



PIONEER NEIGHBORHOOD REDEVELOPMENT PLAN



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February 28, 2006

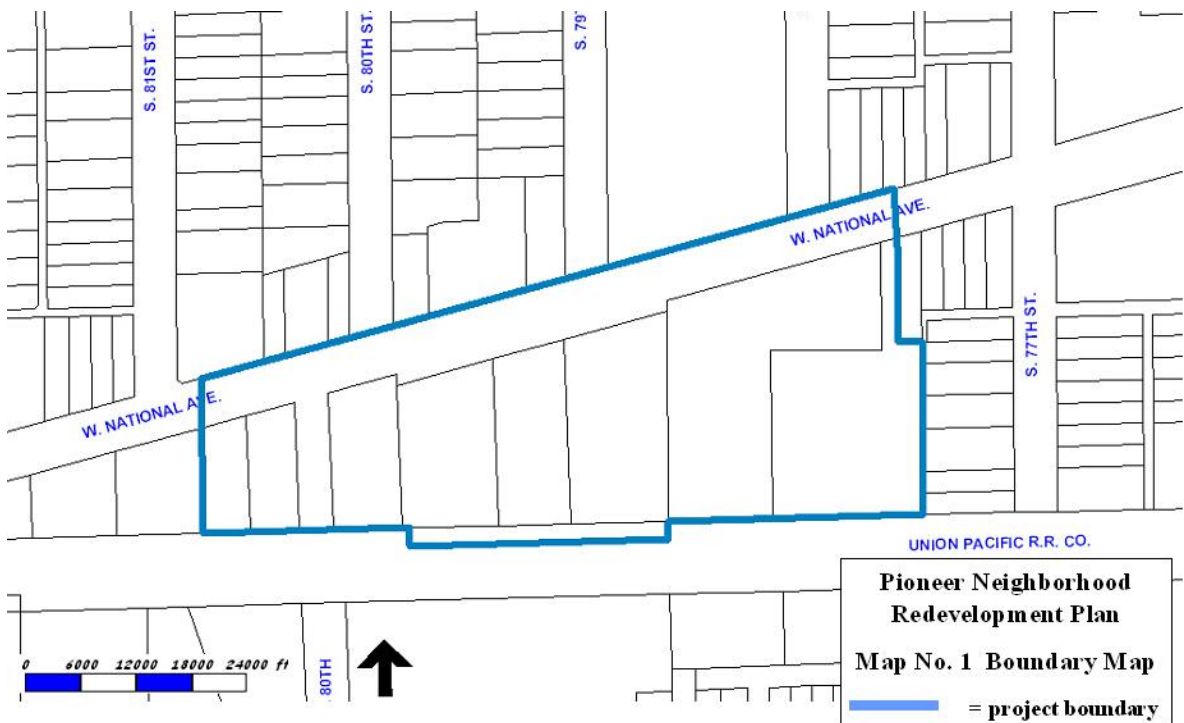
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I. INTRODUCTION

SITE HISTORY: Originally the site of the Honey Creek settlement, the Pioneer Neighborhood was once a preferred place to live and work. Large stately looking homes, a diversity of shopping opportunities, distinctive public buildings and storefronts contributed to the neighborhood's pleasant character. Although these strengths once predominated, today concern for Pioneer Neighborhood's future is great. Signs of deterioration are prevalent and private sector response to these signs has been minimal. Various physical and social strengths of Pioneer, once the neighborhood's primary attractions, have lost some of their appeal and vitality. The neighborhood's identity, in short, is becoming less strong.

In response to the decline, the City has prepared this neighborhood redevelopment plan in an effort to evaluate how deteriorating conditions can be arrested, and assets enhanced. Since beginning this study, the City has purchased (at Sheriff's sale) the Advertoprint building at the corner of S. 80 St. and W. National Ave. Other real estate opportunities have also presented themselves along W. National Ave. and are being considered for acquisition by the City of West Allis for redevelopment. A new Tax Increment Finance District (TID) is recommended to be formed to assist in the planned redevelopment of the properties into mixed residential and light commercial/office/retail uses to commensurate with the needs and character of the current neighborhood.



LOCATION: This project will be referred to as the Pioneer Neighborhood Redevelopment Plan, the "Project". The Project area is centrally located within the eastern part of the City and bounded on the **west** by S. 84 St.; on the **north** by properties along the north side of W. National Ave.; on the **south** by the Union Pacific Rail Road; and on the **east** by S. 77 St. The total area of the District is approximately 19 acres, which includes approximately 4 acres of public roads.

BLIGHTING INFLUENCES: There are three distinct major causes of blight in the project area. The primary cause is the presence of a substantial number of deteriorated and deteriorating structures. The secondary cause is presence of substandard environmental conditions on various properties, and the third cause is the lack of adequate parking to sustain long-term land use value.

Primary Cause - Substantial Number Of Deteriorated And Deteriorating Structures: The project area can be characterized as an older deteriorated light industrial bus company and commercial print shop along the south side of W. National Ave. The surrounding neighborhood can be characterized as mixed use and residential. Large dilapidated properties, including the former Advertoprint and Laidlaw bus company property, which occupies a considerable portion of real estate along the frontage of the W. National Ave. corridor, have contributed to the area's theme of underutilized land usage. The bus company use, which includes a repair facility and large outdoor storage bus parking areas, is categorized as a nonconforming use by current zoning standards within the C-2 Neighborhood Commercial District.

A survey conducted by the Building Inspections and Zoning Department determined that all properties within in the project area exhibit one or more characteristics of blight as defined by Wisconsin State Statutes. Surveyed properties included nine land I.D. parcels consisting of three properties with principle buildings: one property with a cold storage accessory building and five properties being parking lots accessory to the main or accessory buildings. Several key factors, as defined by State Statutes, were considered while examining the properties:



- Building age
- State of deterioration
- Provisions for open space and lot layout
- Property maintenance

Building Age

Four buildings are 50 or more years old. Two of these buildings were originally constructed prior to 1920.

Deterioration

Of the four buildings on the properties, three are showing signs of deterioration from masonry wall cracks (from footing/foundation defects), to roof defects, to boarded openings.

Provisions for Open Space and Lot Layout

Of the four properties with buildings, one property has no open space, with the building generally constructed up to all property lines. One building has limited and poorly located open space, and the other two have adequate open space.

Property Maintenance

The properties were reviewed for maintenance using the City of West Allis Property Maintenance Code. All buildings in the District were found to have numerous building maintenance issues and all nine properties had numerous site/yard maintenance issues.

A copy of the Building Inspections and Zoning Department's blight determination has been included (see Exhibit 2).

It is necessary to redevelop the land uses within the project area that are currently underutilized and inconsistent with the needs of the surrounding residential neighborhood. The spread of blight must be prevented as it has contributed to defer maintenance among a number of commercial properties fronting W. National Ave., resulting in a need for substantial rehabilitation if they are to remain viable.

There are several other buildings and parcels throughout the area that are vacant, underutilized, deteriorated, obsolescent, blighted and structurally substandard, which are negatively impacting viable neighborhood redevelopment. There are also a large number of deteriorating sites and other improvements in the area that continue to depress property values. Property values have lagged substantially behind the citywide average. According to assessment data collected by the City Assessor's Office, between the years of 1992 and 2005 properties throughout the City gained a cumulative average of +55.58% in value. The Pioneer Redevelopment and TID area, by comparison, averaged less, only a 23.39% gain (32.19 % under the Citywide average).

Obsolescent land uses, deteriorated buildings and a preponderance of the properties by reason of the presence of faulty lot layouts in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, and diversity of ownership, are blighted and impede the orderly redevelopment of the area. As noted in the **Appendix Map No. 2 Existing Property Conditions (Blighted Properties)**, all properties within the project area exhibit one or more characteristics of blight as defined in s. 66.1333 of Wisconsin State Statutes.

Secondary Cause – The Presence of Substandard Environmental Conditions: Major deterrents to neighborhood redevelopment initiatives in the area are the presence of several typical “brownfields” sites and underutilized properties with real or perceived contamination. These types of contaminated properties deter redevelopment because developers and other interested parties continue to face huge cleanup and liability challenges.



One of the project properties, located at 7741 W. National Ave., was formerly operated as a bus facility for storage, distribution, fueling and limited maintenance of school busses.

