

Request For Interest

Purchase/Development Of Milwaukee County Downtown Transit Center

Milwaukee, Wisconsin

**Milwaukee County
Department of Administration
Economic Development**

Issuance Date:
April 02, 2012

Due Date:
April 30, 2012

Request For Interest Milwaukee County Downtown Transit Center

PURPOSE

Milwaukee County (“County”) is seeking to gauge the prospective interest in the County-owned property located at 909 East Michigan Street, Milwaukee, WI.

PROJECT

General Area

The property consists of a 2.207 acre parcel improved with the Milwaukee County Transit Downtown Complex located at 909 E. Michigan Street in Milwaukee. The facility comprises a two story bus waiting station and bus marshaling structure. The parcel fronts along E. Michigan Street on its north side, N. Lincoln Memorial Drive on its east side and E. Clybourn Street on its south side. The parcel is readily visible from the fronting streets and has excellent views of Lake Michigan and Milwaukee’s lake front areas to the east.

Existing Site

The Downtown Transit Center was built in 1992 as a bus marshaling facility serving routes that terminate on the east end of downtown Milwaukee. The Downtown Transit Center was part of a project called the “Northwest Corridor Express Bus Project.” Downtown Transit Center has 26 vehicle stalls and is an origination point for nine bus routes. Since the buildings construction, route modifications and restructuring has occurred resulting in fewer busses using the facility than was originally designed.

Future Development

The County is in the process of analyzing a variety of options to determine if the operations should be relocated to another site or consolidated within the existing site. Since the purpose of this RFI is to solicit market input, there are a variety of scenarios being considered for which the County wishes to gauge market interest.

In August of 2011, The Long-Range Lakefront Planning Committee which was comprised of elected officials from the County Board and the City of Milwaukee, individuals from the Department of Transportation and representatives from the Art Museum, War Memorial, Discovery World, Children’s Museum, Milwaukee World Festival as well as the surrounding business community, made a recommendation to redevelop the Downtown Transit Center site with a highest value and best use development that would be more appropriate for its lakefront location.

site with a highest value and best use development that would be more appropriate for its lakefront location.

This 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. The design structure should include an active street level to engage pedestrians and welcome them to the lakefront.

PROCESS

Intention

This RFI is a preliminary step intended to foster dialog about development opportunities and to establish a basis for future real estate negotiations, as appropriate. Consequently, the County shall not consider RFI submissions to be binding. In addition, the potential Respondent should be aware that if the County chooses to proceed with the disposition of the property, a more defined process will be established by the County.

Information Statement

To be considered responsive to this RFI, the Respondent must submit the attached "Information Statement," in its entirety. The requested information includes general company information, as well as demonstration of the Respondent's experience. The Respondent is asked to share their project vision for the purchase/development of property utilizing the defined outline as proposed in the "information statement" but, these basic criteria's should not limit the scope of the submittal.

Due Date

The Information Statement and any attachments must be submitted to the individual listed below (under Contact Information) and received no later than **4:00 p.m., on April 30, 2012**. Any cost incurred in responding to this RFI is borne solely by the Respondent.

Contact Information

Please address all correspondence and requests to the following individual:

Brian Taffora, Director of Economic Development
Milwaukee County Executive Office
901 N. 9th Street, Courthouse Room 306
Milwaukee, Wisconsin 53233
Phone: 414.278.4211
E-mail: brian.taffora@milwcnty.com

Site Access Restriction

Since this is an operating facility, the County will not offer a formal site visit and prohibits internal access by Respondent. It is encouraged that the Respondent inspect the property by means of a 'windshield survey' and observes the nearby area to gain a sense of the synergistic value.

Post-Submittal

The County will review RFI submissions and conduct interviews if appropriate. If one or more Respondents responding to this RFI demonstrate the required experience the County deems necessary to comply with the provisions of this RFI, and has submitted the required documentation by the deadline date for receipt of RFIs, the County at its sole option, may issue a competitive sealed solicitation.

Disclaimer

This RFI in no manner obligates the County to pursue any contractual relationship with an entity that responds to this RFI. The County further reserves the right to cancel this RFI at any time if deemed to be in the best interest of the County.

The content of this Request for Interest is for informational purposes only and the representations made herein, though thought to be accurate, are without warranty.

Attachment List

- Information Statement
- Excerpts from Appraisal Report by The Nicholson Group LLC.
A party receiving a report copy does not, as a consequence, become a party to the appraiser-client relationship. No third parties are authorized to rely upon our opinions or this report without the express written permission of the Nicholson Group, LLC.
- Building Data
- Aerial Photos

INFORMATION STATEMENT

Milwaukee County
Downtown Transit Center

General Information

The Respondent hereby certifies that all information provided herein, and all statements made are true and correct to the best of its knowledge and belief. Statements must be complete, accurate and in the form requested. County reserves the right to confirm and request clarification of all information provided. If additional sheets are required, annotate all responses in coordination with the outline established herein, clearly showing the paragraph and subparagraph to which the attachment pertains.

Company Information:

Company Name: _____

Address: _____

City: _____

State: _____ Zip Code: _____

Telephone No: _____

Contact Person: _____

Title: _____

Email Address: _____

Company Experience

Is Respondent's primary business real estate development?

Yes _____ No _____

If yes, number of years _____

Provide a listing of all real estate development projects that the Respondent has participated in within the last five (5) years. Please include the following information for each project:

- a). Name and location
- b). Brief description
- c). Total development cost

INFORMATION STATEMENT
(continued)

Proposed Project

Provide as much information as possible regarding the project proposed by the Respondent for the property. This might include the following:

- General scheme or specific use envisioned (site plan, conceptual or schematic rendering or photographs of similar projects)
- Type of use
- Size and/or configuration
- Indicate beneficiaries of project (ie: public use, private use, etc.)
- Overall goals of the project
- Range of potential price you would be willing to pay to obtain ownership of entire parcel.

Other Considerations

Provide as much information as possible should the proposed project require the purchase or lease of the 1,332 space parking structure (O'Donnell Park) located at 910 E. Michigan St. The parking structure consists of three levels of parking with a plaza system on the roof level and a pedestrian bridge that provides access across Michigan St to the Transit Center site.

City of Milwaukee Overview

The subject property is located on the east side of downtown Milwaukee which is in east-central Milwaukee County. The City of Milwaukee is the largest city in Wisconsin and the major economic center in the State. The City of Milwaukee has experienced population loss over the past several decades which is attributable to the outward migration of residents into the more suburban counties, namely Ozaukee, Waukesha, and Washington Counties. The City of Milwaukee comprises the majority of Milwaukee County and therefore many of the demographic and employment statistics for Milwaukee County are applicable to the city of Milwaukee as well. The historical population levels for the city of Milwaukee and Milwaukee County are summarized below.


Summary of Population Levels & Growth						
	1980	1990	2000	2010	Projected 2015	Projected 2020
City of Milwaukee	636,295	628,088	596,974	594,833	578,030	571,564
<i>% Annual Change</i>	-	-0.1%	-0.5%	-0.04%	-0.6%	-0.2%
Milwaukee County	964,988	959,275	940,164	929,208	928,077	923,910
<i>% Annual Change</i>	-	-0.1%	-0.2%	-0.1%	-0.02%	-0.1%

Source: WI Dept of Administration

Through the next 5- to 10-years, population in both the city and county are projected to continue modest annual levels of decline despite the resurgence of new downtown housing projects and a trend toward urbanization, i.e. empty nesters and young professionals living downtown to be closer to the areas cultural and entertainment districts.

