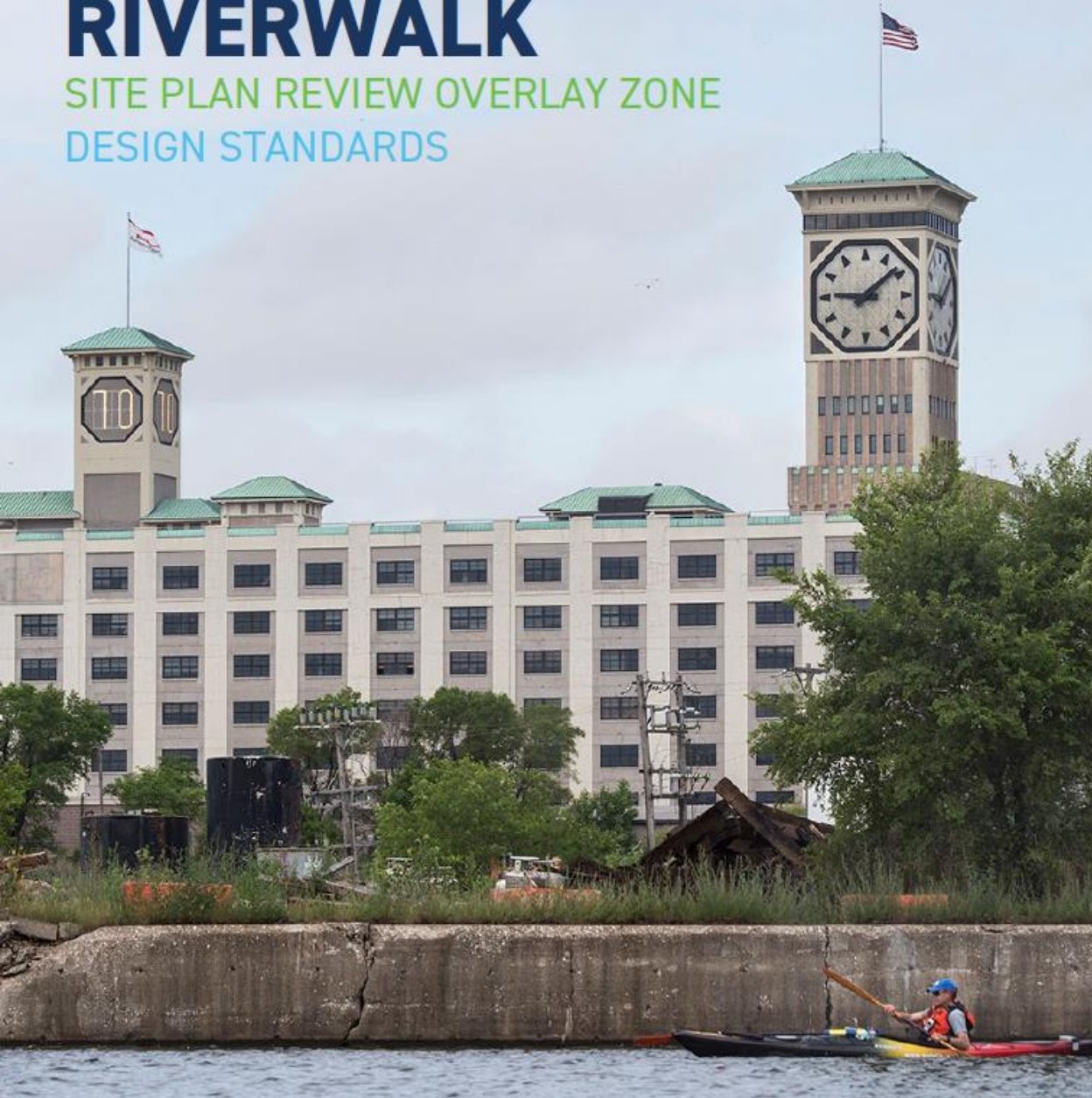


HARBOR DISTRICT RIVERWALK