Prior to its use as a bus facility, the western portion of the Laidlaw property was the site of the Wilbur Lumber Company, a retail lumberyard that also sold coal and paints. Two railroad spurs, removed in 1973 when the Wilbur

buildings were demolished, extended to the property's north edge. Part of the lumberyard was also located to the south of the Chicago and Northwestern railroad lines. In 1935, a 360-foot by 25-foot strip along the southern edge of the property, the location of a former railroad siding, was acquired to provide additional parking space.

In 1964, the current garage and office were built in the northeast corner of the property. From 1964 to 1973 the site was used for automobile leasing and maintenance. Since 1973, the northeastern and central parts of the property have been used for bus maintenance and parking.

The southeastern part of the property, in 1928, was originally developed as an ice manufacturing plant for the National Ice and Coal Company. In 1957, this property was purchased by the Allis Blast Company and leased to Falk Corporation as a warehouse for patterns and stationary. Since 1989, part of the warehouse has been leased to various tenants, including Schulster Tunnel Contracting, ARS, Inc. (asbestos contractors), American Industrial Laundry (lockers and laundry equipment), Mobility Unlimited (vehicle repair and storage), and Mayflower. Mobility Unlimited and Mayflower have used parts of this building for performing maintenance on vans.

As a result of past uses at the Laidlaw site, the ground contains residual soil and groundwater contamination. Gasoline and diesel contaminants in the soil are primarily located in the area near W. National Ave., were fairly high, with total VOC results as high as 735 parts per million (ppm) at a depth of three to five feet. The maximum Diesel Range Organics (DRO) result was 340 ppm, also at a depth of three to five feet. The results indicate petroleum released from either the gasoline or diesel tanks or both.

Chlorinated solvents including tetrachloroethene (aka perchloroethene), 1,1,1-trichloroethane (TCA), and vinyl chloride, a degradation product of TCA, were found under the garage floor near the hydraulic pits. Solvent contamination is limited to the shallow soil (one to three feet below the concrete floor) in the garage area. The shallow soil also contains DRO and heavier than DRO organics (e.g. waste oil) at 48 ppm and 46 ppm respectively. This contamination beneath the garage floor may have been caused by leakage from the hydraulic lift pits, or through cracks in the concrete floor, or sanitary sewer lines from floor washwater, motor oil, hydraulic oil, or parts cleaning solvent spills.

A groundwater sample exceeded Wisconsin Department of Natural Resources (WDNR) enforcement standards for benzene, toluene, xylene, and naphthalene.

The petroleum hydrocarbon soil and groundwater contamination at the site is likely sourced from the UST systems formerly present at the site.

Following removal of the gasoline and diesel UST's in 1998, site remediation was conducted and the site was transferred to the Wisconsin Department of Commerce, who closed the petroleum contamination case under NR 726 on 01/04/02.



The WDNR Environmental Repair Program (ERP) case (BRRTS #02-41-001015) is currently open, and relates to soil contaminated with chlorinated solvents found beneath the floor of the on-site garage during the Phase II ESA. The garage was constructed in 1964, and has been used continuously since construction by a series of automobile leasing and maintenance companies, followed by several bus companies. The chlorinated VOC contamination is presumed to have been sourced from leakage from the hydraulic lift pits, leakage through cracks in the floor, or leakage from the sanitary sewer lines beneath the floor.

Another property included in the TID is the former Neis Hardware/Advertoprint Incorporated property located at 7939-43 and 8001-80** W. National Ave., operated as a commercial printing operation, with warehouse, storage, and parking facilities. The nearly one acre site has been acquired by the City of West Allis.

Prior to its use as a storage facility for a commercial printing operation (1999 to 2005), the property was occupied by the retail and storage operations of a hardware company (1944 to 1999). The Doering Motor Company occupied part of the property from 1939 to 1944 as an automobile dealership.

As a result of past uses at the site, there potentially is residual soil and groundwater contamination at the site. A 560-gallon fuel oil UST was installed on the 80** W. National Ave. parcel on December 4, 1946. There is no record of the UST being removed. It is very likely this UST leaked given its apparent length of time on-site.

The 8001 W. National Ave. parcel may have been impacted by former automobile service operations by the Doering Motor Company in the early 1940's, potentially resulting in petroleum contamination of soil and/or groundwater.

Like many other environmental clean up sites in West Allis the potential does exist of discovering foundry sand.

Tertiary Cause - The Severe Lack of Adequate Parking: The area is also severely delinquent in achieving modern parking standards. Traffic counts and the quantity of housing within this market/trade area are clearly high enough to support a stronger neighborhood commercial business corridor, but the parking is insufficient, inconvenient, and not particularly user-friendly when compared to the typical "shopping mall."

Faulty lot layouts for many commercial uses within the area have led to a fragmented and disorderly array of poorly maintained parking areas. Due to the problematic layout and lack of accessibility to businesses, existing land uses are overpowering the supply of available off-street parking. As a result, most parking occurs within City right of way along both sides of W. National Ave.

Lack of adequate parking has been a major deterrent to successful business development, retention and attraction in the area; therefore, this Project will include the construction of parking lots to serve the needs of residential and commercial businesses in the neighborhood. In order to accomplish this, the plan identifies commercial properties that will provide parking spaces for businesses while minimizing any detrimental effect on adjacent residences. These parking lots

will have substantial landscaping to provide a meaningful buffer between commercial businesses and residential neighborhoods.

Insufficient parking is a common ailment of older commercial areas — the parking patterns are:

- inadequate
- unfriendly
- inconvenient

Contemporary shopping malls have long since solved this problem and drawn customers away from traditional urban shopping areas. Today, many urban areas are countering this trend with revitalized business areas, but the parking issue remains a major challenge. It cannot be solved the same way that suburban shopping malls work, with long rows of angled parking surrounding the central business buildings. There are a few older commercial areas, including this one, where the majority of parking is occupied all the time. The problem is one of:

- sharing
- integration
- management

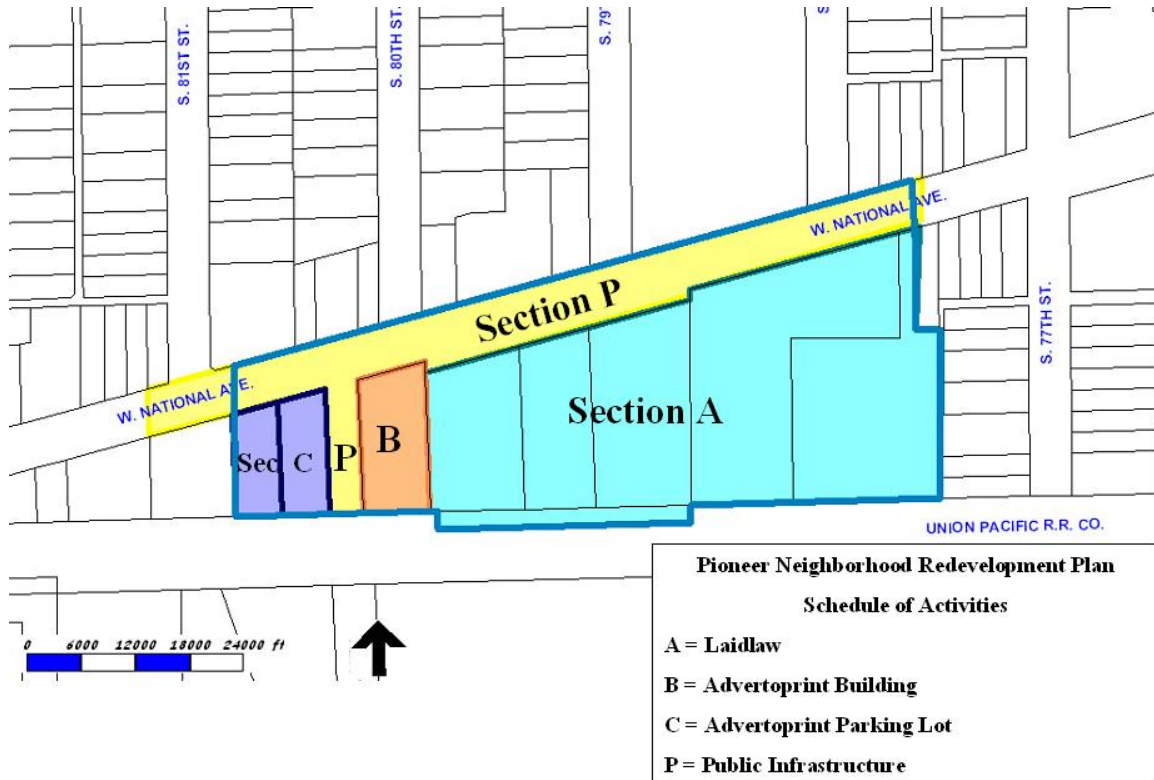
One of the simplest strategies is to create a linear string of off-street public or semi-private parking directly behind the businesses that line the street. This could be accomplished in the area south of W. National Ave. between S. 79 St. and S. 82 St. (along the Union Pacific Rail Road). However, it cannot be just a fragmented, disorderly connection of paved areas. It has to look and feel like a welcoming, friendly, convenient place to park. It has to be easy to find, to get in to and out of. A modern parking strategy requires adequate provision of public parking spaces within a five-minute walk of all significant activity generators and residences. This usually requires combining critical pieces of property to make continuous off-street parking successful. Parking has to be shared so that the same parking area can accommodate different peak demands for different businesses. In addition, the landscaping and street lighting have to be designed effectively, to fit in with urban patterns and architectural traditions, rather than replicate suburban areas.

