent vision.

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Prologue

Milwaukee's lakefront is a unique destination among American cities, given its location at the edge of downtown Milwaukee, its long and beloved history of public parks, greenways, and public access, its proximity to historic neighborhoods and businesses, and its well-established cultural assets. Unlike many other cities located on bodies of water, Milwaukee is both an affordable and an accessible city. **Milwaukee's park-like lakefront immediately adjacent to its Downtown business district is a unique feature unlike many other lakefront cities.** The region's embrace of water as a critically important economic development asset only serves to enhance the lakefront's importance as a destination, a best-environmental-practices example, and an economic development opportunity for each generation of Milwaukee residents to embrace, improve and protect.

The lakefront has a rich history tied to the development of the community, its industry, and in recent times, its rising popularity as a major destination. **In recent years the lakefront has developed a personality that arguably sets it on a path for future enhancement** that, while preserving its open, park-like character, could add significant value to both the region and within the existing fabric of the lakefront. It is this fabric and character that offers both the substrate and opportunity upon which to advance the goals of the Long-Range Lakefront Planning Committee.

There is power and impact in what has already been established: a unique mix of natural, recreational, cultural, educational, and entertainment experiences at the lakefront. Any future development should build upon that important foundation rather than exist counter to it. Three important Museums and a Memorial (Discovery World, Betty Brinn Children's Museum, the Milwaukee Art Museum and The War Memorial) adjacent to the world's largest music festival and ethnic festival grounds (Summerfest and Henry Maier Festival Park) and situated at two large parks (among others), Veterans Park, one of the great urban park settings, and Lakeshore State Park, the state's only urban state park, offer unique destination experiences. The lakefront's connection to Downtown, historic neighborhoods to the north, and a robust urban residential and retail community to the south establishes the lakefront as a premier location for the "next new" in Milwaukee. **Acknowledging what it already is should be both the catalyst and the framework for future development.** Our vision of Milwaukee's lakefront demands a comprehensive and deliberative planning process.

Executive Summary

After meeting for four months, gathering all necessary background information and considering a wide range of options for the development of the lakefront from Van Buren Street east to Lake Michigan and from Veteran's Park south to the Interstate 794 Interchange, specifically including the Downtown Transit Center, O'Donnell Park and other assets such as parkland and lakebed grant properties, the Committee recommends the following:

Recommendations:

1. **The redevelopment of the Downtown Transit Center** site into a multi-story, high-value use more appropriate to its location at the lakefront.
2. **The installation of a bicycle/pedestrian lane to and over the Hoan Bridge**, connecting Downtown to southern Milwaukee for all modes of transportation.
3. **The reconfiguration of the Lincoln Memorial Drive/Michigan Street intersection** to provide an efficient and safe means of pedestrian conveyance, maintaining a balance with motorized transportation, and creating a revitalized front door to the city of Milwaukee.
4. **The reconfiguration of the Lake Interchange** ramps to free up valuable space for development and increase connectivity from Downtown and the Third Ward to the lakefront.
5. **The continuation of O'Donnell Park** in its current function in the short-term, while considering redevelopment options long-term.
6. **Increased accessibility** to and along the lakefront for all modes of transportation and greater connectivity to the City.

This Committee also recommends the development of a lakefront master plan to aid in the implementation of these recommendations and other areas some Committee members felt were important. This document should include a more detailed economic development and financial plan for the lakefront. The reduction of the seasonality of the lakefront should be one of the goals of the implementation of the master plan, creating a lakefront that draws visitors throughout the year.

With redevelopment, new businesses would be attracted to the area, which would draw new patrons to the lakefront. This redevelopment should also include a vision for parks and public spaces to create an attractive, innovative lakefront that improves the connectivity of Downtown and the lakefront. Through these recommendations, Milwaukee's lakefront will become a fantastic, world-renowned front door to the city, county, and state.

In planning for the future of the lakefront, we have a tremendous opportunity to do something spectacular for the state of Wisconsin, for Milwaukee County and for the city of Milwaukee – but, most importantly, for our citizens and the visitors to this fantastic resource. The 1989 Lakefront Master Plan stated that this area “is considered to be the most heavily used recreational land in Wisconsin”.

Let's get this done right and with a sense of urgency and pride.

-Sue Black

Introduction

In October 2010, the City of Milwaukee drafted the Downtown Area Comprehensive Plan as a vision for the future of Milwaukee. This plan included recommendations for the improvement of the lakefront area east of Van Buren Street. With the introduction of this plan, other community stakeholders, including Milwaukee County, wanted further discussion of the future of the lakefront, specifically the Downtown Transit Center and O'Donnell Park.

This led to the creation of the Long-Range Lakefront Planning Committee ("Committee"), comprised of various lakefront stakeholders, with the mission to create a shared vision for the future of the lakefront, from Van Buren Street east to Lake Michigan, including the Downtown Transit Center, O'Donnell Park and other assets such as parkland and lakebed grant properties (see attached map, Appendix A). The Committee is comprised of government officials from Milwaukee County and the City of Milwaukee, as well as representatives of the public, including lakefront attractions and business community. This Committee hopes to see the implementation of a long-term vision for the lakefront that will turn Milwaukee's back door into its front door.

The Committee's plan for the lakefront envisions an area with improved connectivity to Downtown and between the north and south lakefronts. Improved pedestrian access and safety would draw people to this area to enjoy new businesses, public spaces, and attractions. This will help weave Downtown to the lakefront and create a more fluid transition between these areas.

The primary sites under consideration by the Committee are the Downtown Transit Center and O'Donnell Park. Both sites are owned by Milwaukee County, with the Transit Center being under the jurisdiction of the Department of Transportation and Public Works and O'Donnell under the Department of Parks, Recreation and Culture. The Downtown Transit Center was built as a turnaround hub for buses at the end of their routes and as a transfer location for transit users. It also houses a rentable banquet area, the Harbor Lights Room, managed by the Zilli Hospitality Group. Their contract with the Parks Department expires in 2012. O'Donnell Park houses the Miller Brewing Company Pavilion, a rentable banquet facility, Coast restaurant, managed by the Zilli Hospitality Group, Betty Brinn Children's Museum, a terrace, and a parking garage with over 1,000 parking spaces. Betty Brinn's contract with the Parks Department expires in 2033, while the Zilli Hospitality Group's contracts for Coast and the Miller Pavilion expire in 2015. Although the parking structure was closed for repairs for one year, it has now reopened.

Previous reports about Milwaukee's lakefront have suggested maximizing public access through measures such as an extended network of pedestrian pathways through lakefront parklands, the establishment of a connection between the RiverWalk and lakefront pathways, and continuous bikeways through lakefront parks and over the Hoan Bridge (City of Milwaukee, 1994). Plans in 1994 and 1999 also called for increased public access to the Henry Maier Festival Grounds, including access for pedestrians and cyclists around the perimeter of the grounds, as well as access to certain parts of the grounds year round except during festivals and special events. These reports also expressed a desire to expand the Third Ward grid east, improving its connectivity to the lakefront area. The sections of previous reports regarding lakefront development are attached to this report in Appendix B.

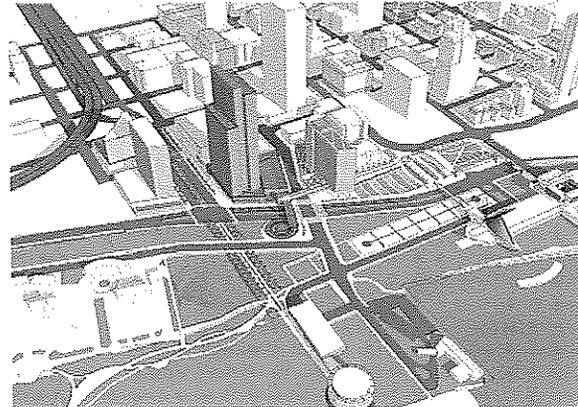
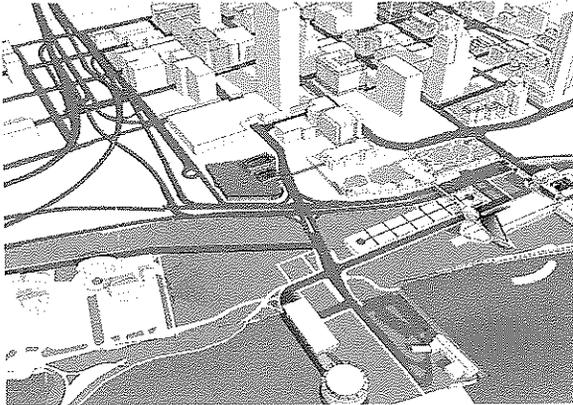
Challenges in the development of this lakefront plan include land use restrictions imposed by the public trust doctrine, lakebed grant restrictions, and zoning requirements. The public trust doctrine states that all navigable waters must be held in trust by the State for public use forever. This limits the activities that can occur near bodies of water that may hinder the public's use and enjoyment of the water. The lakebed grant restrictions limit the uses of filled lakebed land. Some of these areas can only be used for parks and open space, navigation, or public transportation. Determining the exact boundary of the lakebed grant land was a challenge, but these restrictions must be recognized and kept in mind during the development planning process. The zoning ordinances within this area include C9G (mixed activity), C9F(A) (office and service) and PK (park). These ordinances impose restrictions on the kind of activity that can take place in these parcels, but allow some limited and special uses with obtained permits. Please see Appendix C for more detail about these land use restrictions.

Working together with various stakeholders, the Long-Range Lakefront Planning Committee has created a long-range vision for the lakefront that will promote economic growth and development. These recommendations, if realized, will add economic and destination value to this area and promote Milwaukee to residents as well as tourists. These recommendations reduce the seasonality of the lakefront, making the lakefront more attractive to residents and visitors throughout the year, rather than during warmer months. Milwaukee has a unique lakefront that should be enhanced and celebrated, and hopefully these recommendations will make this a reality.

Chapter 1 – Recommendations

The following three recommendations are believed to be the timeliest issues and therefore should be achieved in the short-term. These outcomes, if accomplished, would set the tone for additional long-term lakefront development.

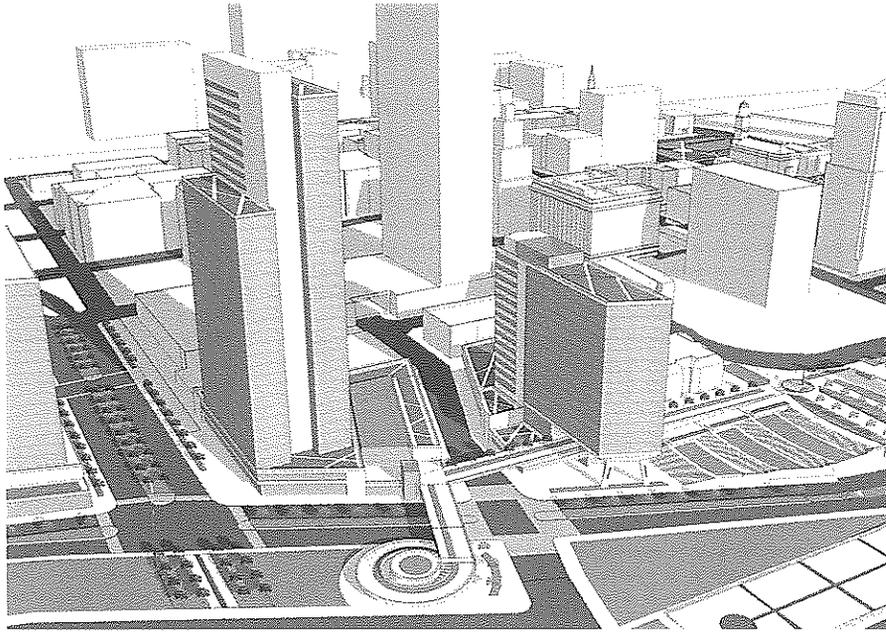
1.1 Downtown Transit Center



The Committee recommends that the Downtown Transit Center site be redeveloped with a high-value, multi-story use housing amenities more appropriate to its lakefront location.

- This structure could be a key component to the overall vision of weaving Downtown Milwaukee to the lakefront. The new site should add value to the area and complement the existing lakefront development and structures.
- The redeveloped site's characteristics and uses should draw visitors and residents to the lakefront, connecting the lakefront to Downtown and generating economic opportunities and tourism.
- Discussions with business community stakeholders could provide the new site's core tenant or tenants.

The redevelopment of the Transit Center site should accommodate public access to the lakefront and its amenities. The design of the structure should include an active street level to engage pedestrians and welcome them to the lakefront. The new site should include characteristics that draw people to the lakefront, such as public green space. Features such as atriums, terracing plazas, or winter gardens would assist in drawing the public to and through this site to the lakefront. This should be a comfortable, accessible site providing easy access to the lakefront.



Other Considerations.

- There should be at least an equivalent amount of green space in the new development as what currently exists outside the Harbor Lights Room. The development for this site should include a landscape plan, providing access to parks and green spaces that are connected with the surrounding area and the lakefront. This site has potential for extraordinary lakefront views, but the plan needs to provide for a better reason for people to pass through the public space to enjoy it. This could be a point at which a pedestrian friendly means for crossing from Downtown to the lakefront could be installed.
- The space should also showcase best management practices for environmental impact, especially storm water management, demonstrating Milwaukee's environmental stewardship.
- The short-term design for the space should accommodate the overall comprehensive plan for the area, including long-term plans for Clybourn Street.
- A development plan that adds destination value consistent with the amenities and other features already established at the lakefront would draw visitors and citizens to the lakefront. Adding value to the already-established Museum District would be a key to a successful program.
- The developable footprint of this site could double if joined with the adjacent U.S. Bank property directly to the west.
- The costs and benefits of relocating Transit Services to another site and the federal hurdles that still need to be overcome need consideration. The developer of this site should include these costs in their proposal, and a new or unpaid burden to taxpayers should not result. The Intermodal Station might be a site option for the relocation of transit services.

Next Steps.

The Transit Center's construction was partially funded through a federal grant, and a process will need to be undertaken by the County Board with the Federal Transit Administration (FTA). This

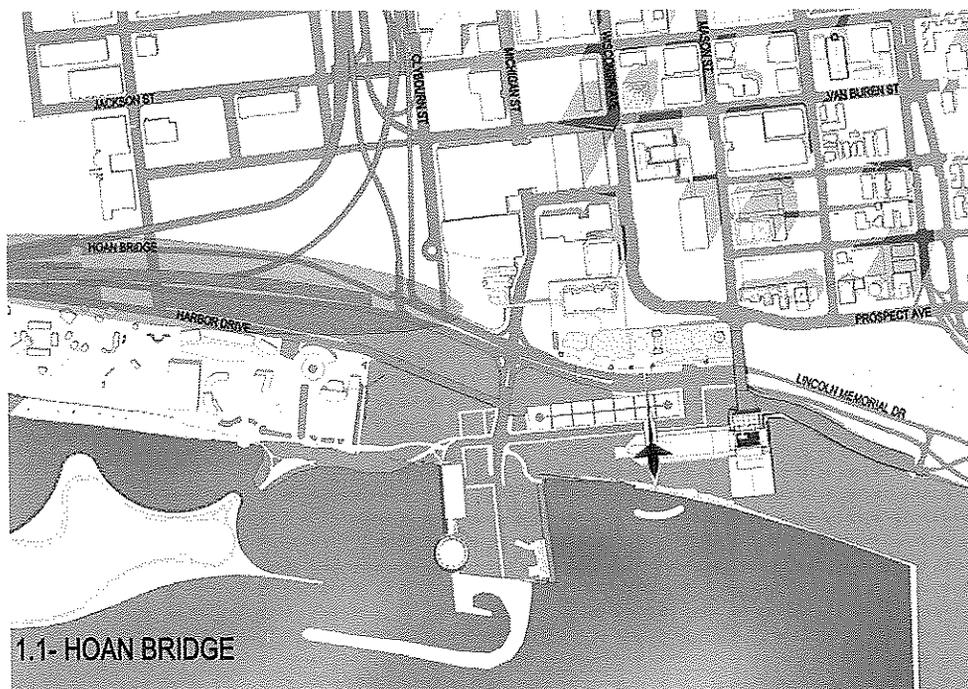
process includes an introduction of information about the Transit Center, such as the interest to lease or sell the facility, why the property is being declared surplus, and plans for an alternative site for transit. The FTA will then determine the process the Board must follow to achieve redevelopment of this site.

It was determined by the Wisconsin Department of Natural Resources that the Transit Center is not located on lakebed, and therefore is not subject to public trust doctrine.

The site should be actively marketed to attract developers. A tenant or tenants need to be found for this site in order to make redevelopment a reality. Various stakeholders from the Milwaukee business community have met and should continue meeting to discuss this subject.

The County Board should be presented with an RFP for approval as soon as the necessary planning is completed demonstrating the Downtown Transit Center site as the point of transition between Downtown and the lakefront.

1.2 Hoan Bridge



The Committee members recommend the installation of a bicycle/pedestrian lane to and over the Hoan Bridge.

- The Hoan Bridge serves as an important connector between Downtown Milwaukee and southeastern Milwaukee neighborhoods and suburbs, as well as the rest of southeastern Wisconsin.
- The installment of a bicycle/pedestrian lane would create an economic driver, as well as a notable and recognizable landmark for Milwaukee, Wisconsin, and the Great Lakes area.

- With the installment of this lane, the Bridge could become a tourist destination. This would draw residents and visitors to the lakefront, benefiting all stakeholders in the area.

A bicycle/pedestrian lane over the Hoan Bridge would increase connectivity for all modes of transportation and have a positive impact on the area. Providing a safe route for non-motorized traffic from Bayview and southern Milwaukee County to Downtown would be a great benefit to current residents and an attraction for tourists. Heavily used bike and pedestrian pathways, such as the County's Oak Leaf Trail and the Hank Aaron State Trail, already exist on either end of the Hoan Bridge. Connecting them would only enhance this usage.

The Wisconsin Department of Transportation has committed to performing a feasibility study regarding a bicycle/pedestrian lane over the Hoan Bridge, to be completed in September or October of 2011. Funding, design, and logistical variables would have to be considered if bicycle/pedestrian access were allowed to and over the Hoan Bridge. The Committee feels that it is logical to include a bicycle/pedestrian lane in the current re-decking project on the Hoan Bridge or as part of the larger refurbishing project, slated to begin the second half of 2013. Letters have been written to Wisconsin DOT Secretary Mark Gottlieb, as well as Governor Scott Walker, communicating the Committee's support and requesting that consideration be given to the installation of a bicycle/pedestrian lane. Other aesthetic elements could be incorporated into current projects, such as decorative night lighting or an updated paint color. The DOT and economics will dictate how the bicycle/pedestrian path could be installed, but the Committee recommends that bicyclists and pedestrians have a means of getting to and over the Hoan Bridge.



Other Considerations.

- There should be greater connectivity for all forms of transportation, including watercraft. The path over the Hoan Bridge should be accessible to patrons of the various ports and docks in this area of the lakefront, including the Lake Express Ferry and the occasional

cruise ships that dock near Discovery World. These patrons should have an easily accessible route to Downtown and the northern lakefront from their port locations.

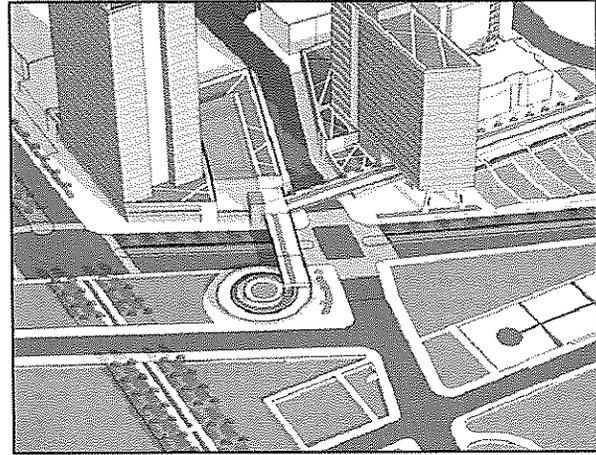
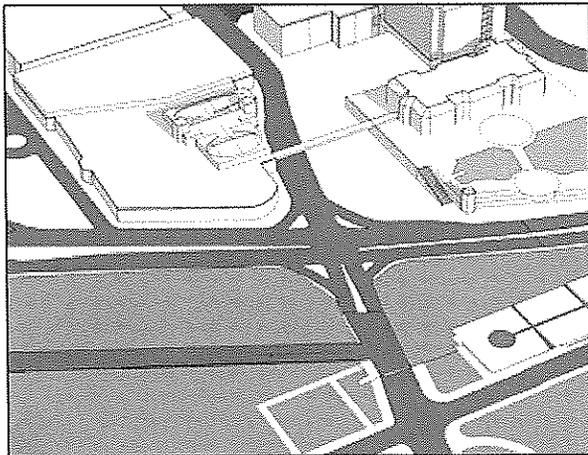
- The Hoan Bridge could be transformed into more of a parkway, rather than a freeway. This would calm traffic and create a “park like” experience while maintaining connectivity to southern Milwaukee County. This could be done by extending Lake Parkway (a two lane, 40 mph road) and beginning an expressway west of the lakefront area, or changing the north end of the Hoan Bridge into a boulevard or parkway with landscaping.

Next Steps.

The DOT and other Wisconsin government officials should continue to be encouraged to consider the installation of a bicycle/pedestrian lane. The DOT is on a tight time schedule, with a large refurbishing project beginning in the second half of 2013. The DOT should clarify the intensity and scope of their bicycle/pedestrian feasibility study.

Committee members and other interested parties are urged to attend any public meetings about the Hoan Bridge. City and County road planners must also be included to ensure pedestrian and cyclist safety and quality of experience. Other stakeholders such as cycling groups and tourism organizations should be involved.

1.3 Lincoln Memorial Drive/Michigan Street



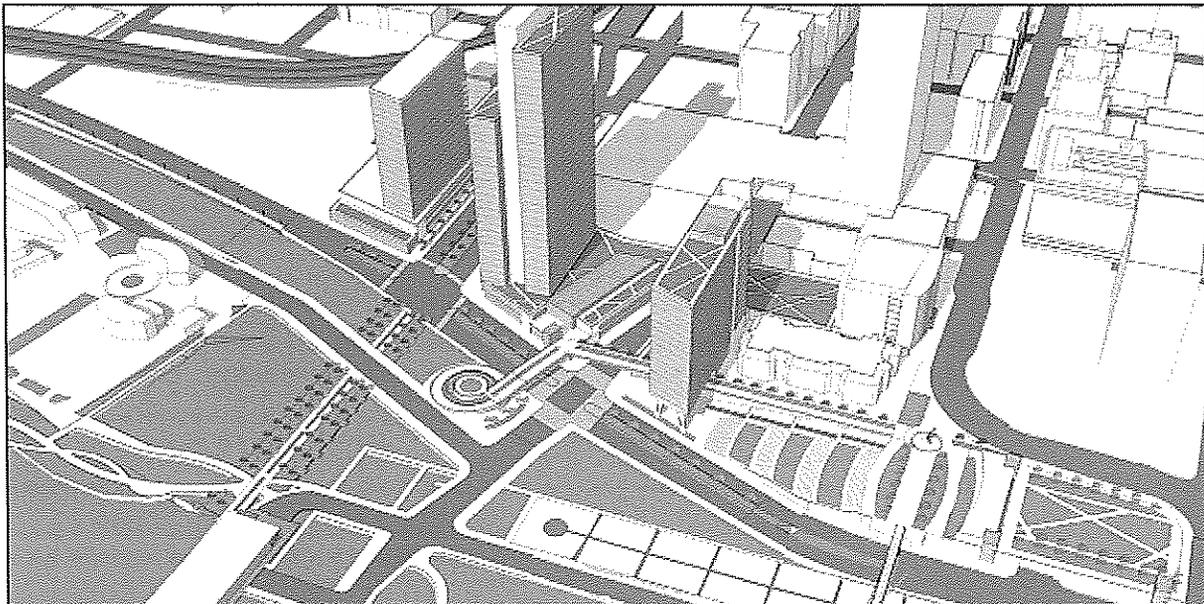
The Committee recommends the reconfiguration of the Lincoln Memorial Drive/Michigan Street intersection in order to provide a safe, accessible pedestrian environment and increased connectivity, while maintaining a balance with motorized vehicles.

- This is the entry to the lakefront for pedestrians, and the reconfigured intersection should convey a sense of occasion, welcoming citizens and visitors to the lakefront. They should feel as though they have arrived somewhere significant, rather than just another intersection. A broad boulevard with decorative medians and active ground floors on surrounding buildings would assist in creating this feeling. This intersection should be designed to enhance the area’s natural beauty and maintain cohesiveness with existing attractions and gardens.

- The restructured intersection would create an inviting, visitor-friendly atmosphere, while encouraging and creating opportunities for new development in the area and serving existing needs.
- The Committee recommends the determination of jurisdiction over this intersection, and the body with jurisdiction should undergo a process selecting the best option for reconfiguration.

The reconfigured intersection could be structured in a variety of ways, with efficient pedestrian conveyance and access to the lakefront as priorities. This intersection provides access to the lakefront from Downtown via Michigan Street, and along the lakefront via Lincoln Memorial Drive. This is the link to the lakefront attractions such as Betty Brinn Children's Museum, Milwaukee Art Museum, Discovery World, the War Memorial and Henry Maier Festival Grounds. This intersection is currently dominated by motorized traffic, with right turn bypass lanes making pedestrian crossings difficult and potentially dangerous, especially during special events. A new intersection would need to possess the means of moving pedestrians in an efficient manner, especially during high volume lakefront events. The reconfiguration should be cohesive with other existing features such as the Milwaukee Art Museum and future features such as the Transit Center and O'Donnell Park sites, as well as maintain vistas of the lakefront.

The new intersection should ensure the complete connection of the area for cyclists and pedestrians from the Hoan Bridge to trails along and west of the lakefront, including the Hank Aaron State Trail and the Milwaukee County Oak Leaf Trail. The intersection should promote pedestrian connections to the various attractions and enhance the connectivity between Downtown and the lakefront. The aesthetics of the intersection should enhance the naturally beautiful park-like feel of the area, and should create a sense of arrival to Milwaukee for residents and visitors. A pedestrian-friendly street level environment that encourages walkability to other amenities such as the Third Ward and Downtown should motivate the plan for this intersection.



Other Considerations.

- Possible configurations for this intersection include an at-grade foursquare configuration eliminating right-turn bypass lanes, an underground route for motorized traffic with green space above, a pedestrian bridge over the intersection, or a roundabout. While the suggestion of an underground tunnel for non-motorized was raised, this was tabled by the Committee as an unattractive option for pedestrian conveyance at this intersection.
- Improving Harbor Drive would also enhance this area's attractiveness and connectivity between the museums on the lakefront as well as the Henry Maier Festival Grounds.
- The area now called the "soccer field" presents a unique opportunity to expand on a "Museum/Entertainment Center" with the Betty Brinn Children's Museum and Milwaukee Public Museum. This area has a lot of potential and should be included in the lakefront master plan for further study. Key lakefront stakeholders should be involved, as access to their respective organizations will be affected.
- The intersection should provide easy access to those visiting the area by boat. Pedestrian connections to a water-taxi option along the lakefront and river would be enhanced by an easily accessible and crossable intersection at the lakefront.
- The plan for this intersection should be consistent with the long-term plans for Clybourn Street and the Lincoln Memorial Drive/Clybourn Street intersection. Some Committee members feel that any final decision on the future of this intersection should be delayed until options for the adjacent and connecting points are better understood. There were also questions of whether Michigan Street should even connect to the lakefront. Focusing on this premise is limiting the options of possibly using other streets as access points. The Michigan Street intersection would have more importance in the short term, with the Lincoln Memorial Drive/Clybourn Street intersection becoming the major intersection in the long term (if the Lake Interchange ramps are reconfigured).
- A possible design competition could take place to enhance the options for achieving these recommendations.