Milwaukee County is the cultural and economic heart of the region with almost as many residents, jobs and businesses as all of the other counties combined. The City of Milwaukee, the 22nd largest city in the nation, is home to eight Fortune 1000 companies including Harley-Davidson, Joy Global, Manpower, Northwestern Mutual, Rockwell Automation, Roundy's, A.O. Smith and We Energies. Two more Fortune 1000 companies are based in the surrounding suburbs – Briggs & Stratton and Johnson Controls.

Detailed demographic data within a 1, 3, and 5-mile radius of the subject property is presented below and on the following two pages.



909 E. Michigan Street
909 E Michigan St, Milwaukee, WI, 53202
Ring: 1, 3, 5 Miles

Executive Summary

Prepared by Lawrence Nicholson

Latitude: 43.037649
Longitude: -87.899979

	1 mile radius	3 miles radius	5 miles radius
2010 Population			
Total Population	15,649	181,925	409,335
Male Population	54.3%	50.8%	49.0%
Female Population	45.7%	49.2%	51.0%
Median Age	35.6	28.5	30.4
2010 Income			
Median HH Income	\$43,886	\$33,186	\$40,456
Per Capita Income	\$43,126	\$18,445	\$20,293
Average HH Income	\$63,496	\$44,864	\$50,714
2010 Households			
Total Households	10,338	72,009	159,959
Average Household Size	1.36	2.38	2.47
2010 Housing			
Owner Occupied Housing Units	12.3%	21.1%	35.1%
Renter Occupied Housing Units	76.7%	64.7%	53.2%
Vacant Housing Units	10.9%	14.1%	11.7%
Population			
1990 Population	12,040	194,583	437,617
2000 Population	13,376	178,451	406,931
2010 Population	15,649	181,925	409,335
2015 Population	16,387	183,426	410,953
1990-2000 Annual Rate	1.06%	-0.86%	-0.72%
2000-2010 Annual Rate	1.54%	0.19%	0.06%
2010-2015 Annual Rate	0.93%	0.16%	0.08%

In the identified market area, the current year population is 409,335. In 2000, the Census count in the market area was 406,931. The rate of change since 2000 was 0.06 percent annually. The five-year projection for the population in the market area is 410,953, representing a change of 0.08 percent annually from 2010 to 2015. Currently, the population is 49.0 percent male and 51.0 percent female.

Households			
1990 Households	7,324	74,150	165,693
2000 Households	8,716	69,913	157,945
2010 Households	10,338	72,009	159,959
2015 Households	10,877	72,974	161,064
1990-2000 Annual Rate	1.76%	-0.59%	-0.48%
2000-2010 Annual Rate	1.68%	0.29%	0.12%
2010-2015 Annual Rate	1.02%	0.27%	0.14%

The household count in this market area has changed from 157,945 in 2000 to 159,959 in the current year, a change of 0.12 percent annually. The five-year projection of households is 161,064, a change of 0.14 percent annually from the current year total. Average household size is currently 2.47, compared to 2.49 in the year 2000. The number of families in the current year is 85,514 in the market area.

Housing

Currently, 35.1 percent of the 181,057 housing units in the market area are owner occupied; 53.2 percent, renter occupied; and 11.7 percent are vacant. In 2000, there were 171,384 housing units - 36.6 percent owner occupied, 55.6 percent renter occupied and 7.8 percent vacant. The rate of change in housing units since 2000 is 0.54 percent. Median home value in the market area is \$99,512, compared to a median home value of \$157,913 for the U.S. In five years, median home value is projected to change by 2.84 percent annually to \$114,496. From 2000 to the current year, median home value changed by 2.1 percent annually.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Esri forecasts for 2010 and 2015. Esri converted 1990 Census data into 2000 geography.



Executive Summary

Prepared by Lawrence Nicholson

909 E. Michigan Street
 909 E Michigan St, Milwaukee, WI, 53202
 Ring: 1, 3, 5 Miles

Latitude: 43.037649
 Longitude: -87.899979

	1 mile radius	3 miles radius	5 miles radius
Median Household Income			
1990 Median HH Income	\$21,168	\$15,943	\$21,131
2000 Median HH Income	\$33,453	\$24,656	\$30,675
2010 Median HH Income	\$43,886	\$33,186	\$40,456
2015 Median HH Income	\$56,431	\$40,753	\$48,513
1990-2000 Annual Rate	4.68%	4.46%	3.8%
2000-2010 Annual Rate	2.68%	2.94%	2.74%
2010-2015 Annual Rate	5.16%	4.19%	3.7%
Per Capita Income			
1990 Per Capita Income	\$20,715	\$9,010	\$10,699
2000 Per Capita Income	\$34,735	\$14,459	\$16,374
2010 Per Capita Income	\$43,126	\$18,445	\$20,293
2015 Per Capita Income	\$52,354	\$22,103	\$23,853
1990-2000 Annual Rate	5.3%	4.84%	4.35%
2000-2010 Annual Rate	2.13%	2.4%	2.12%
2010-2015 Annual Rate	3.95%	3.68%	3.29%
Average Household Income			
1990 Average Household Income	\$33,102	\$22,784	\$27,618
2000 Average Household Income	\$51,981	\$35,894	\$41,249
2010 Average HH Income	\$63,496	\$44,864	\$50,714
2015 Average HH Income	\$77,008	\$53,596	\$59,485
1990-2000 Annual Rate	4.62%	4.65%	4.09%
2000-2010 Annual Rate	1.97%	2.2%	2.04%
2010-2015 Annual Rate	3.93%	3.62%	3.24%

Households by Income

Current median household income is \$40,456 in the market area, compared to \$54,442 for all U.S. households. Median household income is projected to be \$48,513 in five years. In 2000, median household income was \$30,675, compared to \$21,131 in 1990.

Current average household income is \$50,714 in this market area, compared to \$70,173 for all U.S. households. Average household income is projected to be \$59,485 in five years. In 2000, average household income was \$41,249, compared to \$27,618 in 1990.

Current per capita income is \$20,293 in the market area, compared to the U.S. per capita income of \$26,739. The per capita income is projected to be \$23,853 in five years. In 2000, the per capita income was \$16,374, compared to \$10,699 in 1990.

Population by Employment

Total Businesses	3,289	8,571	15,093
Total Employees	81,312	161,654	243,024

Currently, 83.4 percent of the civilian labor force in the identified market area is employed and 16.6 percent are unemployed. In comparison, 89.2 percent of the U.S. civilian labor force is employed, and 10.8 percent are unemployed. In five years the rate of employment in the market area will be 86.0 percent of the civilian labor force, and unemployment will be 14.0 percent. The percentage of the U.S. civilian labor force that will be employed in five years is 91.2 percent, and 8.8 percent will be unemployed. In 2000, 63.7 percent of the population aged 16 years or older in the market area participated in the labor force, and 0.0 percent were in the Armed Forces.

In the current year, the occupational distribution of the employed population is:

- 57.9 percent in white collar jobs (compared to 61.6 percent of U.S. employment)
- 21.2 percent in service jobs (compared to 17.3 percent of U.S. employment)
- 20.9 percent in blue collar jobs (compared to 21.1 percent of U.S. employment)

In 2000, 64.5 percent of the market area population drove alone to work, and 2.2 percent worked at home. The average travel time to work in 2000 was 22.1 minutes in the market area, compared to the U.S. average of 25.5 minutes.