CONCLUSION: The distressed state and disrepair of a large number of properties in the area when combined with environmental cleanup liabilities and the severe lack of parking together with the other causes of blight in the Project area substantially impair and arrest the sound growth of the community. Furthermore, these factors constitute an economic and social liability and are a menace to the public health, safety, morals and welfare in its present condition and use. In recognition of all the above, the area is therefore a blighted area within the meaning of s. 66.1333(6)(b)1 of Wisconsin State Statutes in need of blight elimination, slum clearance and an urban renewal project.

II. PROJECT ACTIVITIES

This Plan provides for the following redevelopment sections/components (labeled as A, B, C, and P), each of which also includes specific numbered project activities. This Neighborhood Redevelopment Plan and the proposed Tax Incremental Finance District No. 9 (TID 9) have been prepared in a manner so that various components and activities may be implemented as a whole or selectively (as options) to accomplish the redevelopment objective.

Section A = Laidlaw property. This portion of the *project activities* principally includes the redevelopment of the current site of the Laidlaw bus company. In September of 2005, the Department of Development learned that the Laidlaw bus company site and the abutting icehouse property (hereafter referred to as Laidlaw) were for sale and that the former Advertoprint site would be sold at Sheriff's auction in late October. The Community Development Authority



(Authority) purchased the former Neis Hardware/Advertoprint site at Sheriff's sale to gain control of future redevelopment options. The 5.0-acre Laidlaw property offers a significant opportunity for the City to acquire this large obsolescent and underutilized property.

Laidlaw Bus Company (For Sale 5 acre site area)

- Bus company building and fleet storage 7741 W. National Ave.
- Icehouse building 7725 W. National Ave.
- Total of six parcels (approximately 5 acres)

Section A is composed of one project activity which will involve returning the parcels, currently occupied by Laidlaw property, to an economically productive and aesthetically appealing mixed use development that will help to bring new value towards revitalizing the Pioneer Neighborhood. The Laidlaw site consists of six parcels (two of the parcels containing buildings) of commercial land fronting W. National Ave. between S. 77 St. and S. 80 St., which are currently for sale, and if acquired, could be assembled for disposition and redevelopment purposes. The activities to accomplish this will include the acquisition, environmental remediation, demolition and redevelopment of the properties.

Section A Project Activities

Project Activity #	PROJECT NAME	LOCATION
1	Mixed use development options: <ul style="list-style-type: none"> • Market rate senior apartments and condos with commercial ground floor • Tax credit mixed income/family and senior apartments with commercial ground floor 	Laidlaw properties (Section A)

Various redevelopment options exist and include the following:

1. Mixed use market rate senior apartments, condos and street level commercial
2. Mixed use tax credit mixed income family and senior apartments with street level commercial

A third single-family neighborhood option was also explored, but not feasible given site constraints and economics. Two other options explored included a neighborhood retail/commercial option and a medical building but were determined unfeasible options by themselves. If included with either of the two preferred options, they may however prove feasible if integrated as part of a mixed-use scheme.

Section B = Neis Hardware/Advertoprint Building (East). Section B of this project includes the former Neis Hardware/Advertoprint site (east of S. 80 St.). The former hardware/commercial print shop building, located on the east side of S. 80 St., is approximately 30,000 sq. ft. and includes a residential apartment unit. The Community Development Authority (Authority) purchased this property at Sheriff’s sale to gain control of future redevelopment options.

Advertoprint East property 0.44 acres

- 7939-43 W. National Ave.
- 1810 S. 80 St.

Various redevelopment schemes are being considered for this property as follows:

1. Adaptive reuse. The building, especially the rear two story portion of this building, may be suitable for an adaptive residential reuse. The front portion of the building could also be renovated with a commercial retail or office tenant. The existing loading dock on the rear portion of the building encroaches into the Union Pacific Rail Road right of way and is leased from the railroad company. The removal of this dock bay will allow for a pedestrian and vehicle linkage to the Laidlaw property (Section A) to the east. If the building is renovated, the parcels directly west of S. 80 St. (portion of Section C), which is under the control of the Authority, may be redeveloped into a municipal parking lot for approximately 60 vehicles. The existing 5,000 sq. ft. storage building on site would need to be demolished.

2. Demolition. The demolition option would “clean the slate” and open up the Neis/Advertoprint building site, making it more attractive to the selected Developer of Section A (Laidlaw). Section A of the redevelopment plan could conceivably be combined/assembled with Section B promoting a larger development site for additional building value/increment.

Section B Project Activities

Project Activity #	PROJECT NAME	LOCATION
2A	Adaptive reuse (mixed use redevelopment)	Neis/Advertoprint building (east of S. 80 St.)
2B	Demolition to extend mixed use development options: <ul style="list-style-type: none"> • Market rate senior apartments and condos • Tax credit mixed income/family and senior apartments with commercial ground floor 	Neis/Advertoprint and Laidlaw properties

Section C = Advertoprint West. Section C of this project will include the portions of the Advertoprint site west of S. 80 St. These two parcels are currently utilized for surface parking and also include a small storage building and outdoor storage yard. This area is under the control of the Authority, and could be redeveloped for a municipal parking lot for about 60 vehicles. The existing 5,000 sq. ft. storage building and outdoor storage yard on site would need to be demolished/removed. Future surface parking would be linked via cross access or public access easements to adjacent uses.

As an alternative to redeveloping Section C as a municipal parking lot, the property could be redeveloped as a mixed-use redevelopment (similar to project activities explained in Section B above) if other properties to the west are acquired in the future. In exchange, properties to the west could be converted to a municipal parking lot. Properties to the west would offer a more centralized location for a surface parking lot and could be designed to maintain cross access.

Advertoprint West property 0.50 acres

- 8001 W. National Ave.
- 80** W. National Ave.

One of the major neighborhood drawbacks is the lack of adequate parking. The experience of moving out of the car into the street and the surrounding neighborhood has to be positive and pleasurable, not just another chore. This is where urban redevelopment areas can clearly outperform suburban malls. The traditional pedestrian experience of walking through seas of asphalt, with no surrounding amenities, has become the downfall of suburban malls. New commercial areas are now focusing on creating positive pedestrian experiences to make sure that once the customer leaves the car, there are several attractions and features that encourage additional shopping.

Section C Project Activities

#	PROJECT NAME	LOCATION
3A	Municipal Parking lot	Neis/Advertoprint land (west of S. 80 St.)
3B	Demolition to extend Mixed Use Development options: <ul style="list-style-type: none"> • market rate senior apartments and condos • tax credit mixed income/family and senior apartments with commercial ground floor 	Neis/Advertoprint land (west of S. 80 St.)

A modern parking strategy requires adequate provision of public parking spaces within a five-minute walk of all significant activity generators and residences. Observations of current parking conditions concluded that the area’s parking is severely under supplied for any future redevelopment scenario.

Because the lack of adequate parking has been a major deterrent to successful business development, retention and attraction in the area of this Project will include the construction of a public/municipal parking area to serve the needs of residential and commercial uses in the neighborhood. In order to accomplish this, the plan identifies Section C Neis/Advertoprint properties (west of S. 80 St.) as a possible candidate for municipal parking. A parking lot will have substantial landscaping to provide a significant buffer between the commercial businesses and the residential neighborhood.



Parking has to be shared so that the same parking area can accommodate different peak demands for different businesses.

