

Milwaukee County

Impact causing activities	Probability of change	Induced change	Influencing factors		Effects of no action
			Supports Change	Discourages Change	
New interchange at Drexel Avenue	Induced growth very likely	<ul style="list-style-type: none"> The pace and intensity of development along 27th Street may increase. The development pattern along Drexel Avenue could change from residential/open spaces to commercial development. Potential to influence interregional land development patterns - redevelopment along 27th Street in Milwaukee may be discouraged as the ease of developing "greenfield" sites in Oak Creek and Franklin increases. May increase the competitiveness of new "greenfield" sites and discourage reinvestment in existing urban corridors. 	<ul style="list-style-type: none"> Sewer and water are available. Oak Creek and Franklin are aggressively promoting development along 27th Street. A strong market for development exists in this area given its proximity to existing developed areas and economic activity. Vacant land is available for development and zoned accordingly. Drexel Avenue is being expanded to 4 lanes between I-94 and 27th Street. No major development constraints exist in this area. 	<ul style="list-style-type: none"> Properties in area are owned by multiple property owners. Land assemblage may be required. Falk Park may reduce the amount of developable land in the area 	<ul style="list-style-type: none"> Development along 27th Street may not happen as fast or be the type of development the community wishes to attract. Drexel Avenue will become less desirable for commercial (office and retail) uses. The existing land use pattern is likely to remain the same with some conversion from residential to commercial near 27th Street.
Full interchange at 27 th Street	Induced growth likely	<ul style="list-style-type: none"> Increases the development potential of the area near the interchange for planned commercial and industrial development. Planned residential development beyond the interchange business area may become more desirable due to reduced travel times and increased access. 	<ul style="list-style-type: none"> Sewer and water are available. Oak Creek and Franklin are planning for development in this area. Development in this area has already arrived (Wheaton Franciscan). 	<ul style="list-style-type: none"> The industry PPG owns a large amount of land to the east of the Interstate that it holds as a buffer - may not be willing to sell land. The market demand for land in this area is hindered by its location at the southern end of the county, further from existing urbanized areas. 	<ul style="list-style-type: none"> Planned mixed use development to the west of the Interstate may not occur. Planned industrial development to the east of the Interstate may be of less quality and provide fewer jobs.
Reconstruction of existing interchanges	Minimal to no effect (depends on interchange reconstruction alternative selected in Milwaukee County)	<ul style="list-style-type: none"> New commercial development may occur near interchanges if excess land becomes available. This is most likely at Layton Avenue where access to the land can be achieved and is of sufficient size. Effects are limited to area immediately surrounding the interchange. Reduced access/indirection at Layton Avenue may impact the potential of airport area businesses that are dependent on transportation access (logistics, hospitality) as well as established commercial businesses along Layton Avenue. 	<ul style="list-style-type: none"> Sewer and water are available. Vacant parcels in areas that are fully developed have strong market potential. 	<ul style="list-style-type: none"> Many sites are not easily accessible – bounded by residential properties. Land use types may be limited to non-residential uses do to noise. WisDOT may chose to keep land for transportation purposes (i.e. park and ride lots, future improvements) 	<ul style="list-style-type: none"> Existing land use patterns will remain.
Increase capacity (6 to 8 lanes)	Minimal effect	<ul style="list-style-type: none"> Allows current land use and development trends to continue. Maintains ease of vehicular travel between Chicago and Milwaukee, which enhances the housing market in Milwaukee. May improve travel times during peak hours, which may influence interregional land development patterns. 	<ul style="list-style-type: none"> Travel times during peak hours may be improved. Municipal services are available. Market demand is strong. Communities aggressively pursuing development and redevelopment. 	<ul style="list-style-type: none"> Highway will still have congestion even with capacity expansion. Travel time savings are expected to be minimal. 	<ul style="list-style-type: none"> Congestion levels could become so severe that it hinders current development trends. Congestion may increase the market for land closer to downtown.