Population by Education

In 2010, the educational attainment of the population aged 25 years or older in the market area was distributed as follows:

- 21.3 percent had not earned a high school diploma (14.8 percent in the U.S.)
- 28.7 percent were high school graduates only (29.6 percent in the U.S.)
- 5.9 percent had completed an Associate degree (7.7 percent in the U.S.)
- 15.8 percent had a Bachelor's degree (17.7 percent in the U.S.)
- 9.6 percent had earned a Master's/Professional/Doctorate Degree (10.4 percent in the U.S.)

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015. Esri converted 1990 Census data into 2000 geography.

The City has a stable and diverse employment base and has many large employers, with no substantial reliance on any one employer or industry. Milwaukee's economy was negatively affected by the economic recession beginning in mid-2008; however, the economy appears to be heading towards recovery but the duration of the recovery is uncertain.

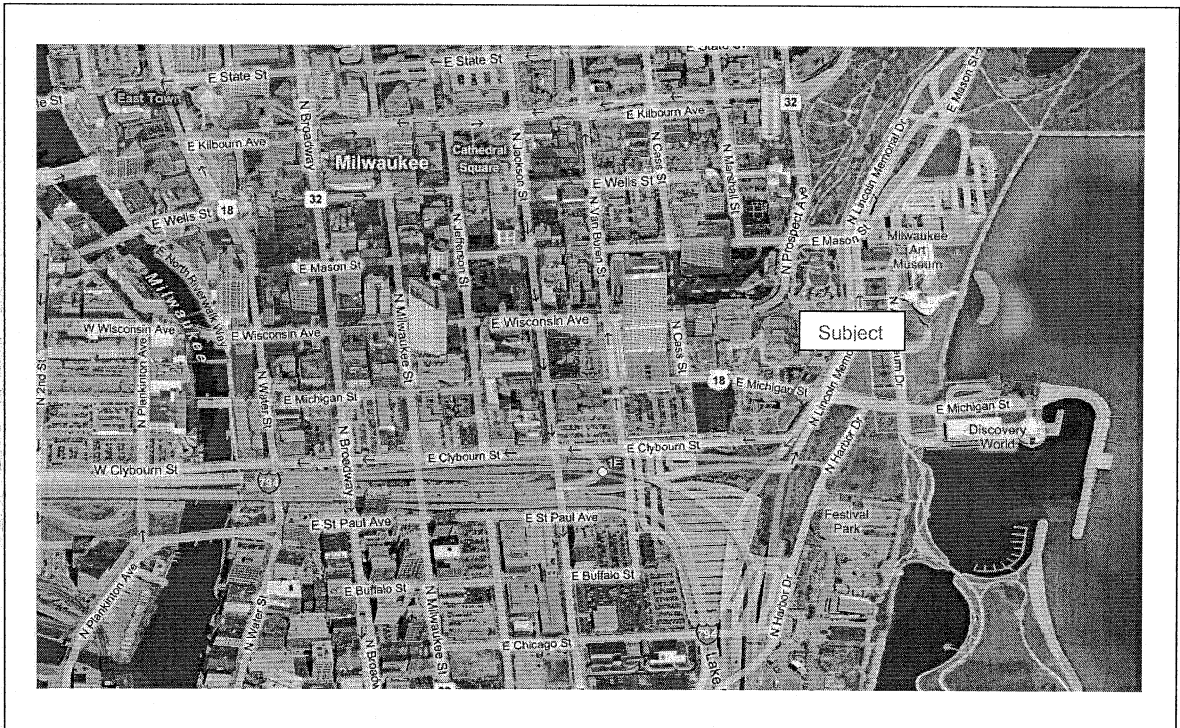
According to the Metropolitan Milwaukee Association of Commerce ("MMAC"), a large portion of the local labor force is employed in the manufacturing sector. Service businesses, however, constitute the largest sector of the local economy, with much of the growth occurring in financial and insurance services, including e-commerce and data processing services. Tourism is also a major contributor to the local economy. The area's many festivals and parades, as well as its nationally recognized museums and zoo, generate \$2.5 billion annually. Milwaukee is home to many nationally and internationally known service companies in all major market segments, including insurance, financial services, utilities, retail and food services.

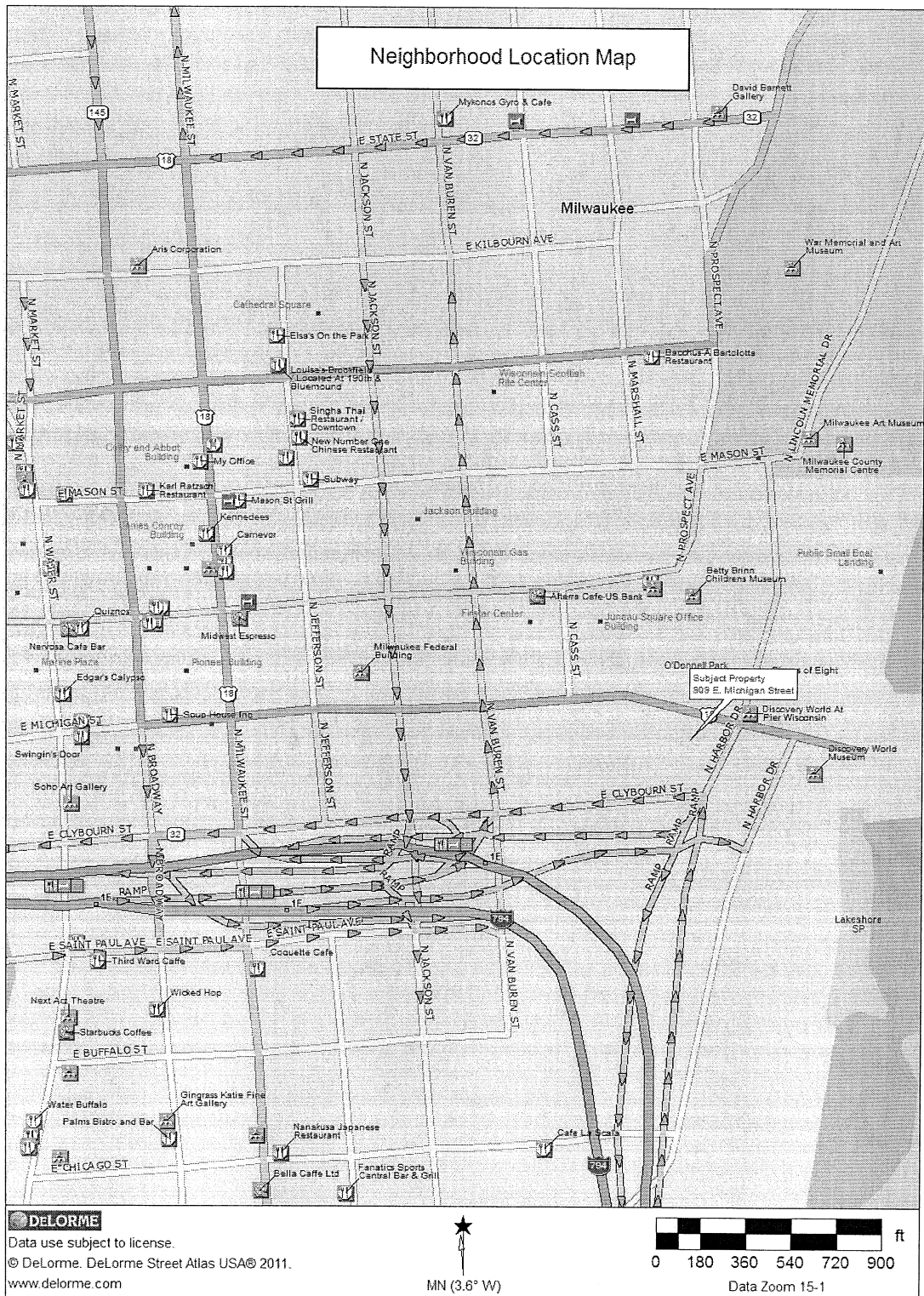
In the past ±10 years, downtown has been developed with more than 3,000 condominiums offering panoramic views of Lake Michigan, the Milwaukee River and the city's historic Third Ward, Brewer's Hill and Walker's Point areas. During the summer, the city's lakefront festival park offers a variety of musical entertainment venues, which is home to numerous ethnic festivals and Summerfest, an 11-day extravaganza that is the world's largest music festival. Downtown cultural attractions include the Milwaukee Art Museum and its internationally acclaimed Calatrava addition, the downtown theater district and the Marcus Center for the Performing Arts. Sports fans can enjoy professional baseball with the Milwaukee Brewers, professional basketball with the Milwaukee Bucks and professional hockey with the Milwaukee Admirals.