Optional Section P =Public Infrastructure. This portion of the Project may be programmed at a future date, but is not included within the initial cost/scope of this redevelopment plan. For purposes of this redevelopment plan, the optional activities should be viewed as future components that could be added to the existing project area or any future amended project area to provide public improvements to further enhance the private redevelopment initiatives as well as assist in providing an enhanced neighborhood image. For instance, streetscaping and new stamped paving details along W. National Ave. between the sidewalk and curb and improved crosswalk markings will call attention to pedestrian movements to provide a safer crossing to the parking areas. An approximate 390-ft. long by 15-ft deep portion of City/ W. National Ave. right of way is anticipated to be vacated and attached to the Laidlaw property. Additionally to support ease of use and cross access to future development, the Authority may pursue the acquisition of

an approximate 830-ft. long by 25-ft. wide portion of Union Pacific Rail Road right of way. This area is currently unpaved, rutted, and aesthetically undesirable as it is a constant generator/collector of dust and other debris.

Street paving and other underground work are not recommended for improvement at this time, but will be programmed as part of future capital improvements.

Optional Part P Project Activities

#	PROJECT NAME	LOCATION	ESTIMATED PUBLIC COST
1	Streetscaping (stamped pavement between walk and curb, landscaping planters, street lighting) and vacate portion of W. National Ave. ROW	S. 77 to S. 82 St. W. National Ave. 390-ft. linear portion of W. National Ave. ROW (south side) fronting along Laidlaw property	\$1,335,600
2	New traffic signals	S. 81 and W. National Ave.	\$150,000
3	Street clock (focal/wayfinding feature)	W. National Ave.	\$20,000
4	Acquire portion of Union Pacific right of way for alley access to parking	25-ft. wide linear portion of Union Pacific Rail Road ROW (north side) between S. 80 St. and S. 82 St.	\$25,000
5	New parking lot	S. 80 St. south of W. National Ave. and north of Union Pacific RR	\$240,000
6	Redevelopment loan for catalytic and/or historic project(s)	Area businesses and structures	\$50,000
7	Commercial façade grants	Area businesses and structures	\$50,000

Other optional activities of the project may also provide for the rehabilitation and conservation of all properties determined to be structurally substandard or suitable for reuse or adaptive reuse. This will be accomplished through the City of West Allis comprehensive Exterior Property Maintenance Program. This initiative inspects the exterior of all properties in the area and require compliance with all applicable exterior existing building code requirements. In addition, specific landmark properties will be targeted as catalytic projects for which incentive financing or commercial façade improvement grants (to underwrite a portion of the renovation/project cost) would be made available to facilitate a major private preservation and restoration initiatives.

Administrative Activities of the Redevelopment Plan also provide the public costs for management-related expenses, such as administration, legal services, appraisal costs, relocation services, environmental and geotechnical investigations, etc., as well as a contingency fund.

Administrative Activities

#	PROJECT NAME	LOCATION
8	Administrative expenses	Area-wide
9	Contingency	Area-wide

III. STATEMENT OF THE PROJECT AREA

The Project area is generally known as the Pioneer Neighborhood. The legal description is provided in **Exhibit No. 1 - Legal Description** and the area is depicted on **Map No. 1 - Boundary Area**.

The boundaries are identical to the proposed boundary of Tax Increment Finance District No. 9, which has been prepared and included as an **Exhibit No. 5** of this plan to provide the funding mechanism for the Project. The goals and objectives set forth in the Redevelopment Plan are consistent with those of the Tax Increment Finance District.

IV. DESCRIPTION OF PROJECT

A. Plan Objectives. The objectives of the "Pioneer Neighborhood Redevelopment Plan" are as follows:

1. Eliminate vacant, obsolescent and deteriorating buildings, blighting influences and environmental deficiencies that detract from the functional unity, aesthetic appearance and economic welfare of the Pioneer Neighborhood along the W. National Ave. corridor.
2. Prevent the recurrence of blight and blighting conditions.
3. Eliminate underutilized land and inconsistent land uses.
4. Support the adaptive reuse and rehabilitation of structures that are feasible for continued uses.
5. Assemble land into parcels functionally adaptable with respect to shape and size for disposition and redevelopment in accordance with development needs and standards.
6. Remove vacant, deteriorated, obsolescent, blighted and structurally substandard buildings for uses permitted in this Plan.
7. Provide for the orderly physical and economic growth of this portion of the City through planned and controlled redevelopment.

8. Foster redevelopment activities included in this Project that are consistent with the uses permitted in this Plan and consistent with the needs of the surrounding area and the community as a whole.
9. Assure that redevelopment projects incorporate architectural design, site planning, landscaping, signage, lighting, public art and other amenities that are aesthetically pleasing and compatible with development in the area.
10. Foster economic development by providing facilities that generate new housing and employment opportunities for City residents.
11. Provide economic development loans and/or grants to qualified redevelopers consistent with the goals and objectives of this Plan.
12. Provide Project and site improvements, including the installation, construction, or reconstruction of streets, alleys, pedestrian ways, parking lots, utilities, and other related improvements necessary for carrying out the objectives of this Plan.
13. Stimulate private redevelopment that will increase the tax base of the City of West Allis and stimulate business activity in the area.

B. Redevelopment Actions. The general redevelopment actions included in this Plan are those broadly described in S. 66.1333, Wis. Stats., and include, without limitation thereof, the following: acquisition by purchase, eminent domain or otherwise, of real property in the Project area; demolition, vacation of public right of ways, and removal of all buildings, structures and other improvements acquired by the Authority which are not to be retained or rehabilitated on-site; installation, construction or reconstruction of site and Project improvements including streets and utilities deemed necessary to support land uses in the area after redevelopment; imposition of land use restrictions and controls; and, disposition by sale, lease or dedication for public purposes, land or improved property acquired in the Project area uses in accordance with the provisions of this Plan.

This Plan is intended to eliminate blight in the Project area and prevent the development or spread of blight and to foster redevelopment that is consistent with the stated Plan objectives.

Required vacations of public right of way, replatting and rezoning shall be accomplished by separate actions in accordance with the procedures specified in applicable provisions of local ordinances and Wisconsin Law.

Specific actions deemed necessary to achieve the objectives of this Plan require a combination of public and private actions directed primarily at accomplishing the following:

1. Removal of incompatible uses, buildings and structures;
2. Elimination of blighting influences;

3. Acquisition of vacant buildings, underutilized land or other real property deemed necessary for the assemblage of disposition parcels of suitable size and shape for the uses permitted in the Plan;
4. Demolition of structurally substandard and obsolescent buildings;
5. Rehabilitation and adaptive reuse of properties that will contribute to the goals of this plan;
6. Provision for public and private utilities and other public improvements needed to attract and support new uses in the area after redevelopment;
7. Renewal and modification, where and as necessary, of public infrastructure including the street and alley system and the traffic circulation patterns in and immediately adjoining the Project area to reduce hazards, improve traffic circulation and other amenities (signage, lighting, public art) that are aesthetically pleasing and compatible with development in the area; and,
8. Eliminate and remediate environmental deficiencies that detract from the redevelopment value of the property.

C. Acquisition. All real property necessary or incidental to the implementation of this Project is identified on **Map No. 3 - Proposed Property Acquisitions**. The **Schedule of Lands and Interest Required** is also provided as **Exhibit 2**.

D. Disposition. The general location and extent of land needed for Project improvements, public right of ways, easements, and conveyance for redevelopment in accordance with the uses, requirements and controls set forth in Section IV and in other applicable sections of this Plan, are shown on **Map No. 4 - Proposed Land Use**.

Parcels acquired for development may be marketed via a "Request for Proposals" or other means as appropriated. The properties will be sold for private development for use(s) in accordance with this Plan or approved modifications, and which reflect the lands for disposition under the provisions of Section IV (B) above.

All land and improved property will be sold by warranty deed at fair market value in accordance with the provisions set forth in S. 66.1333(9), Wis. Stats. and with the disposition policy established by the Authority for achieving the development objectives stated in this Plan.

V. LAND USE PLAN

In order to achieve the objectives of this Plan, all development proposals for land within the Project Area will be subject to the regulations specified in this Plan and in applicable State and City codes and ordinances. In those instances where the provisions and regulations set forth in this Plan are more restrictive than those prescribed in applicable state and local codes and ordinances, as may be amended from time to time, the more restrictive regulations imposing a higher standard shall govern, unless otherwise specifically waived by the Common Council.