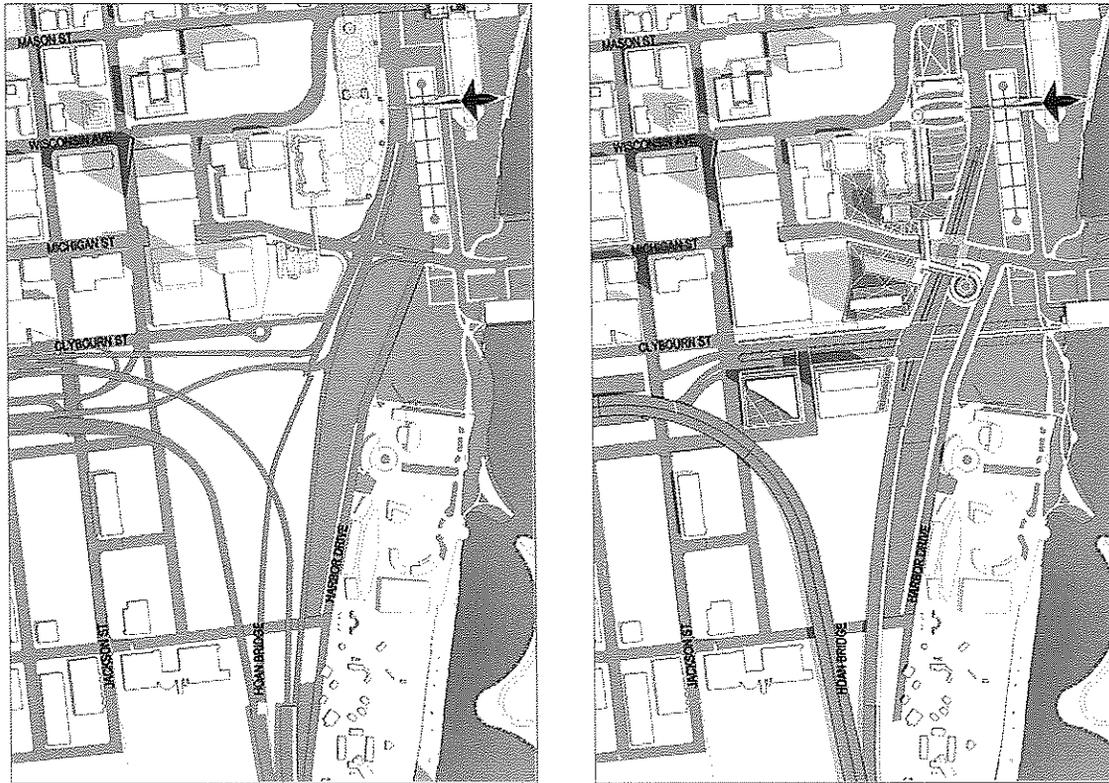
Next Steps.

Decisions on the Downtown Transit Center and Hoan Bridge should occur first before decisions are made for this intersection. The Transit Center RFP should have language about its development including public space and traffic configuration.

Existing proposals should be reviewed and restrictions and deal breakers among key constituents and stakeholders should be better understood. Traffic studies should be reviewed to explore which configuration would be best to maintain balance between pedestrian crossing ease and safety with potential traffic issues. Design plans for this intersection should be created, showing sidewalk and median improvements, as well as a reduction in the "clutter" of signage and chain and snow fencing.

The following three recommendations are considered by the Committee to be more long-term. The Committee may reconvene in the future to discuss the following areas in further depth once there is movement in the short-term areas discussed above. The County Board is encouraged to adopt this vision and work together with other administrative bodies to bring it to reality in the future.

1.4 Lake Interchange



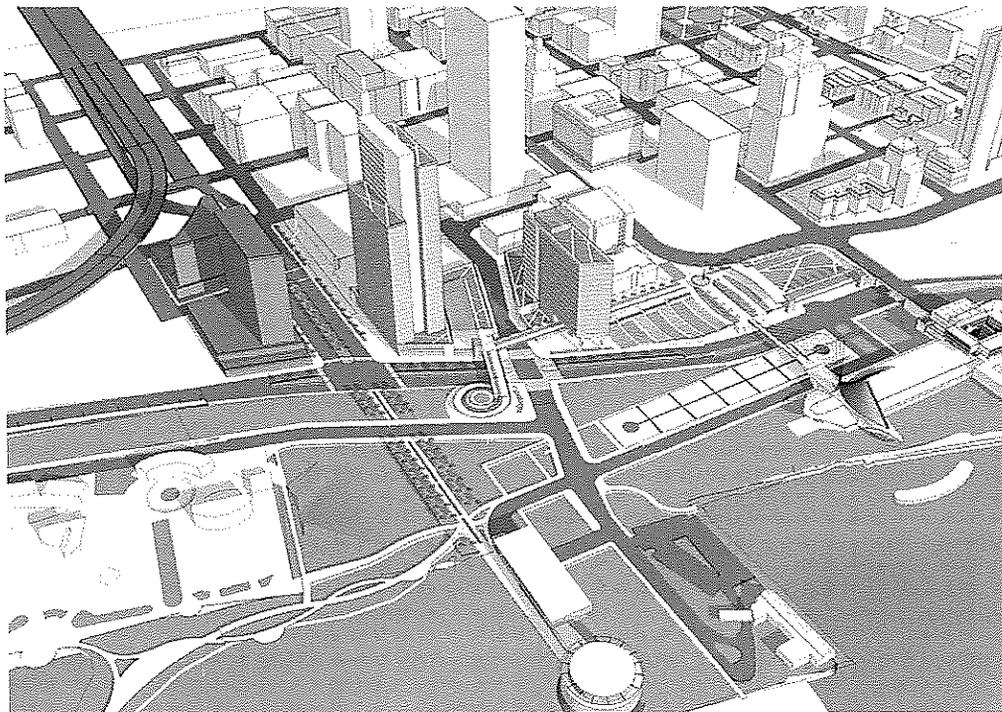
The Committee recommends the reconfiguration of the Lake Interchange ramps in order to free up space for development, as well as improve the connectivity between Downtown and the Third Ward to the lakefront.

- The off ramps of the Interchange end abruptly, leading drivers to speed through the area rather than slowing down at the Milwaukee attraction that is the lakefront. These ramps were designed at a time when the freeway was to extend north along what is now Lincoln Memorial Drive. With that plan abandoned, the Committee believes that it is time to consider the reconfiguration of these ramps.
- Currently, the space beneath the ramps is surface parking. These are underutilized, except during festivals and other lakefront events, and should be put to better use.
- The freed up land could be used for new building development and the development of increased public green space, enhancing the accessibility and attractiveness of the area. This space could be transformed from land under a freeway and freeway access points into an area with improved safety and reduced barriers while maintaining the ability to move traffic, especially during high volume events.
- A design solution should be implemented that addresses both the need for freeway access and an opening up of street-friendly flow for better connections to the Third Ward.

Short-term improvements to the Lake Interchange ramps could include design elements, such as material colors, lighting, and landscaping, while more long-term improvements are kept in mind for the future. These aesthetic enhancements would improve the appearance of the structure, especially given the structure's location and visibility. These improvements could

take place during the DOT construction project that is to begin in the second half of 2013, with longer-term improvements kept in mind when the time comes to reconstruct this Interchange. In the short-term, the surface parking lots under the Interchange could also be redesigned as demonstration sites for sound storm water and freshwater management practices consistent with Milwaukee's focus as a freshwater business and education destination, including pervious pavements and rain gardens. Multi-level parking structures could also be built, allowing for more open space and better multi-modal access as well as developable space.

With the reconfiguration of the Lake Interchange ramps, Clybourn Street could become a major connector from Downtown to the Lakefront. The City's Department of City Development (DCD), working off of a sketch provided by the DOT, shows the creation of a broad boulevard along Clybourn Street, with the east bound on and off ramps brought to grade at the intersections of Jackson and Van Buren Streets. There would be opportunities for development along this boulevard. The boulevard would look like an updated version of Wisconsin Avenue near the Marquette campus and would be the kind of grand statement the lakefront is currently lacking.



Other Considerations.

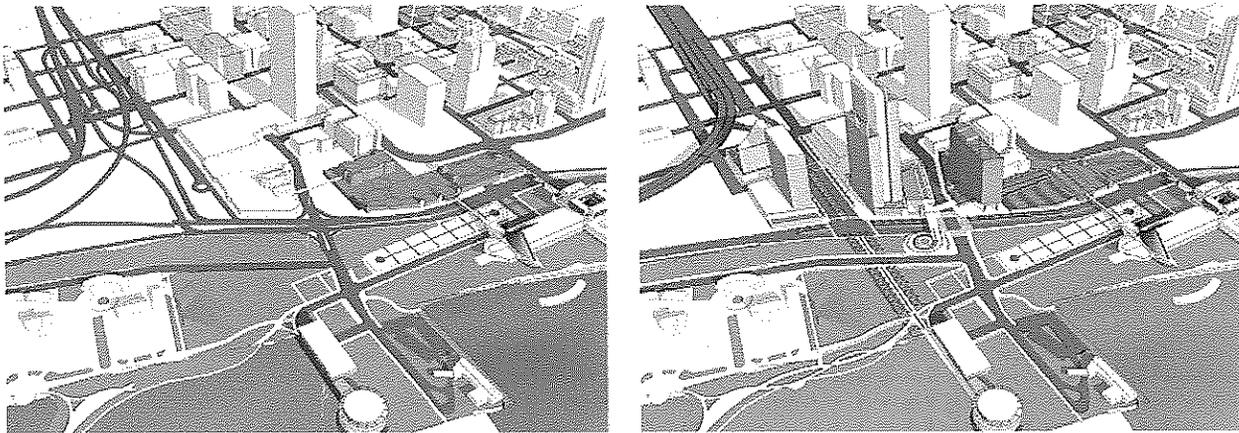
- The intersection of Lincoln Memorial Drive and Clybourn Street could become the major connector between Downtown and the Third Ward to the lakefront in the long run, with the Lincoln Memorial Drive/Michigan Street intersection as the major intersection in the short-term.
- Some Committee members pointed out that there would be a limit to the market's ability to absorb the new developable footprint. This is important to keep in mind when envisioning the future of this area. Financial viability and prioritization must be considered.

- The reconfiguration of these ramps needs to be thought of in connection with the other changes taking place at the lakefront. All of the pieces of development should flow together to create a wonderful, unique destination.

Next Steps.

The Committee recognizes that this recommendation is long-term, but encourages the acceleration of the DOT timeline in order to develop these parcels in a shorter amount of time. Committee members and other interested parties should also affirm their position with the DOT, to ensure that this vision will be considered when the time comes to change these ramps.

1.5 O'Donnell Park

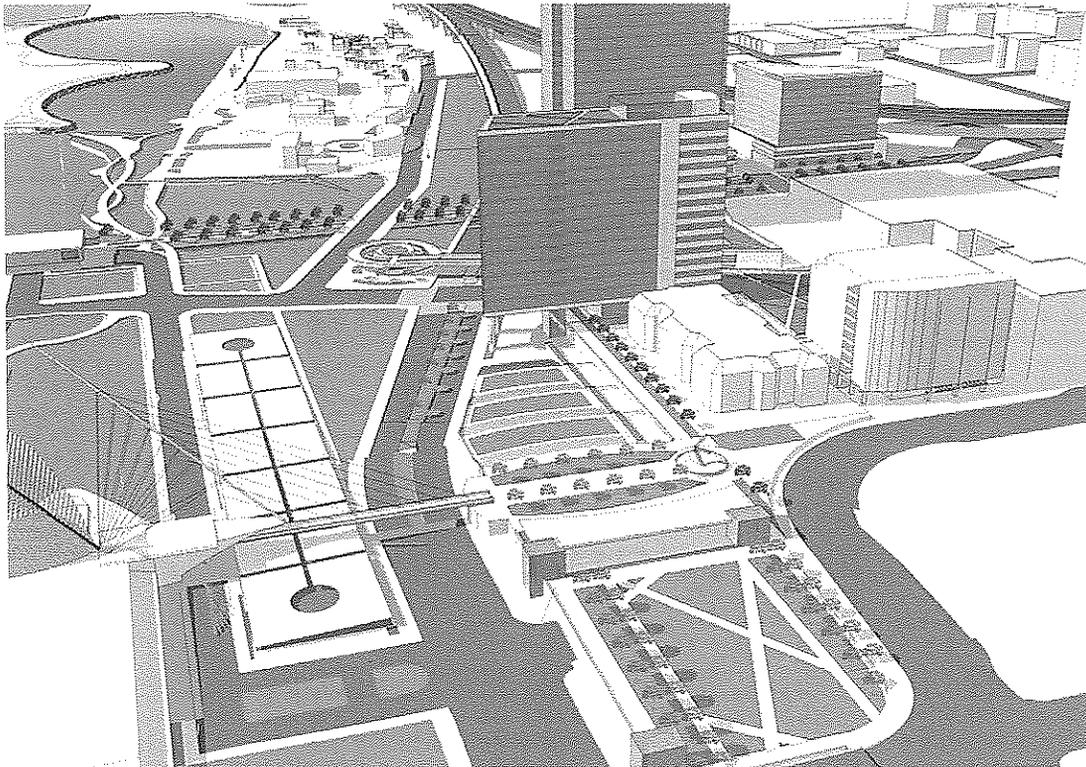


The Committee recommends that O'Donnell Park retain in its current function in the short-term with openness for redevelopment if desired in connection with the Transit Center.

- Redevelopment of the O'Donnell Park site should be considered more long-term because there are more logistical obstacles here than with the Downtown Transit Center site. O'Donnell Park has parking (an asset for Downtown employees and patrons) and tenants, while the Transit Center would be ready for redevelopment in a shorter period of time.
- Any redevelopment of this site would have to take into consideration the replacement of parking to accommodate the needs of various Downtown employees and patrons, as well as the relocation of O'Donnell Park's current tenants. Any associated lost revenues and cost of replacement of parking should be incorporated into the project plan.
- Redevelopment also needs to be in compliance with lakebed grant policies, as a small portion of the parking structure is located on lakebed. Future changes would also have to comply with the terms of a Waterfront Parks Aids grant program, which help fund the construction of the terrace and pedestrian bridge.

Future development of O'Donnell Park should correspond with the redeveloped Transit Center site; although these sites may be redeveloped at different times, the finished product of these sites should be cohesive and complementary. When determining the future of the Transit Center site, the future development of O'Donnell should be kept in mind to ensure cohesiveness. Redevelopment of O'Donnell Park should maintain lake and museum vistas from

Wisconsin Avenue and provide an innovative, attractive means of connecting the different grades from Downtown to the lakefront. The unique park-like feel of the Milwaukee lakefront should be taken advantage of in any redevelopment plan. This feature makes Milwaukee's lakefront unique from other urban lakefronts such as Cleveland or Chicago. The area should be inviting and appropriate for a variety of uses and users, as well as provide access and connectivity between the lake and Downtown. The redevelopment of this site should assist in eliminating the seasonality of the lakefront, and draw visitors and citizens to this area throughout the year.



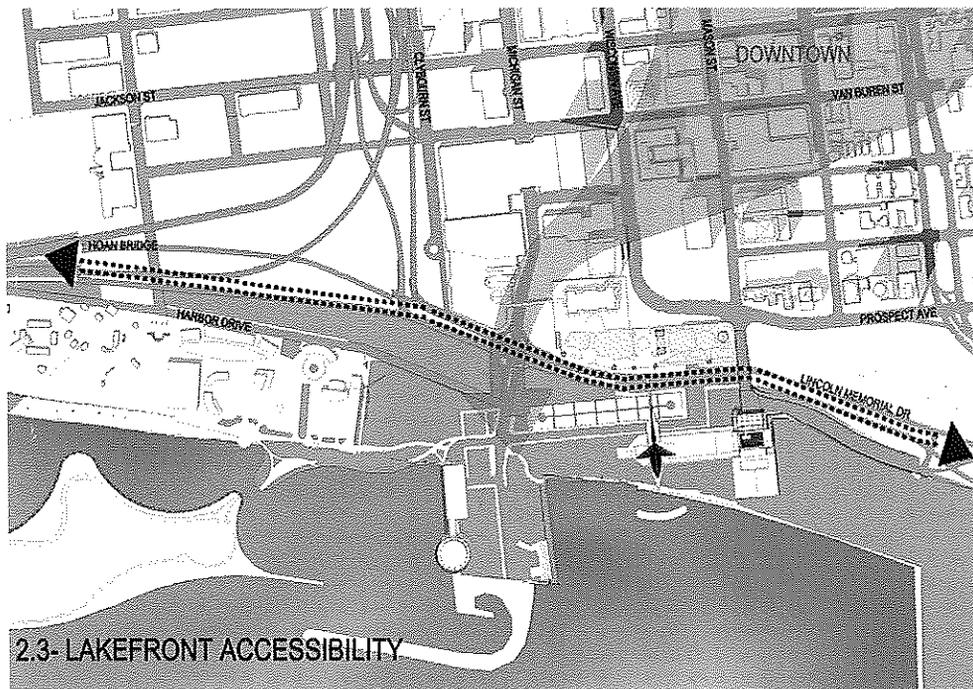
Other Considerations.

- Maintenance and security of the parking structure for patrons may still be potential issues and a feasibility study should be developed to explore possible outsourcing of the function at a net profit to the County.
- Whether there is demand for all 1,140 parking spots in the parking structure should be examined. For example, if the topmost level of parking was available for removal, modifications to the existing structure could take place, such as creating a more attractive, green space with a gradual grade change from Downtown to the lakefront.
- The redeveloped area should have at least as much parkland as what currently exists, and could be part of a comprehensive parks and public spaces plan for the area. Outdoor education space could be utilized by the museums and other organizations in the area.
- The concept of a Museum District at the lakefront could also be enhanced through the development plan regarding this investment. If O'Donnell Park were redeveloped, Betty Brinn Children's Museum would have to be relocated. This lakefront stakeholder would like to have clarity and assurances that their presence is important at the lakefront.

Next Steps.

A long-term plan should be created for the future development of the O'Donnell Park site, including the issues of parking replacement and relocation of current tenants. If redeveloped, lakebed grant regulations would need to be followed, as a small portion of the southeast corner of the parking garage is located on lakebed. The terms of the Wisconsin DNR Waterfront Park Aids program grant would also need consideration.

1.6 Lakefront Transportation/Accessibility

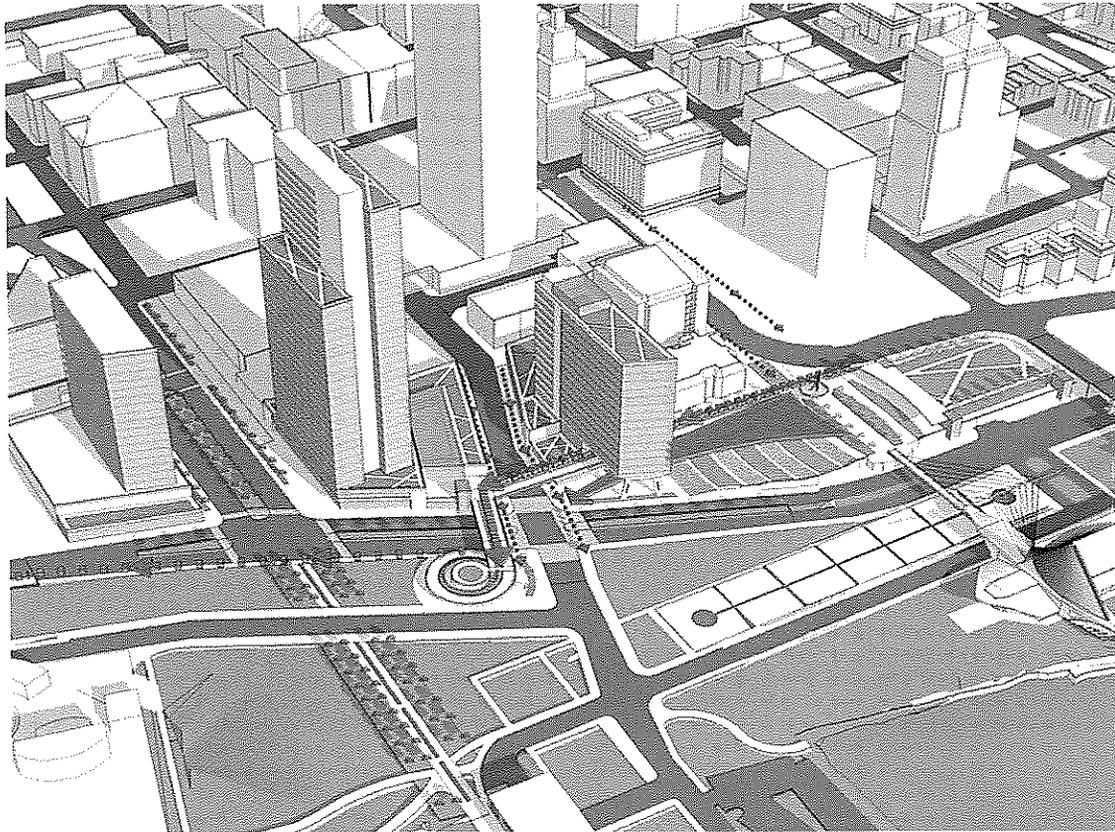


The Committee believes that the lakefront development plan should enhance connectivity and accessibility for all modes of transportation, and there should be an even balance between motorized and non-motorized traffic.

- There are few access points to the lakefront from Downtown and, unless there is a pedestrian bridge, it is difficult to cross Lincoln Memorial Drive. A development plan should include greater bike and pedestrian access and linkages, and a sense of connectivity should be enhanced. The connections must be complete, welcoming and attractive, and should not dead end or have unsafe or unattractive gaps in them.
- Transportation to and along the lakefront should be consistent with the concept of a parkway, which is what Lincoln Memorial Drive is intended to be. The scale of roadways should be appropriate to present and future uses.

There are multiple barriers blocking access from Downtown to the lakefront. Some of these barriers include the Mason Street Bridge and the Lincoln Memorial Drive/Mason Street intersection. The wall of concrete underneath Mason Street on Lincoln Memorial Drive

aesthetically restricts access to the lakefront, and few pedestrians know that there is a path to the lakefront on the Mason Street Bridge near the War Memorial. The intersection of Mason Street and Lincoln Memorial Drive is complicated for cyclists, pedestrians, and vehicles and should be reconfigured to increase walkability and accessibility to the lakefront.

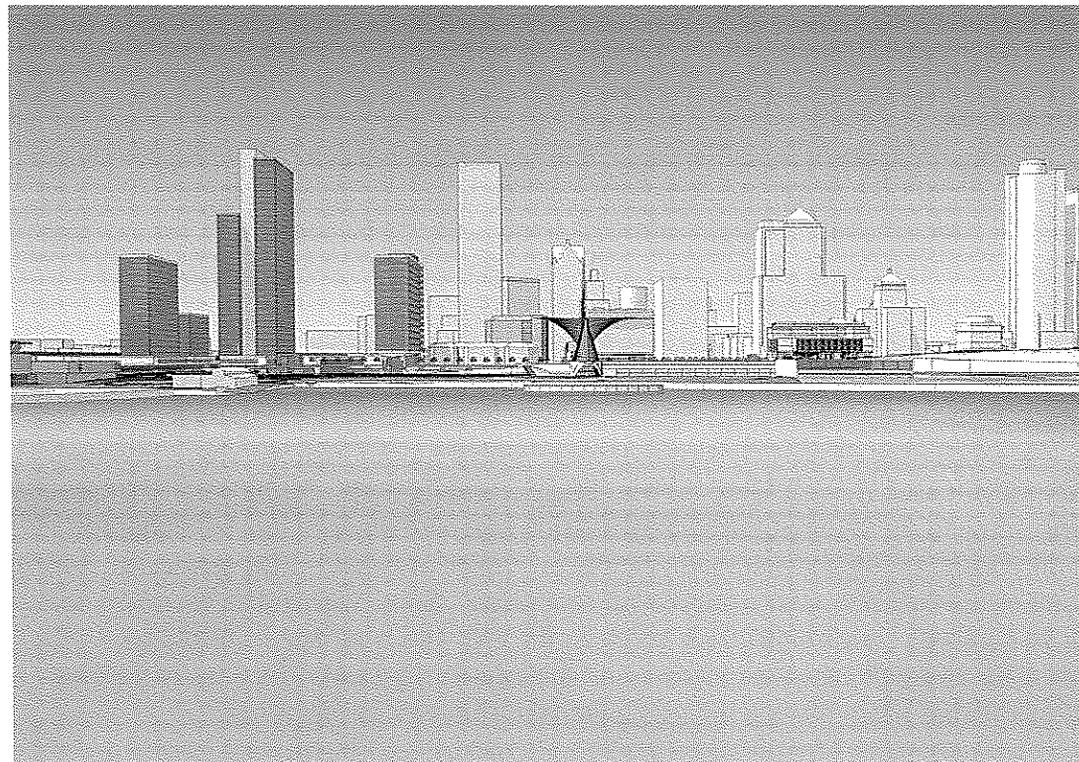
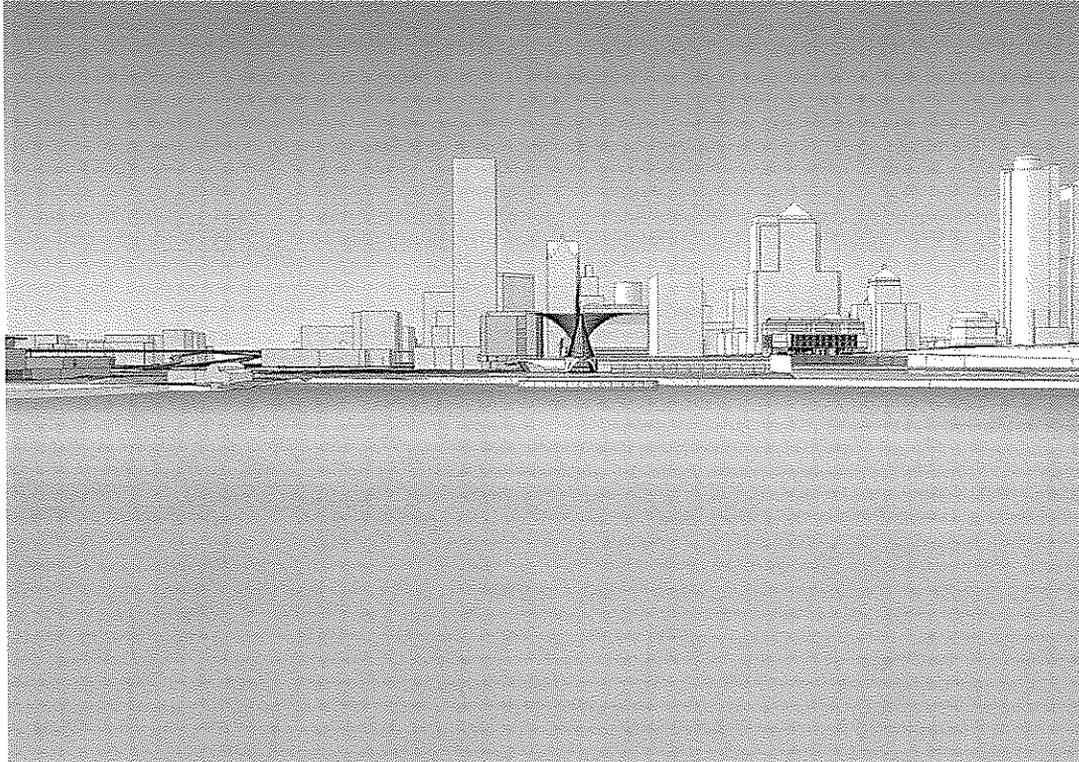


Other Considerations.

- A bike sharing program or rental facility could be implemented, along with providing a greater number of bike racks and corrals around the lakefront area and cultural campus.
- A transition zone around the lakefront to Downtown should be considered for any high-speed transit arterials with connections to the lakefront, and could be implemented through boulevards, street plantings or curved roads.
- Greater emphasis on watercraft accessibility should be included along the lakefront. There should be more connectivity from watercraft docks and ports to bicycle or pedestrian paths so all visitors can easily navigate to and along the lakefront.
- There was discussion of the City streetcar route during Committee meetings, and the subcommittee's had varying views of the streetcar and its route. Some wanted to see the streetcar come to the lakefront to accommodate visitors to the area and its amenities, while others see a route extension via shuttle or rubber wheeled trolley service to the lakefront as a possibility after a successful first phase. Some Committee members feel that there could be clear connections between the City streetcar route and the lake. The various stops along the streetcar route could include signage and directions to various attractions within a few blocks, including the lakefront and its amenities.

Next Steps.

Coordinate planning for the study area with other transportation improvements in the area, including the plan for bicycle and pedestrian pathways.



Chapter 2 – Subcommittees

The Long-Range Lakefront Planning Committee was divided into four subcommittees based on stakeholder interest in the development process. These subcommittees were Parks and Public Spaces, Business Community, Development, and Attractions/Neighbors. Throughout the Committee's process, these subcommittees met to accomplish goals dedicated to their vision of the lakefront. A balance was achieved to meet the needs of open public spaces, development, and current and future tenants of the lakefront. Minutes from the subcommittee meetings and their individual position statements on the above recommendations are attached in Appendix D.