The city is home to major institutions of higher education: Marquette University, with an enrollment of 11,000 undergraduate and graduate students; and, the University of Wisconsin–Milwaukee, the second largest campus in the UW system with more than 27,000 students. Universities and colleges within the city include: Alverno College, Cardinal Stritch University, Keller Graduate School, Marquette University, Medical College of Wisconsin, Milwaukee Area Technical College, Milwaukee Institute of Art & Design, Milwaukee School of Engineering, Mount Mary College, Stratton College, University of Wisconsin – Milwaukee, and Wisconsin Lutheran College.

Neighborhood Overview

Land uses within a neighborhood are affected by similar operation of the four forces (social, economic, governmental, and environmental) that affect property value. The subject neighborhood can be generally described as being Milwaukee's central business district and lake front area. A Neighborhood Map is presented on the following page and an aerial photograph of the neighborhood is below. The neighborhood is in the stable stage of its life cycle.





Summary of Property Appraised

Parcel	Photographs of the subject property and other property-related information are provided in Exhibit A. Reduced copies of parcel plats are provided in Exhibit A.
Size	2.207 acres (96,130 square feet) The parcel size was taken from information provided by the property owner and was considered reliable. Nonetheless, should any further detailed measurements of the parcel indicate a significant difference in the size, the value of the subject property as concluded herein may change and I reserve the right to revisit our valuation analyses and amend my opinion.
Shape	Irregular rectangular (please refer to the plats in Exhibit A).
Frontage	The parcel fronts along E. Michigan Street on its north side, N. Lincoln Memorial Drive on its east side and E. Clybourn Street on its south side. Frontage is adequate.
Visibility	The subject property is readily visible from the fronting streets. The parcel has excellent views of Lake Michigan and Milwaukee's lake front areas to the east.
Access Points	Access is from both E. Michigan and E. Clybourn Streets and is adequate for the parcel's highest and best use.
Topography	The parcel is generally level and at grade with the fronting streets.
Soils	No subsurface investigations were conducted. The Nicholson Group LLC is not responsible for and has not undertaken an investigation of unapparent conditions, and cannot render a definitive opinion about buildability. Our market value opinion is based on the assumption that the subject land is buildable. Our conclusion of value is based upon the assumption that there are no hidden or unapparent conditions of the property that might impact upon buildability. We recommend due diligence be conducted through local building department or municipality to investigate buildability and whether property is suitable for intended use. The Nicholson Group LLC makes no representations, guarantees or warranties.
Utility Services	Public utilities, including gas, electricity, telephone, municipal water and sewer are available and adequate to service the site.

Easements	<p>We are not aware of any easements which would adversely affect utility or marketability of the site nor has any such information been provided by the property owner. Standard utility easements likely exist but we have not investigated these. The Nicholson Group LLC cannot guarantee that property is free of encroachments or easements and recommends further investigation and survey.</p>
Improvements	<p>The subject parcel is improved with the Milwaukee County Transit Downtown Complex, a bus waiting station and a bus marshalling structure. The improvements were constructed in 1992 as a special purpose facility containing a gross building area of 111,460 square feet as per information provided by the owner. The highest and best use of the property is for demolition of the existing improvements creating a vacant parcel available for future commercial development and as such, this description of the improvements has intentionally been brief. A detailed description as provided by the property owner is contained in Exhibit A.</p>
History of Ownership and Property Sales	<p>According to USPAP, an appraiser must analyze all agreements of sale, options, and listings of the subject property current as of the effect date of the appraisal; and, analyze all sales of the subject property that occurred within the three years prior to the effective date of the appraisal. The subject property is not currently under sale contract nor is it listed for sale; there has been no arm's length sale of the property within the past three years.</p>
Assessments and Taxes	<p>The subject property is owned by Milwaukee County as therefore is not assessed by the City of Milwaukee. The parcel's tax parcel number is 392-1678-121.</p>
Zoning	<p>The property is zoned PK, Parks District, which is a special district in the City of Milwaukee. Special districts are intended to identify areas of the city that have unique qualities requiring special treatment or locations where special approaches to development may be warranted. Special districts are base districts designed to protect or regulate the development of unique areas or to provide more flexible zoning districts which encourage good design and site layout. Special districts contain or provide, by reference, all applicable zoning regulations.</p> <p>The purpose of the PK Parks District is to accommodate a wide variety of public and quasi-public open spaces and facilities providing recreational and cultural opportunities and supporting services for surrounding neighborhoods.</p>

On October 12, 2010 the City of Milwaukee Common Council approved the Downtown Area Plan. The subject property is situated with the Downtown Lakefront District. The Plan's recommendations for the subject parcel include: 1) "Relocate the Downtown Transit Center to the Station District to complement the Intermodal Station and proposed streetcar line"; and, 2) "Develop vertically above the transit center site with a single or a mix of uses with a public plaza or public wintergarden occupying the ground floor and terracing down to Lincoln Memorial Drive". The property is part of a catalytic project for the Lakefront District, namely a Lakefront cultural park and gateway facilitated by a reconfigured Lakefront traffic pattern, presented on page 197 in the plan as follows:

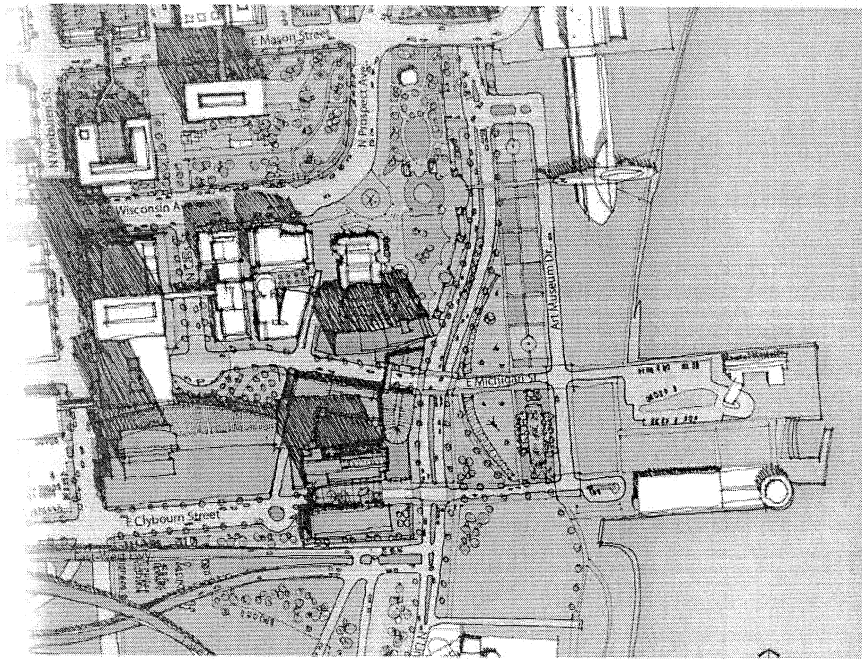
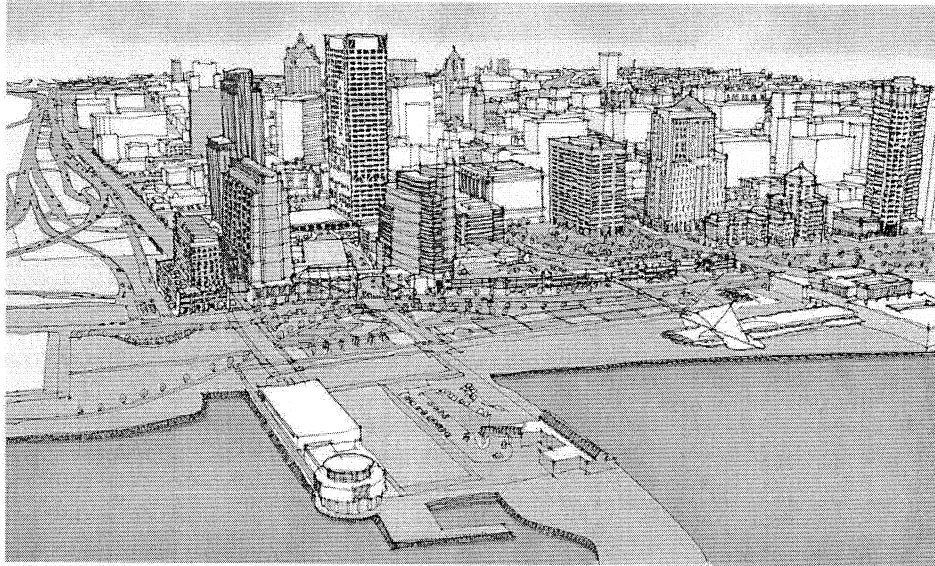
Catalytic Project – A Lakefront cultural park and gateway facilitated by a reconfigured Lakefront traffic pattern.

A necessary ingredient in the creation of future improvements and public activities along the Lakefront is a reduction in traffic/pedestrian conflicts and barriers to pedestrian access between Downtown and the Lakefront. The proposed modifications to the Lakefront street and land utilization pattern has advantages in setting the stage for new development on the west side of Lincoln Memorial Drive as well as additional Lakefront activities, users, and energy on the east side of Lincoln Memorial Drive. Features include:

- Shift the existing alignment of Lincoln Memorial Drive south of Michigan Street and re-locating the Downtown Transit Center results in the creation of two high-value development sites on the west side of the Drive.
- An internationally recognized park and cultural campus. A new Lakefront plaza or park is created by extending the linear arrangement of the municipal pier out to a re-configured Lincoln Memorial Drive and backdropped by a glass curtain wall and public wintergarden from development at the current Downtown Transit Center site.
- A new "Lakefront Plaza" can accommodate a composition of sculptures, exhibits, interactive fountains, as well as retail kiosks and pavilions.
- The space closest to Downtown is 74,800 sq ft in size, and the overall area is 184,000 sq ft, plus the 30,000 sq. ft. triangular space to the west of Kiley Gardens.
- There are no through-streets conflicting with pedestrians to the east of Lincoln Memorial Drive.
- Improved pedestrian access. Elimination of the dedicated right-turn lanes at Michigan Street reduces pedestrian crossings from seven to five lanes.

In conclusion, an invigorated Lakefront District could consist of a wide range of open space, recreational, cultural, educational, and entertainment uses, adjoined on the west by a dramatic edge consisting of commercial developments in two or three architecturally-expressive towers built on air-rights over public wintergardens, gallery spaces, and internal grade transitions. This synergistic combination of uses within a fully-integrated urban design concept would significantly enhance Milwaukee's identity and competitiveness.

City of Milwaukee - Downtown Comprehensive Plan



It appears likely that the city would be willing to rezone the subject parcel to accommodate its commercial development consistent with the Downtown Area Plan.

The improvements appear to represent a legally conforming use. However, it is assumed all necessary permits and approvals were secured and the improvements have been constructed and comply with local zoning ordinances, building codes, and all other applicable regulations or have been legally "grandfathered".

The preceding descriptions of the applicable subject zoning are summaries only and are not meant to be complete. The reader is strongly encouraged to obtain and read all applicable ordinances for complete zoning information. We make no guarantees or warranties pertaining to the zoning applicable to the subject property or to any of our interpretations of the zoning ordinance. Furthermore, we do not guarantee or warrant any zoning or building code compliance. If a user of this report has an issue relating to the zoning or building codes as they pertain to the subject property, it is strongly recommended that any such user obtain professional zoning and/or building code consultation from a qualified person.

Floodplain

According to FIRM map community panel #55079C0092E, dated September 26, 2008, the site falls within Zone X identified as areas of minimal flooding and not within the designated 100-year floodplain.

Hazardous Materials

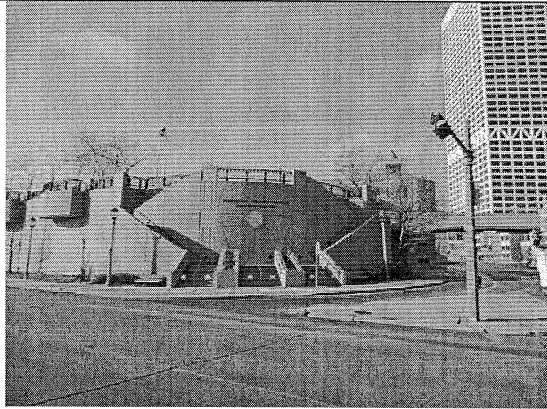
Upon physical inspection of the subject property, no indication "to the untrained eye" of any environmental hazards were apparent nor were any issues brought to our attention. We have assumed that there are no unresolved or unknown environmental problems within the boundaries of the subject property. However, an appraiser is not qualified to assess environmental issues and is not considered an expert in this field.

Substances such as asbestos, mold, lead paint, urea-formaldehyde foam insulation, other chemicals, toxic wastes, or other potentially hazardous materials could, if present, adversely affect the value of the property. Unless otherwise stated in this report, the existence of hazardous substances, which may or may not be present on or in the property, was not considered by the appraiser in the development of the conclusion of value. The stated value estimate is predicated on the assumption that there is no material on or in the property that would cause such a loss in value. No responsibility is assumed for any such conditions, and the client and any reader of this report is hereby advised that the appraiser is not qualified to detect such substances or develop the remediation cost.

Full compliance with applicable federal, state, and local environmental regulations and laws is assumed unless otherwise stated, defined, and considered in the report. It is also assumed that all required licenses, consents, or other legislative or administrative authority from any local, state, or national government or private entity organization either have been or can be obtained or renewed for any use which the report covers.