- A. Land Use Zoning Provisions.** Existing land uses within the project area can be categorized as a light industrial and commercial. Tenants consist of a nonconforming bus/transit company with an outdoor storage/parking lot and associated vehicle/bus repair facility and warehouse/storage. Other uses within the project area include a commercial print shop (now vacant) and storage building with surface parking. The Comprehensive Land Use Plan for the City identifies this area as a location desirable for a high-density residential reuse. The project area is currently comprised of two different zoning districts. The Laidlaw property is currently zoned C-2 Neighborhood Commercial District, and the former Neis/Advertoprint property is zoned C-3 Community Commercial District. Under the current zoning, bus/transportation facilities are a nonconforming use within the C-2 Neighborhood Commercial District. Please refer to **Map No. 5 - Existing Land Use**, and **Map No. 6 - Existing Zoning**.

The appropriateness and compatibility of proposed uses will be determined by the Authority prior to land disposition or the execution of any instruments involving rehabilitation and/or construction loans. For purposes of redevelopment, the underlying zoning of the Project Area will be rezoned to C-3 Community Commercial District. In addition to the zoning change, a Planned Development District overlay is anticipated as part of the Statement of Proposed Changes in Zoning of the properties. In order to provide for the best utilization of the project site with relation to topography, open space and recreation areas, structure location, and design, flexibility will be allowed in the establishment of population density, setback and side yard restrictions, maximum lot coverage and floor area ratio. The use restrictions for the property shall be in accordance with the proposed underlying C-3 Community Commercial Zoning District (sec. 12.42 RMC).

- B. Building Requirements.** Building requirements and other development controls for permitted uses in the Project Area shall be as specified for such uses as a condition of the Authority's acceptance of any offer to purchase land acquired for disposition or for the granting of any rehabilitation or construction loan. In order to provide for the best utilization of the project site with relation to topography, open space and recreation areas, structure location, and design, flexibility will be allowed in the establishment of population density, setback and side yard restrictions, maximum lot coverage and floor area ratio. Generally, land coverage, building density, orientation, height, design, and setbacks shall be appropriate for the location, type, and character of the development and use contemplated. Minimum requirements are as follows:

1. **Setback requirements.** In accordance with the underlying C-3 Neighborhood Commercial District.
2. **Off-Street Parking.** In accordance with Section 12.19 RMC. Off-street parking and loading facilities for commercial and mixed use shall be located underneath or in the rear of the building unless there is no feasible alternative. For multi-family residential uses, parking shall also be located in the rear or underneath the building but may also be allowed to be located in other areas depending on the configuration of the building and lot.

3. Off-Street Loading Spaces. Off-street loading spaces shall be provided as required by the West Allis Zoning Ordinance and shall be located either wholly within the building or, if located outside the building, shall be located in the rear of the building unless there is no feasible alternative.
4. Other Development Controls. Subject to Plan Commission review.
 - a. Fences. All fences shall be subject to approval by the Plan Commission and subject to final determination by the Authority. The type and style of fencing material used by each owner is subject to approval. Chain link/cyclone fencing and barbed wire in any form is specifically prohibited.
 - b. Utilities. All electric, power, street lighting, telephone and television cable wires shall be installed underground in easements. Location of above ground transformers or other utilities shall be indicated on plan and may be considered but only at the discretion of the Plan Commission.
 - c. Open Storage. Open outdoor storage of materials, except trash enclosure areas, shall be prohibited. All trash containers, including dumpsters, must be fully (four-sided) enclosed by a solid wall or fence, with a personnel door, that matches the building facade and provides a suitable visual screen. Such wall shall be of sufficient height to cover the material stored and shall be maintained so as to present a good appearance at all times. The Plan Commission shall approve the location and type of screening material and may also recommend covering the enclosure area with a roof or canopy structure to limit lines of sight from adjacent uses.
 - d. Landscaping. Landscaping is a required improvement and an integral part of any development. Site perimeters, all required setback areas, parking lot landscape islands and building foundations shall be acceptably landscaped with appropriately spaced trees and shrubs and with grass and/or other suitable ground cover material. Landscaped material shall be suitable to climate, soil conditions and the intended use and shall be sufficient size and density to create an "immediate environment." Minimum tree caliper size shall be 2.5 inches.
 - f. Exterior Design. Building design, scale, construction materials and color finish shall be compatible with, and complementary to, those of major existing buildings in the surrounding area. The predominant material shall be masonry and include brick, stone or a decorative masonry block. The use of EIFS and similar products is permitted, but only in the upper portions of a building, and in limited quantities (not to exceed 10% of exterior building surface). Such applications shall feature a unique application technique to create an articulation of surfaces. Shadow lines, scored surfaces, checkered/contrasting patterns are some examples to promote visual design interest. The use of high quality, durable materials and window openings are encouraged. Accent or amenity lighting of exterior facades should be considered to create a desirable nighttime effect. No lighting is permitted to shine onto adjacent properties or street right of ways.

- g. Signs. The type, size and location of all proposed signage shall be approved to promote the environmental aesthetics of specific premises and the image of the Redevelopment Project as a whole. Buildings intended primarily for rental should be designed with a sign frieze to assure uniformity and continuity of style. Signage shall be in accordance with Sec. 13.21 of the Revised Municipal Code.
- h. Accessory Structures. The location, size and design compatibility of all permitted accessory buildings and structures, such as garages, maintenance buildings, etc., shall be approved prior to construction. The term "accessory structure" also refers to ground-mounted telephone and electrical transformers, gas meters, ground-mounted air conditioners, exhaust ducts, etc. Such buildings and structures are not to be located within the required setbacks.
- i. Storm Water Management. The building shall be adequately serviced by storm water gutters and downspouts and subject to approval by the Director of the Building Inspections and Zoning Department. Bio-retention techniques for storm water shall be incorporated into a portion of each project proposal.
- j. Roof Tops and Equipment Screening. Sustainable architecture/green techniques shall be given consideration as part of each project proposal. All roof-mounted equipment shall be appropriately screened preferably by a parapet wall. Consideration of alternate equipment screening materials will be given if compatible with the architecture of the main building and approved by the Plan Commission.
- k. Local Codes and Ordinances. All construction and uses in the Project area shall conform to all applicable codes and ordinances of the City of West Allis and the State of Wisconsin in effect at the time of construction, except where applicable provisions and requirements of this Plan are more restrictive.

C. Duration of Land Use Plan. The land use provisions, building requirements and other development controls enumerated herein shall be in full force and effect from the date the Redevelopment Plan is certified to the Common Council of the City of West Allis by the Authority provided in s. 66.1333, Wis. Stats. They will continue to be in force and effect until modified by the Common Council upon recommendation by the "Authority."

D. Applicability of Land Use Plan. After approval and certification of the Pioneer Neighborhood Redevelopment Plan, no new construction shall be authorized by any agencies, boards or commissions of the City, in such area, unless authorized by the Authority, including remodeling or conversion or rebuilding, enlargement or extension of major structural improvements on existing buildings, but not including ordinary maintenance or remodeling or changes necessary to continue occupancy.

All permit applications for new construction within the Project area, including substantial remodeling or conversion or rebuilding, enlargement, or extension of major structural improvements on existing buildings, shall be referred to and reviewed by the Authority to determine conformance with this Plan.

VI. PROJECT PROPOSALS

- A. Developer's Obligations.** Each developer will be required to abide by the covenants, restrictions, and provisions set forth in the agreement for land disposition and conveyance executed pursuant thereto including, but not limited to, the following:
1. Developers shall submit all Project redevelopment proposals for review and will be selected via a "Request for Proposal" or other process. Proposals may be illustrated and shall consist of architectural, site development and landscape plans, signage, and other appropriate supporting narrative or data to establish general conformity with the provisions and criteria set forth in Section IV of this Plan.
 2. The developer and any successor in interest shall devote the land only to the uses specified and approved in this Plan and shall carry out, or cause to be carried out, the approved Project Plan and modifications or amendments thereof, including any additional standards or regulations or urban design designated for the proposed use.
 3. The developer shall begin and complete the redevelopment of the land for the uses permitted in the Plan and the related improvements agreed upon in the disposition instrument as described in the approved final construction Plans within a reasonable period of time as determined by the Authority.
 4. The developer shall not sell, lease, or otherwise transfer such land at any time prior to completion of the development thereof.
 5. The developer shall be required to comply with all applicable local and state codes, ordinances, regulations, and statutes in effect from time to time.
 6. A developer shall submit information evidencing that they have made appropriate arrangements for financing the construction of the Redevelopment Project, submit a brief outline of the Project cost for completing improvements, and a designation of the sources of financing and/or equity contributions that will be used by the developer to fund such cost.
- B. Design Review.** Redevelopment proposals shall be submitted to the Authority and referred to the Plan Commission of the City of West Allis for architectural design and site review. Proposals shall be sufficiently complete in form and content to permit meaningful evaluation. Approval of any proposal by the Plan Commission shall be subject to final determination by the Authority that such proposal conforms with the Redevelopment Plan.