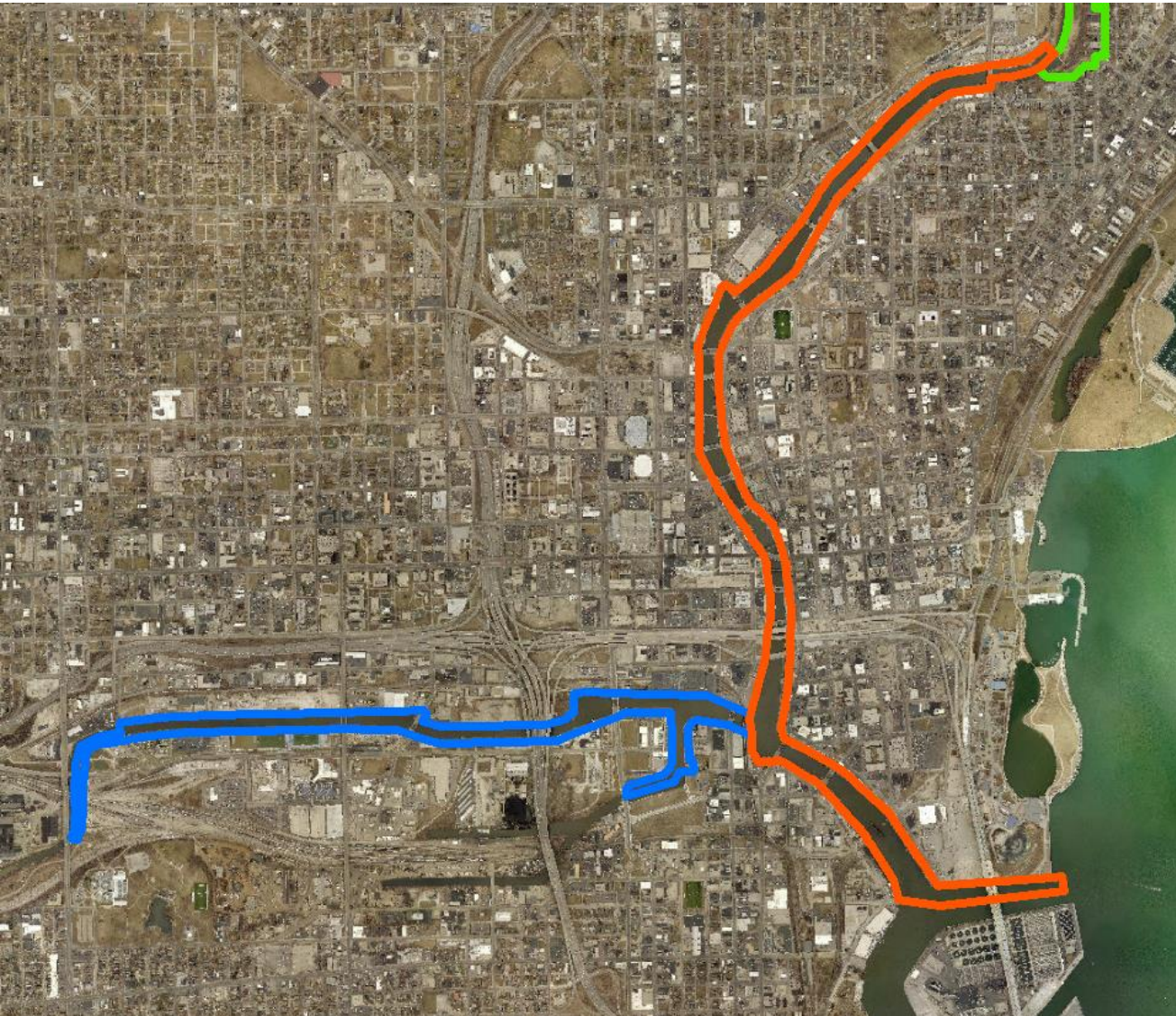
SITE PLAN REVIEW OVERLAY ZONE
DESIGN STANDARDS