2.1 Parks and Public Spaces

The Parks and Public Spaces subcommittee was created to ensure that the final lakefront vision includes green, open spaces. The idea that parks and public spaces should be integrated in the overall development plan was introduced early and from a landscape architect's point of view. Rather than designing buildings, they design areas, including the relationship between buildings and open public spaces. One of the desired outcomes of this subcommittee was to create imaginative, innovative public spaces that improve the overall attractiveness and desirability of the development plan for the area. This subcommittee also ensured that the public trust doctrine and lakebed grant restrictions were followed. This subcommittee was comprised of representatives from the Lakefront Development Advisory Commission, The Park People, Preserve Our Parks, the Harbor Commission, County Parks Advisory Commission, the Bike Federation, members of the public, and Milwaukee County and City representatives.

Some of the issues confronted by the Parks and Public Spaces subcommittee include:

- Observance of the lakebed grants and public trust doctrine as it applies to O'Donnell Park and Downtown Transit Center sites, as well as other lakefront lands.
- Recognition and compliance with land use restrictions, e.g. deed restrictions, zoning, and grant programs.
- Observance of municipality boundaries.
- The County's options and obligations in regard to the State Department of Natural Resources grant on O'Donnell terrace and related improvements, which were funded through the Waterfront Aids Program in 1987.
- The preservation and improvement of current parks and public spaces.
- Determination of which land has been "dedicated" as parkland and which is government owned or administered by the County Parks or the City without the official designation of a park. Examples of this include O'Donnell Park and a nearby property commonly known as "Urban Park."

The desired outcomes from this subcommittee include:

- The Committee's overall development plan incorporates parkland and public spaces that are imaginative, innovative, and will improve the desirability and attractiveness of the overall plan for the area.
- The plan preserves and improves upon parkland and other public space now existing in the area, while conforming to public trust, land grants, parkland dedication, funding, etc.

- The Committee adheres to public trust doctrine, lakebed grant regulations, and other land use restrictions.
- A balance is achieved between public trust, preservation of parks, and development interests.

2.2 Business Community

This subcommittee was created to recognize the needs and desires of the lakefront business community. Some of these stakeholders include U.S. Bank and Northwestern Mutual Life, among others. Meetings with U.S. Bank and other businesses revealed a keen interest to maintain parking at O'Donnell Park in the short term, as it serves their employees' and other local tenants' needs. If the O'Donnell Park site was to be rededicated with other uses, parking would have to become available somewhere else to accommodate downtown employees. U.S. Bank also stated that Michigan Street, as a natural gateway to the lakefront, should not require measure grading or rework. That particular scope of work would be coordinated through their capital plan, which calls for further development of their campus, on property west of the Transit Center on Michigan Street.

Some of the issues identified by the Business Community subcommittee include:

- Determining stakeholder issues during development planning.
- Gathering input from existing lakefront businesses.
- Determining parking needs and availability in the short- and long-term.
- Development of a new enterprise/collateral piece to attract new businesses to the lakefront.

During the development process, this subcommittee met with current lakefront businesses, potential lakefront tenants, and the local business associations, such as the Greater Milwaukee Committee (GMC), the Metropolitan Milwaukee Association of Commerce (MMAC), the Downtown Business Improvement District (BID), and the Milwaukee Rotary. These meetings extended the Committee's outreach to various stakeholders and gathered interest in the development of this area.

The desired outcomes of this Committee include:

- Business community input incorporation in recommendations.
- New businesses draw patrons to lakefront.
- New patrons draw new businesses to lakefront.

2.3 Development

This subcommittee was charged with envisioning the redevelopment of the lakefront, while considering stakeholder viewpoints, and helping to make the Committee's visions a reality. This subcommittee focused on the potential transformation of the Downtown Transit Center and O'Donnell Park sites, as well as the Lake Interchange and Hoan Bridge. Members of this subcommittee included representatives from Milwaukee County, the City of Milwaukee, and a representative from the University of Wisconsin – Milwaukee School of Architecture and Urban Planning, among others.

Some of the issues confronted by this subcommittee include:

- The Downtown Transit Center and O'Donnell Park sites:
 - Examination of options and obligations for Downtown Transit Center payback, debt service and federal/state grants.
 - Providing for parking should O'Donnell Park be redeveloped.
 - Communication with current tenants and their possible relocation.
 - Options and obligations of the State Department of Natural Resources grant on O'Donnell Park terrace and related improvements, which were funded through the Waterfront Aids Program.
- Request that the State Department of Transportation consider the footprint of the Lake Interchange, and exploration of reconfiguring the on and off ramps, which would free up development space from current use as surface parking lots.
- Introduction of a bike/pedestrian lane on the Hoan Bridge, making the bridge an economic driver for the lakefront and a tourist destination.
- The reorganization of the Lincoln Memorial Drive/Michigan Street/Harbor Drive intersection, creating a more pedestrian friendly environment, while maintaining vehicular flow.
- Creation of easier access between the north and south lakefronts.

The desired outcomes for the Development subcommittee include:

- Establishment of stakeholder interest for development.
- Development of a long term economic/financial plan for the area.
- Consideration for redevelopment of the Transit Center site.
- Consideration for redevelopment of the O'Donnell Park site.
- Increased safety and attractiveness in the area.
- Increased connectivity and accessibility between Downtown and the lakefront.

2.4 Attractions/Neighbors

The Attractions/Neighbors subcommittee was designed to include input from current and future cultural and entertainment stakeholders in the lakefront area. Members of this subcommittee included representatives from the Milwaukee Art Museum, Discovery World, the War Memorial, Milwaukee World Festival, Inc., Betty Brinn Children's Museum, and Zilli Hospitality Group. The development of the lakefront could draw new and more patrons to their attractions. With redevelopment, the stakeholders need clarity and assurances about their future location at the lakefront.

Issues of concern to this subcommittee include:

- Future assets for culture and entertainment at lakefront area.
- Enhancements for existing sites.
- Parking needs and availability.
- Opportunities for co-development with other cultural institutions.
- Ensuring destination compatibility and tourism opportunities

In order to resolve these issues and achieve the desired outcomes for the Attractions/Neighbors subcommittee, the members worked to establish connections and communication with existing lakefront cultural and entertainment stakeholders. The subcommittee believes that no matter what kind of development occurs at the lakefront, improvements need to be made to the current situation, including aesthetic improvements such as removing chain-link and snow fencing in front of Discovery World and the Art Museum.

In coordination with the other subcommittees, the Attractions/Neighbors would like to arrive at the following outcomes:

- The development complements existing lakefront attractions and neighbors.
- The development plan creates a lakefront that attracts patrons to the lakefront, and increases the likelihood to co-visit various attractions.

Chapter 3 – Other Stakeholders

3.1 State Involvement

Wisconsin Department of Transportation.

The Wisconsin Department of Transportation (DOT) was invited to join the Committee's discussion for development in the lakefront area after discussion turned to the Hoan Bridge and Lake Interchange.

The DOT took part in many of the Committee's discussions, and presented their plans for projects on the Hoan Bridge, I-794, and the Lake Interchange. The Hoan Bridge is undergoing deck repairs at a cost of about \$7.5 – \$8 million before undergoing a larger repair project. The larger project includes removing and replacing the deck, painting, and reinforcing the steel structure. In regard to a bike/pedestrian lane over the bridge, the DOT stated that the feasibility of such an option would need to be studied and input from other stakeholders and the Federal Highway Administration needs to be considered before moving in that direction. The DOT committed to completing a feasibility study of a bicycle/pedestrian lane over the Hoan Bridge to be completed by September or October 2011.

Any changes to the Lake Interchange ramps would be long-term. There is a current maintenance project on the ramps, which includes a concrete overlay and concrete surface repairs. A larger project is expected to begin in the second half of 2013, continuing into 2014 and 2015, at an approximate cost between \$275 and \$300 million. The DOT distributed a sketch of a possible reconfiguration of the ramps to the Committee, along with their expected time frame. This configuration was done before the Marquette Interchange reconstruction process. This sketch shows a smaller footprint for the ramps and frees up valuable space south of Clybourn Street, as well as smaller development sites along St. Paul Avenue. This configuration was used as a basis for envisioning future development scenarios.

Wisconsin Department of Natural Resources.

The public trust doctrine is an important part of Wisconsin natural resources law. It states that the State must hold all navigable waters in trust for public use forever. "Navigable" is defined as the ability to traverse a body of water that has defined beds and banks, and can float any boat, skiff, or canoe of the shallowest draft on a reoccurring basis. The Wisconsin Department of Natural Resources (DNR) is charged with the mission of preserving these bodies of water for public use, including recreation, tourism, and enjoyment of scenic beauty, among others.

There are some use restrictions in the Committee's study area along Lake Michigan that must be recognized and followed in the development plan. An important use restriction is the presence of the lakebed grant. Much of the present shoreline of Lake Michigan is filled lakebed. The DNR granted this land to the Milwaukee County and the City of Milwaukee with various restrictions on the land's future use. These restrictions range from only using the lakefront for navigation, to parks and open space, to public transportation. The Committee worked with the DNR to determine the exact boundaries of the lakebed grant in order to discern what effect if any the restriction might have on lakefront development. Legal descriptions and surveys assisted both

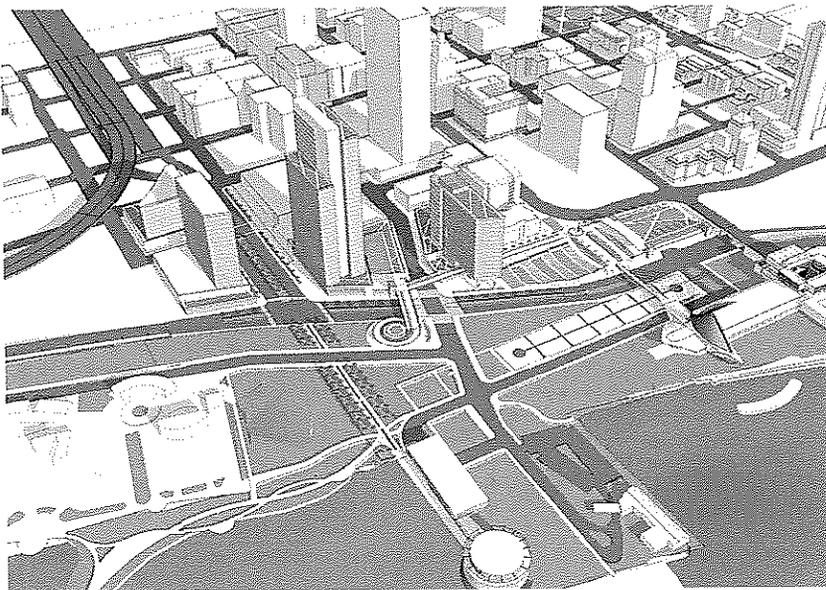
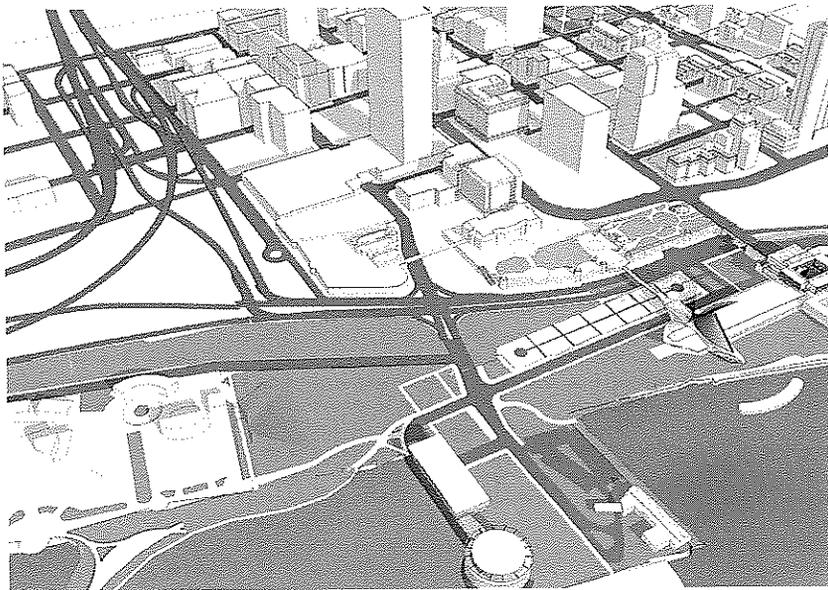
the Milwaukee County Parks Planning and Development Division and the DNR in determining the location of lakebed grant land.

In August 2011, the DNR communicated to the Committee their determination of the lakebed grant boundary. They determined that the Downtown Transit Center is not on lakebed and is therefore not subject to public trust doctrine. A small portion of O'Donnell Park, located only in the parking structure on the southeast side, is located in the lakebed area. The DNR will use the Milwaukee County Plat of Survey to determine exactly what portion is in lakebed. If the County decides to remove the parking structure at some time in the future, the DNR would then need a more detailed plat survey. The upland areas attached to the parking structure are not in lakebed.

The Wisconsin Waterways Commission of the DNR funded the O'Donnell Park terrace and pedestrian bridge with a \$2,350,000 grant through the Waterfront Park Aids program. The DNR program staff in Madison is reviewing this grant to see if there are grant conditions or conversion issues that would impact the future of O'Donnell Park. This information should be available in the near future.

Conclusion

Together we can transform Milwaukee's lakefront into the state's front door, a worldwide destination for tourism, business and investment. At the heart of the recommendations is the recognition that a long-term plan for the lakefront must balance many interests – economic, cultural and environmental – that, together, position this unique asset for an exciting future and provide opportunities for community engagement. Executing the short-range recommendations will set the stage for future discussions in creating a more vibrant, engaging, and sustainable lakefront. Then, at a future date, the Long-Range Lakefront Planning Committee will reconvene at the call of the Chair to continue this legacy by acting on opportunities as they present themselves at the appropriate time.



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CHRIS ABELE, MILWAUKEE COUNTY EXECUTIVE
SUE BLACK, DIRECTOR OF PARKS, RECREATION AND CULTURE

Date: September 6, 2011

To: Chairman Lee Holloway, Milwaukee County Board of Supervisors

From: Sue Black, Director, Department of Parks, Recreation and Culture

Subject: Adoption of the Long-Range Lakefront Planning Committee Report – ACTION

POLICY

Adoption of the Long-Range Lakefront Planning Committee Report.

BACKGROUND

On March 17, 2011, the Milwaukee County Board of Supervisors (Board), by Resolution File No. 11-154 (Exhibit A), created the Long-Range Lakefront Planning Committee. The Committee was charged to undertake the following:

- Develop a common vision for the lakefront from Veterans Park south to the Interstate 794 interchange, and from Van Buren East to Lake Michigan.
- Consider alternative uses of the Downtown Transit Center and O'Donnell Park among other future uses of the lakefront and preservation of greenspace.
- Provide the Board and the Milwaukee Common Council with a final report to include:
 - Site and use of O'Donnell Park and the Downtown Transit Center.
 - The structure for long range planning for the economic development of the lakefront, including a vision for current and future stakeholders as well as a long range financial/development implementation plan to realize the agreed upon vision.

The final report encapsulating the agreed upon vision of the Committee is attached as Exhibit B.

Committee Members

The Committee is comprised of government officials from Milwaukee County and the City of Milwaukee, as well as representatives from the various lakefront attractions and the business community. Members include: Sue Black, Committee Chair and Milwaukee County Parks Director; Brian Taffora, Milwaukee County Economic Development Director; David Drent, Executive Director, War Memorial, Inc.; Daniel Keegan, Director, Milwaukee Art Museum; Michael Cudahy, Board Chair, Discovery World; Gerry Broderick, Milwaukee County Supervisor, 3rd District; Erbert Johnson, President and CEO, North Milwaukee State Bank; William Lych, Board Chair, Lakefront Development Advisory Commission; Molly Gallagher, Board President, Betty Brinn Children's

Museum; Rocky Marcoux, Commissioner, Department of City Development; Donald Layden, Jr., Milwaukee World Festival, Inc.; Nik Kovac, Milwaukee Alderman, 3rd District.

The Committee was divided into four subcommittees based on stakeholder interest in the development process. These subcommittees are: (1) Parks and Public Spaces, chaired by William Lynch, (2) Business Community, chaired by Erbert Johnson, (3) Development, chaired by Rocky Marcoux, and (4) Attractions/Neighbors, chaired by Daniel Keegan.

Long-Range Lakefront Planning Committee Report

The Committee's development plan for the lakefront envisions an area with improved connectivity to Downtown and between the north and south areas of the lakefront. An emphasis is placed upon improved pedestrian access and safety that would help to draw people to the lakefront to enjoy new public spaces, businesses, and attractions year round. If successfully implemented, the plan would weave the lakefront to Downtown and create a more fluid transition between the two areas.

Recommendations

After regularly meeting for four months to discuss, debate, and shape the Committee's vision for the lakefront, the Committee is recommending the following:

- 1. The redevelopment of the Downtown Transit Center site into a multi-story, high-value use more appropriate to its location at the lakefront.**
- 2. The installation of a bicycle/pedestrian lane to and over the Hoan Bridge connecting Downtown to southern Milwaukee for all modes of transportation.**
- 3. The reconfiguration of the Lincoln Memorial Drive/Michigan Street intersection to provide an efficient and safe means of pedestrian conveyance, maintaining a balance with motorized transportation, and creating a revitalized front door to the city of Milwaukee.**
- 4. The reconfiguration of the Lake Interchange ramps to free up valuable space for development and increase connectivity from Downtown and the Third Ward to the lakefront.**
- 5. The continuation of O'Donnell Park in its current function in the short-term, while considering redevelopment options long-term.**
- 6. Increased accessibility to and along the lakefront for all modes of transportation and greater connectivity to the City.**

The Committee also recommends the development of a lakefront master plan, which should include a more detailed economic development and financial plan for the lakefront.

Subcommittees

The above recommendations were assembled only after working together with and gathering input from a diverse range of lakefront stakeholders, each dedicated to a different and, at times, competing vision of the lakefront.

- **Parks and Public Spaces.** This subcommittee was created to ensure that the final lakefront vision includes green open spaces and complies with the public trust doctrine and lakebed grant restrictions. The stakeholders comprising this subcommittee include the Lakefront Development Advisory Commission, Preserve Our Parks, The Park People, the Harbor Commission, the County Parks Advisory Commission, the Bike Federation, and interested members of the public at-large.

- Business Community. This subcommittee was created to recognize the needs and desires of Milwaukee’s business community. Stakeholders include the Greater Milwaukee Committee, the Rotary Club of Milwaukee, U.S. Bank, and Northwestern Mutual, among others.
- Development. This subcommittee was charged with envisioning the redevelopment of the lakefront, taking into consideration the viewpoints of the different stakeholders. Members of this subcommittee include Milwaukee County, the City of Milwaukee, and the University of Wisconsin – Milwaukee School of Architecture and Urban Planning, among others.
- Attractions/Neighbors. This subcommittee was designed to gather input from current and potential future cultural and entertainment stakeholders on the lakefront. Members include Discovery World, the Milwaukee Art Museum, the War Memorial, Milwaukee World Festival, Inc., Betty Brinn Children’s Museum, and the Zilli Hospitality Group.

Other Stakeholders

Because it was apparent from the beginning any new development along the lakefront, including on the Hoan Bridge, would require input from both local and state governments, the Committee invited the Wisconsin Department of Transportation (WDOT) and the Wisconsin Department of Natural Resources (WDNR) to join the Committee’s discussion. WDOT’s involvement focused on studying whether a bicycle/pedestrian lane over the bridge is feasible and what changes the County and the City can expect on the Lake Interchange. WDNR’s participation has centered on lakebed grant restrictions and the public trust doctrine.

Conclusion

At the heart of the recommendations is the recognition that a development plan for the lakefront must balance many interests – economic, cultural and environmental – that, together, position this unique asset for an exciting future and provide opportunities for community engagement.

RECOMMENDATION

The Long-Range Lakefront Planning Committee respectfully requests that the Milwaukee County Board of Supervisors adopts the Committee’s Report for the development of Milwaukee’s lakefront.

Prepared by: Paul Kuglitsch, Contract Services Officer, DPRC

Recommended by:

Approved by:

James Keegan, Chief of Administration and External Affairs

Sue Black, Parks Director

Cc: County Executive Chris Abele
 George Aldrich, Chief of Staff, County Executive’s Office
 Terrence Cooley, Chief of Staff, County Board
 Supv. Gerry Broderick, Chairman, Parks, Energy & Environment Committee
 Supv. Jason Haas, Vice-Chair, Parks, Energy & Environment Committee
 Sarah Jankowski, Fiscal Mgt. Analyst, Admin & Fiscal Affairs/DAS
 Linda Durham, Parks, Energy & Environment Committee Clerk
 Glenn Bultman, Research Analyst, County Board

(ITEM NO.) From the Director, Department of Parks, Recreation and Culture, recommending that the Milwaukee County Board of Supervisors adopts the Long-Range Lakefront Planning Committee’s Report for the development of Milwaukee’s lakefront, by recommending adoption of the following:

A RESOLUTION

WHEREAS, adopted County Board Resolution File No. 11-154 created the Long-Range Lakefront Planning Committee, comprised of officials from Milwaukee County and the City of Milwaukee, as well as other representatives from the various lakefront attraction and the business community; and

WHEREAS, the Committee was charged with developing a common vision for the lakefront from Veterans Park south to the Interstate 794 interchange, and from Van Buren east to Lake Michigan; and

WHEREAS, in developing its vision, the Committee was to consider alternative uses of the Downtown Transit Center and O’Donnell Park among other future uses of the lakefront and preservation of green space; and

WHEREAS, the Committee is to provide the Milwaukee County Board of Supervisors and the Milwaukee Common Council with a final report by December of 2012 that shall include recommendations regarding: (1) site and use of O’Donnell Park and the Downtown Transit Center and (2) the structure for long range planning for the economic development of the lakefront, including a vision for current and future stakeholders as well as a long range financial/development implementation plan to realize the agreed upon vision; and

WHEREAS, after meeting regularly for four months to discuss, debate, and shape the Committee’s vision for the lakefront, the Committee is recommending the following:

- (1) The redevelopment of the Downtown Transit Center site into a multi-story high-value use appropriate to its location at the lakefront.
- (2) The installation of a bicycle/pedestrian lane to and over the Hoan Bridge connecting Downtown to southern Milwaukee for all modes of transportation.
- (3) The reconfiguration of the Lincoln Memorial Drive/Michigan Street intersection to provide an efficient and safe means of pedestrian conveyance, maintaining a balance with motorized transportation, and creating a revitalized front door to the city of Milwaukee.

- 43 (4) The reconfiguration of the Lake Interchange ramps to free up valuable space for
44 development and increase connectivity from Downtown and the Third Ward to
45 the lakefront.
46 (5) The continuation of O'Donnell Park in its current function in the short-term,
47 while considering redevelopment options long-term.
48 (6) Increased accessibility to and along the lakefront for all modes of transportation
49 and greater connectivity to the City.

50

51 ; and

52

53 WHEREAS, the Committee also recommends the development of a lakefront master
54 plan, which should include a more detailed economic development and financial plan for
55 the lake; and

56

57 WHEREAS, the above recommendations are contained in the Long-Range Lakefront
58 Planning Committee's Report provided to the Board; now, therefore,

59

60 BE IT RESOLVED, that the Milwaukee County Board of Supervisors hereby adopts
61 the Long-Range Lakefront Planning Committee's Report for the development of
62 Milwaukee's lakefront.

63

64

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: September 6, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Adoption of the Long-Range Lakefront Planning Committee Report.

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated. ¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

A. Adoption of the Long-Range Lakefront Planning Committee Report.

B. None.

C. No Impact.

D. None.

Department/Prepared By Paul Kuglitsch, Contract Services Officer, DPRC

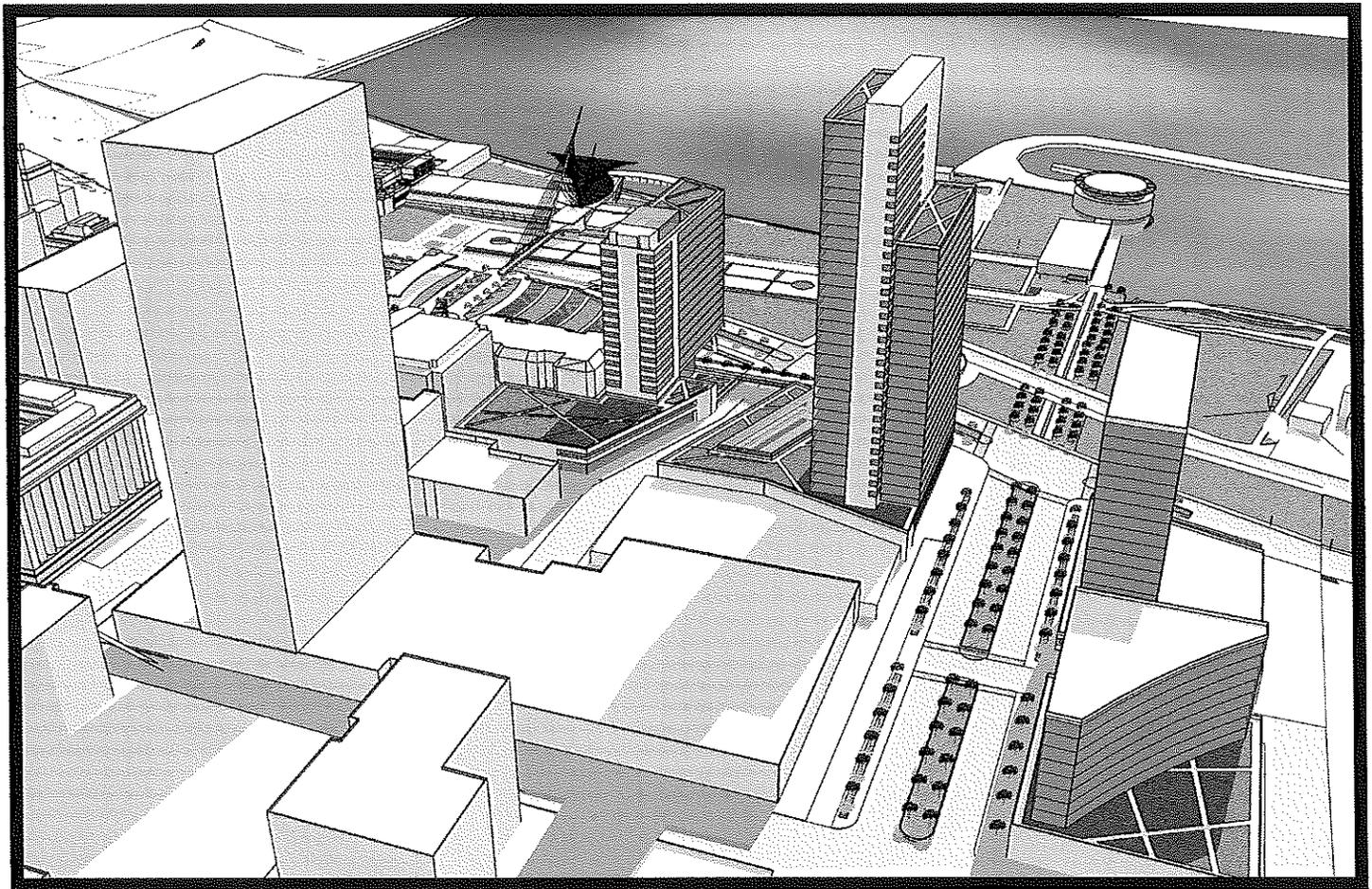
Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No X

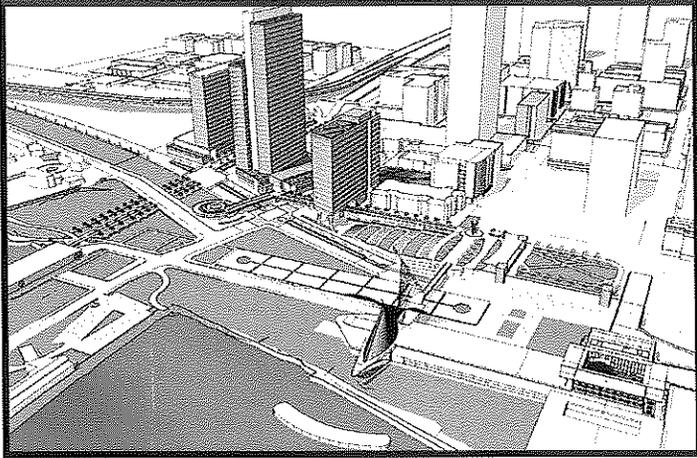
¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.