The objectives and criteria to be used by the Plan Commission in determining the acceptability of any Project proposal include, but are not limited to, the following:

1. Quality and kind of construction materials, architectural and landscape design proposed for both new construction and rehabilitation;
2. Compatibility of internal vehicular and pedestrian circulation systems with adjoining areas;

3. Size, shape and orientation of proposed buildings and structures in relationship to the nature and scope of the development contemplated;
4. Orientation of proposed buildings and structures and relationship to street frontages, to each other and to surrounding existing buildings and structures; and,
5. Extent to which the uses and development (including signage) meets or exceeds Redevelopment Plan objectives and requirements.

C. Authority's Obligations. The Authority will furnish the developer with an appropriate certificate upon the satisfactory completion of all building construction and other related improvements specified in the final construction Plans approved for development. Until the Authority so certifies, the developer shall have no power to convey the real property or any part thereof as provided by Wisconsin Law and the agreements executed pursuant hereto.

VII. CONFORMANCE WITH STATE AND LOCAL REQUIREMENTS

The following statements, maps, and information presented here are given to establish compliance with statutory requirements.

- A. Conformance to the General Plan of the City.** This Plan was duly considered and determined to be in conformity, in principal, with the City's Comprehensive Land Use Plan.
- B. Relationship to Definite Local Objectives.** This Plan has been carefully established to conform with the following objectives:
 1. **Appropriate Land Use.** The proposed land uses will conform, in principal, to those permitted by City zoning ordinances and the "Comprehensive Land Use Plan 2010" dated February 27, 1991;
 2. **Improved Traffic.** Minor public right of way vacation or dedication may be necessary along portions of W. National Ave. as part of this plan. The Community Development Authority in connection with this Plan proposes no other major changes in the traffic or circulation patterns;
 3. **Public Transportation.** No changes in Milwaukee County's public transportation system are proposed or necessitated by this Plan, except for some minor relocation of transit stops;
 4. **Public Utilities.** No major improvements and/or modifications in the storm sewer, sanitary sewer or water are proposed by this Plan. These systems may, however, be improved and/or modified by the City of West Allis in connection with redevelopment, if so directed by the Common Council, or in connection with traffic or street improvements included in the annual Capital Improvements Program;
 5. **Recreational and Community Facilities.** No recreational and/or community facilities are proposed to be constructed or expanded by this Plan; and,

6. Other Public Improvements. The potential for nearly 60 new parking spaces are projected to be added. Substantial streetscaping could be added to W. National Ave. The repaving and general improvement of streets, sidewalks, curbs and gutters, etc. will be undertaken on an "as needed" basis as authorized by the City of West Allis.

- C. Statement of Project Area.** The boundaries of the Project Area are legally described in Exhibit No. 1 Legal Description hereof and depicted on **Map No. 1 - Boundary Map**.
- D. Map of Existing Uses.** The existing property conditions are shown on **Map 2**, proposed property acquisitions are shown on **Map 3**, existing land uses are shown on **Map 4**, proposed land uses are shown on **Map 5**, existing zoning is shown on **Map 6**, and proposed zoning is shown on **Map 7**.
- E. Land Use Plan of Proposed Uses.** Proposed land uses are shown on **Map No. 5**.
- F. Standards of Population Density.** Dwellings shall not exceed 40 dwelling units per acre unless specifically approved by the Authority.
- G. Land Coverage and Building Intensity** shall not exceed conditions set forth in Section V of this document.
- H. Present and Potential Equalized Value for Property Tax Purposes.**

TABLE 1

**PRESENT AND POTENTIAL EQUALIZED VALUE
(Based upon Senior Mixed Use Scenario)**

Property Values	Present (2005)	Potential	Increase
Land	\$ 1,138,300	\$ 1,156,000	\$ 17,700
Improvements	<u>\$584,900</u>	<u>\$ 21,715,000</u>	<u>\$ 21,130,100</u>
TOTAL	\$1,732,200	\$ 22,871,000	\$ 21,138,800

PRESENT AND POTENTIAL ANNUAL TAX REVENUES

Annual	Present (2005)	Potential	Increase
Property Taxes	\$ 75,820	\$ 548,911	\$ 473,091

TABLE 2

RANGE OF POTENTIAL PROPERTY TAX INCREMENT

A. Total Property Tax Increment

	Senior/Mixed Use	Senior/Multi-family	Residential Condos
Projected Total Property Values (laidlaw)	\$ 22,615,000	\$ 13,466,000	\$ 12,396,000
Projected Total Property Values (Advertoprint)	\$ 2,070,000	\$ 2,070,000	\$ 2,070,000
Existing Total - Fair Market Values (Laidlaw)	<u>1,525,700</u>	<u>1,525,700</u>	<u>1,525,700</u>
Existing Total - Fair Market Values (Advertoprint)	<u>388,900</u>	<u>388,900</u>	<u>388,900</u>
INCREMENTAL Property Values	\$ 22,770,400	\$ 13,621,400	\$ 12,551,400
	2.40%	2.40%	2.40%
Property Tax Increment	\$546,490	\$326,914	\$301,234

I. Statement of Proposed Changes in Zoning Ordinances or Maps and Building Codes and Ordinances.

The Project Area as shown on **Map 6 - Existing Zoning**, is zoned C-2 and C-3.

1. No changes are planned for the City Building Codes. A continuation of the Comprehensive Exterior Property Maintenance Program is proposed and necessitated by this Plan. The Zoning Ordinances may be amended as noted in **Map No. 4 - Proposed Land Use**
2. An overall rezoning of the redevelopment area to C-3 Community Commercial District and at least one Planned Development District overlay (PDD-1 residential/mixed use) is anticipated to be adopted within the area.

J. Statement of Required Site Improvements and Additional Public Utilities. Site improvements and additional public utilities required to support new land uses in the area after development will be provided by the Developer as needs and conditions dictate. Please refer to **Exhibit 4 - Estimated Redevelopment Costs** for cost estimates of site improvements to be undertaken by the City.

K. Statement of a Feasible Method Proposed for Relocation. The Authority is authorized to make relocation payments to, or with respect to, persons (including families, business concerns and others) being displaced from the Project for moving expenses and losses of property for which reimbursement or compensation is not otherwise made. Any persons being displaced during the course of the Project or relocated from properties within the area during the course of Project execution, shall be afforded the opportunity to be relocated in available accommodations which are decent, safe, sanitary, and otherwise habitable and which are within their financial means, all in accordance with a Relocation Plan, prepared pursuant to s. 32.19 and 32.25 to 32.27 and s. 66.1333 of Wis. Stats. and subsequently approved by the Wisconsin Department of Commerce.

VIII. PROCEDURE FOR CHANGES IN THE APPROVED PLAN

At any time after the Project Area Plan has been approved by both the Community Development Authority and the Common Council of the City of West Allis, it may be modified in accordance with the provisions and procedures set forth in applicable subsections of s. 66.1333, Wis. Stats., as may be amended from time to time.

XI. LIST OF EXHIBITS AND MAPS

The Exhibits and Maps are incorporated into the Project Plan and by this reference made a part thereof as follows:

Exhibits

Exhibit No. 1 - Legal Description

Exhibit No. 2 - Determination of Blight

Exhibit No. 3 - Schedule of Lands Required

Exhibit No. 4 - Estimated Redevelopment Costs and Net Public Costs

Exhibit No. 5 - TID No. 9 Project Area

Maps

Map No. 1 - Boundary Map

Map No. 2 - Existing Property Conditions

Map No. 3 - Proposed Property Acquisitions

Map No. 4 - Existing Land Use

Map No. 5 - Proposed Land Use

Map No. 6 - Existing Zoning

Map No. 7 - Proposed Zoning

Map No. 8 - Proposed Public Works and Improvements (Optional Activities)

EXHIBIT NO. 1

PIONEER REDEVELOPEMENT AREA

LEGAL DESCRIPTION:

A tract of land located in the Northwest $\frac{1}{4}$ and Northeast $\frac{1}{4}$ of Section 4, Township 6 North, Range 21 East, more particularly described as follows:

Beginning at southeast corner of the Parcel 3, Certified Survey Map No. 2389; thence Southerly, 25.00 feet; thence Westerly, 360.00 feet; thence Northerly, 25.00 feet; thence Westerly, 287.11; thence Northerly, 213.81 feet, to the North right-of-way line of West National Avenue; thence Northeasterly, 1008.66 feet, along said north line; thence Southerly, 214.33 feet; thence Easterly, 32.00 feet; thence Southerly, 240.00 feet, to the north right-of-way line of the Union Pacific Railroad; thence Westerly, 354.00 feet, along said line, to the Point of Beginning.