City
of
Milwaukee



MILWAUKEE RIVERWALK SYSTEM TIMELINE

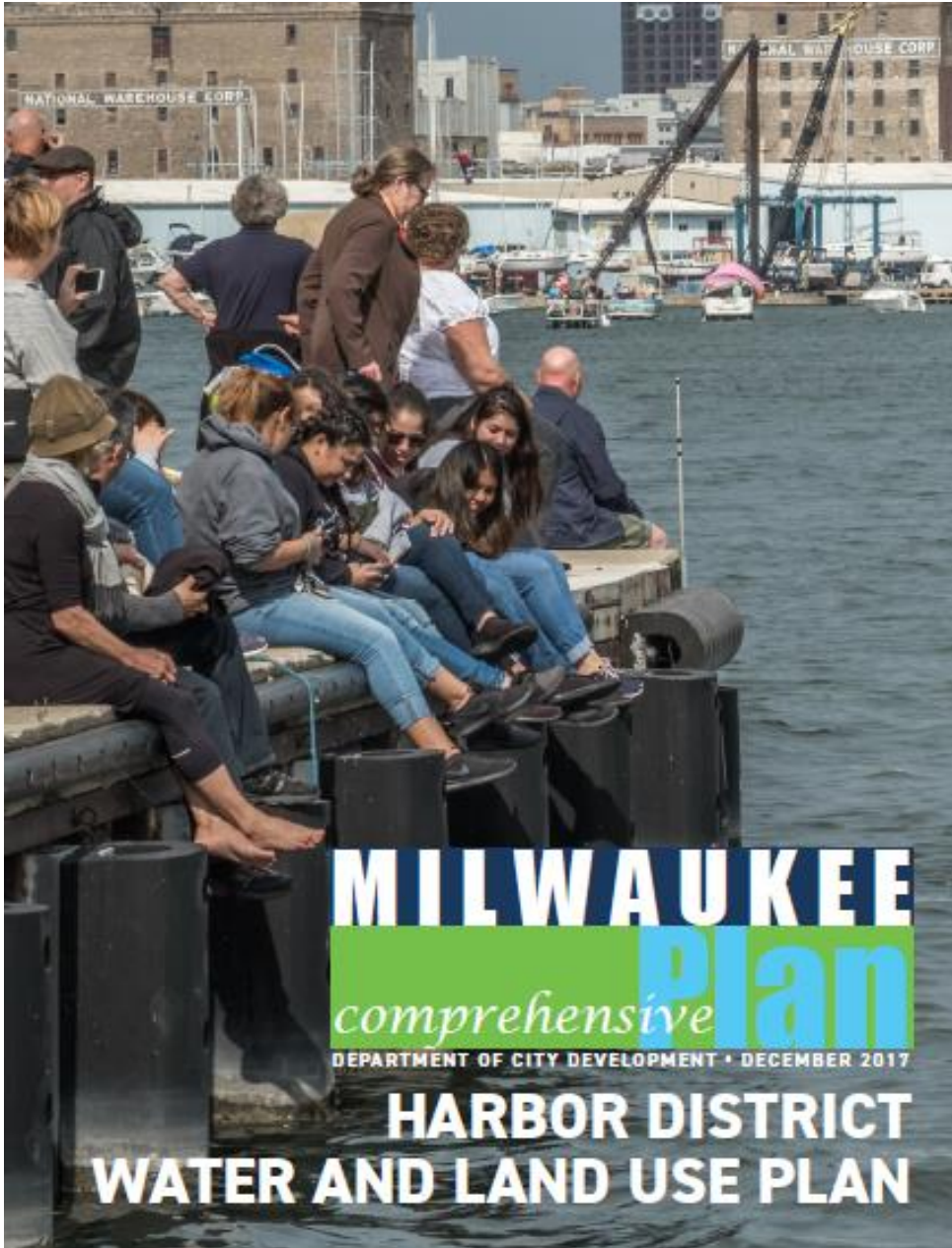


1993:
Riverwalk SPROZ
Created

2000:
Historic Third Ward
Riverwalk Design
Standards

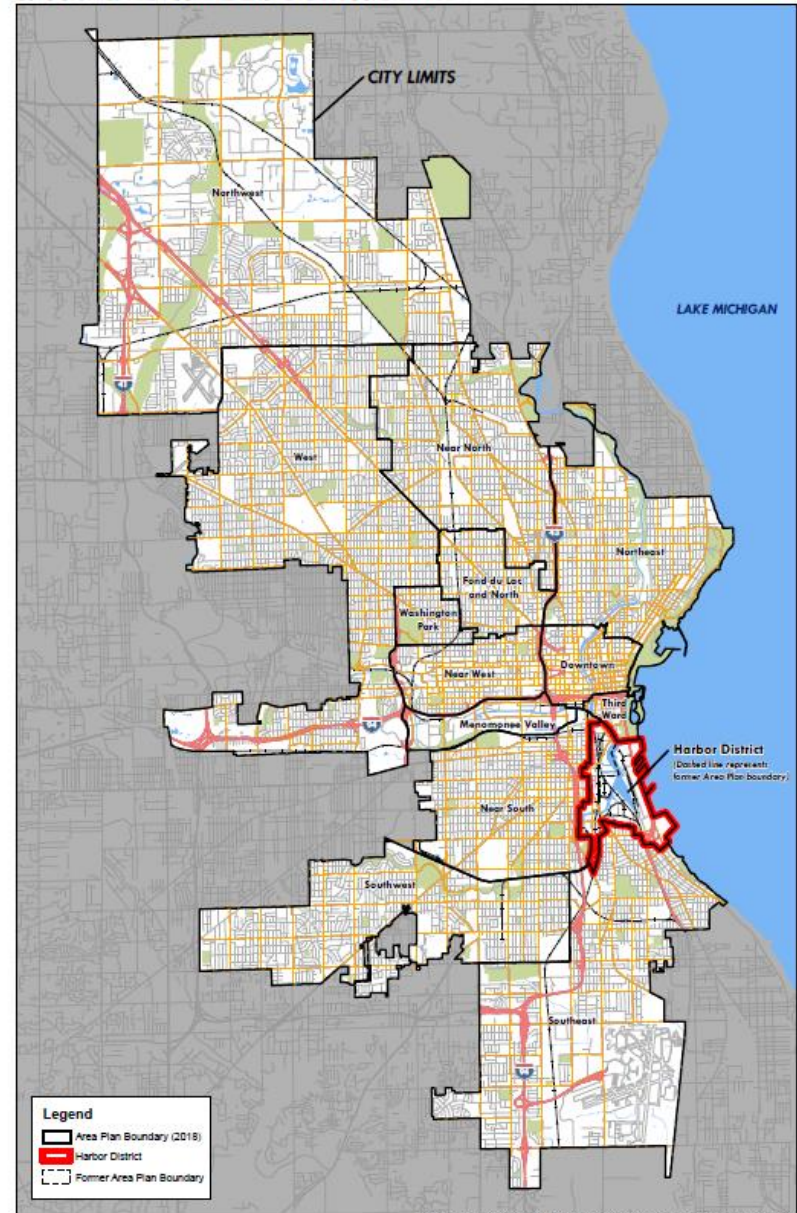
2010:
Milwaukee River
Greenway SPROZ

2017:
Menomonee Valley
Riverwalk SPROZ



CITY OF MILWAUKEE
 2018 UPDATED AREA COMPREHENSIVE PLAN BOUNDARY MAP

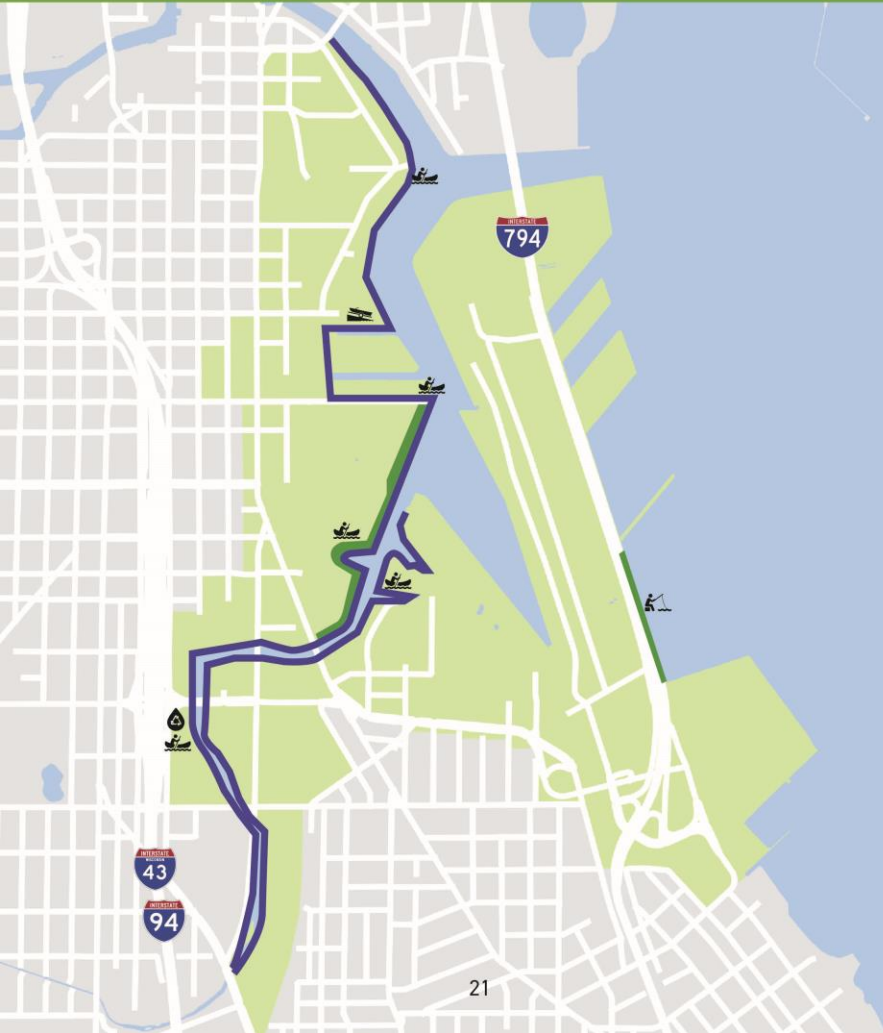
Prepared by the Department of City Development Planning Division, 11/09/2017
 Series: 2018 Planning Division Working Authority of the City of Milwaukee





CATALYTIC PROJECT #1

IMPROVED WATERFRONT EXPERIENCE



The most important element to the Harbor District's unique identity and character is the water. Yet, almost all of the Harbor District's nine miles of waterfront is off-limits to the public. The area was built up at a time when we wanted to limit waterways