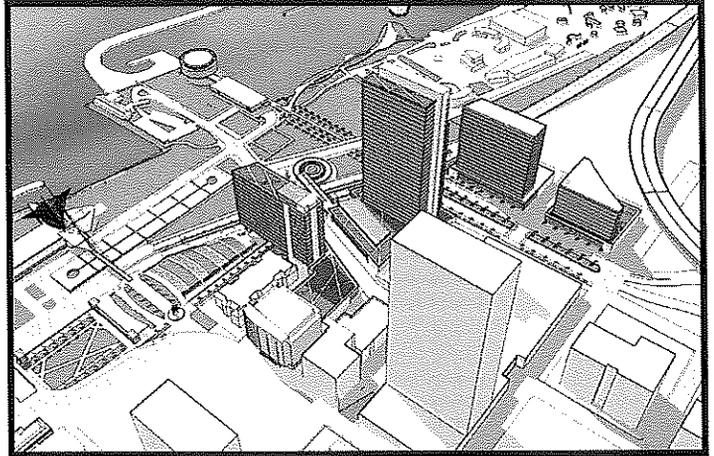
AUGUST 24, 2011



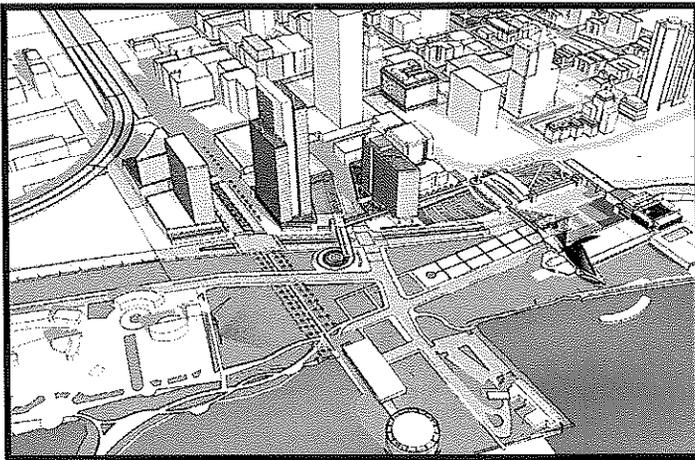
CLYBOURN STREET FACING EAST



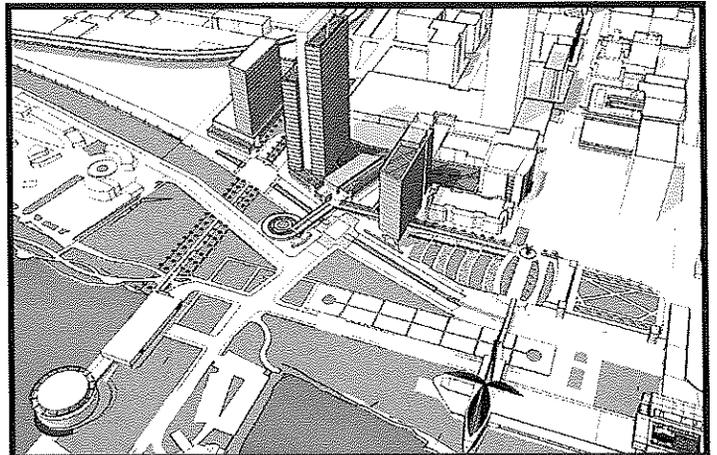
SOUTHWEST VIEW



SOUTHEAST VIEW



NORTHWEST VIEW



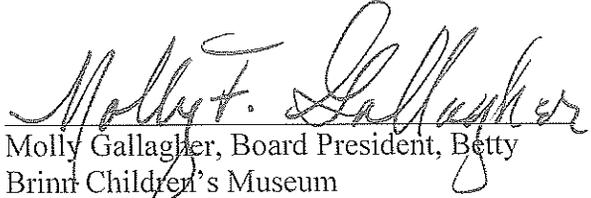
SOUTHWEST VIEW

Preamble

We, the Long-Range Lakefront Planning Committee, do hereby accept and present to the Milwaukee County Board of Supervisors the following recommendations regarding the site and use of the Downtown Transit Center and O'Donnell Park and Parking Structure for long range planning for the development of the lakefront.



Brian Taffora, Director, Economic Development, Milwaukee County



Molly Gallagher, Board President, Betty Brinn Children's Museum



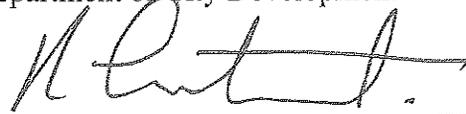
David Drent, Executive Director, War Memorial



Rocky Marcoux, Commissioner, Department of City Development



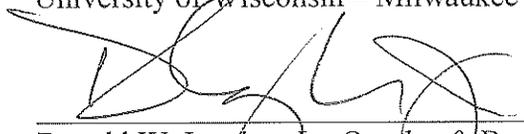
Daniel Keegan, Director, Milwaukee Art Museum



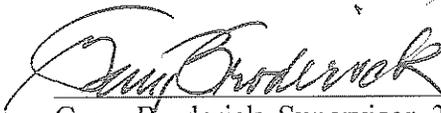
Robert Greenstreet, Professor, Dean, University of Wisconsin - Milwaukee



Michael Cudahy, Board Chairman, Discovery World



Donald W. Layden, Jr., Quarles & Brady, LLP, Milwaukee World Festival, Inc.



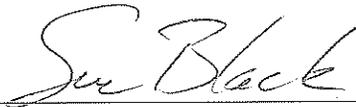
Gerry Broderick, Supervisor, 3rd District, Milwaukee County



Nik Kovac, Alderman, 3rd District, City of Milwaukee



Erbert Johnson, President/COE, North Milwaukee State Bank



Sue Black, Chair Director, Department of Parks, Recreation and Culture, Milwaukee County



William Lynch, Chair, Lakefront Development Advisory Commission

Acknowledgements

The Long-Range Lakefront Planning Committee would like to acknowledge and extend its heartfelt gratitude to the following individuals who have made the completion of this report possible:

Glenn Bultman, Research Analyst, Milwaukee County Board of Supervisors, whose unique encyclopedic knowledge of the study area made him exceedingly useful in compiling this information.

Charlotte Perko, Intern, Milwaukee County Department of Parks, Recreation and Culture, for her dedicated support and exemplary assistance in administering this committee and in organizing this report.

Paul Kuglitsch, Contract Services Officer, Milwaukee County Department of Parks, Recreation and Culture, for his tireless efforts in editing, formatting and finalizing this report.

Greg Uhen, Managing Partner of Design, Eppstein Uhen Architects, for his time and his technical expertise, both of which he provided at no expense to the committee. Greg's support is truly what enabled this committee to combine otherwise nebulous concepts into a final unified and coherent vision.

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Prologue

Milwaukee's lakefront is a unique destination among American cities, given its location at the edge of downtown Milwaukee, its long and beloved history of public parks, greenways, and public access, its proximity to historic neighborhoods and businesses, and its well-established cultural assets. Unlike many other cities located on bodies of water, Milwaukee is both an affordable and an accessible city. **Milwaukee's park-like lakefront immediately adjacent to its Downtown business district is a unique feature unlike many other lakefront cities.** The region's embrace of water as a critically important economic development asset only serves to enhance the lakefront's importance as a destination, a best-environmental-practices example, and an economic development opportunity for each generation of Milwaukee residents to embrace, improve and protect.

The lakefront has a rich history tied to the development of the community, its industry, and in recent times, its rising popularity as a major destination. **In recent years the lakefront has developed a personality that arguably sets it on a path for future enhancement** that, while preserving its open, park-like character, could add significant value to both the region and within the existing fabric of the lakefront. It is this fabric and character that offers both the substrate and opportunity upon which to advance the goals of the Long-Range Lakefront Planning Committee.

There is power and impact in what has already been established: a unique mix of natural, recreational, cultural, educational, and entertainment experiences at the lakefront. Any future development should build upon that important foundation rather than exist counter to it. Three important Museums and a Memorial (Discovery World, Betty Brinn Children's Museum, the Milwaukee Art Museum and The War Memorial) adjacent to the world's largest music festival and ethnic festival grounds (Summerfest and Henry Maier Festival Park) and situated at two large parks (among others), Veterans Park, one of the great urban park settings, and Lakeshore State Park, the state's only urban state park, offer unique destination experiences. The lakefront's connection to Downtown, historic neighborhoods to the north, and a robust urban residential and retail community to the south establishes the lakefront as a premier location for the "next new" in Milwaukee. **Acknowledging what it already is should be both the catalyst and the framework for future development.** Our vision of Milwaukee's lakefront demands a comprehensive and deliberative planning process.

Executive Summary

After meeting for four months, gathering all necessary background information and considering a wide range of options for the development of the lakefront from Van Buren Street east to Lake Michigan and from Veteran's Park south to the Interstate 794 Interchange, specifically including the Downtown Transit Center, O'Donnell Park and other assets such as parkland and lakebed grant properties, the Committee recommends the following:

Recommendations:

1. **The redevelopment of the Downtown Transit Center** site into a multi-story, high-value use more appropriate to its location at the lakefront.
2. **The installation of a bicycle/pedestrian lane to and over the Hoan Bridge**, connecting Downtown to southern Milwaukee for all modes of transportation.
3. **The reconfiguration of the Lincoln Memorial Drive/Michigan Street intersection** to provide an efficient and safe means of pedestrian conveyance, maintaining a balance with motorized transportation, and creating a revitalized front door to the city of Milwaukee.
4. **The reconfiguration of the Lake Interchange** ramps to free up valuable space for development and increase connectivity from Downtown and the Third Ward to the lakefront.
5. **The continuation of O'Donnell Park** in its current function in the short-term, while considering redevelopment options long-term.
6. **Increased accessibility** to and along the lakefront for all modes of transportation and greater connectivity to the City.

This Committee also recommends the development of a lakefront master plan to aid in the implementation of these recommendations and other areas some Committee members felt were important. This document should include a more detailed economic development and financial plan for the lakefront. The reduction of the seasonality of the lakefront should be one of the goals of the implementation of the master plan, creating a lakefront that draws visitors throughout the year.

With redevelopment, new businesses would be attracted to the area, which would draw new patrons to the lakefront. This redevelopment should also include a vision for parks and public spaces to create an attractive, innovative lakefront that improves the connectivity of Downtown and the lakefront. Through these recommendations, Milwaukee's lakefront will become a fantastic, world-renowned front door to the city, county, and state.

In planning for the future of the lakefront, we have a tremendous opportunity to do something spectacular for the state of Wisconsin, for Milwaukee County and for the city of Milwaukee – but, most importantly, for our citizens and the visitors to this fantastic resource. The 1989 Lakefront Master Plan stated that this area “is considered to be the most heavily used recreational land in Wisconsin”.

Let's get this done right and with a sense of urgency and pride.

-Sue Black

Introduction

In October 2010, the City of Milwaukee drafted the Downtown Area Comprehensive Plan as a vision for the future of Milwaukee. This plan included recommendations for the improvement of the lakefront area east of Van Buren Street. With the introduction of this plan, other community stakeholders, including Milwaukee County, wanted further discussion of the future of the lakefront, specifically the Downtown Transit Center and O'Donnell Park.

This led to the creation of the Long-Range Lakefront Planning Committee ("Committee"), comprised of various lakefront stakeholders, with the mission to create a shared vision for the future of the lakefront, from Van Buren Street east to Lake Michigan, including the Downtown Transit Center, O'Donnell Park and other assets such as parkland and lakebed grant properties (see attached map, Appendix A). The Committee is comprised of government officials from Milwaukee County and the City of Milwaukee, as well as representatives of the public, including lakefront attractions and business community. This Committee hopes to see the implementation of a long-term vision for the lakefront that will turn Milwaukee's back door into its front door.

The Committee's plan for the lakefront envisions an area with improved connectivity to Downtown and between the north and south lakefronts. Improved pedestrian access and safety would draw people to this area to enjoy new businesses, public spaces, and attractions. This will help weave Downtown to the lakefront and create a more fluid transition between these areas.

The primary sites under consideration by the Committee are the Downtown Transit Center and O'Donnell Park. Both sites are owned by Milwaukee County, with the Transit Center being under the jurisdiction of the Department of Transportation and Public Works and O'Donnell under the Department of Parks, Recreation and Culture. The Downtown Transit Center was built as a turnaround hub for buses at the end of their routes and as a transfer location for transit users. It also houses a rentable banquet area, the Harbor Lights Room, managed by the Zilli Hospitality Group. Their contract with the Parks Department expires in 2012. O'Donnell Park houses the Miller Brewing Company Pavilion, a rentable banquet facility, Coast restaurant, managed by the Zilli Hospitality Group, Betty Brinn Children's Museum, a terrace, and a parking garage with over 1,000 parking spaces. Betty Brinn's contract with the Parks Department expires in 2033, while the Zilli Hospitality Group's contracts for Coast and the Miller Pavilion expire in 2015. Although the parking structure was closed for repairs for one year, it has now reopened.

Previous reports about Milwaukee's lakefront have suggested maximizing public access through measures such as an extended network of pedestrian pathways through lakefront parklands, the establishment of a connection between the RiverWalk and lakefront pathways, and continuous bikeways through lakefront parks and over the Hoan Bridge (City of Milwaukee, 1994). Plans in 1994 and 1999 also called for increased public access to the Henry Maier Festival Grounds, including access for pedestrians and cyclists around the perimeter of the grounds, as well as access to certain parts of the grounds year round except during festivals and special events. These reports also expressed a desire to expand the Third Ward grid east, improving its connectivity to the lakefront area. The sections of previous reports regarding lakefront development are attached to this report in Appendix B.

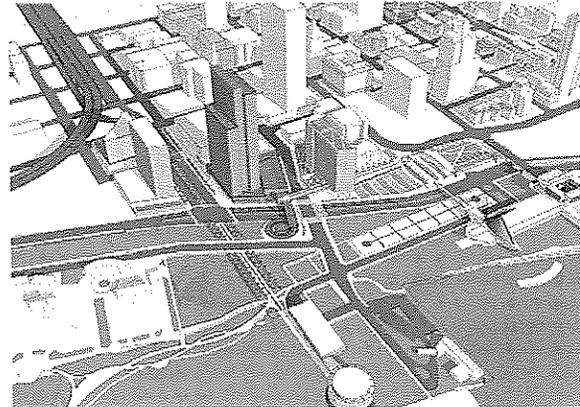
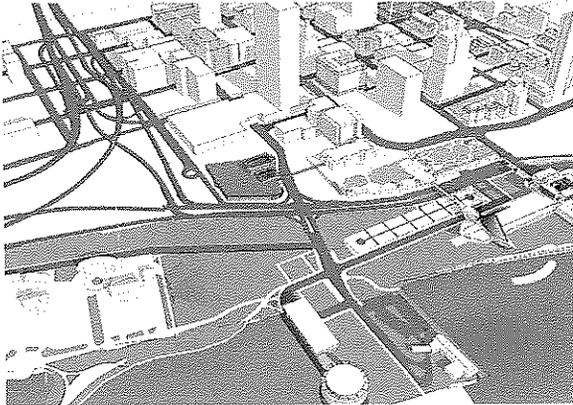
Challenges in the development of this lakefront plan include land use restrictions imposed by the public trust doctrine, lakebed grant restrictions, and zoning requirements. The public trust doctrine states that all navigable waters must be held in trust by the State for public use forever. This limits the activities that can occur near bodies of water that may hinder the public's use and enjoyment of the water. The lakebed grant restrictions limit the uses of filled lakebed land. Some of these areas can only be used for parks and open space, navigation, or public transportation. Determining the exact boundary of the lakebed grant land was a challenge, but these restrictions must be recognized and kept in mind during the development planning process. The zoning ordinances within this area include C9G (mixed activity), C9F(A) (office and service) and PK (park). These ordinances impose restrictions on the kind of activity that can take place in these parcels, but allow some limited and special uses with obtained permits. Please see Appendix C for more detail about these land use restrictions.

Working together with various stakeholders, the Long-Range Lakefront Planning Committee has created a long-range vision for the lakefront that will promote economic growth and development. These recommendations, if realized, will add economic and destination value to this area and promote Milwaukee to residents as well as tourists. These recommendations reduce the seasonality of the lakefront, making the lakefront more attractive to residents and visitors throughout the year, rather than during warmer months. Milwaukee has a unique lakefront that should be enhanced and celebrated, and hopefully these recommendations will make this a reality.

Chapter 1 – Recommendations

The following three recommendations are believed to be the timeliest issues and therefore should be achieved in the short-term. These outcomes, if accomplished, would set the tone for additional long-term lakefront development.

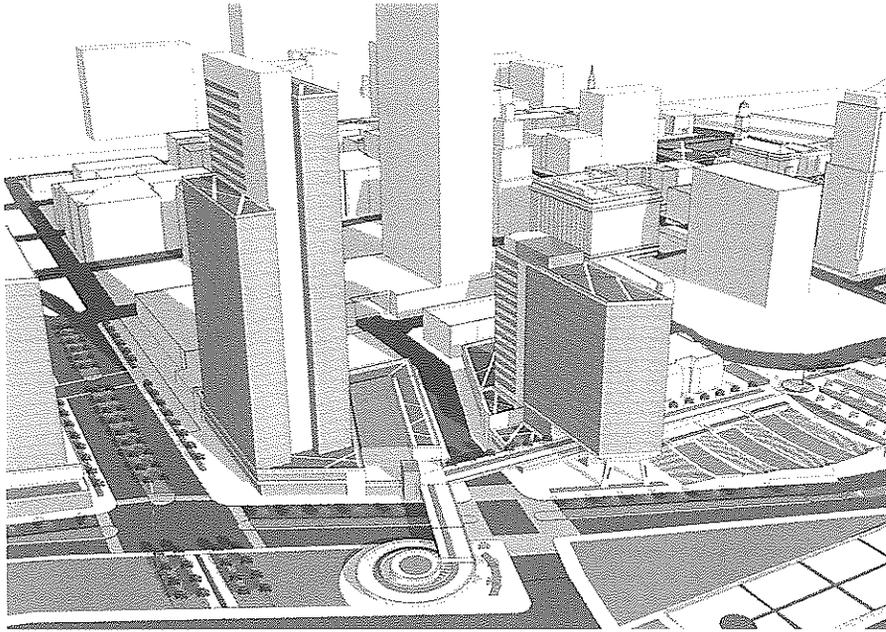
1.1 Downtown Transit Center



The Committee recommends that the Downtown Transit Center site be redeveloped with a high-value, multi-story use housing amenities more appropriate to its lakefront location.

- This structure could be a key component to the overall vision of weaving Downtown Milwaukee to the lakefront. The new site should add value to the area and complement the existing lakefront development and structures.
- The redeveloped site's characteristics and uses should draw visitors and residents to the lakefront, connecting the lakefront to Downtown and generating economic opportunities and tourism.
- Discussions with business community stakeholders could provide the new site's core tenant or tenants.

The redevelopment of the Transit Center site should accommodate public access to the lakefront and its amenities. The design of the structure should include an active street level to engage pedestrians and welcome them to the lakefront. The new site should include characteristics that draw people to the lakefront, such as public green space. Features such as atriums, terracing plazas, or winter gardens would assist in drawing the public to and through this site to the lakefront. This should be a comfortable, accessible site providing easy access to the lakefront.



Other Considerations.

- There should be at least an equivalent amount of green space in the new development as what currently exists outside the Harbor Lights Room. The development for this site should include a landscape plan, providing access to parks and green spaces that are connected with the surrounding area and the lakefront. This site has potential for extraordinary lakefront views, but the plan needs to provide for a better reason for people to pass through the public space to enjoy it. This could be a point at which a pedestrian friendly means for crossing from Downtown to the lakefront could be installed.
- The space should also showcase best management practices for environmental impact, especially storm water management, demonstrating Milwaukee's environmental stewardship.
- The short-term design for the space should accommodate the overall comprehensive plan for the area, including long-term plans for Clybourn Street.
- A development plan that adds destination value consistent with the amenities and other features already established at the lakefront would draw visitors and citizens to the lakefront. Adding value to the already-established Museum District would be a key to a successful program.
- The developable footprint of this site could double if joined with the adjacent U.S. Bank property directly to the west.
- The costs and benefits of relocating Transit Services to another site and the federal hurdles that still need to be overcome need consideration. The developer of this site should include these costs in their proposal, and a new or unpaid burden to taxpayers should not result. The Intermodal Station might be a site option for the relocation of transit services.

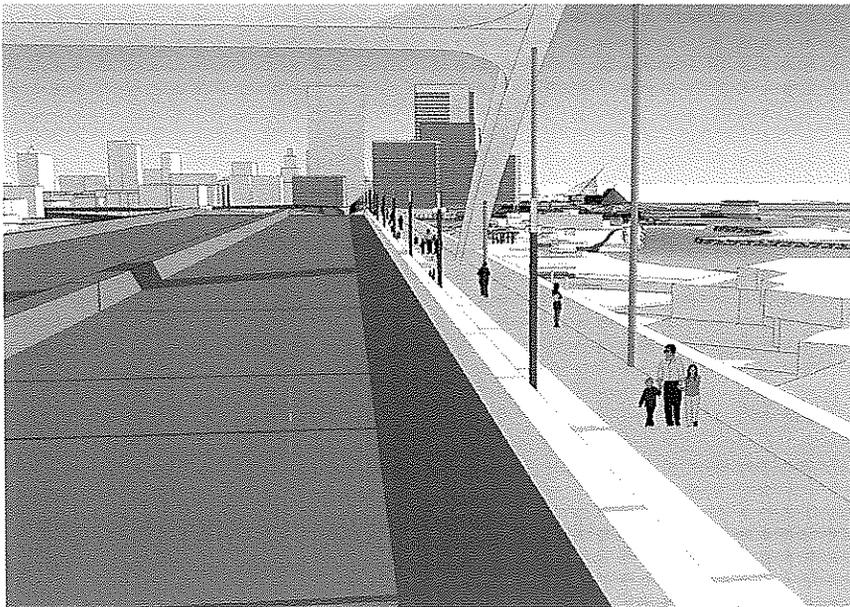
Next Steps.

The Transit Center's construction was partially funded through a federal grant, and a process will need to be undertaken by the County Board with the Federal Transit Administration (FTA). This

- With the installment of this lane, the Bridge could become a tourist destination. This would draw residents and visitors to the lakefront, benefiting all stakeholders in the area.

A bicycle/pedestrian lane over the Hoan Bridge would increase connectivity for all modes of transportation and have a positive impact on the area. Providing a safe route for non-motorized traffic from Bayview and southern Milwaukee County to Downtown would be a great benefit to current residents and an attraction for tourists. Heavily used bike and pedestrian pathways, such as the County's Oak Leaf Trail and the Hank Aaron State Trail, already exist on either end of the Hoan Bridge. Connecting them would only enhance this usage.

The Wisconsin Department of Transportation has committed to performing a feasibility study regarding a bicycle/pedestrian lane over the Hoan Bridge, to be completed in September or October of 2011. Funding, design, and logistical variables would have to be considered if bicycle/pedestrian access were allowed to and over the Hoan Bridge. The Committee feels that it is logical to include a bicycle/pedestrian lane in the current re-decking project on the Hoan Bridge or as part of the larger refurbishing project, slated to begin the second half of 2013. Letters have been written to Wisconsin DOT Secretary Mark Gottlieb, as well as Governor Scott Walker, communicating the Committee's support and requesting that consideration be given to the installation of a bicycle/pedestrian lane. Other aesthetic elements could be incorporated into current projects, such as decorative night lighting or an updated paint color. The DOT and economics will dictate how the bicycle/pedestrian path could be installed, but the Committee recommends that bicyclists and pedestrians have a means of getting to and over the Hoan Bridge.



Other Considerations.

- There should be greater connectivity for all forms of transportation, including watercraft. The path over the Hoan Bridge should be accessible to patrons of the various ports and docks in this area of the lakefront, including the Lake Express Ferry and the occasional

cruise ships that dock near Discovery World. These patrons should have an easily accessible route to Downtown and the northern lakefront from their port locations.

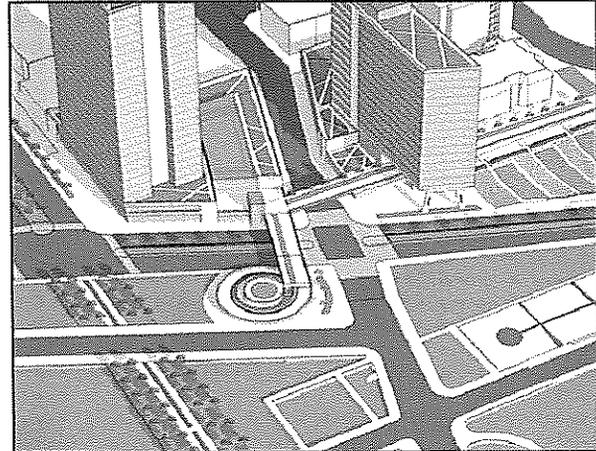
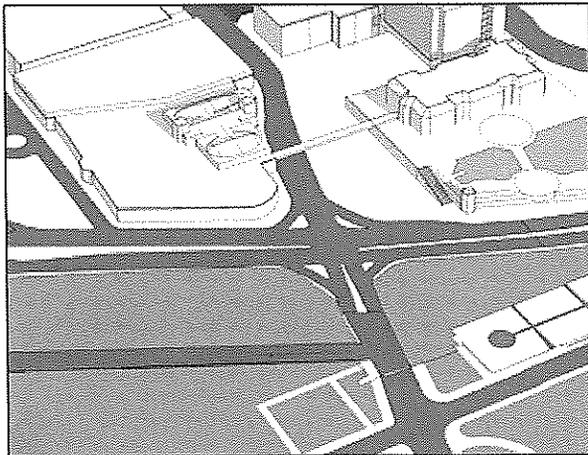
- The Hoan Bridge could be transformed into more of a parkway, rather than a freeway. This would calm traffic and create a “park like” experience while maintaining connectivity to southern Milwaukee County. This could be done by extending Lake Parkway (a two lane, 40 mph road) and beginning an expressway west of the lakefront area, or changing the north end of the Hoan Bridge into a boulevard or parkway with landscaping.

Next Steps.

The DOT and other Wisconsin government officials should continue to be encouraged to consider the installation of a bicycle/pedestrian lane. The DOT is on a tight time schedule, with a large refurbishing project beginning in the second half of 2013. The DOT should clarify the intensity and scope of their bicycle/pedestrian feasibility study.

Committee members and other interested parties are urged to attend any public meetings about the Hoan Bridge. City and County road planners must also be included to ensure pedestrian and cyclist safety and quality of experience. Other stakeholders such as cycling groups and tourism organizations should be involved.

1.3 Lincoln Memorial Drive/Michigan Street



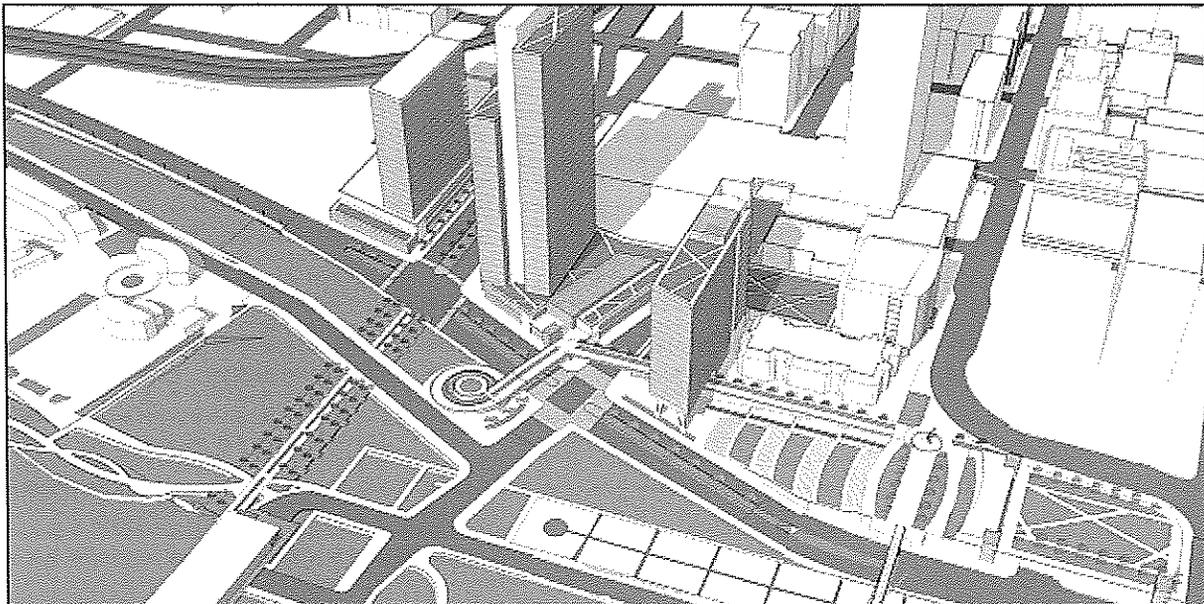
The Committee recommends the reconfiguration of the Lincoln Memorial Drive/Michigan Street intersection in order to provide a safe, accessible pedestrian environment and increased connectivity, while maintaining a balance with motorized vehicles.