Said land contains 7.842 Acres, more or less.

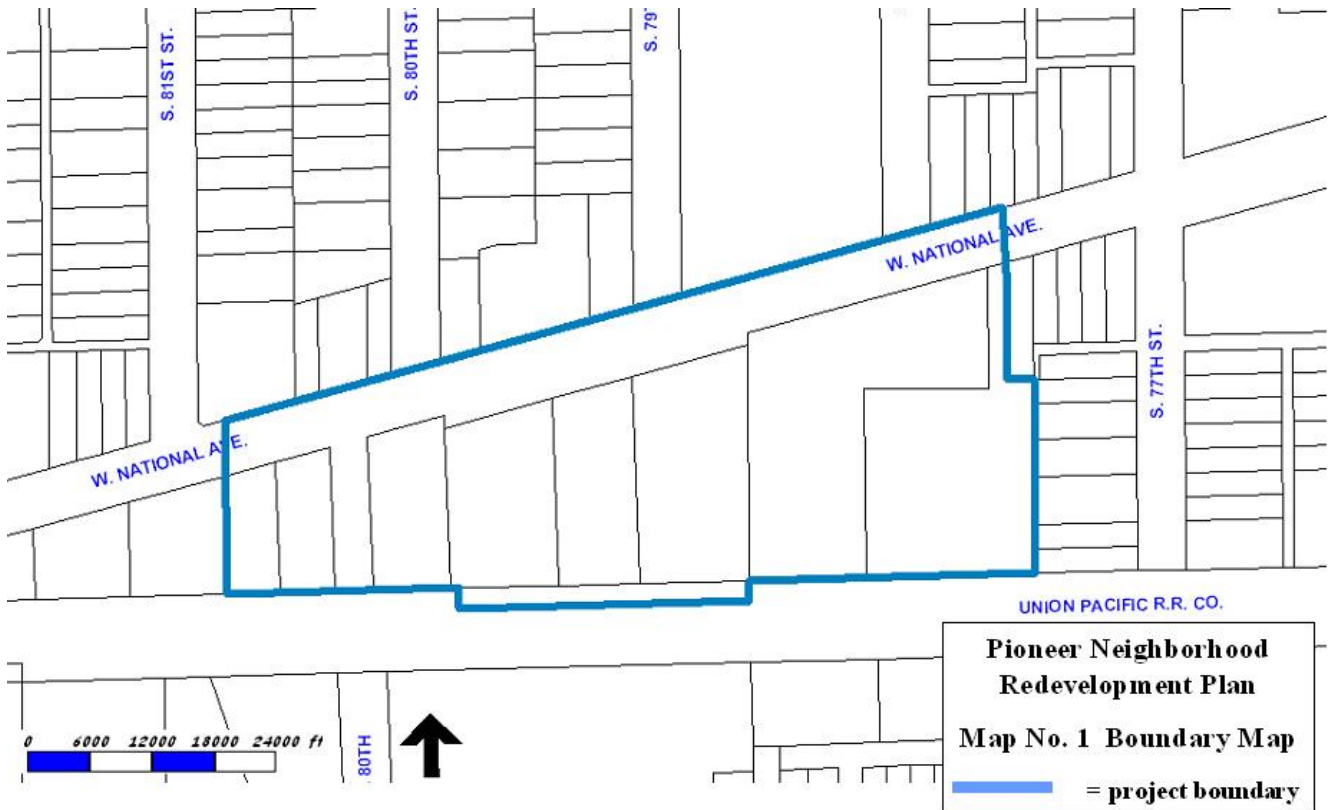


EXHIBIT NO. 2

DETERMINATION OF BLIGHT (page 1)



CITY OF WEST ALLIS
WISCONSIN



Department of Building Inspections & Zoning

February 14, 2006

City of West Allis
Department of Development
Steve Schaer, Planning Manager

RE: Pioneer Neighborhood Revitalization District – Blighted Area
Property I.D.'s – 452.0522.000, 452.0523.000, 452.0596.000, 452.0597.001,
452.0597.002, 452.0597.003, 452.0598.001, 452.0599.001, 452.9999.007

Mr. Schaer:

I have reviewed the Pioneer Neighborhood Revitalization District, as referenced above, to determine if the defined area is a blighted area in accordance with the definition contained in WI State Statutes, Section 66.1333(2 m)(b).

A survey of the District found numerous defined factors that, when combined, finds the subject area to be a blighted area. I offer the following information from my survey.

Blighted Issues

Surveyed properties included nine land I.D. parcels consisting of three properties with principle buildings, one property with a cold storage accessory building, and five properties being parking lots accessory to the main or accessory buildings. Several key factors, as defined by State Statutes, were considered while examining the properties:

- Building age
- State of deterioration
- Provisions for open space and lot layout
- Property maintenance

Building Age

It was found that the four buildings are 50 or more years old. Two of these buildings were originally constructed prior to 1920.

Deterioration

It was found that of the four buildings on the properties, three are showing signs of deterioration from masonry wall cracks (from footing/foundation defects), to roof defects to boarded openings.

Provisions for Open Space and Lot Layout

Of the four properties with buildings, one property has no open space, with the building generally constructed up to all property lines. One building has limited and poorly located open space, and the other two have adequate open space.

Property Maintenance

The properties were reviewed for maintenance using the City of West Allis Property Maintenance Code. All buildings in the District were found to have numerous building maintenance issues and all nine properties had numerous site/yard maintenance issues.

Summary Declaration of Blighted Area

I have surveyed this Pioneer Neighborhood Revitalization District and have determined the defined area to be a blighted area when considering the numerous factors allowed by the definition of "blighted area" in WI State Statutes Section 66.1333(2 m)(b). In summary, the area is a blighted area as defined in State Statutes.

Sincerely,

Ted Atkinson, Director
Building Inspections and Zoning

cc: John Stibal
Scott Post
Patrick Schloss

TA/lj

EXHIBIT NO. 2
DETERMINATION OF BLIGHT (page 2)



MEMORANDUM

TO: Steve Schaar, Planning Manager
FROM: Ted Atkinson, Director of Building Inspections & Zoning
DATE: February 14, 2006 ZA
SUBJECT: Pioneer Neighborhood Revitalization District

The following information supplements the communication of February 14, 2006 regarding my survey of the 9 land ID's parcels.

Building Age

Address	Year Constructed	Age
7725 W. National Avenue	1927	+/- 97 years
7741 W. National Avenue	1964	+/- 42 years
7739-43 W. National Avenue	1900	+/- 106 years
8001 W. National Avenue	1946	+/- 60 years

Deterioration

Address	State of Deterioration
7725 W. National Avenue	Building in average to poor condition. Broken windows, board over door/window openings, masonry cracks, missing parapet caps, roof leaks.
7741 W. National Avenue	Building in average to good condition, chipping paint on parapet caps.
7739-43 W. National Avenue	Building in average to poor condition. Board over door/window openings, deteriorating concrete windowsills, masonry cracks, wood siding in disrepair, open soffits, chimney repair of masonry.
8001 W. National Avenue	Building in average condition. Board over door/window openings, masonry cracks, noted shed constructed without permit.

CITY OF WEST ALLIS

EXHIBIT NO. 2 DETERMINATION OF BLIGHT (page 3)

Provisions for Open Space and Lot Layout

Address	Description
7725 W. National Avenue	Minimal lot frontage on public street for drive entrance with minimum open space provided around three sides of building allowing for congested parking. Note 75% of 1 st floor for inside parking.
7741 W. National Avenue	Adequate open space provided with large parking lot. Problem found that open space used for bus parking with virtually no parking provided on-site for employees. Adjacent city street used for employee parking.
7739-43 W. National Avenue	Building generally up to property line on all four sides with no open space provided. Note that 2 sides abut public streets and 1 side abuts railroad property.
8001 W. National Avenue	Adequate open space. Note building on lot is for cold storage with balance of lot for open parking.