and waterfronts for use by the ships and factories that needed them. However, the city has changed, its economy has changed, and its relationship with water has changed. The Harbor District represents an opportunity to develop a new type of waterfront that invites the public to explore and enjoy, maintains its role as a working port and commercial harbor, and provides space for natural ecosystems to flourish.

This catalytic project lays out a series of recommendations that will move the Harbor District towards a multi-purpose multi-use waterfront. Recommendations include new public spaces and amenities to allow people to access the water and projects to improve water quality ensuring the experience of visiting the water is enjoyable.

- 4.5 Miles of Riverwalk
- 7 to 10 Acre Waterfront Park
- Water Access
- 5 Canoe/Kayak Launches
- New Boat Launch
- Fishing Access
- Trash Wheel



RIVERWALK



WATERFRONT
PARK



CANOE AND KAYAK
LAUNCHES



TRASH WHEEL



WATER ACCESS

HARBOR DISTRICT RIVERWALK OUTREACH

One-on-one conversations with owners of 36 of 42 parcels within proposed overlay zone (attempts were made to contact all property owners individually).

Mailing went out to all property owners with an invitation to public meeting and/or one-on-one conversation.

Public meeting was held on October 18, 2018 and attended by over 50 people, primarily business and property owners within BID #51.



HARBOR DISTRICT RIVERWALK BOUNDARY

The overlay is generally located along the west side of the Kinnickinnic River extending from the confluence of the Milwaukee and Kinnickinnic Rivers south to Lincoln Avenue and along the eastern side of the Kinnickinnic River south of the South Channel of the Bay View Grand Trunk Wetland south to Lincoln Avenue.