EXHIBIT A
Subject Property Photographs & Information

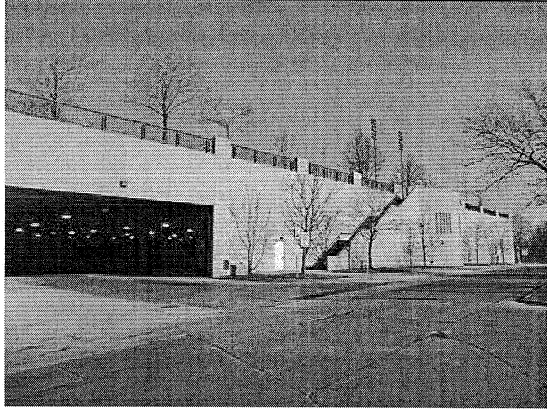
Subject Photographs (12/19/11)



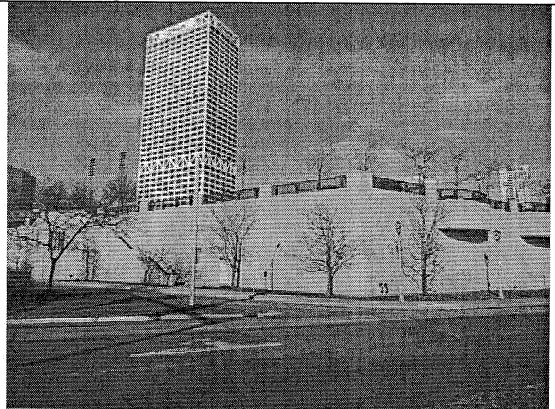
East Elevation, Looking West across Lincoln Memorial



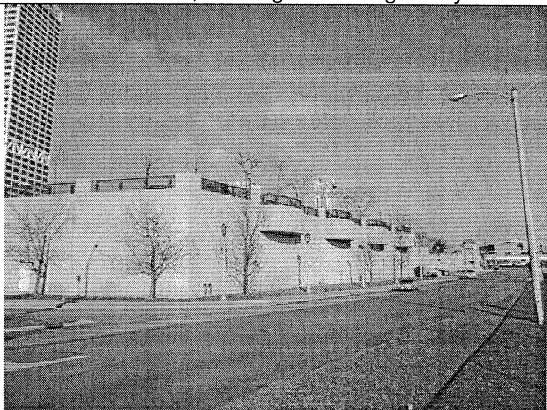
Looking Southeast across Lincoln Memorial Dr.



South Elevation, Looking East along E. Clybourn



Looking Northwest across Lincoln Memorial Dr.

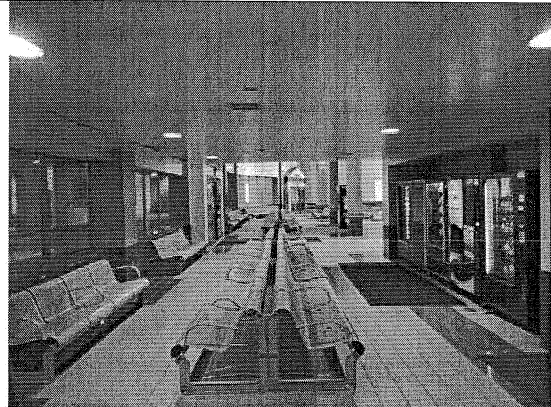


Looking Northerly along Lincoln Memorial Dr.



First Floor Common Area

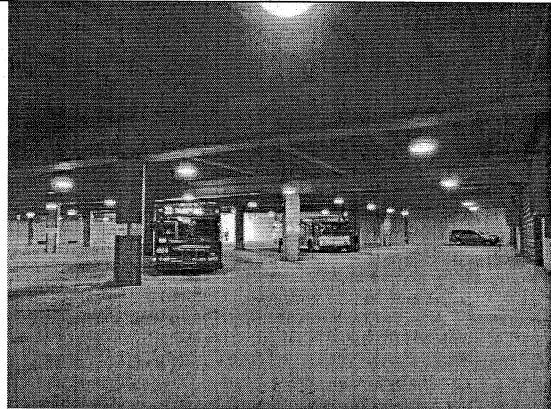
Subject Photographs (12/19/11)