Property Maintenance

Address	State of Deterioration
7725 W. National Avenue	Building sprinkler system in disrepair; exterior window/doors covered with improper materials; masonry cracks in exterior walls; roof-caps missing; overgrown trees/shrubs; fence in disrepair; parking lots & drive areas in disrepair; abandoned vehicles – 2 minimum.
7741 W. National Avenue	Building has roof caps with chipping paint; overgrown trees/shrubs; fence in disrepair; parking lot and drive areas in disrepair; wood tree planters (2) in disrepair.
7739-43 W. National Avenue	Windows/doors covered with improper materials; masonry cracks; open soffits; wood siding in disrepair; concrete window sills deteriorating; chimney requires masonry repair; overgrown trees/shrubs in rear.
8001 W. National Avenue	Windows/doors covered with improper materials; masonry cracks; junk/debris stored on property; abandoned vehicles (+4 vehicles); shed constructed without permit and improper construction; overgrown trees/shrubs; and fence in disrepair.

cc: John Stibal
Scott Post
Patrick Schloss

EXHIBIT NO. 3

SCHEDULED OF LANDS REQUIRED

Project ID	N Tax Key #	Property Address	Owner's Name	Tenant/Use	Acreage
1	452-0599-001	7725 W. National Ave.	Robert & Jane Bello Trust	City Screen Print	1.2090
2	452-0598-001	7741 W. National Ave.	J. Leonard Lovdahl	Laidlaw Bus Service	1.5270
3	452-0597-003	77** W. National Ave.	J. Leonard Lovdahl		0.8770
4	452-0597-002	77** W. National Ave.	J. Leonard Lovdahl		0.5590
5	452-0597-001	77** W. National Ave.	J. Leonard Lovdahl		0.6640
		1810 S. 80 St.			
6	0452-9999-007	79** W. National Ave.	J. Leonard Lovdahl	Commercial - Vacant	0.2065
7	452-0596-000	7939, 43 W. National Ave.	Advertoprint Inc.	Advertoprint	0.4430
8	452-0523-000	8001 W. National Ave.	Advertoprint Inc.	Advertoprint Storage/Warehouse	0.2680
9	452-0522-000	80** W. National Ave.	Advertoprint Inc.		0.2310

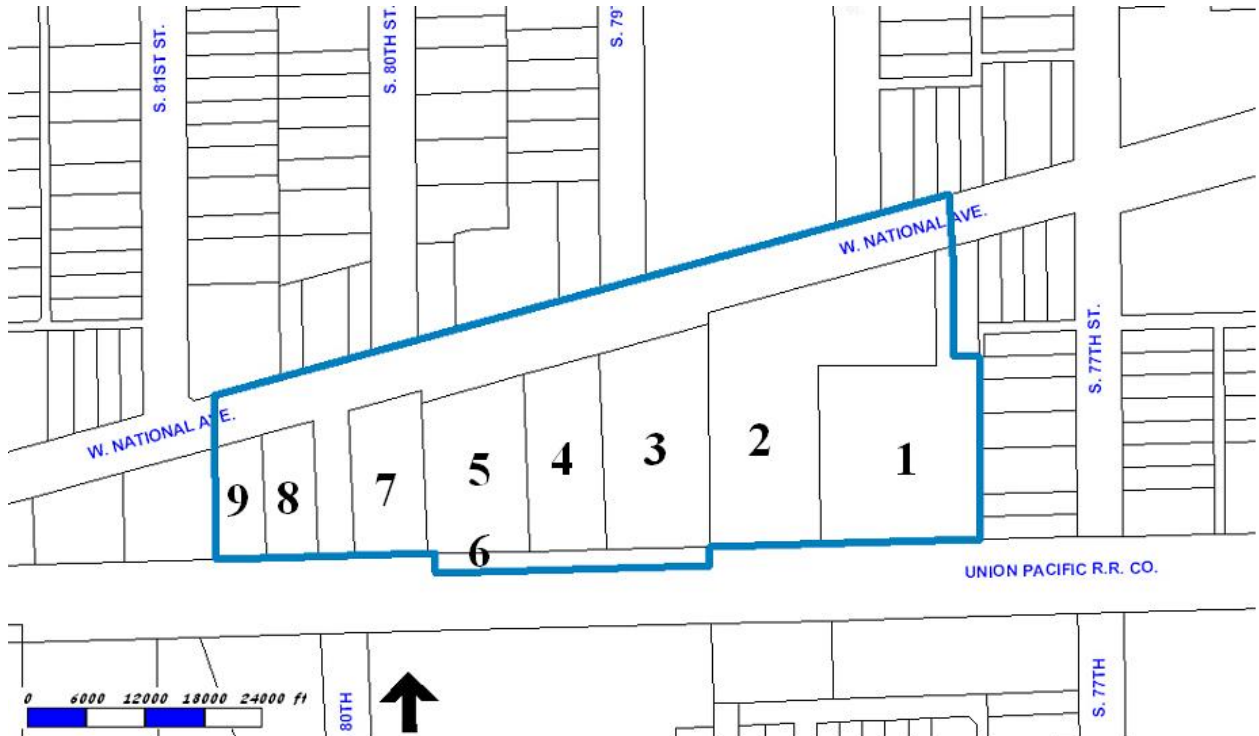


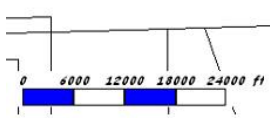
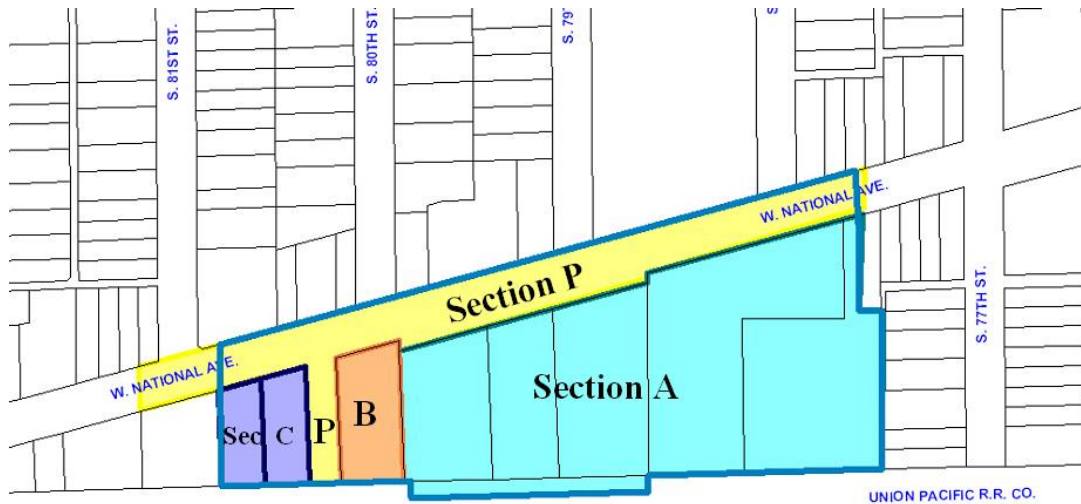
EXHIBIT NO. 4

ESTIMATED REDEVELOPMENT COSTS AND NET PUBLIC COSTS:

#	Property Acquisition	Reloca- tion	Environmental	Demo- lition	Public Infra	Adm. Exp.(legal, title, staff, etc)	Contin-gency	Total Project Costs	Land Resale Value (\$150,000 per acre	Net Public Costs
A	\$ 1,725,000	\$ 92,000	\$ 610,000	\$ 98,000		\$ 126,250	\$ 252,500	\$ 2,903,750	\$ 725,400	\$ 2,178,350
B	\$ 360,100	\$ -	\$ 10,000			\$ 18,505	\$ 37,010	\$ 425,615	\$ 66,450	\$ 359,165
C	\$ 86,900		\$ 6,500	\$ 9,000		\$ 10,240	\$ 10,240	\$ 122,880	\$ 74,850	\$ 48,030
	\$ 2,172,000	\$ 92,000	\$ 626,500	\$107,000	\$ -	\$ 154,995	\$ 299,750	\$ 3,452,245	\$ 866,700	\$ 2,585,545

per acre
\$ 3,452,245 / \$150,000

#REF!



Pioneer Neighborhood Redevelopment Plan
Schedule of Activities

A = Laidlaw
 B = Advertoprint Building
 C = Advertoprint Parking Lot
 P = Public Infrastructure (Optional Activity)

EXHIBIT NO. 5
TID NO. 9