- This is the entry to the lakefront for pedestrians, and the reconfigured intersection should convey a sense of occasion, welcoming citizens and visitors to the lakefront. They should feel as though they have arrived somewhere significant, rather than just another intersection. A broad boulevard with decorative medians and active ground floors on surrounding buildings would assist in creating this feeling. This intersection should be designed to enhance the area’s natural beauty and maintain cohesiveness with existing attractions and gardens.

- The restructured intersection would create an inviting, visitor-friendly atmosphere, while encouraging and creating opportunities for new development in the area and serving existing needs.
- The Committee recommends the determination of jurisdiction over this intersection, and the body with jurisdiction should undergo a process selecting the best option for reconfiguration.

The reconfigured intersection could be structured in a variety of ways, with efficient pedestrian conveyance and access to the lakefront as priorities. This intersection provides access to the lakefront from Downtown via Michigan Street, and along the lakefront via Lincoln Memorial Drive. This is the link to the lakefront attractions such as Betty Brinn Children's Museum, Milwaukee Art Museum, Discovery World, the War Memorial and Henry Maier Festival Grounds. This intersection is currently dominated by motorized traffic, with right turn bypass lanes making pedestrian crossings difficult and potentially dangerous, especially during special events. A new intersection would need to possess the means of moving pedestrians in an efficient manner, especially during high volume lakefront events. The reconfiguration should be cohesive with other existing features such as the Milwaukee Art Museum and future features such as the Transit Center and O'Donnell Park sites, as well as maintain vistas of the lakefront.

The new intersection should ensure the complete connection of the area for cyclists and pedestrians from the Hoan Bridge to trails along and west of the lakefront, including the Hank Aaron State Trail and the Milwaukee County Oak Leaf Trail. The intersection should promote pedestrian connections to the various attractions and enhance the connectivity between Downtown and the lakefront. The aesthetics of the intersection should enhance the naturally beautiful park-like feel of the area, and should create a sense of arrival to Milwaukee for residents and visitors. A pedestrian-friendly street level environment that encourages walkability to other amenities such as the Third Ward and Downtown should motivate the plan for this intersection.



Other Considerations.

- Possible configurations for this intersection include an at-grade foursquare configuration eliminating right-turn bypass lanes, an underground route for motorized traffic with green space above, a pedestrian bridge over the intersection, or a roundabout. While the suggestion of an underground tunnel for non-motorized was raised, this was tabled by the Committee as an unattractive option for pedestrian conveyance at this intersection.
- Improving Harbor Drive would also enhance this area's attractiveness and connectivity between the museums on the lakefront as well as the Henry Maier Festival Grounds.
- The area now called the "soccer field" presents a unique opportunity to expand on a "Museum/Entertainment Center" with the Betty Brinn Children's Museum and Milwaukee Public Museum. This area has a lot of potential and should be included in the lakefront master plan for further study. Key lakefront stakeholders should be involved, as access to their respective organizations will be affected.
- The intersection should provide easy access to those visiting the area by boat. Pedestrian connections to a water-taxi option along the lakefront and river would be enhanced by an easily accessible and crossable intersection at the lakefront.
- The plan for this intersection should be consistent with the long-term plans for Clybourn Street and the Lincoln Memorial Drive/Clybourn Street intersection. Some Committee members feel that any final decision on the future of this intersection should be delayed until options for the adjacent and connecting points are better understood. There were also questions of whether Michigan Street should even connect to the lakefront. Focusing on this premise is limiting the options of possibly using other streets as access points. The Michigan Street intersection would have more importance in the short term, with the Lincoln Memorial Drive/Clybourn Street intersection becoming the major intersection in the long term (if the Lake Interchange ramps are reconfigured).
- A possible design competition could take place to enhance the options for achieving these recommendations.

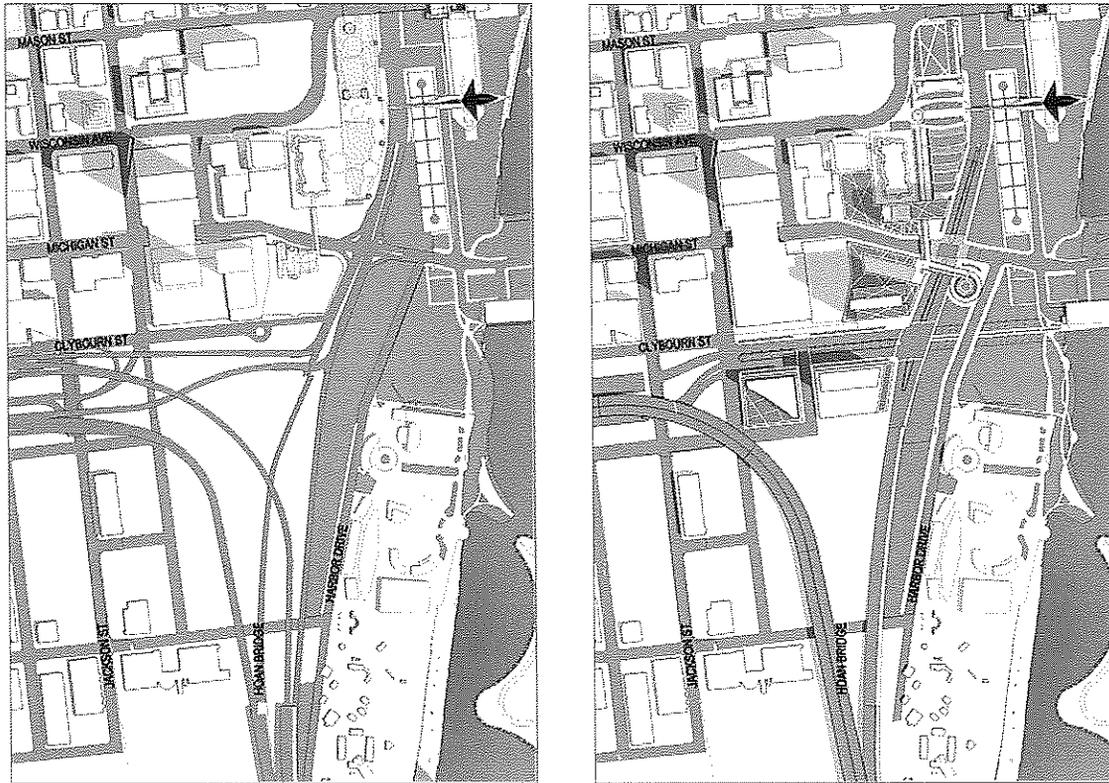
Next Steps.

Decisions on the Downtown Transit Center and Hoan Bridge should occur first before decisions are made for this intersection. The Transit Center RFP should have language about its development including public space and traffic configuration.

Existing proposals should be reviewed and restrictions and deal breakers among key constituents and stakeholders should be better understood. Traffic studies should be reviewed to explore which configuration would be best to maintain balance between pedestrian crossing ease and safety with potential traffic issues. Design plans for this intersection should be created, showing sidewalk and median improvements, as well as a reduction in the "clutter" of signage and chain and snow fencing.

The following three recommendations are considered by the Committee to be more long-term. The Committee may reconvene in the future to discuss the following areas in further depth once there is movement in the short-term areas discussed above. The County Board is encouraged to adopt this vision and work together with other administrative bodies to bring it to reality in the future.

1.4 Lake Interchange



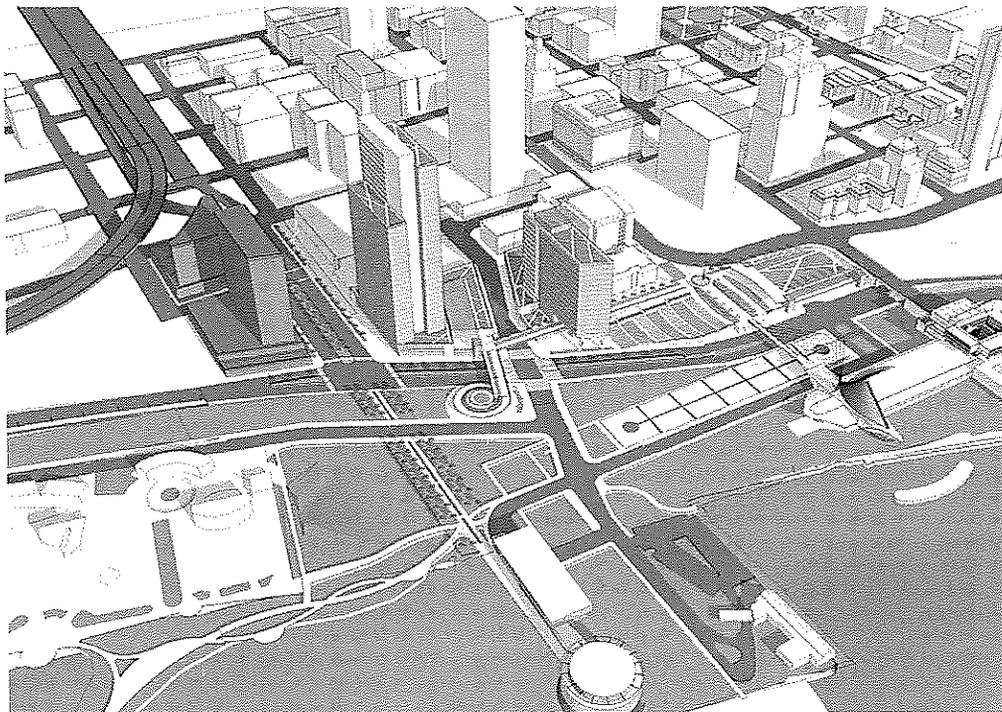
The Committee recommends the reconfiguration of the Lake Interchange ramps in order to free up space for development, as well as improve the connectivity between Downtown and the Third Ward to the lakefront.

- The off ramps of the Interchange end abruptly, leading drivers to speed through the area rather than slowing down at the Milwaukee attraction that is the lakefront. These ramps were designed at a time when the freeway was to extend north along what is now Lincoln Memorial Drive. With that plan abandoned, the Committee believes that it is time to consider the reconfiguration of these ramps.
- Currently, the space beneath the ramps is surface parking. These are underutilized, except during festivals and other lakefront events, and should be put to better use.
- The freed up land could be used for new building development and the development of increased public green space, enhancing the accessibility and attractiveness of the area. This space could be transformed from land under a freeway and freeway access points into an area with improved safety and reduced barriers while maintaining the ability to move traffic, especially during high volume events.
- A design solution should be implemented that addresses both the need for freeway access and an opening up of street-friendly flow for better connections to the Third Ward.

Short-term improvements to the Lake Interchange ramps could include design elements, such as material colors, lighting, and landscaping, while more long-term improvements are kept in mind for the future. These aesthetic enhancements would improve the appearance of the structure, especially given the structure's location and visibility. These improvements could

take place during the DOT construction project that is to begin in the second half of 2013, with longer-term improvements kept in mind when the time comes to reconstruct this Interchange. In the short-term, the surface parking lots under the Interchange could also be redesigned as demonstration sites for sound storm water and freshwater management practices consistent with Milwaukee's focus as a freshwater business and education destination, including pervious pavements and rain gardens. Multi-level parking structures could also be built, allowing for more open space and better multi-modal access as well as developable space.

With the reconfiguration of the Lake Interchange ramps, Clybourn Street could become a major connector from Downtown to the Lakefront. The City's Department of City Development (DCD), working off of a sketch provided by the DOT, shows the creation of a broad boulevard along Clybourn Street, with the east bound on and off ramps brought to grade at the intersections of Jackson and Van Buren Streets. There would be opportunities for development along this boulevard. The boulevard would look like an updated version of Wisconsin Avenue near the Marquette campus and would be the kind of grand statement the lakefront is currently lacking.



Other Considerations.

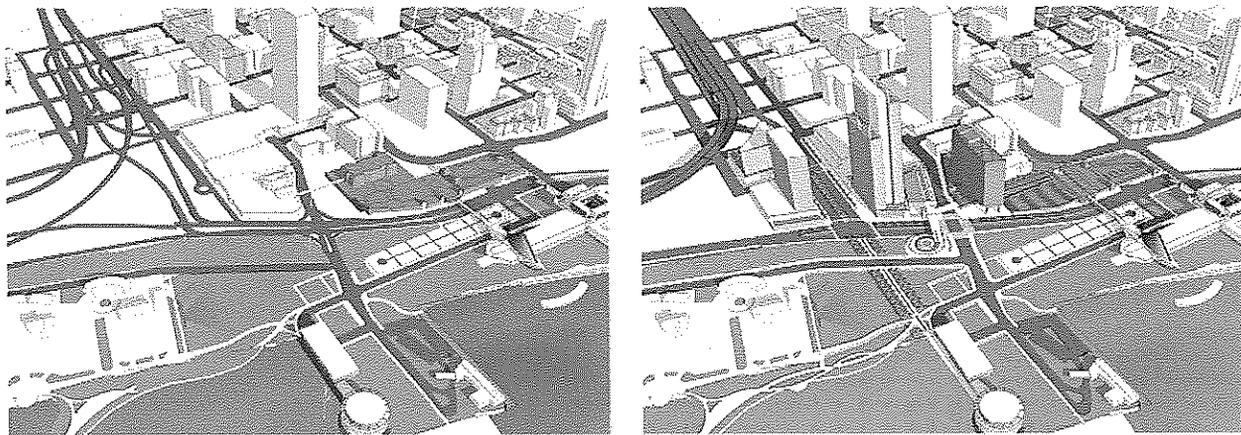
- The intersection of Lincoln Memorial Drive and Clybourn Street could become the major connector between Downtown and the Third Ward to the lakefront in the long run, with the Lincoln Memorial Drive/Michigan Street intersection as the major intersection in the short-term.
- Some Committee members pointed out that there would be a limit to the market's ability to absorb the new developable footprint. This is important to keep in mind when envisioning the future of this area. Financial viability and prioritization must be considered.

- The reconfiguration of these ramps needs to be thought of in connection with the other changes taking place at the lakefront. All of the pieces of development should flow together to create a wonderful, unique destination.

Next Steps.

The Committee recognizes that this recommendation is long-term, but encourages the acceleration of the DOT timeline in order to develop these parcels in a shorter amount of time. Committee members and other interested parties should also affirm their position with the DOT, to ensure that this vision will be considered when the time comes to change these ramps.

1.5 O'Donnell Park

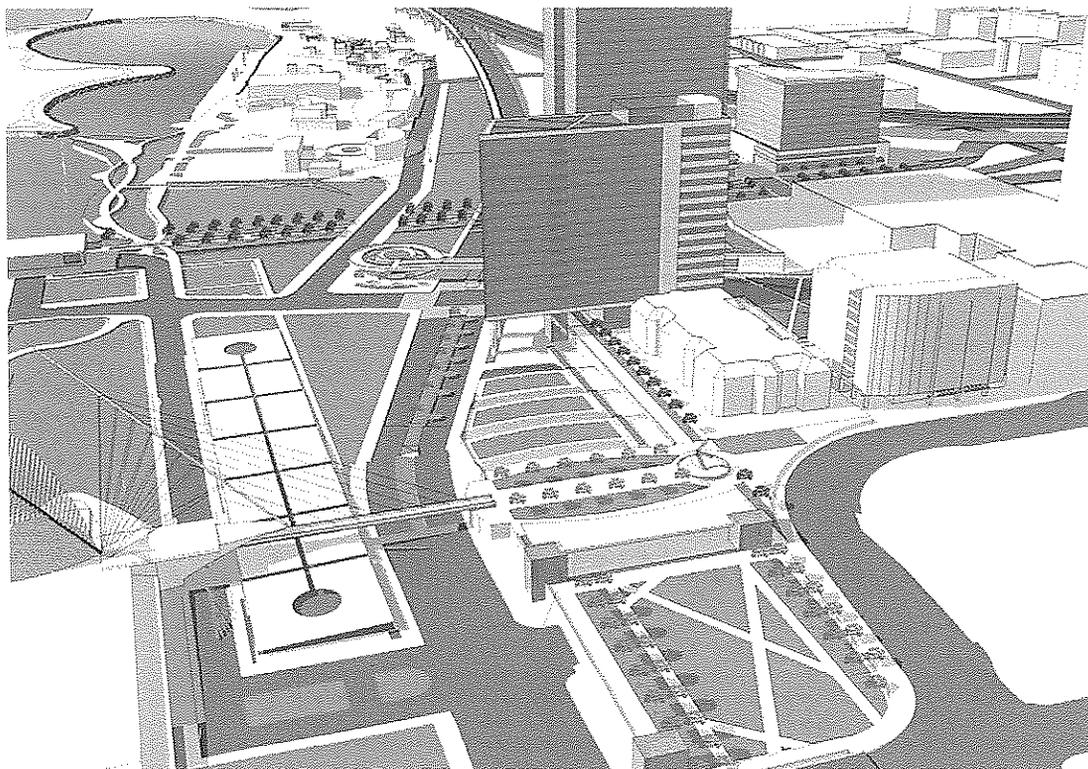


The Committee recommends that O'Donnell Park retain in its current function in the short-term with openness for redevelopment if desired in connection with the Transit Center.

- Redevelopment of the O'Donnell Park site should be considered more long-term because there are more logistical obstacles here than with the Downtown Transit Center site. O'Donnell Park has parking (an asset for Downtown employees and patrons) and tenants, while the Transit Center would be ready for redevelopment in a shorter period of time.
- Any redevelopment of this site would have to take into consideration the replacement of parking to accommodate the needs of various Downtown employees and patrons, as well as the relocation of O'Donnell Park's current tenants. Any associated lost revenues and cost of replacement of parking should be incorporated into the project plan.
- Redevelopment also needs to be in compliance with lakebed grant policies, as a small portion of the parking structure is located on lakebed. Future changes would also have to comply with the terms of a Waterfront Parks Aids grant program, which help fund the construction of the terrace and pedestrian bridge.

Future development of O'Donnell Park should correspond with the redeveloped Transit Center site; although these sites may be redeveloped at different times, the finished product of these sites should be cohesive and complementary. When determining the future of the Transit Center site, the future development of O'Donnell should be kept in mind to ensure cohesiveness. Redevelopment of O'Donnell Park should maintain lake and museum vistas from

Wisconsin Avenue and provide an innovative, attractive means of connecting the different grades from Downtown to the lakefront. The unique park-like feel of the Milwaukee lakefront should be taken advantage of in any redevelopment plan. This feature makes Milwaukee's lakefront unique from other urban lakefronts such as Cleveland or Chicago. The area should be inviting and appropriate for a variety of uses and users, as well as provide access and connectivity between the lake and Downtown. The redevelopment of this site should assist in eliminating the seasonality of the lakefront, and draw visitors and citizens to this area throughout the year.



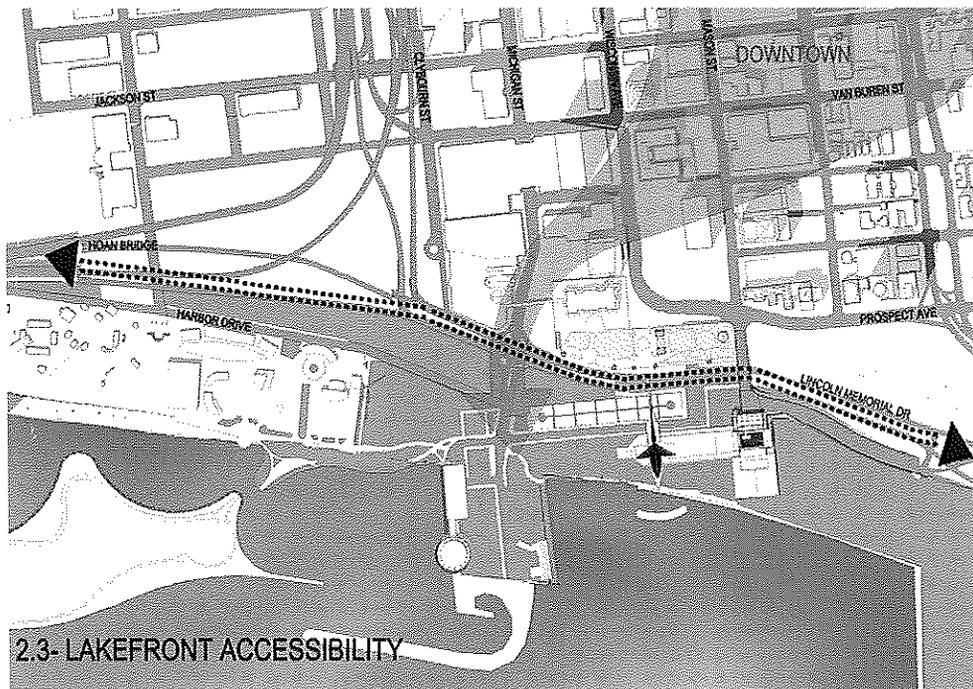
Other Considerations.

- Maintenance and security of the parking structure for patrons may still be potential issues and a feasibility study should be developed to explore possible outsourcing of the function at a net profit to the County.
- Whether there is demand for all 1,140 parking spots in the parking structure should be examined. For example, if the topmost level of parking was available for removal, modifications to the existing structure could take place, such as creating a more attractive, green space with a gradual grade change from Downtown to the lakefront.
- The redeveloped area should have at least as much parkland as what currently exists, and could be part of a comprehensive parks and public spaces plan for the area. Outdoor education space could be utilized by the museums and other organizations in the area.
- The concept of a Museum District at the lakefront could also be enhanced through the development plan regarding this investment. If O'Donnell Park were redeveloped, Betty Brinn Children's Museum would have to be relocated. This lakefront stakeholder would like to have clarity and assurances that their presence is important at the lakefront.

Next Steps.

A long-term plan should be created for the future development of the O'Donnell Park site, including the issues of parking replacement and relocation of current tenants. If redeveloped, lakebed grant regulations would need to be followed, as a small portion of the southeast corner of the parking garage is located on lakebed. The terms of the Wisconsin DNR Waterfront Park Aids program grant would also need consideration.

1.6 Lakefront Transportation/Accessibility

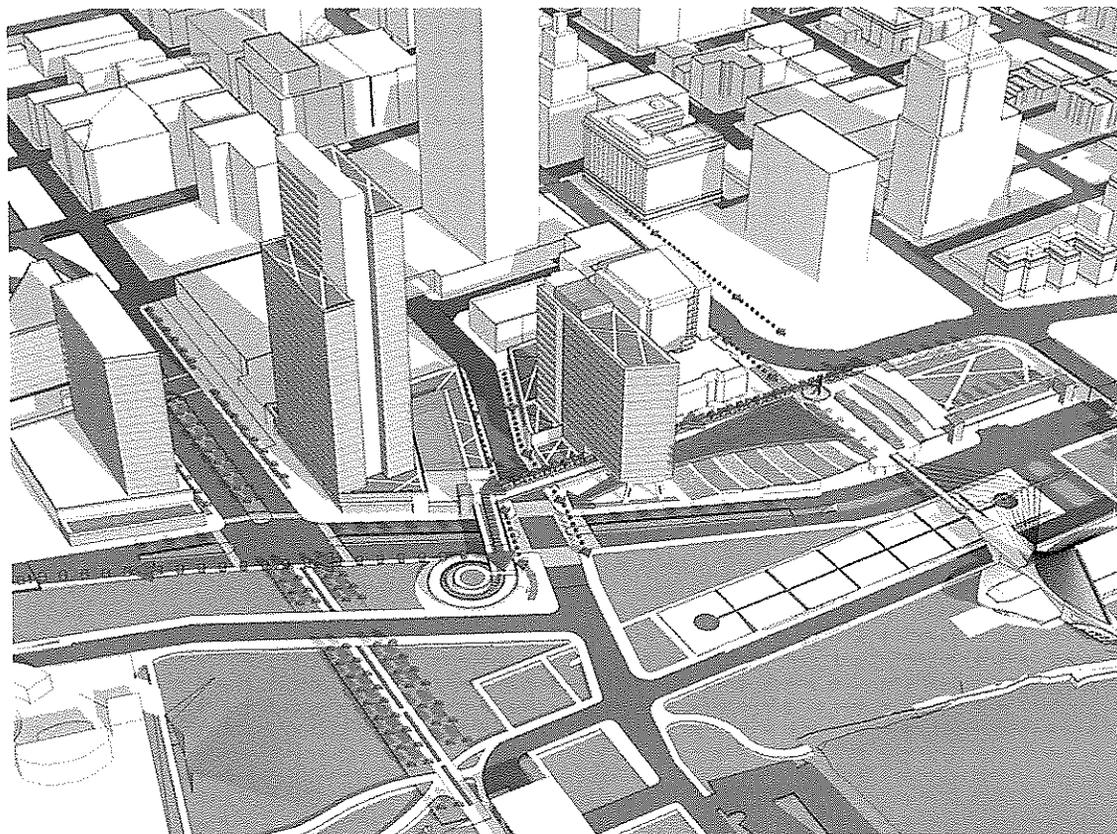


The Committee believes that the lakefront development plan should enhance connectivity and accessibility for all modes of transportation, and there should be an even balance between motorized and non-motorized traffic.

- There are few access points to the lakefront from Downtown and, unless there is a pedestrian bridge, it is difficult to cross Lincoln Memorial Drive. A development plan should include greater bike and pedestrian access and linkages, and a sense of connectivity should be enhanced. The connections must be complete, welcoming and attractive, and should not dead end or have unsafe or unattractive gaps in them.
- Transportation to and along the lakefront should be consistent with the concept of a parkway, which is what Lincoln Memorial Drive is intended to be. The scale of roadways should be appropriate to present and future uses.

There are multiple barriers blocking access from Downtown to the lakefront. Some of these barriers include the Mason Street Bridge and the Lincoln Memorial Drive/Mason Street intersection. The wall of concrete underneath Mason Street on Lincoln Memorial Drive

aesthetically restricts access to the lakefront, and few pedestrians know that there is a path to the lakefront on the Mason Street Bridge near the War Memorial. The intersection of Mason Street and Lincoln Memorial Drive is complicated for cyclists, pedestrians, and vehicles and should be reconfigured to increase walkability and accessibility to the lakefront.

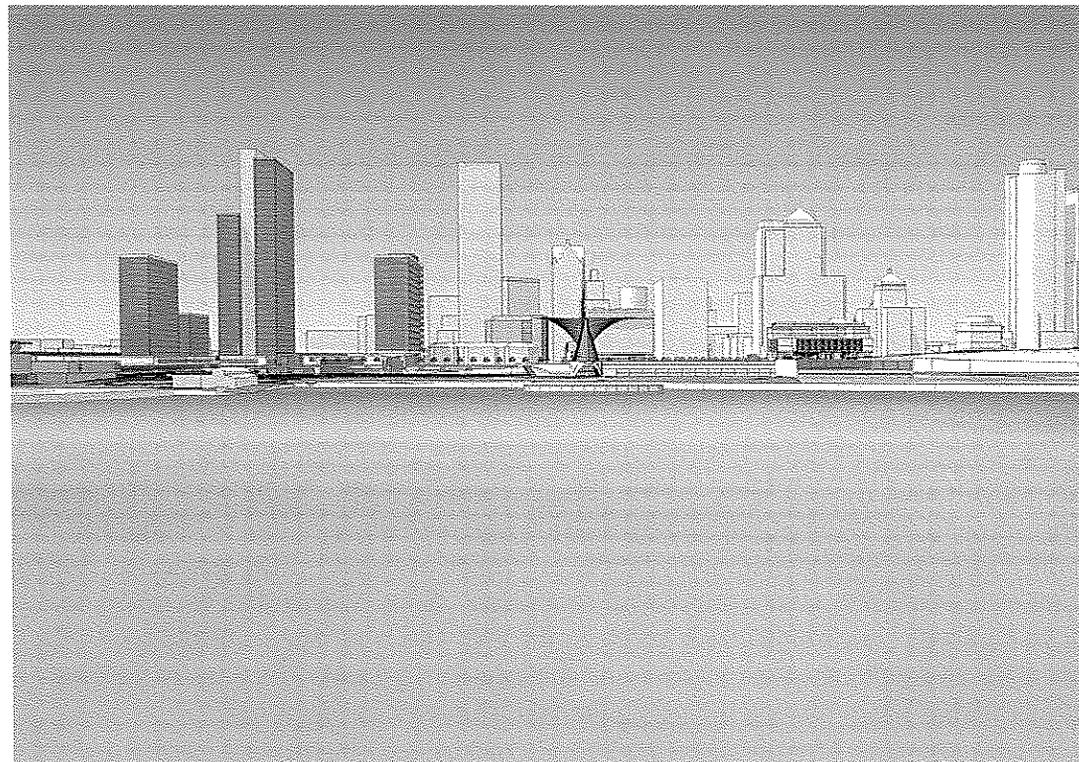
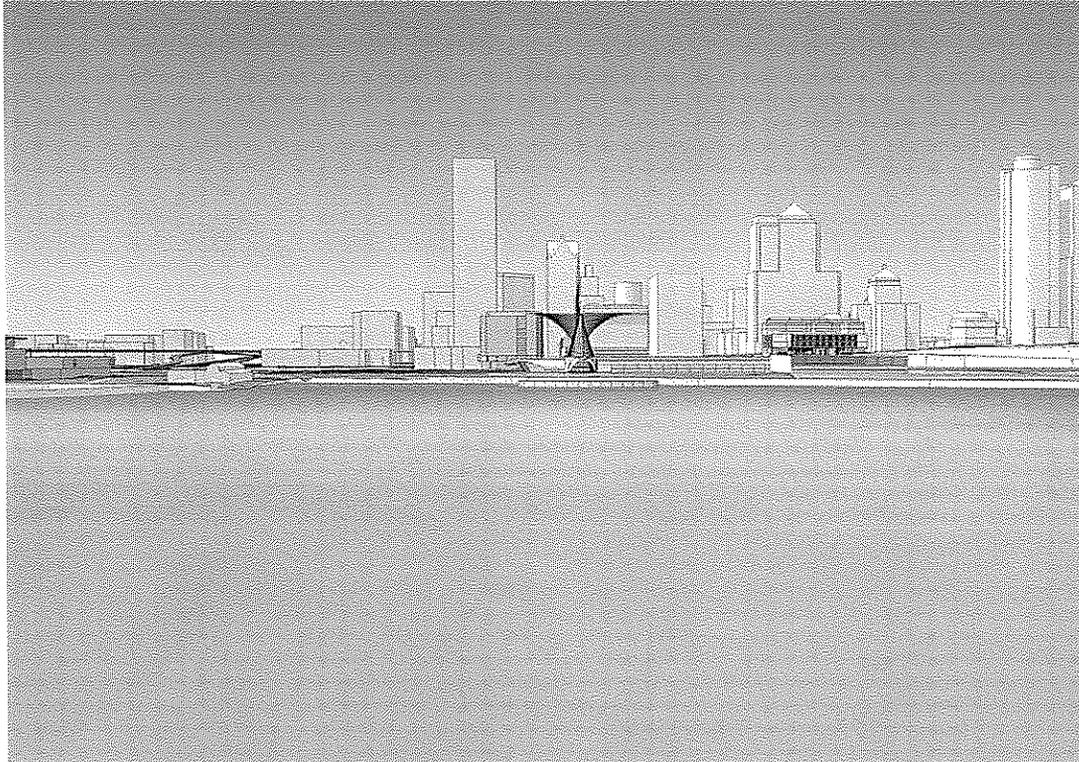


Other Considerations.