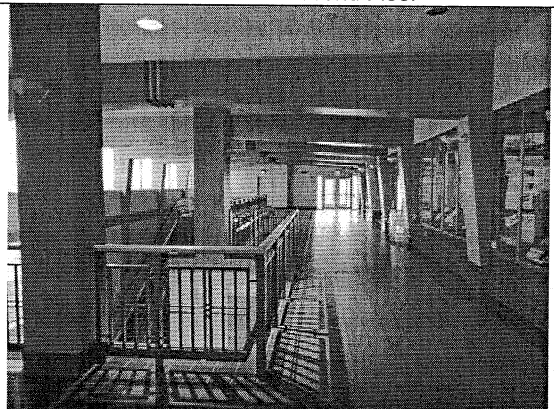
First Floor Common Area



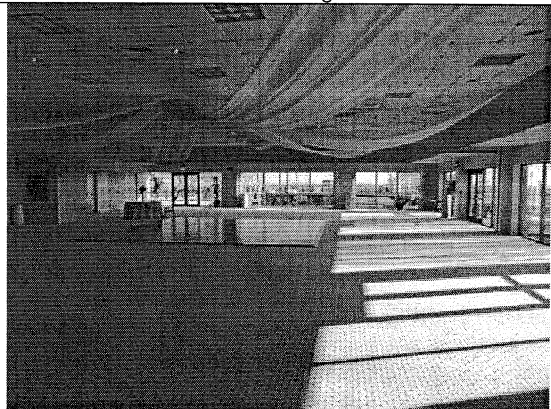
Escalators to Second Floor



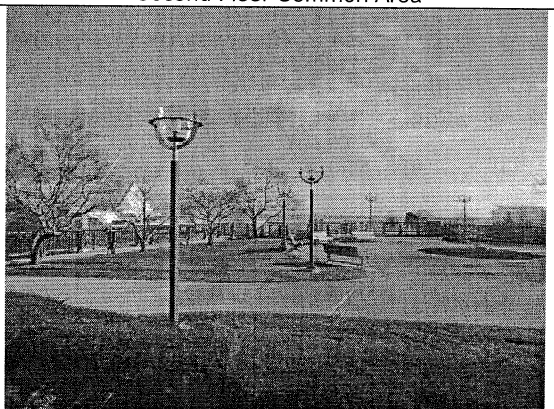
Bus Marshalling Area



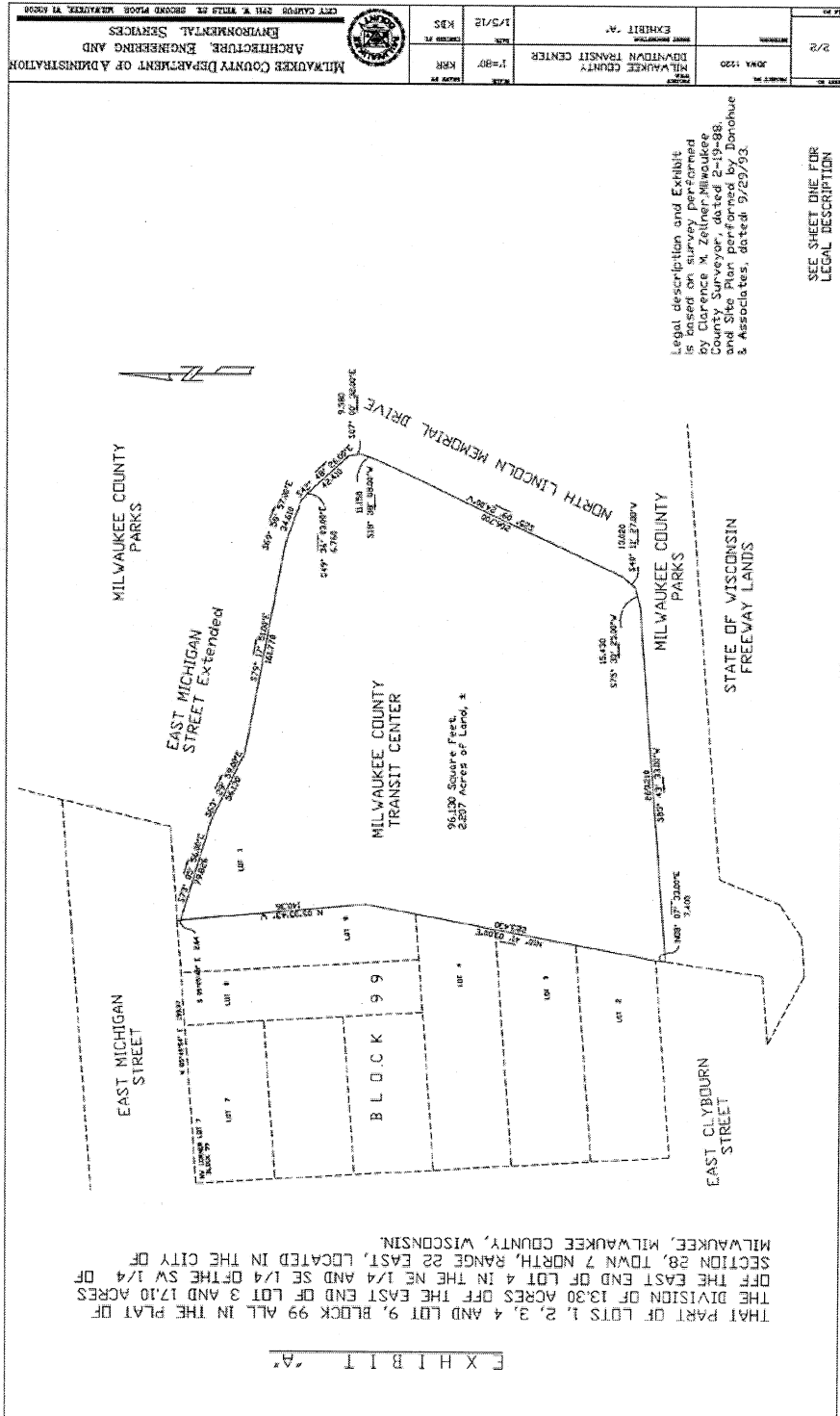
Second Floor Common Area



Harbor Lights Room



Second Level Terrace, Looking Southeasterly





Property: MCTS
Site: Downtown Transit Station*

Asset Name: Transit Waiting Station
Asset Number: 0176

STATISTICS

Table with 4 columns: FCI Cost, Total Requirements Cost, FCI, RI. Values: 503,895, 503,895, 0.03, 0.03.

Table with 4 columns: Property/Value, Address 1, Address 2, City, State/Province/Region, Zip/Postal Code, Architect, Historical Category, Construction Type, Use. Values include 14,457,477, 909 E Michigan Street, MILWAUKEE, WI, etc.

PHOTO

ASSET DESCRIPTION

ARCHITECTURAL

The Milwaukee County Transit System Downtown Complex is located in the City of Milwaukee, Wisconsin at 909 E Michigan Street. The facility includes a bus waiting station and a bus marshalling structure.

The Transit Waiting Station is an 111,460 square foot, two-story facility without a basement. The multiple use facility includes a bus waiting station with conference/meeting room and support facilities and a bus marshalling structure.

Bus Waiting Station

The first floor contains the station waiting area with the elevator/escalator machine rooms, a security office with staff restrooms, vending area, janitors closet, public male and female restrooms. The main meeting/conference room with a coatroom and storage rooms, unisex restroom, male and female restrooms, a meeting room and kitchen are featured on the second floor.

Bus Marshalling Structure

The open bay structure with a mechanical room serves as a facility for buses to stand prior to starting scheduled runs. The buses enter the facility from N Lincoln Memorial Drive and exit to E Michigan Street.

Per the Wisconsin Administrative Code, Comm. Section 54 and 59, the transit waiting station is classified under Office and Hazardous Occupancies. The Wisconsin Administrative Code, Comm. Section 51.03, the waiting station is a construction class 3 or Metal Frame-Protected and the marshalling station is a type 5A or Exterior Masonry-Protected as determined from field observations and as built drawings.

All costs in USD.

Building Exterior**Bus Waiting Station**

The building facade is pre-cast concrete panels with aluminum framed, insulating glass windows. Within the face of the tower glass block windows is a time clock. The facility has primarily a sloped standing seam metal panel roof except on the flat roof outside of the mechanical penthouse that is a built up roof. The exterior wall of the penthouse is standing seam metal panels. The clock tower roof has a wood sheathed deck.

The exterior doors are double swing, insulating glass doors with transoms and sidelights and aluminum frames and full metal full panel doors set in metal frames. In addition, the waiting areas have sliding glass doors with automatic operators.

Bus Marshalling Structure

The windowless facility has pre-cast concrete panels with automatic overhead and full metal full panel doors set in metal frames. The roof of the plaza is landscaped with a brick paved surface. The deck was not inspected due to a deep snow cover, but no leaks were observed from below and reported leaks to maintenance personnel were not indicated.

Building Interior**Bus Waiting Station**

The station waiting area and second floor corridor above have painted gypsum board walls with a quarry tile wainscot, quarry tile floors, and a painted gypsum board ceiling. The second floor interior corridor has painted gypsum board walls, quarry tile floors, and a 2 x 2 suspended acoustical tile ceiling. Numerous display cases line the corridor on the second floor. Carpet, a 2 x 2 suspended acoustical tile ceiling with painted gypsum board soffit, and wall covering above a wood panel wainscot are the featured finishes within the second floor meeting room. The restroom finishes are suspended acoustical tile ceilings and ceramic tile floors and walls. Other spaces have painted gypsum board walls, vinyl composition tile floors and acoustical tile ceilings. The interior doors are metal or wood doors set in metal frames with lever type hardware. The interior vestibule doors are double swing, glass doors, sidelights and transoms with aluminum frames.

Bus Marshalling Structure

The marshalling area is unfinished except for the sealed concrete deck with parking space striping.

Structure

The foundation is comprised of perimeter concrete grade beams and piles supporting the steel superstructure. The interior columns are supported on the piles and the pile cap. The floor structure is a five-inch reinforced concrete slab on grade. The superstructure features steel beams, joists and columns supporting the metal roofs and the mezzanine, second floor and penthouse concrete floors. This narrative is based on field observations and as built drawings.

Bus Marshalling

The foundation is comprised of concrete grade beams and piles supporting the exterior columns and wall panels. The interior columns are supported on the piles and the pile cap. The floor structure is an eight-inch reinforced concrete slab on grade. The pre-cast concrete superstructure features girders, beams and columns supporting the plaza deck above. A four-inch concrete topping over eight-inch pre-cast concrete planks is the plaza deck structure. This narrative is based on field observations and as built drawings.