- A bike sharing program or rental facility could be implemented, along with providing a greater number of bike racks and corrals around the lakefront area and cultural campus.
- A transition zone around the lakefront to Downtown should be considered for any high-speed transit arterials with connections to the lakefront, and could be implemented through boulevards, street plantings or curved roads.
- Greater emphasis on watercraft accessibility should be included along the lakefront. There should be more connectivity from watercraft docks and ports to bicycle or pedestrian paths so all visitors can easily navigate to and along the lakefront.
- There was discussion of the City streetcar route during Committee meetings, and the subcommittee's had varying views of the streetcar and its route. Some wanted to see the streetcar come to the lakefront to accommodate visitors to the area and its amenities, while others see a route extension via shuttle or rubber wheeled trolley service to the lakefront as a possibility after a successful first phase. Some Committee members feel that there could be clear connections between the City streetcar route and the lake. The various stops along the streetcar route could include signage and directions to various attractions within a few blocks, including the lakefront and its amenities.

Next Steps.

Coordinate planning for the study area with other transportation improvements in the area, including the plan for bicycle and pedestrian pathways.



Chapter 2 – Subcommittees

The Long-Range Lakefront Planning Committee was divided into four subcommittees based on stakeholder interest in the development process. These subcommittees were Parks and Public Spaces, Business Community, Development, and Attractions/Neighbors. Throughout the Committee's process, these subcommittees met to accomplish goals dedicated to their vision of the lakefront. A balance was achieved to meet the needs of open public spaces, development, and current and future tenants of the lakefront. Minutes from the subcommittee meetings and their individual position statements on the above recommendations are attached in Appendix D.

2.1 Parks and Public Spaces

The Parks and Public Spaces subcommittee was created to ensure that the final lakefront vision includes green, open spaces. The idea that parks and public spaces should be integrated in the overall development plan was introduced early and from a landscape architect's point of view. Rather than designing buildings, they design areas, including the relationship between buildings and open public spaces. One of the desired outcomes of this subcommittee was to create imaginative, innovative public spaces that improve the overall attractiveness and desirability of the development plan for the area. This subcommittee also ensured that the public trust doctrine and lakebed grant restrictions were followed. This subcommittee was comprised of representatives from the Lakefront Development Advisory Commission, The Park People, Preserve Our Parks, the Harbor Commission, County Parks Advisory Commission, the Bike Federation, members of the public, and Milwaukee County and City representatives.

Some of the issues confronted by the Parks and Public Spaces subcommittee include:

- Observance of the lakebed grants and public trust doctrine as it applies to O'Donnell Park and Downtown Transit Center sites, as well as other lakefront lands.
- Recognition and compliance with land use restrictions, e.g. deed restrictions, zoning, and grant programs.
- Observance of municipality boundaries.
- The County's options and obligations in regard to the State Department of Natural Resources grant on O'Donnell terrace and related improvements, which were funded through the Waterfront Aids Program in 1987.
- The preservation and improvement of current parks and public spaces.
- Determination of which land has been "dedicated" as parkland and which is government owned or administered by the County Parks or the City without the official designation of a park. Examples of this include O'Donnell Park and a nearby property commonly known as "Urban Park."

The desired outcomes from this subcommittee include:

- The Committee's overall development plan incorporates parkland and public spaces that are imaginative, innovative, and will improve the desirability and attractiveness of the overall plan for the area.
- The plan preserves and improves upon parkland and other public space now existing in the area, while conforming to public trust, land grants, parkland dedication, funding, etc.

- The Committee adheres to public trust doctrine, lakebed grant regulations, and other land use restrictions.
- A balance is achieved between public trust, preservation of parks, and development interests.

2.2 Business Community

This subcommittee was created to recognize the needs and desires of the lakefront business community. Some of these stakeholders include U.S. Bank and Northwestern Mutual Life, among others. Meetings with U.S. Bank and other businesses revealed a keen interest to maintain parking at O'Donnell Park in the short term, as it serves their employees' and other local tenants' needs. If the O'Donnell Park site was to be rededicated with other uses, parking would have to become available somewhere else to accommodate downtown employees. U.S. Bank also stated that Michigan Street, as a natural gateway to the lakefront, should not require measure grading or rework. That particular scope of work would be coordinated through their capital plan, which calls for further development of their campus, on property west of the Transit Center on Michigan Street.

Some of the issues identified by the Business Community subcommittee include:

- Determining stakeholder issues during development planning.
- Gathering input from existing lakefront businesses.
- Determining parking needs and availability in the short- and long-term.
- Development of a new enterprise/collateral piece to attract new businesses to the lakefront.

During the development process, this subcommittee met with current lakefront businesses, potential lakefront tenants, and the local business associations, such as the Greater Milwaukee Committee (GMC), the Metropolitan Milwaukee Association of Commerce (MMAC), the Downtown Business Improvement District (BID), and the Milwaukee Rotary. These meetings extended the Committee's outreach to various stakeholders and gathered interest in the development of this area.

The desired outcomes of this Committee include:

- Business community input incorporation in recommendations.
- New businesses draw patrons to lakefront.
- New patrons draw new businesses to lakefront.

2.3 Development

This subcommittee was charged with envisioning the redevelopment of the lakefront, while considering stakeholder viewpoints, and helping to make the Committee's visions a reality. This subcommittee focused on the potential transformation of the Downtown Transit Center and O'Donnell Park sites, as well as the Lake Interchange and Hoan Bridge. Members of this subcommittee included representatives from Milwaukee County, the City of Milwaukee, and a representative from the University of Wisconsin – Milwaukee School of Architecture and Urban Planning, among others.

Some of the issues confronted by this subcommittee include:

- The Downtown Transit Center and O'Donnell Park sites:
 - Examination of options and obligations for Downtown Transit Center payback, debt service and federal/state grants.
 - Providing for parking should O'Donnell Park be redeveloped.
 - Communication with current tenants and their possible relocation.
 - Options and obligations of the State Department of Natural Resources grant on O'Donnell Park terrace and related improvements, which were funded through the Waterfront Aids Program.
- Request that the State Department of Transportation consider the footprint of the Lake Interchange, and exploration of reconfiguring the on and off ramps, which would free up development space from current use as surface parking lots.
- Introduction of a bike/pedestrian lane on the Hoan Bridge, making the bridge an economic driver for the lakefront and a tourist destination.
- The reorganization of the Lincoln Memorial Drive/Michigan Street/Harbor Drive intersection, creating a more pedestrian friendly environment, while maintaining vehicular flow.
- Creation of easier access between the north and south lakefronts.

The desired outcomes for the Development subcommittee include:

- Establishment of stakeholder interest for development.
- Development of a long term economic/financial plan for the area.
- Consideration for redevelopment of the Transit Center site.
- Consideration for redevelopment of the O'Donnell Park site.
- Increased safety and attractiveness in the area.
- Increased connectivity and accessibility between Downtown and the lakefront.

2.4 Attractions/Neighbors

The Attractions/Neighbors subcommittee was designed to include input from current and future cultural and entertainment stakeholders in the lakefront area. Members of this subcommittee included representatives from the Milwaukee Art Museum, Discovery World, the War Memorial, Milwaukee World Festival, Inc., Betty Brinn Children's Museum, and Zilli Hospitality Group. The development of the lakefront could draw new and more patrons to their attractions. With redevelopment, the stakeholders need clarity and assurances about their future location at the lakefront.

Issues of concern to this subcommittee include:

- Future assets for culture and entertainment at lakefront area.
- Enhancements for existing sites.
- Parking needs and availability.
- Opportunities for co-development with other cultural institutions.
- Ensuring destination compatibility and tourism opportunities

In order to resolve these issues and achieve the desired outcomes for the Attractions/Neighbors subcommittee, the members worked to establish connections and communication with existing lakefront cultural and entertainment stakeholders. The subcommittee believes that no matter what kind of development occurs at the lakefront, improvements need to be made to the current situation, including aesthetic improvements such as removing chain-link and snow fencing in front of Discovery World and the Art Museum.

In coordination with the other subcommittees, the Attractions/Neighbors would like to arrive at the following outcomes:

- The development complements existing lakefront attractions and neighbors.
- The development plan creates a lakefront that attracts patrons to the lakefront, and increases the likelihood to co-visit various attractions.

Chapter 3 – Other Stakeholders

3.1 State Involvement

Wisconsin Department of Transportation.

The Wisconsin Department of Transportation (DOT) was invited to join the Committee's discussion for development in the lakefront area after discussion turned to the Hoan Bridge and Lake Interchange.

The DOT took part in many of the Committee's discussions, and presented their plans for projects on the Hoan Bridge, I-794, and the Lake Interchange. The Hoan Bridge is undergoing deck repairs at a cost of about \$7.5 – \$8 million before undergoing a larger repair project. The larger project includes removing and replacing the deck, painting, and reinforcing the steel structure. In regard to a bike/pedestrian lane over the bridge, the DOT stated that the feasibility of such an option would need to be studied and input from other stakeholders and the Federal Highway Administration needs to be considered before moving in that direction. The DOT committed to completing a feasibility study of a bicycle/pedestrian lane over the Hoan Bridge to be completed by September or October 2011.

Any changes to the Lake Interchange ramps would be long-term. There is a current maintenance project on the ramps, which includes a concrete overlay and concrete surface repairs. A larger project is expected to begin in the second half of 2013, continuing into 2014 and 2015, at an approximate cost between \$275 and \$300 million. The DOT distributed a sketch of a possible reconfiguration of the ramps to the Committee, along with their expected time frame. This configuration was done before the Marquette Interchange reconstruction process. This sketch shows a smaller footprint for the ramps and frees up valuable space south of Clybourn Street, as well as smaller development sites along St. Paul Avenue. This configuration was used as a basis for envisioning future development scenarios.

Wisconsin Department of Natural Resources.

The public trust doctrine is an important part of Wisconsin natural resources law. It states that the State must hold all navigable waters in trust for public use forever. "Navigable" is defined as the ability to traverse a body of water that has defined beds and banks, and can float any boat, skiff, or canoe of the shallowest draft on a reoccurring basis. The Wisconsin Department of Natural Resources (DNR) is charged with the mission of preserving these bodies of water for public use, including recreation, tourism, and enjoyment of scenic beauty, among others.

There are some use restrictions in the Committee's study area along Lake Michigan that must be recognized and followed in the development plan. An important use restriction is the presence of the lakebed grant. Much of the present shoreline of Lake Michigan is filled lakebed. The DNR granted this land to the Milwaukee County and the City of Milwaukee with various restrictions on the land's future use. These restrictions range from only using the lakefront for navigation, to parks and open space, to public transportation. The Committee worked with the DNR to determine the exact boundaries of the lakebed grant in order to discern what effect if any the restriction might have on lakefront development. Legal descriptions and surveys assisted both

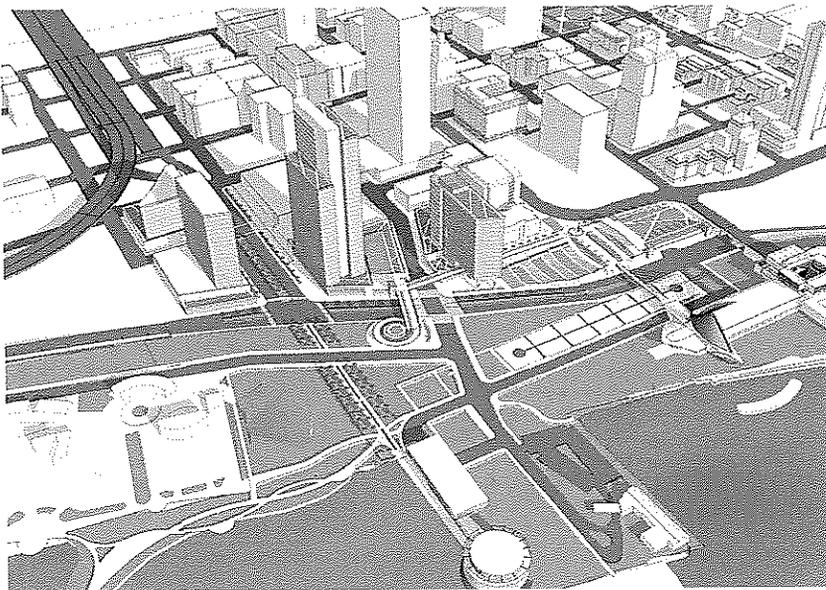
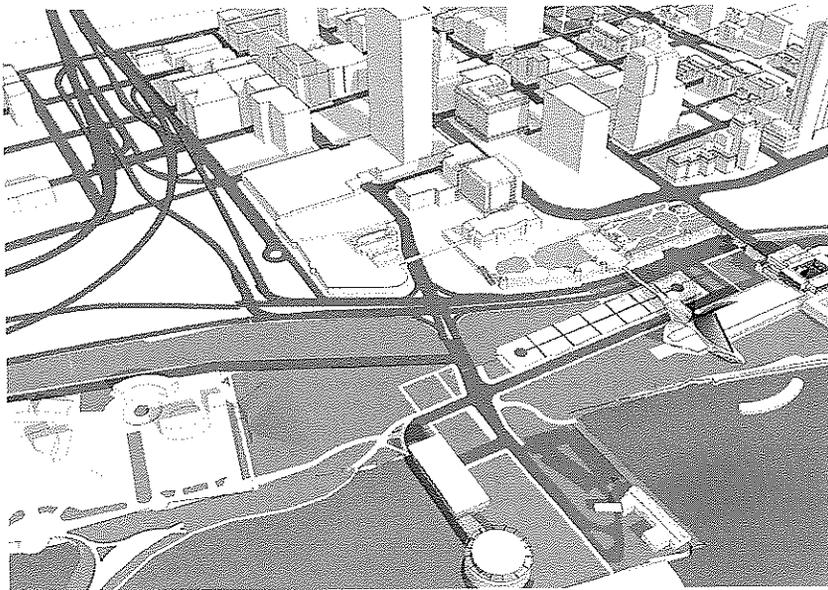
the Milwaukee County Parks Planning and Development Division and the DNR in determining the location of lakebed grant land.

In August 2011, the DNR communicated to the Committee their determination of the lakebed grant boundary. They determined that the Downtown Transit Center is not on lakebed and is therefore not subject to public trust doctrine. A small portion of O'Donnell Park, located only in the parking structure on the southeast side, is located in the lakebed area. The DNR will use the Milwaukee County Plat of Survey to determine exactly what portion is in lakebed. If the County decides to remove the parking structure at some time in the future, the DNR would then need a more detailed plat survey. The upland areas attached to the parking structure are not in lakebed.

The Wisconsin Waterways Commission of the DNR funded the O'Donnell Park terrace and pedestrian bridge with a \$2,350,000 grant through the Waterfront Park Aids program. The DNR program staff in Madison is reviewing this grant to see if there are grant conditions or conversion issues that would impact the future of O'Donnell Park. This information should be available in the near future.

Conclusion

Together we can transform Milwaukee's lakefront into the state's front door, a worldwide destination for tourism, business and investment. At the heart of the recommendations is the recognition that a long-term plan for the lakefront must balance many interests – economic, cultural and environmental – that, together, position this unique asset for an exciting future and provide opportunities for community engagement. Executing the short-range recommendations will set the stage for future discussions in creating a more vibrant, engaging, and sustainable lakefront. Then, at a future date, the Long-Range Lakefront Planning Committee will reconvene at the call of the Chair to continue this legacy by acting on opportunities as they present themselves at the appropriate time.



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1 By Supervisors Jursik and Broderick
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4 **A RESOLUTION**
5

6 Creating the Long Range Lakefront Planning Committee to develop a vision for the
7 lakefront from Veterans Park south to the Interstate 794 interchange, and from Van
8 Buren east to Lake Michigan and planning for O'Donnell Park and the Downtown
9 Transit Center.
10

11
12 WHEREAS, since the failure of a decorative panel on the O'Donnell Park parking
13 structure in June of 2010, much discussion has occurred within the community over the
14 future of O'Donnell Park; and
15

16 WHEREAS, because of the physical connection of O'Donnell Park and location
17 on the southwest corner of Michigan Street and Lincoln Memorial Drive, alternative uses
18 for the Downtown Transit Center site have also generated discussion; and
19

20 WHEREAS, in addition, the Milwaukee Common Council and Mayor approved a
21 vision to the Downtown Area Comprehensive Plan (Plan) in October of 2010, which
22 includes recommendations for improvements to the lakefront from Van Buren Street
23 east to Lake Michigan and specifically at the Downtown Transit Center, O'Donnell Park
24 and other assets including parkland and lakebed grant properties; and
25

26 WHEREAS, while many of the City of Milwaukee Plan's recommendations have
27 been echoed by various community stakeholders, other stakeholders such as
28 Milwaukee County, desire a greater discussion about the future of the lakefront,
29 particularly as the Plan relates to the Downtown Transit Center and O'Donnell Park; and
30

31 WHEREAS, establishment of a long range, lakefront planning committee would
32 provide an open forum for representatives of lakefront stakeholders to create a common
33 vision for the future of the lakefront; now, therefore,
34

35 BE IT RESOLVED, the Milwaukee County Board of Supervisors does hereby
36 create the Long Range Lakefront Planning Committee that will develop a common
37 vision for the lakefront from Veterans Park south to the Interstate 794 interchange, and
38 from Van Buren east to Lake Michigan; and
39

40 BE IT FURTHER RESOLVED, the Long Range Lakefront Planning Committee
41 shall consider alternative uses of the Downtown Transit Center and O'Donnell Park
42 among other future uses of the lakefront and preservation of green space; and
43

44 BE IT FURTHER RESOLVED, that the Long Range Lakefront Planning
45 Committee will be comprised of members from the following organizations/agencies as
46 follows:

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- Six government officials to be appointed as follows: (1) by the Mayor of the City of Milwaukee: Commissioner of the Department of City Development, or designee, and a representative of the UWM School of Architecture and Urban Planning; (2) by the Common Council President: a member of the Milwaukee Common Council; (3) by the County Executive: Director of the Parks Department (or designee) and Director of Economic Development; and (4) by the County Board Chairman: a member of the County Board
- Six members of the public to be appointed as follows: (1) by the County Executive: a representative of the War Memorial Center, a representative of the Milwaukee Art Museum and a representative of Discovery World; (2) by the County Board Chairman: a representative of the business community, the chairman of the Lakefront Development Advisory Commission, and a representative of the Betty Brinn Children's Museum; (3) by the Mayor of the City of Milwaukee: a representative of Summerfest

; and

BE IT FURTHER RESOLVED, that the Long Range Lakefront Planning Committee shall provide the Milwaukee County Board of Supervisors and the Milwaukee Common Council with a final report by December of 2012 that shall include recommendations regarding: (1) site and use of O'Donnell Park and the Downtown Transit Center and (2) the structure for long range planning for the economic development of the lakefront (as defined above), including a vision for current and future stakeholders as well as a long range financial/development implementation plan to realize the agreed upon vision; and

BE IT FURTHER RESOLVED, that the Long Range Lakefront Planning Committee shall provide the Milwaukee County Board of Supervisors and the Milwaukee Common Council with regular updates as to the Committee's progress; and

BE IT FURTHER RESOLVED, that all appointments to the Committee shall occur within 30 days of adoption of the resolution and that the Parks Director shall serve as the committee chairperson.

JE
February 3, 2011
H:\Shared\Research Analysts\Esch\Lakefront Long Range Planning - Jursik.doc



CHRIS ABELE, MILWAUKEE COUNTY EXECUTIVE
SUE BLACK, DIRECTOR OF PARKS, RECREATION AND CULTURE

Date: October 21, 2011
To: Chairman Lee Holloway, Milwaukee County Board of Supervisors
From: Sue Black, Director, Department of Parks, Recreation and Culture
Subject: **Telecommunications Tower in Veteran's Park – ACTION**

POLICY

AT&T is requesting that Milwaukee County permit it to locate a telecommunications tower in Veteran's Park. The tower would be part of a proposed restroom-shelter building and encased in a stealth pole with a nautical mast theme.

BACKGROUND

On June 6, 2011, Matt Collins of Collins Wireless Management (Collins), representing AT&T, contacted the Department of Parks, Recreation and Culture (DPRC) to discuss the possibility of locating a new telecommunications facility along the lakefront in the area of Veteran's Park.

On June 24 DPRC staff met with Collins at Veteran's Park. The team reviewed potential sites, including the current restroom-shelter building and the area around the existing parking area. The current restroom-shelter building was planned to undergo a restroom remodeling project earlier this year. In the design process, however, it was discovered that improvements were also needed to the roof, shelter support beams and columns, and the facade. With the additional work, the cost estimates rose above the budgeted amount of funding. DPRC was considering alternatives to the restroom-shelter project when it was approached by Collins with this opportunity, one that could be leveraged into a new building at this prominent park location.

The proposed building would include new accessible restrooms, a double-winged shelter to offer increased reservation opportunities, a concession serving area, a mechanical room, a telecommunications equipment room, and storage area. The double-winged shelter would take advantage of beautiful lake views to the northeast and southeast. The tower would be encased in a stealth pole with a nautical mast theme, which would complement this site, adjacent to the marina. The tower is proposed to be sixty feet high, with capability to support up to four providers within tower. The tower's ability to hold other providers would ensure a clean look. At ground level, AT&T and future providers will need up to 300 square feet of space per provider within the proposed building to accommodate a generator and communications equipment.

At the July PEEC meeting, this item was discussed as Informational only, and the committee referred it to the Lakefront Development Advisory Commission (LDAC). On August 30, 2011, DPRC presented this item to LDAC, which reviewed and approved AT&T's proposal.

AT&T has provided a sample lease, which has been reviewed by Paul Kuglitsch, Contract Services Officer. The current terms of the lease include: a \$100,000 down payment, and a rental payment of \$1,000 per month for up to 25 years. The lease will be reviewed and approved by DPRC in coordination with Corporation Counsel and Risk Management prior to execution.

RECOMMENDATION

The Parks Director respectfully recommends that the Milwaukee County Board of Supervisors authorizes the Department of Parks, Recreation and Culture to negotiate a lease agreement with AT&T for the placement of a Telecommunications Tower in Veterans Park, and bring back the lease in the October cycle for approval prior to execution.

Prepared by: David Burch, Chief of Planning and Development

Recommended by:

Approved by:

James Keegan, Chief of Administration and
External Affairs

Sue Black, Parks Director

Cc: County Executive Chris Abele
George Aldrich, Chief of Staff, County Executive's Office
Terrence Cooley, Chief of Staff, County Board
Supv. Jason Haas, Vice-Chair, Parks, Energy & Environment Committee
Sarah Jankowski, Fiscal Mgt. Analyst, Admin & Fiscal Affairs/DAS
Linda Durham, Parks, Energy & Environment Committee Clerk
Glenn Bultman, Research Analyst, County Board

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4 (ITEM NO.) From the Director, Department of Parks, Recreation and Culture, seeking
5 authorization to negotiate a lease with AT&T for the Veterans Park restroom-shelter
6 building project and AT&T telecommunications tower, by recommending adoption of the
7 following:

8
9 **A RESOLUTION**

10
11 WHEREAS, the Department of Parks, Recreation and Culture (DPRC) has a proposed
12 restroom-shelter project included in the Milwaukee County Capital Improvement Projects;
13 and

14
15 WHEREAS, the proposed project budget includes only enough funds for basic
16 restroom renovation, and the building is in need of reconstruction based upon 2011
17 inspections; and

18
19 WHEREAS, DPRC has been approached by AT&T about the feasibility of entering
20 into a lease for a stealth telecommunications facility at Veterans Park, with pertinent
21 equipment located within a proposed building made part of the proposed restroom-shelter
22 building; and

23
24 WHEREAS, the proposed lease offers DPRC the opportunity to have a new
25 restroom-shelter building constructed by AT&T as part of the lease agreement; and the
26 proposed stealth telecommunications tower will offer a nautical theme to be compatible
27 with the lakefront, and offer improved communications for the public; and

28
29 WHEREAS, the Lakefront Development Advisory Commission has reviewed and
30 approved of the proposed project and improvement to Veterans Park; and

31
32 WHEREAS, the Parks Director respectfully recommends that staff be authorized to
33 negotiate, prepare and finalize a lease agreement with AT&T; and now, therefore,

34
35 BE IT RESOLVED, that the Milwaukee County Board of Supervisors does hereby
36 authorize the Parks Director negotiate a lease agreement with AT&T for the placement of a
37 telecommunications tower in Veterans Park and the construction of a restroom-shelter
38 facility, and bring back the lease in the October cycle for approval prior to execution.
39
40

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: September 6, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: The Parks Director is seeking authorization to negotiate a lease agreement with AT&T for a new restroom-shelter building and telecommunications tower at Veterans Park.

FISCAL EFFECT:

- | | |
|---|--|
| <input type="checkbox"/> No Direct County Fiscal Impact
<input checked="" type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input checked="" type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input checked="" type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<input type="checkbox"/> Use of contingent funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure		\$537,000
	Revenue		\$537,000
	Net Cost		0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated. ¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

A. The Parks Director is seeking authorization to enter into a lease agreement with AT&T for the placement of a telecommunications tower in Veterans Park and the construction of a new restroom-shelter facility.

B. DPRC estimates that it will receive approximately \$537,000 throughout the term of the lease by permitting AT&T to locate its facilities in Veterans Park.

C. No Impact.

D. None.

Department/Prepared By Paul Kuglitsch

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.



PROPOSED 60'-0"
NAUTICAL MAST

PHOTO SIMULATION DESCRIPTION:
 FOLLOWING UTILIZED FOR PHOTO SIMULATION
 -PHOTOGRAPH OF EXISTING TOWER UTILIZED FOR PHOTO SIMULATION
 -PHOTOGRAPH ESTIMATED AT APPROX. 300' AWAY FROM TOWER LOCATION



ACTUAL PHOTO BEFORE PHOTO SIMULATION

Edge
 Consulting Engineers, Inc.
 624 Major Street
 P.O. Box 1100
 60804-1100
 608.644.1549
 www.edgeconsult.com

**PHOTO SIMULATION
 LINCOLN DRIVE (W10500)
 MILWAUKEE, WISCONSIN**

SHEET TITLE

PRELIMINARY CDS:	
A	PHOTO SIMULATIONS - 07-16-11
B	PHOTO SIMULATIONS - 07-18-11
C	PHOTO SIMULATIONS - 09-26-11
D	
E	
STAMPED FINALS:	
0	
1	
2	
3	
4	
DRAWN BY: JAH	
CHECKED BY: CGD	
PLOT DATE: 8/26/2011	
PROJECT #: 5689	
FILE NAME: PS-2.dgn	

SHEET NUMBER:
PS-2



**ACTUAL PHOTO
BEFORE PHOTO SIMULATION**



PROPOSED 60'-0"
NAUTICAL MAST

PHOTO SIMULATION DESCRIPTION:
 -PHOTOGRAPH OF EXISTING TOWER UTILIZED FOR PHOTO SIMULATION
 -PHOTOGRAPH ESTIMATED AT APPROX. 400' AWAY FROM TOWER LOCATION

Edge
 Consulting Engineers, Inc.
 624 Water Street
 Prairie du Sac, WI 53578
 608.644.1449 voice
 608.644.1597 fax
 www.edgeconsulting.com

**PHOTO SIMULATION
 LINCOLN DRIVE (W10500)
 MILWAUKEE, WISCONSIN**

SHEET TITLE:

PRELIMINARY CDS:	
A	PHOTO SIMULATIONS - 07-15-11
B	PHOTO SIMULATIONS - 07-18-11
C	PHOTO SIMULATIONS - 08-26-11
D	
E	
STAMPED REVALS:	
0	
1	
2	
3	
4	
DRAWN BY: JAH	
CHECKED BY: OGD	
PLOT DATE: 8/26/2011	
PROJECT #: 5659	
FILE NAME: PS3.dgn	

SHEET NUMBER:
PS-3



**ACTUAL PHOTO
BEFORE PHOTO SIMULATION**



PROPOSED 60'-0"
NAUTICAL MAST

PHOTO SIMULATION DESCRIPTION:
 -PHOTOGRAPH OF EXISTING TOWER UTILIZED FOR PHOTO SIMULATION
 -PHOTOGRAPH ESTIMATED AT APPROX. 350' AWAY FROM TOWER LOCATION

Edge Consulting Engineers, Inc.
 624 Weber Street
 P.O. Box 1000
 68864-1000
 www.edgeconsult.com

**PHOTO SIMULATION
 LINCOLN DRIVE (W10500)
 MILWAUKEE, WISCONSIN**

SHEET TITLE:

PRELIMINARY CDS:	
A	PHOTO SIMULATIONS - 07-15-11
B	PHOTO SIMULATIONS - 07-18-11
C	PHOTO SIMULATIONS - 09-26-11
D	
E	
STAMPED FINALS:	
D	
1	
2	
3	
4	
DRAWN BY:	
JAH	
CHECKED BY:	
OGD	
PLOT DATE:	
8/28/2011	
PROJECT #:	
5559	
FILE NAME:	
PS-1.dgn	
SHEET NUMBER:	

PS-1

© EDGE CONSULTING ENGINEERS, INC.

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CHRIS ABELE, MILWAUKEE COUNTY EXECUTIVE
SUE BLACK, DIRECTOR OF PARKS, RECREATION AND CULTURE

Date: October 11, 2011
To: Chairman Lee Holloway, Milwaukee County Board of Supervisors
From: Sue Black, Director, Department of Parks, Recreation and Culture
Subject: **Telecommunications Tower in Veteran's Park – ACTION**

POLICY

AT&T is requesting that Milwaukee County permit it to locate a telecommunications tower in Veteran's Park. The tower would be part of a proposed restroom-shelter building and encased in a stealth pole with a nautical mast theme.

BACKGROUND

At the July Parks, Energy and Environment Committee (PEEC) meeting, this item was discussed as informational only, and the Committee referred the matter to the Lakefront Development Advisory Commission (LDAC). On August 30, 2011, DPRC presented this item to LDAC, which reviewed and approved AT&T's proposal.

On September 20, 2011, the Parks, Energy and Environment Committee (PEEC) again considered this item, and then referred the matter to the Department of Transportation and Public Works, the Department of Parks, Recreation and Culture, Corporation Counsel and County Board staff to review.

The proposed project has been discussed with the above departments, and the status is as follows:

- DPRC Staff has been coordinating the project planning with the Real Estate Division of DTPW, and working with SBA, the County's telecommunications consultant, and representatives of ATT. Additional detail has been provided for the project building and tower design.
- A public hearing for community input is scheduled for October 18, 2011. Results of said hearing will be shared with the Committee at the October 25 meeting.
- DPRC, SBA and AT&T continue to negotiate the best possible lease for this project.

The proposed building would include new accessible restrooms, a double-winged shelter to offer increased reservation opportunities, a concession serving area, a mechanical room, a telecommunications equipment room, and storage area. The double-winged shelter would take

advantage of beautiful lake views to the northeast and southeast. The 60 ft. high tower would be encased in a stealth pole, 28 inches in diameter, with a nautical mast theme, which would complement the site, which is adjacent to the marina. The tower is proposed to be constructed with capability to support up to four (4) other providers within it.

AT&T has provided a sample lease, which has been reviewed by Paul Kuglitsch, Contract Services Officer. The final lease will be reviewed by DPRC, DTPW-Real Estate, SBA, Corporation Counsel and Risk Management prior to execution.

RECOMMENDATION

The Parks Director respectfully recommends that the Milwaukee County Board of Supervisors authorizes the Department of Parks, Recreation and Culture to negotiate the final lease agreement with SBA and AT&T for the placement of a Telecommunications Tower and new shelter-restroom building in Veterans Park, to be brought back to the Committee in December for approval prior to execution.

Prepared by: David Burch, Chief of Planning and Development

Recommended by:

Approved by:

James Keegan, Chief of Administration and
External Affairs

Sue Black, Parks Director

Cc: County Executive Chris Abele
George Aldrich, Chief of Staff, County Executive's Office
Terrence Cooley, Chief of Staff, County Board
Supv. Gerry Broderick, Chair, Parks, Energy & Environment Committee
Supv. Jason Haas, Vice-Chair, Parks, Energy & Environment Committee
Sarah Jankowski, Fiscal Mgt. Analyst, Admin & Fiscal Affairs/DAS
Linda Durham, Parks, Energy & Environment Committee Clerk
Glenn Bultman, Research Analyst, County Board

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4 (ITEM NO.) From the Director, Department of Parks, Recreation and Culture, seeking
5 authorization to negotiate a lease with SBA and AT&T for the Veterans Park restroom-
6 shelter building project and AT&T telecommunications tower, by recommending adoption
7 of the following:
8

9 **A RESOLUTION**

10
11 WHEREAS, the Department of Parks, Recreation and Culture (DPRC) has a proposed
12 restroom-shelter project included in the Milwaukee County Capital Improvement Projects;
13 and
14

15 WHEREAS, the proposed project budget includes only enough funds for basic
16 restroom renovation, and the building is in need of reconstruction based upon 2011
17 inspections; and
18

19 WHEREAS, DPRC has been approached by AT&T about the feasibility of entering
20 into a lease for a stealth telecommunications facility at Veterans Park, with pertinent
21 equipment located within a proposed building made part of the proposed restroom-shelter
22 building; and
23

24 WHEREAS, the proposed lease offers DPRC the opportunity to have a new
25 restroom-shelter building constructed by AT&T as part of the lease agreement; and the
26 proposed stealth telecommunications tower will offer a nautical theme to be compatible
27 with the lakefront, and offer improved communications for the public; and
28

29 WHEREAS, the Lakefront Development Advisory Commission has reviewed and
30 approved of the proposed project and improvement to Veterans Park; and
31

32 WHEREAS, DPRC is coordinating the final lease agreement with SBA, the County's
33 telecommunications consultant, DTPW-Real Estate Division, and Corporation Counsel; and
34

35 WHEREAS, the Parks Director respectfully recommends that staff be authorized to
36 negotiate, prepare and finalize a lease agreement with SBA and AT&T; now, therefore,
37

38 BE IT RESOLVED, that the Milwaukee County Board of Supervisors hereby
39 authorizes the Parks Director to negotiate a final lease agreement with SBA and AT&T for
40 the placement of a telecommunications tower and restroom-shelter building in Veterans
41 Park, and bring back the lease in the December cycle for approval prior to execution.
42
43

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: October 11, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Authorization to Negotiate a Lease Agreement with AT&T for a New Restroom-Shelter Building and Telecommunications Tower at Veterans Park.

FISCAL EFFECT:

- | | |
|---|--|
| <input type="checkbox"/> No Direct County Fiscal Impact
<input checked="" type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input checked="" type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input checked="" type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<input type="checkbox"/> Use of contingent funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure		Est. \$600,000
	Revenue		Est. \$600,000
	Net Cost		0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated. ¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

A. The Department of Parks, Recreation and Culture is seeking authorization to enter into a lease agreement with AT&T for the placement of a telecommunications tower in Veterans Park and the construction of a new restroom-shelter facility.

B. DPRC estimates that it will receive approximately \$600,000.00 throughout the term of the lease by permitting AT&T to locate its facilities in Veterans Park.

C. No Impact.

D. None.

Department/Prepared By Paul Kuglitsch/DPRC

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.



MARVIN PRATT, MILWAUKEE COUNTY EXECUTIVE
SUE BLACK, DIRECTOR OF PARKS, RECREATION AND CULTURE

Date: October 11, 2011
To: Chairman Lee Holloway, Milwaukee County Board of Supervisors
From: Sue Black, Director, Department of Parks, Recreation and Culture
Subject: **City of Wauwatosa Request for Easements for Sanitary and Storm Sewer Improvements – ACTION**

POLICY

The Department of Parks, Recreation and Culture (DPRC) respectfully requests authorization to grant temporary and permanent easements to the City of Wauwatosa (City) so that the City may construct, operate, restore and maintain sanitary and storm sewer improvement drainage facilities and related improvements in the Menomonee River Parkway and the Grantosa Creek Parkway.

BACKGROUND

The City has identified four (4) priority improvement projects in the City that will provide improved efficiencies and operations of sanitary and storm sewer functions for its residents. These projects will also help to relieve the historic and destructive flooding in these neighborhoods. The projects involve temporary and permanent easements on Milwaukee County owned parkland. DPRC Staff has met several times with officials and representatives from the City to work to design these improvements in order to minimize impacts to parkland.

The four (4) utility easements and their locations are described as followed:

1. Hoyt Park storm sewer easement to alleviate flooding and storm sewer issues along Meinecke Ave. The improvements include a 10 foot diameter pipe in 90th Street, with twin 4 foot x 8 foot box culverts to the parkway and Menomonee River, and additional outfalls of storm sewer on Milwaukee County parkland near Hoyt Park. The easement impacts a total of 8,712 square feet, or 0.20 acres.
2. Ruby Ave. easement at N. 99th St. and N. 100th St. to allow for the installation of new parallel storm sewer pipes with a separate outfall to the Grantosa Creek. The permanent easement impacts 0.219 acres, and the temporary limited easement impacts 0.023 acres.
3. Ruby Ave. sanitary sewer easement at the Grantosa Creek Parkway to provide needed capacity to prevent storm sewer overflow by adding a 12 inch diameter force main to connect to the Milwaukee Metropolitan Sewerage District interceptor sewer.

4. Courtland Ave. storm sewer easement to address surface flooding and convey storm water runoff during peak rainfall events. The proposed outfall area requires 2,000 square feet, or 0.046 acres to accommodate the proposed 54 inch storm sewer outfall.

By granting these easements, the County would provide the City the land rights needed to implement this portion of the sanitary and storm sewer improvement projects. DPRC has reviewed the City's plans for their proposed improvements and finds them consistent with its present and future plans for the parkways, with minimal impacts to the surrounding areas. The projects are scheduled to be started and completed in 2012. All areas disturbed by the construction, operation or maintenance of the drainage facilities will be restored to DPRC specifications at no cost to the County. Appropriate County staff will review and approve all documents as required prior to execution.

Compensation for the easements has been negotiated with the City. The land value of the proposed easement areas, based upon appraised value, total \$16,695.00. Additionally, a portion of an existing easement will be vacated, resulting in a net land value of the easement of \$15,929.00.

Understanding the need for infrastructure improvements to our parkways, DPRC has reached an agreement with the City whereby the City agrees to provide DPRC with a significant amount of parkway and bike facility reconstruction in lieu of land value for the easements. The resulting value of reconstruction of a portion of the Menomonee River Parkway, from 90th St. to Swan Blvd., along with minor curb and storm sewer inlet repairs is \$54,912.00. The City is also willing to resurface a portion of the gravel bike path along the parkway from 91st St. to Swan Blvd., valued at \$22,650.00. The total value of the construction work to be completed in 2012 is \$77,562.00.

RECOMMENDATION

The Parks Director respectfully recommends that DPRC, Department of Transportation and Public Works, Corporation Counsel and Risk Management staff be authorized to negotiate, prepare, review, approve, and record all documents and perform all actions required to grant the temporary and permanent easements to the City of Wauwatosa for the construction, operation, restoration and maintenance of the proposed sanitary and storm sewer drainage improvements, and to execute the required permits for work within the Menomonee River and Grantosa Parkway. It is further recommended that the County Executive and County Clerk be authorized to execute the easement and required documents.

Prepared by: David P. Burch, Chief of Planning and Development

Recommended by:

Approved by:

Jim Keegan, Chief of Administration and
External Affairs

Sue Black, Parks Director

cc: County Executive Chris Abele
George Aldrich, Chief of Staff, County Executive's Office
Terrence Cooley, Chief of Staff, County Board

John Ruggini, Interim Fiscal & Budget Administrator, Admin & Fiscal Affairs/DAS
Supv. Gerry Broderick, Chair, Parks, Energy & Environment Committee
Supv. Jason Haas, Vice-Chair, Parks, Energy & Environment Committee
Supv. Jim Schmidt, District 19
Sarah Jankowski, Fiscal Mgt. Analyst, Admin & Fiscal Affairs/DAS
Linda Durham, Parks, Energy & Environment Committee Clerk
Glenn Bultman, Research Analyst, County Board

(ITEM NO.) From the Director, Department of Parks, Recreation and Culture, seeking authorization to grant temporary and permanent easements to the City of Wauwatosa to construct, operate, restore and maintain sanitary and storm sewer drainage facilities and related improvements in the Menomonee River Parkway and the Grantosa Creek Parkway, by recommending adoption of the following:

A RESOLUTION

WHEREAS, the City of Wauwatosa (City) has identified priority sanitary and storm sewer drainage improvement projects that will reduce the potential for flooding and will improve the quality of life for its residents along the Menomonee River Parkway and the Grantosa Creek Parkway, and

WHEREAS, the City has requested that Milwaukee County grant it temporary and permanent easements to design, construct, operate, restore and maintain drainage facilities and related improvements in the parkways; and

WHEREAS, the proposed projects impact said parkways; and

WHEREAS, in coordination with the Department of Parks, Recreation and Culture (DPRC) Staff the proposed improvements are designed to minimize impacts on DPRC parkland; and

WHEREAS, these improvements would occupy approximately 0.488 acres of parkland; and

WHEREAS, the City has offered in kind compensation for the easements by reconstructing 660 linear feet of the Menomonee River Parkway, valued at \$77,562.00; and

WHEREAS, the proposed easements will provide the land rights needed to implement this portion of the proposed City improvement projects; and

WHEREAS, DPRC has reviewed the City's plans for their proposed improvements and finds them consistent with its present and future plans for the parkways; and

WHEREAS, the parkways and all areas disturbed by the design, construction, operation or maintenance of the City improvements will be constructed and restored to DPRC specifications at no cost to the County; and

WHEREAS, appropriate County staff will review and approve all documents as

45 required prior to execution; and

46

47 WHEREAS, the Parks Director has recommended that the authority to prepare,
48 review, approve, execute and record all documents as required to execute the requested
49 easements be granted to DPRC, the Department of Transportation and Public Works,
50 Corporation Counsel, Risk Management, County Clerk, Register of Deeds, and the County
51 Executive; now, therefore,

52

53 BE IT RESOLVED, that the Milwaukee County Board of Supervisors hereby
54 authorizes the Parks Director, the Department of Transportation and Public Works, Risk
55 Management, Corporation Counsel and Register of Deeds to negotiate, prepare, review,
56 approve, execute and record all documents, and perform all actions as required to grant,
57 execute and implement the required permits and easements to the City of Wauwatosa for
58 the design, construction, operation, restoration and maintenance of the proposed sanitary
59 and storm sewer drainage improvements and parkway improvements within the
60 Menomonee River Parkway and the Grantosa Creek Parkway; and

61

62 BE IT FURTHER RESOLVED that the County Executive and County Clerk are
63 authorized to execute the easements and required documents.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: October 11, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Authorization to Grant Temporary and Permanent Easements to the City of Wauwatosa to Construct, Operate, Restore and Maintain Sanitary and Storm Sewer Drainage Facilities and Related Improvements.

FISCAL EFFECT:

- | | |
|--|--|
| <input type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input checked="" type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated. ¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

A. The City of Wauwatosa is designing proposed sanitary and storm sewer drainage improvements in the Menomonee River Parkway. DPRC has met with the City, and worked with City staff to minimize the impacts to parkland. The City has requested that that County grant it easements to design, construct, operate, restore and maintain the proposed sanitary and storm sewer drainage facilities and related improvements. These improvements would occupy a total of 0.488 acres of parkland. DPRC has reviewed the City's plans for their proposed improvements and finds them consistent with its present and future plans for the Parkway, with minimal impacts to the surrounding area. Appropriate County staff will review and approve all documents as required prior to execution.

B. The City has offered a total value of \$77,562 for these easements, and will be reconstructing approximately 660 linear feet of the parkway as compensation for a total construction value of \$77,562.

C. None.

D. None.

Department/Prepared By David P. Burch/DPRC

Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.



CHRIS ABELE, MILWAUKEE COUNTY EXECUTIVE
SUE BLACK, DIRECTOR OF PARKS, RECREATION AND CULTURE

Date: October 11, 2011

To: Chairman Lee Holloway, Milwaukee County Board of Supervisors

From: Sue Black, Director, Department of Parks, Recreation and Culture

Subject: City of Milwaukee Request for a Bridge / Roadway Easement – ACTION

POLICY

The Department of Parks, Recreation and Culture (DPRC) respectfully requests authorization to grant easements to the City of Milwaukee (City) and State of Wisconsin (State) to construct, operate, restore and maintain road and bridge facilities and related improvements in the Grantosa Creek Parkway.

BACKGROUND

The City and the State will begin reconstructing Capitol Dr. from Highway 100 east to 84th St. Near the western terminus of this project the bridge over the Grantosa Creek will be demolished and rebuilt and elevated (please see attachment). The project also calls for a new multi-use recreational trail to be constructed under the new bridge. Constructing a pedestrian and recreational walkway under the bridge will allow users to avoid conflicts with motorized vehicles on Capitol Dr. The City and the State have requested that Milwaukee County grant temporary and permanent easements to construct and operate the bridge facilities and related improvements in the Grantosa Parkway. These improvements would permanently occupy approximately 0.16 acres of park property (please see attachment). The assessed value of the land rights required for granting the easements is \$22,856.

By granting these easements, the County would provide the City and the State the land rights needed to implement this portion of the roadway reconstruction project. DPRC has reviewed the City and the State plans for their proposed improvements and finds them consistent with its present and future plans for the parkway, with minimal impacts to the surrounding area. The project is scheduled to be complete in the fall of 2013. All areas disturbed by the construction, operation or maintenance of the bridge facilities will be restored to DPRC specifications at no cost to the County. The City and the State will be responsible for the maintenance and repair of the bridge, the retaining walls and the slopes surrounding the bridge. Milwaukee County will be responsible for the operation and maintenance of the recreational trail. Appropriate County staff will review and approve all documents as required prior to execution.

RECOMMENDATION

The Parks Director respectfully recommends that DPRC, the Department of Transportation and Public Works, Corporation Counsel and Risk Management staff be authorized to negotiate, prepare, review, approve, and record all documents and perform all actions required to grant temporary and permanent easements to the City and the State for to construct, operate, restore and maintain the roadway and bridge improvements and to execute the required permits for work within the Grantosa Creek Parkway.

Prepared by: Jim Ciha, Landscape Architect

Recommended by:

Approved by:

James Keegan, Chief of Administration and
External Affairs

Sue Black, Parks Director

Attachments: Project location map, Easement location map, City of Milwaukee letter

Cc: County Executive Chris Abele
George Aldrich, Chief of Staff, County Executive's Office
Terrence Cooley, Chief of Staff, County Board
Supv. Gerry Broderick, Chairman, Parks, Energy & Environment Committee
Supv. Jason Haas, Vice-Chair, Parks, Energy & Environment Committee
Sarah Jankowski, Fiscal Mgt. Analyst, Admin & Fiscal Affairs/DAS
Linda Durham, Parks, Energy & Environment Committee Clerk
Glenn Bultman, Research Analyst, County Board
Jeffrey Polenske, City Engineer, City of Milwaukee
Patricia Votava, Project Engineer, City of Milwaukee
William Wehrley, City Engineer, City of Wauwatosa

(ITEM NO.) From the Director, Department of Parks, Recreation and Culture, seeking authorization to grant temporary and permanent easements to the City of Milwaukee and the State of Wisconsin to construct, operate, restore and maintain bridge and roadway improvements on the Grantosa Creek Parkway at Capitol Dr., by recommending adoption of the following:

A RESOLUTION

WHEREAS, the City of Milwaukee (City) and the State of Wisconsin (State) will begin reconstructing Capitol Dr. from Highway 100 east to 84th Street. Near the western terminus of this project the bridge over Grantosa Creek will be demolished and rebuilt and elevated; and

WHEREAS, the project will also include a new multi-use recreational trail to be constructed under the new bridge; and

WHEREAS, constructing a pedestrian and recreational walkway under the bridge will allow users to avoid conflicts with motorized vehicles on Capitol Dr.; and

WHEREAS, the City and the State has requested that Milwaukee County grant temporary and permanent easements to construct and operate bridge facilities and related improvements in the Grantosa Parkway. These improvements would permanently occupy approximately 0.16 acres of park property; and

WHEREAS, the assessed value of the land rights required for granting the easements is \$22,856; and

WHEREAS, by granting these easements, the County would provide the City and the State the land rights needed to implement this portion of the roadway reconstruction project. DPRC Staff has reviewed the City and the State plans for their proposed improvements and finds them consistent with its present and future plans for the Parkway, with minimal impacts to the surrounding area; and

WHEREAS, all areas disturbed by the construction, operation or maintenance of the bridge facilities will be restored to DPRC specifications at no cost to the County. The City and the State will be responsible for the maintenance and repair of the bridge structures, the retaining walls and slopes surrounding the bridge; and

WHEREAS, Milwaukee County will be responsible for the operation and maintenance of the recreational trail; now, therefore,

45 BE IT RESOLVED, that the Milwaukee County Board of Supervisors hereby
46 authorizes the Parks Director, the Department of Transportation and Public Works, Risk
47 Management, Corporation Counsel and Register of Deeds to negotiate, prepare, review,
48 approve, execute and record all documents, and perform all actions as required to grant,
49 execute and implement the required permits and easements to the City and the State to
50 construct, operate, restore and maintain roadway and bridge improvements within the
51 Grantosa Creek Parkway at Capitol Dr.; and

52

53 BE IT FURTHER RESOLVED that the County Executive and County Clerk are
54 authorized to execute the easements and required documents.

55

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: October 11, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Authorization to Grant Easements to the City of Milwaukee and the State of Wisconsin for Capitol Dr. Bridge and Roadway Improvements.

FISCAL EFFECT:

- | | |
|--|---|
| <input type="checkbox"/> No Direct County Fiscal Impact | <input checked="" type="checkbox"/> Increase Capital Expenditures |
| <input checked="" type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input checked="" type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure		
	Revenue	22,856	
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated. ¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

A. Authorization to grant temporary and permanent easements to the City of Milwaukee and the State of Wisconsin to construct, operate, maintain and restore bridge and roadway improvements in the Grantosa Creek Parkway at Capitol Dr.

B. As compensation for granting these easement, DPRC will receive \$22,856.00, which reflects the assessed value of the parkland impacted by this project.

C. No Impact.

D. None

Department/Prepared By Jim Ciha/DPRC

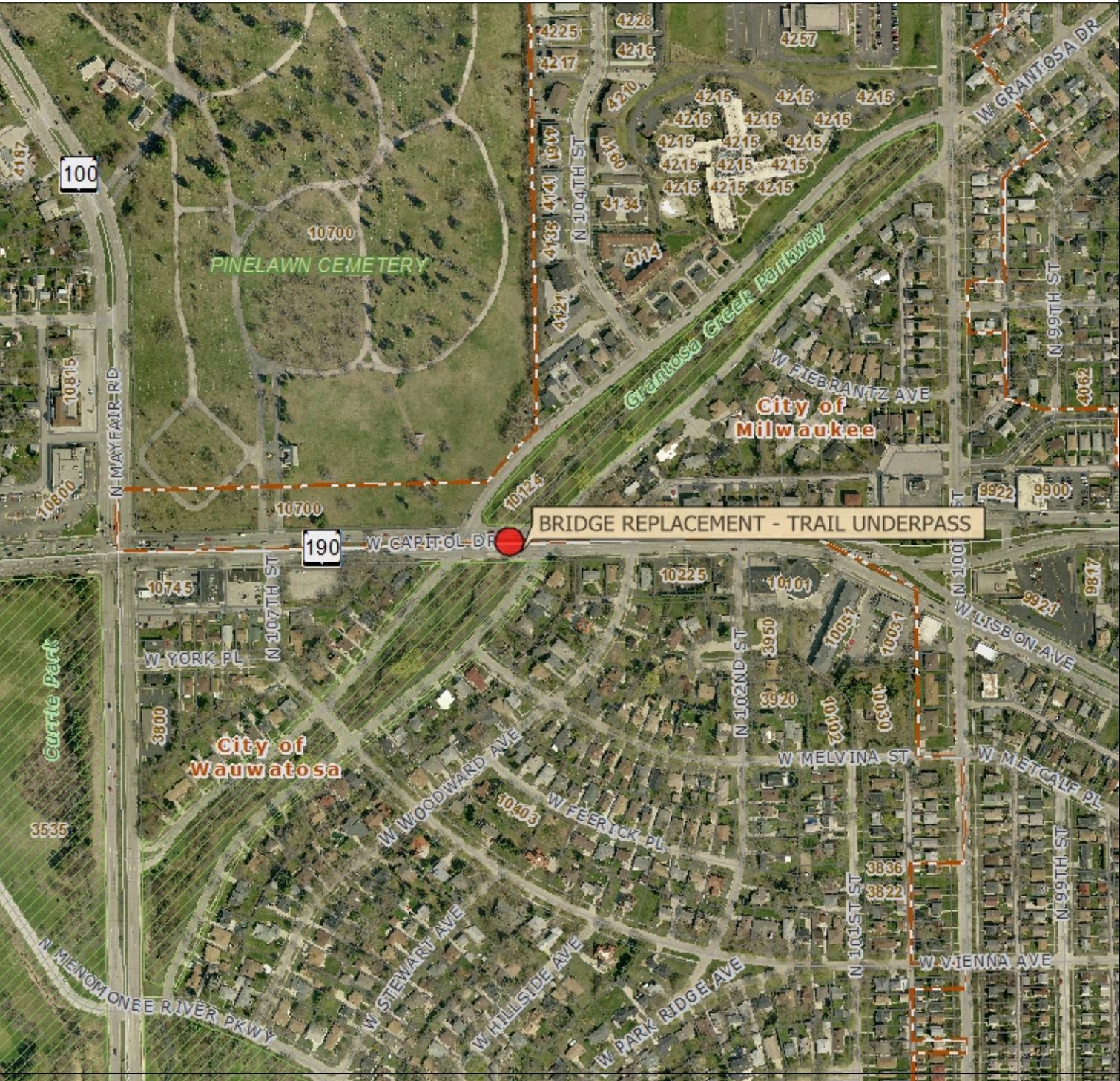
Authorized Signature _____

Did DAS-Fiscal Staff Review? Yes No

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.