Vertical Transportation

The building has one passenger elevator that services the first, second and mechanical penthouse floors. The other passenger elevator connects the first, mezzanine and second floors. Two enclosed exit stairs connect the first and second floors. An interior stair with an escalator on each side connects the first floor waiting with the second level. The plaza has concrete stairs that connect to street level. Two end at N Lincoln Memorial Drive and the other at the N Lincoln Memorial Drive and E Michigan Street intersection. Lastly, the bridge across E Michigan Street accesses concrete steps to ground level.

Handicapped Accessibility

The Mill Road Complex's compliance with handicapped accessibility was evaluated utilizing Wisconsin Administrative Code, Comm. Section 69 and ADAAG. The building has accessible entrances and exits, elevators, lever door hardware, curb ramps, and public restrooms. The facility lacks compliant Braille permanent room signs, first floor staff restrooms and the addition of a three-foot stall in the public male and female restrooms on the second level. This is required as the number of water closets exceeds six.

Hazardous Materials

Considering the 1990 construction date, asbestos and lead paint containing materials should not be present

HVAC

Heat is primarily provided by five gas-fired hydronic boilers. Four are 468 MBh (in two banks of two boilers feeding a common header) and one is a newer 1900 MBh hydronic boiler. Wall mounted cabinets heaters are located in the restrooms and stairwells and at some of the first floor exits. Two air handling units handle the first and second floors respectively. The air handlers are provided with 100 % outside air.

It appears that one of the pipes in the main mechanical room is mislabeled as heating return water when it is likely this pipe contains heated water supply. The pipe originates from the new 1900 MBh Thermifac boiler. An adjacent pipe that leads into the same header is labeled hot water supply. No complaints were reported concerning the heating system that would indicate the system is being short circuited.

Air Handler One has had its return air fan disconnected and removed to alleviate an under pressurization problem that was drawing in polluted air from the busses. Exhaust soot was introduced into the building that cause spill out into all orifices including lighting fixtures, diffusers, and sprinkler heads. The introduction of more air into the facility necessitated the addition of the extra 1900 MBh boiler. Pressure is reportedly maintained at .5 inches static resulting in positive pressurization. The air handling system was reportedly cleaned and balanced at that time. Boilers, boiler peripherals, pumps, piping, and air handlers were observed to be in good condition.

A glycol heat recovery system is located in the mechanical room. Two 2.7 horsepower pumps, pump glycol to a heat exchanger. Two 2.0 horsepower pumps, pump water to the heat exchanger, and to the air handling units. The return pumps are .75 horsepower and are in good condition. No costs are anticipated.

Cooling is provided by an estimated 200-ton liquid chiller with R22 refrigerant. One of the compressors is reportedly not operational and will need replacement. Pairs of 5 horsepower pumps, pump water to a cooling tower. Snow cover prevented a more detailed look at the tower (and exhaust fans) on the roof but no corrosion spots or evidence of past leakage were observed.

Building controls consist of pneumatically powered and electrically actuated points. The air compressor is in good condition and no repairs or replacement costs are shown. A Robert Shaw DMS 350 Digital Energy management controls system is provided along with air handling unit timers. Rooftop mushroom type exhaust fans, that were observed to be in good condition, primarily provide building and restroom ventilation. Three-blade paddle fans dispersed in the waiting area provide additional air movement.

The bus marshalling area contains two large exhaust units. Although these units reportedly were installed when the building was built in 1991-2, they appear older. This may be caused by an apparent lack of preventative maintenance and cleaning. In addition, the type of air that is being drawn into them (dirty and full of soot and corrosive particulate from the diesel exhaust) may account for their effective age. Air from the marshalling area passes through wall vents located in the air handling room. There are no filters on the floor level intake vents.

One of the air handlers has had its 15 horsepower motor replaced. The fan wheel and blades are dirty, the shaft shows signs of corrosion, and the structural components (bolts, nuts and supports) are beginning to rust. These units can expect a shortened expected useful life. The air is then exhausted through vents located on the side of the building. Supply air is provided by large in line fans located on the opposite wall.

There is a kitchen located on the second floor of the transit center. A mechanical refrigeration unit is located there. The compressor and air handler is located on the top of the unit. Both appear to be in good condition and no costs are shown for repairs or replacements.

Following this Building Summary in section D is a mechanical and electrical equipment summary, HVAC testing results and preventive maintenance recommendations for the equipment as prepared by Michael's Engineering and Michael's Fluid Balancing.

ELEVATORS

All costs in USD.

Two hydraulic elevators are located in the transit building. Both appear to be in good operating condition. No costs are shown for repairs or replacements.

PLUMBING

Domestic water is supplied from the city via a 3-inch domestic water main. For the most part, horizontal piping is run overhead with concealed drop legs in the walls. A pair of 119-gallon and a single 50-gallon electric resistance hot water heater provide domestic hot water. The domestic hot water heaters were observed to be in good condition. Site staff reported no problems with the domestic water-piping infrastructure.

Public and staff restroom fixtures throughout the building, in general, are in good condition. Typical restrooms consist of wall-mounted toilets, wall mounted and drop in counter mounted sinks with the men's public restrooms containing floor-mounted urinals.

Janitor utility sinks are located on each floor and are equipped with vacuum breakers.

A backflow-protected irrigation system, with reportedly 24 zones, is located in Air Handler One mechanical room. It contains a 5 horsepower boost pump and 60-PSI pressure tank. Both are in good condition.

The building is served by pairs of wall-mounted refrigerated drinking fountains on each floor adjacent to the public restrooms. The drinking fountains were observed to be in good condition.

The storm and sanitary systems are gravity return to the site main. Visible piping within the building consists of 4-inch cast iron piping. The systems appeared to be in good condition with no reported problems.

FIRE PROTECTION

The transit building waiting areas and second floor conference areas are protected by a sprinkler system. A single check backflow prevention was present on the sprinkler line. Table 82.41 (Comm. 82.41 page 60) requires this to be a double check assembly. The sprinkler main is complete with an alarmed flow station and tamper switches on valves. The internal sprinkler head distribution appears to be consistent with the space use and wall configurations.

ELECTRICAL

Service and Power Distribution:

Power is supplied to the building by a pad mounted transformer located on the east side of the facility by Wisconsin Electric Power Company to a 277/480 volt, 3 phase, 4 wire, 1200 amp main switchboard located in the mezzanine storage room. This service equipment feeds the remaining panels, motor control centers, disconnect switches, and transformers located in storage/electrical closets and on corridor walls throughout the facility.

Emergency Lighting and Power:

There building has no emergency generator for the facility. However, emergency battery packs for lighting are located in the facility. The battery packs appear to be mainly in the corridor areas and with some lighting in selected areas throughout the facility. Lighted exit signs are used, in most cases, along paths of egress.

Lighting Systems:

The facility uses 2x4 recessed fixtures with parabolic lenses, and 1x4 recessed fixtures with prismatic lenses, pendant industrials, compact fluorescent PL fixtures, and a small number of incandescent or industrial fixtures mostly in service areas and closets. In the bus garage area HID (Metal Halide) fixtures are implemented. Area lighting around the building consists of bollard and Harp lighting by the City of Milwaukee.

Fire Alarm Equipment:

The fire alarm control panel is an Edwards Fire Alarm system that is a coded system. The main fire alarm panel is located within the central command center. The panel is connected to an outside monitoring location. On site staff did not know the name of the monitoring company. The system devices include manual pull stations, smoke and heat detectors, and horn/light devices. Replacement of an addressable system is recommended. Additional strobes are needed in the ballroom, rest rooms and conference room areas. Alarm lights are not ADA compliant strobes.

All costs in USD.