CAPITOL DRIVE CITY/STATE EASEMENTS



Notes
 October 2011PEEC

THIS MAP IS NOT TO BE USED FOR NAVIGATION © MCAMLIS

DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website. The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

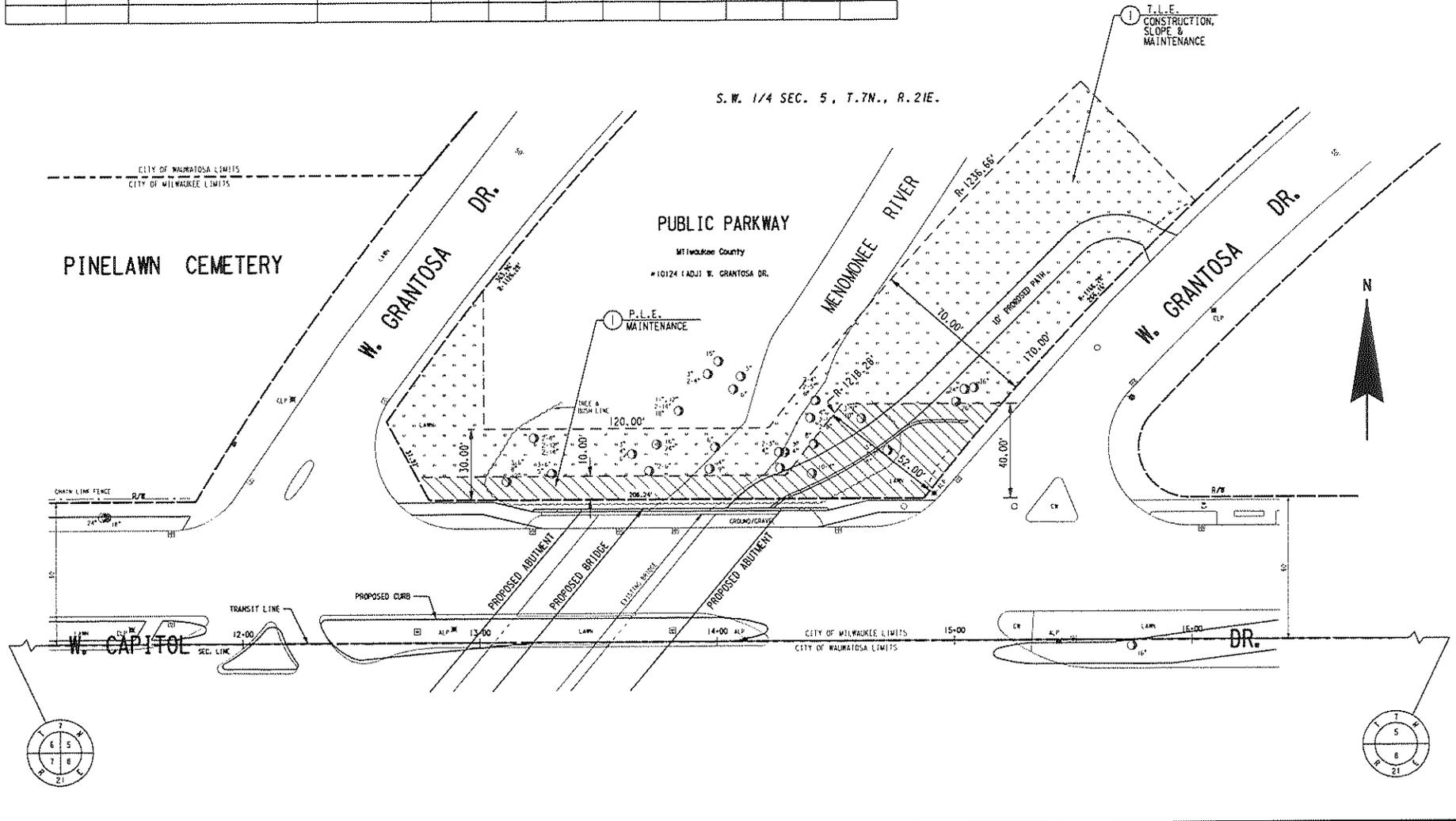


Legend 1: 5,387

- County Boundary
- Highways, to 8k
- Street Centerlines, 0k to 8k
- Railroad 8k
- Water 8k
- Rivers 8k
- Airport 8k
- Landmarks 8k
- County Parks 8k
- Municipal Subdivisions 25k

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL SQUARE FEET	R/W REQUIRED (SQUARE FEET)			TOTAL REMAINING SQUARE FEET	SQUARE FEET		
					NEW	EXISTING	TOTAL		H.E.	P.L.E.	T.L.E.
1	4.2	MILWAUKEE COUNTY	P.L.E. & T.L.E.						4,150	15,506	

S.W. 1/4 SEC. 5, T.7N., R.21E.



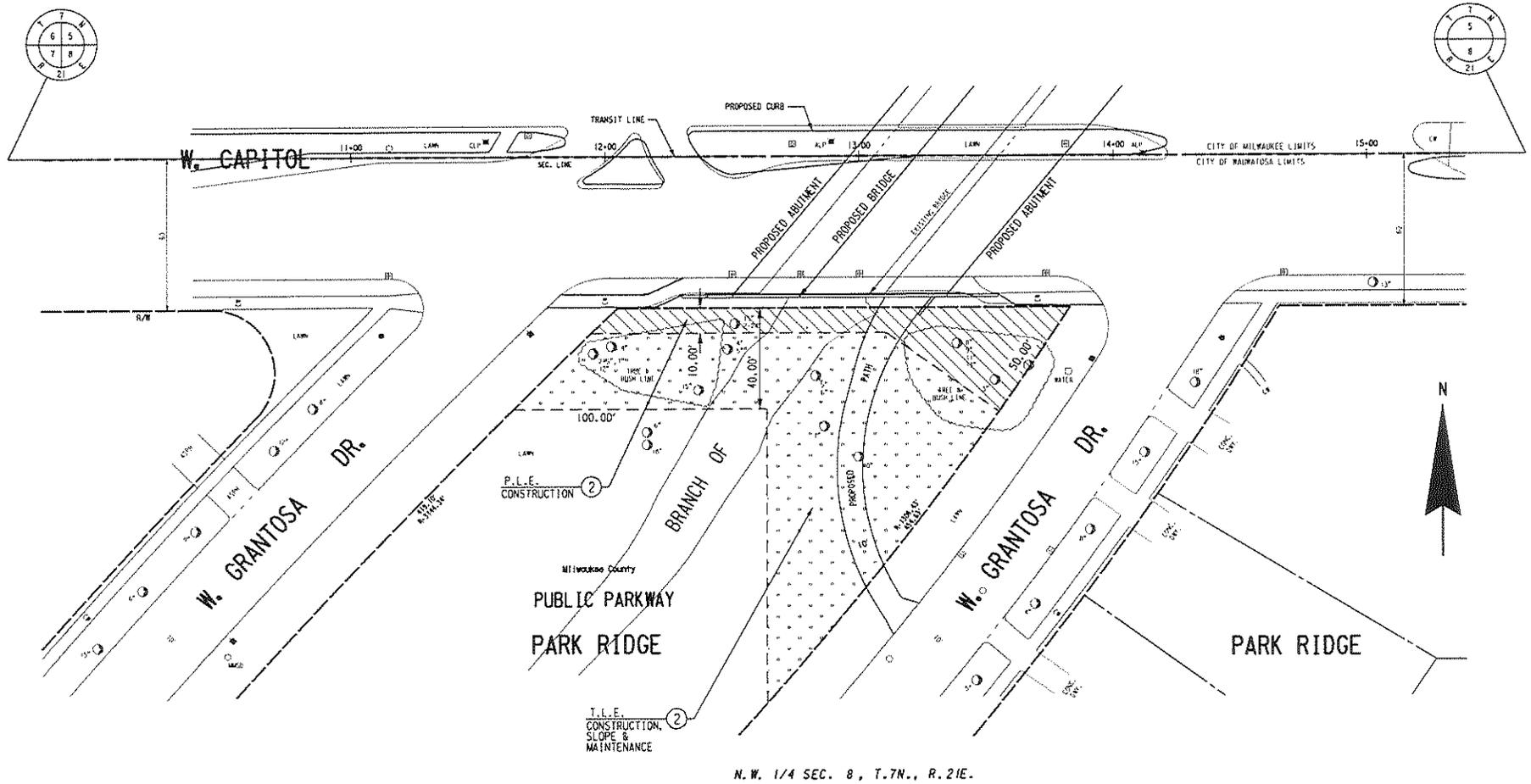
REVISION DATE	DATE:	SCALE FEET 0' 40'	HWY: W. CAPITOL DR. COUNTY: MILWAUKEE	CONSTRUCTION PROJECT NUMBER 2025-11-70 STATE R/W PROJECT NUMBER	PS&E SHEET NO: 4. PLAT SHEET NO: 4.2	E
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FILE NAME: W:\SPRING\CAPITOL_84-CITY LIMITS\ACQUISITION\CAPITOL.DGN 8-19-2011

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL SQUARE FEET	R/W REQUIRED (SQUARE FEET)			TOTAL REMAINING SQUARE FEET	SQUARE FEET		
					NEW	EXISTING	TOTAL		H.E.	P.L.E.	T.L.E.
2	4.3	MILWAUKEE COUNTY	P.L.E. & T.L.E.						2,840	10,155	

4

4



N.W. 1/4 SEC. 8, T.7N., R. 21E.

REVISION DATE	DATE:	SCALE FEET 0' 40'	HWY: W. CAPITOL DR.	CONSTRUCTION PROJECT NUMBER 2025-11-70	PS&E SHEET NO: 4.
			COUNTY: MILWAUKEE	STATE R/W PROJECT NUMBER	PLAT SHEET NO: 4.3

FILE NAME: W:\SPR\CAPITOL_84-CITY LIMITS\ACQUISITION CAPITOL.DGN 8-19-2011

Project: 2025-11-70

Parcel 1

Interest Required:

A Permanent Limited Easement for the right to construct and maintain the proposed bridge and retaining structures necessary for the sloped embankments, as long as so used, including the right to preserve, protect and remove any vegetation existing on said lands and the right to plant thereon and protect any vegetation that the highway authorities may deem desirable to prevent erosion of the soil or to beautify the highway in and to the following described lands in Milwaukee County, State of Wisconsin;

That part of Lands in the Southwest 1/4 of Section 5, Township 7 North, Range 21 East, described as follows: Commencing at the point of intersection of the north line of West Capitol Drive and the present westerly line of easterly West Grantosa Drive; thence Northeasterly, along said westerly line and the arc of a curve which has a radius of 1,166.28 feet with its center lying to the southeast, to a point lying 40.00 feet north of, as measured normal to, said north line; thence Westerly, parallel to said north line, to a point lying 52.00 feet northwesterly of, as measured normal to, said present westerly line; thence Southwesterly, parallel to said present westerly line and along the arc of a curve which has a radius of 1,218.28 feet with its center lying to the southeast, to a point lying 10.00 feet north of, as measured normal to, the north line of West Capitol Drive; thence Westerly, parallel to said north line, to a point in the present easterly line of westerly West Grantosa Drive; thence Southeasterly, along said present easterly line, to its point of intersection with the north line of West Capitol Drive; thence Easterly, along said north line, 208.24 feet to the point of commencement.

The above described parcel of land contains 4,150 square feet or 0.0953 acres more or less.

A Temporary Limited Easement for the right to construct the proposed bridge, a multi-use path and retaining structures necessary for the sloped embankments, including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect and remove any vegetation existing on said lands and the right to plant thereon and protect any vegetation that the highway authorities may deem desirable to prevent erosion of the soil or to beautify the highway in and to the following described lands in Milwaukee County, State of Wisconsin;

That part of Lands in the Southwest 1/4 of Section 5, Township 7 North, Range 21 East, described as follows: Commencing at the point of intersection of the north line of West Capitol Drive and the present westerly line of easterly West Grantosa Drive; thence Northeasterly, 170.00 feet along said westerly line and the arc of a curve which has a radius of 1,166.28 feet with its center lying to the southeast, to the point of beginning of the land to be described; thence Northwesterly, as measured normal to said westerly line, 70.00 feet to a point; thence Southwesterly, parallel to said present westerly line and along the arc of a curve which has a radius of 1,236.28 feet with its center lying to the southeast, to a point lying 30.00 feet north of, as measured normal to, the north line of West Capitol Drive; thence Westerly, parallel to said

north line, 120.00 feet to a point; thence Northerly, measured normal to said north line, to a point in the presently easterly line of westerly West Grantosa Drive; thence Southwesterly and Southeasterly, along said present easterly line, to a point lying 10.00 feet north of, as measured normal to, the north line of West Capitol Drive; thence Easterly, parallel to said north line, to a point on a curve, said point lying 52.00 feet northwesterly of, as measured normal to, the present westerly line of easterly West Grantosa Drive; thence Northwesterly, parallel to said present westerly line along the arc of said curve which has a radius of 1,218.28 feet with its center lying to the southeast, to a point lying 40.00 feet north of, as measured normal to, the north line of West Capitol Drive; thence Easterly, parallel to said north line, to a point in said present westerly line; thence Northeasterly, along said present westerly line and the arc of a curve which has a radius of 1,166.28 feet with its center lying to the southeast, to the point of beginning.

The above easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

The above described parcel of land contains 15,506 square feet or 0.3560 acres more or less.

Project: 2025-11-70

Parcel 2

Interest Required:

A Permanent Limited Easement for the right to construct and maintain the proposed bridge and retaining structures necessary for the sloped embankments, as long as so used, including the right to preserve, protect and remove any vegetation existing on said lands and the right to plant thereon and protect any vegetation that the highway authorities may deem desirable to prevent erosion of the soil or to beautify the highway in and to the following described lands in Milwaukee County, State of Wisconsin;

That part of the Public Park in Park Ridge, a recorded subdivision, in the Northwest 1/4 of Section 8, Township 7 North, Range 21 East, described as follows: Commencing at the point of intersection of the south line of West Capitol Drive and the westerly line of easterly West Grantosa Drive; thence Southwesterly, 50.00 feet along said westerly line and the arc of a curve which has a radius of 1,308.43 feet with its center lying to the northwest, to a point; thence Northwesterly, as measured normal to said westerly line, to a point lying 10.00 feet south of, as measured normal to, the south line of West Capitol Drive; thence Westerly, parallel to said south line, to a point in the easterly line of westerly West Grantosa Drive; thence Northeasterly, along said easterly line and the arc of a curve which has a radius of 3,144.34 feet with its center lying to the southeast, to its point of intersection with the south line of West Capitol Drive; thence Easterly, along said south line, to the point of commencement.

The above described parcel of land contains 2,840 square feet or 0.0652 acres more or less.

A Temporary Limited Easement for the right to construct the proposed bridge, a multi-use path and retaining structures necessary for the sloped embankments, including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect and remove any vegetation existing on said lands and the right to plant thereon and protect any vegetation that the highway authorities may deem desirable to prevent erosion of the soil or to beautify the highway in and to the following described lands in Milwaukee County, State of Wisconsin;

That part of the Public Park in Park Ridge, a recorded subdivision, in the Northwest 1/4 of Section 8, Township 7 North, Range 21 East, described as follows: Commencing at the point of intersection of the south line of West Capitol Drive and the westerly line of easterly West Grantosa Drive; thence Southwesterly, 50.00 feet along said westerly line and the arc of a curve which has a radius of 1,308.43 feet with its center lying to the northwest, to the point of beginning of the land to be described; thence Northwesterly, as measured normal to said westerly line, to a point lying 10.00 feet south of, as measured normal to, the south line of West Capitol Drive; thence Westerly, parallel to said south line to a point in the easterly line of westerly West Grantosa Drive; thence southwesterly, along said easterly line and the arc of a curve which has a radius of 3,144.34 feet with its center lying to the southeast, to a point lying 40.00 feet south of, as measured normal to, the south line of West Capitol Drive; thence Easterly, parallel to said

south line, 100.00 feet to a point; thence Southerly, as measured normal to said south line, to a point in the westerly line of easterly West Grantosa Drive; thence Northeasterly, along said westerly line and the arc of a curve which has a radius of 1,308.46 feet with its center lying to the northwest, to the point of beginning.

The above easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

The above described parcel of land contains 10,155 square feet or 0.2331 acres more or less.

Value of the property (Grantosa Creek Parkway) was computed by using assessment of property on file.

Assessed value is \$200,000 for 6.57 acres (286,189 s.f)

Parcel 1

PLE = 4150 s.f.

TLE = 15,506 s.f.

Parcel 2

PLE = 2840 s.f.

TLE = 10,155 s.f.

Total s.f. = 32,651 s.f.

The value of the property with tax-key number 255-9995-100 is \$0.70/square-foot.

$32,651 \times 0.70 = \$22,856$



Department of Public Works
Infrastructure Services Division

Jeffrey J. Mantas
Commissioner of Public Works

Preston D. Cole
Director of Operations

Jeffrey S. Polenske
City Engineer

May 2, 2011

Mr. James Keegan
Chief of Park Planning and Policy
Milwaukee County Parks
9480 Watertown Plank Road
Wauwatosa, WI 53226

Attention: Mr. Jim Ciha

Subject: Project I.D. 2025-16-70
West Capitol Drive Bridge over a
Branch of the Menomonee River

Dear Mr. Keegan:

The purpose of this letter is to provide clarification of proposed work to be done in conjunction with the subject project. You were informed of our intent to construct a multi-use path under the subject bridge initially when Mr. Ciha, of your staff, met with City of Milwaukee representatives in April 2010. A letter dated October 6, 2010 was sent to you with more detailed information on the proposed bridge design. From subsequent meetings and conversations with Jim Ciha, we understand that we must provide the County with our preliminary bridge plan, including right-of-way (ROW) requirements. These documents are enclosed with this letter. We also address the issues of funding, maintenance, and site restoration in this letter.

As part of the environmental requirements on Federal/State funded projects, any public lands that may be impacted by the project are subject to 4(f) regulations. To that end, we are requesting a "Statement of Significance" and concurrence of the proposed project by the Milwaukee County Parks Department. Several issues have been addressed in order to meet your requests. These are covered below:

Right-of-Way Requirements

Enclosed with this letter, please find a preliminary acquisition plat for the TLE (Temporary Limited Easement) and the PLE (Permanent Limited Easement) requirements related to the bridge project. The TLE's are needed in order for construction equipment to access the area of bridge construction in the public ROW, to re-grade the area, restore vegetation that is disturbed during construction, and to construct the proposed multi-use path including slope and grade changes. Once construction is complete, the multi-use path will be under the ownership of the Milwaukee County Parks Department.

The PLE's are needed in order for the City of Milwaukee to retain easements for future maintenance on the rip-rap slope and the proposed retaining wall (east side of multi-use path) north and south of the bridge.

Mr. James Keegan
May 2, 2011
Page 2 of 3

Funding

The bridge structure project is funded 100 percent by Federal/State monies. However, the State is not willing to pay 100 percent toward construction of the multi-use path. They have agreed to pay 80 percent, with the remaining 20 percent to be paid with Local monies. Wauwatosa has agreed to pay 20 percent construction cost of the entire path, lying both in Wauwatosa and the city of Milwaukee. Following the guidelines in the Wisconsin Department of Transportation's Facilities Development Manual, the current design calls for a 10-foot wide (14-foot under the bridge) multi-use path constructed of five-inch concrete (figure 10.4 enclosed). The County has requested concrete be used in construction of the path due to anticipated flooding of the path.

Maintenance

Future maintenance of the multi-use path, both under the bridge structure and to the north and south of the structure, located on County land, is to be performed by the Milwaukee County Parks Department. Maintenance of the bridge structure, retaining walls, and rip-rap slopes will be provided by the City of Milwaukee.

Tree Removal and Site Restoration

As part of the proposed project, it is anticipated that the following trees over six inches in diameter will be removed (see enclosed tree removal plan):

Nine (9) Box Elders (6 inch – 10 inch)
Three (3) Willows (24 inch, 26 inch and 36 inch)
Two (2) Flowering Crabs (10 inch and 16 inch)
One (1) Ash (6 inch)

Tall field grasses and wildflowers were also noted in the area. As part of the restoration process, we propose to re-grade the area and place vegetation suitable for the area that encourages small wildlife and birds while providing erosion control. The vegetation will match the existing as close as possible. We also propose to plant several replacement trees (type to be approved by Milwaukee County Parks Department).

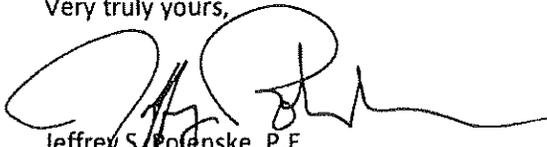
Benefits

The benefits of building this multi-use path in conjunction with the bridge project are numerous. By incorporating the path under the bridge structure at this time, future access under the bridge is assured for another 50 to 75 years. The path will enhance parkway use by encouraging the public to explore Grantosa Creek up close. The new path will also provide area residents a pedestrian and bicycle alternative to crossing West Capitol Drive and avoid busy highway traffic. This path will connect a posted bike route (north of West Capitol Drive) to a Preferred Street (south of West Capitol Drive) as designated by the "Milwaukee by Bike" map (a collaboration between the City of Milwaukee and Milwaukee County). This grade-separated path lies along the bike route that connects to the Oak Leaf Trail.

Mr. James Keegan
May 2, 2011
Page 3 of 3

Please provide a written "Statement of Significance" and concurrence of project details as soon as possible so we may proceed with the approval process for the environmental document. If you need any clarification or have any questions, please feel free to call Mr. Alhaji Hassan, Project Manager, of my staff, at (414) 286-8087. Thank you for your cooperation.

Very truly yours,



Jeffrey S. Pofenske, P.E.
City Engineer

raw
[initials]

LCG:amh

Enclosures

c: Mr. William Wehrley, City Engineer, City of Wauwatosa

1 By Supervisors Lipscomb, Sanfelippo, Biddle, and Borkowski

2

3

A RESOLUTION

4 authorizing and directing the Directors of the Department of Parks and Recreation and
5 Department of Transportation and Public Works to extend until 2020 the leases for three
6 facilities – The Miller Room, Harbor Lights Room, and Coast

7

8 WHEREAS, on June 24, 2010, a decorative concrete panel fell from the
9 O'Donnell Park Parking Structure causing the death of one person and serious injury to
10 two others; and

11

12 WHEREAS, following this tragedy there was extensive debate about the
13 O'Donnell complex which included discussion of demolition, sale and or redevelopment;
14 and

15

16 WHEREAS, the tragedy resulted in the closure of the O'Donnell Park Parking
17 Structure for approximately one-year to make the necessary repairs which adversely
18 impacted the County and its partners that use the facility for events; and

19

20 WHEREAS, on February 18, 2011 The Zilli Hospitality Group (ZHG) issued a
21 letter to the Milwaukee County Board of Supervisors requesting relief for alleged
22 economic damages it has sustained; and

23

24 WHEREAS, ZHG currently leases from the County the Miller and Harbor Lights
25 Room and Coast restaurant facility to provide exclusive catering and limited public-
26 access dining services; and

27

28 WHEREAS, the current leases with ZHG expire as follows:

29

- Miller Room – December 31, 2015
- Harbor Lights Room – October 31, 2012
- Coast Facility – December 31, 2015

30

31

32

33 ; and

34

35 WHEREAS, ZHG allegedly suffered an economic hardship due to the closure of
36 the O'Donnell parking structure and inaccessibility of adjacent park areas for an entire
37 year and the negative publicity that resulted from the June 24, 2010, structural failure ;
38 and

39

40 WHEREAS, extending the facility leases represents a good faith gesture to
41 recognize the successful partnership with ZHG and alleviate any and all claims that they
42 may have with the County due to the O'Donnell Park Parking structural failure; now,
43 therefore,

44

45 BE IT RESOLVED, that the Directors of Parks, Recreation, and Culture; and
46 Transportation and Public Works, are authorized and directed to negotiate and execute
47 lease extensions for the Miller Room, Harbor Lights, and Coast with Zilli Hospitality
48 Group through December 31, 2020, in return for a release of all claims against
49 Milwaukee County that Zilli Hospitality Group may have for alleged damages and losses
50 in any way connected with or resulting from the June 24, 2010, fall of the concrete panel
51 from the O'Donnell Park Parking Structure; and

52

53 BE IT FURTHER RESOLVED, that the financial terms of the lease extension
54 shall be no less favorable to the County than the current lease agreements for the three
55 facilities; and

56

57 BE IT FURTHER RESOLVED, all of the lease extensions shall contain a clause
58 that permits termination of the lease with notice, but without penalty to the County, in
59 the event either of the structures that the facilities are located within are slated for
60 demolition, sale, or redevelopment, as evidenced by an approved resolution of the
61 Milwaukee County Board of Supervisors.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: September 15, 2011

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: A resolution authorizing and directing the Directors of the Department of Parks and Recreation and Department of Transportation and Public Works to extend until 2020 the leases for three facilities – The Miller Room, Harbor Lights Room, and Coast

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input checked="" type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

Approval of this resolution will authorize and direct the directors of the Department of Public Works and Transit and Parks and Recreation to negotiate an extension of the current leases with Zilli Hospitality Group ("ZHG") for the Miller and Harbor Lights Room and Coast restaurant facility through 2020. The financial terms of the lease extension(s) shall be no less favorable to the County than the current lease agreements for the three facilities. This includes:

- Coast Restaurant - entered into 9/29/95 (expires December 31, 2015)
Base rent of \$55,375 (annual increase of ½ previous years' CPI + annual utility reimbursement.)
- Miller Room – entered into 12/10/02 (expires December 31, 2015)
8 percent of all food and beverage sales with a minimum guarantee of \$24,000 per year.
County keeps 100 percent of room rental charges.
- Harbor Lights Room – entered into 12/23/02 (expires October 31, 2012)
21 percent of all food and beverage sales with a minimum guarantee of \$60,000 per year.

A 2003 Letter Agreement modified the food and beverage guarantees for the Miller and Harbor Lights Rooms to provide that, once the minimums were reached for each room, the next \$40,000 owed by ZHG would be retained for ZHG's marketing efforts. ZHG would be responsible for promoting the two venues. For example, in 2009, ZHG owed Parks

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

\$68,121 in commission related to the Harbor Lights Room but paid only \$60,000. In that same year, ZHG owed Parks \$22,713 in commissions for the Miller Room but paid \$24,000.

The resolution also directs that any lease extension include language that if the structures that house these facilities are slated for demolition, sale or redevelopment, as determined by the County Board, then the lease shall terminate at no penalty to the County.

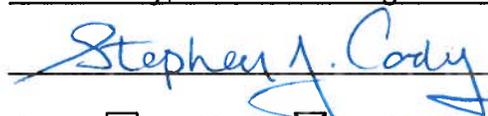
The resolution also provides that, in return for these lease extensions, the Zilli Hospitality Group shall release all claims against Milwaukee County for any alleged damages and losses that may have occurred that are in any way connected with or resulting from the June 24, 2010, fall of the concrete panel from the O'Donnell Park Parking Structure.

There is no fiscal impact in 2011 or 2012 to effectuate this resolution. Staff time will be necessary to execute the lease extensions.

This fiscal note does not attempt to quantify the alleged loss to Zilli Hospitality Group due to the June 24, 2010, incident. Separate communications from ZHG outlining those alleged losses are included in a related informational report, INF11-397.

Department/Prepared By Steve Cady, Fiscal and Budget Analyst, County Board

Authorized Signature



Did DAS-Fiscal Staff Review? Yes No



CHRIS ABELE, MILWAUKEE COUNTY EXECUTIVE
 SUE BLACK, DIRECTOR OF PARKS, RECREATION AND CULTURE

Date: October 11, 2011
 To: Gerry Broderick, Chair, Parks, Energy and Environment Committee
 From: Sue Black, Director, Department of Parks, Recreation and Culture
 Subject: **Zilli Hospitality Group O'Donnell Park Proposal Request - INFORMATIONAL**

ISSUE

The Zilli Hospitality Group (ZHG) is seeking from Milwaukee County relief for alleged damages it has sustained as a result of the closure of the O'Donnell Park parking garage and inaccessibility of adjacent park areas.

BACKGROUND

Verbal report presented by the Department of Parks, Recreation and Culture (DPRC) and Corporation Counsel updating the Committee on the progress of Milwaukee County's discussions with ZHG.

At its September 20, 2011 meeting, and after hearing testimony from ZHG, the Parks, Energy and Environment Committee entered into closed session to discuss this item. After the Committee reconvened back into open session, Supervisor Jursik made a motion to refer the item to the DPRC and Corporation Counsel with a report back at the next meeting (October 25, 2011) based upon discussion had in closed session (vote 7-0).

RECOMMENDATION

No action requested. Informational item unless further action required.

Prepared by: Paul Kuglitsch, Contract Services Officer

Recommended by:

Approved by:

 James Keegan, Chief of Administration and External Affairs

 Sue Black, Parks Director

Cc: County Executive Chris Abele
George Aldrich, Chief of Staff, County Executive's Office
Terrence Cooley, Chief of Staff, County Board
Supv. Jason Haas, Vice-Chair, Parks, Energy & Environment Committee
John Schapekahn, Principal Assistant, Corporation Counsel
Jerry Heer, Director, Department of Audit
Sarah Jankowski, Fiscal Mgt. Analyst, Admin & Fiscal Affairs/DAS
Linda Durham, Parks, Energy & Environment Committee Clerk
Glenn Bultman, Research Analyst, County Board