PENDING PROJECTS

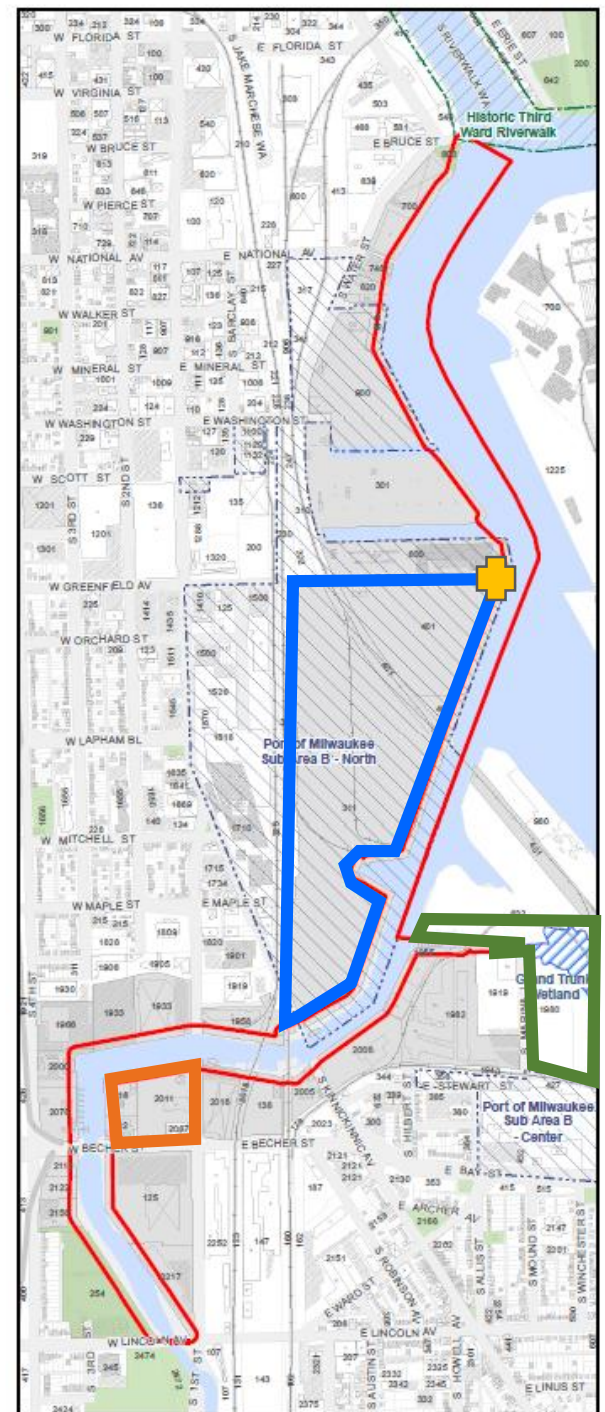


Harbor View Plaza

Komatsu

Michels / RIVER

Grand Trunk Wetland





THE RIVERWALK PROCESS: 4 STEPS...



THE RIVERWALK PROCESS:

1.) Establish a Zoning Overlay



- File #180945 would establish Harbor District SPROZ
- SPROZ Design Standards require DCD/CPC Design Review for development within 50 feet of riverward property line to insure design follows intent of overlay
- Construction of a Riverwalk segment required at time of new construction or substantial improvement of a principal structure (anywhere on property)

THE RIVERWALK PROCESS:

2.) Approve Design Standards



- File #180946 would create Harbor District Riverwalk Design Standards
- Standards include requirements for widths, materials, lighting, amenities, river-facing building design, etc.
- Standards designed to integrate Riverwalk with “working waterfront” business operations

THE RIVERWALK PROCESS:

3.) Develop detailed, Harbor District specific Design Standards



- During 2019 DCD anticipates working with HDI to engage a design firm to develop detailed Harbor District design standards in cooperation with area property owners
- These updated standards would create an overall aesthetic for the Harbor District Riverwalk, identify specific treatments, and address challenging site conditions
- Initial “baseline” standards in effect until creation and adoption of detailed standards

THE RIVERWALK PROCESS:

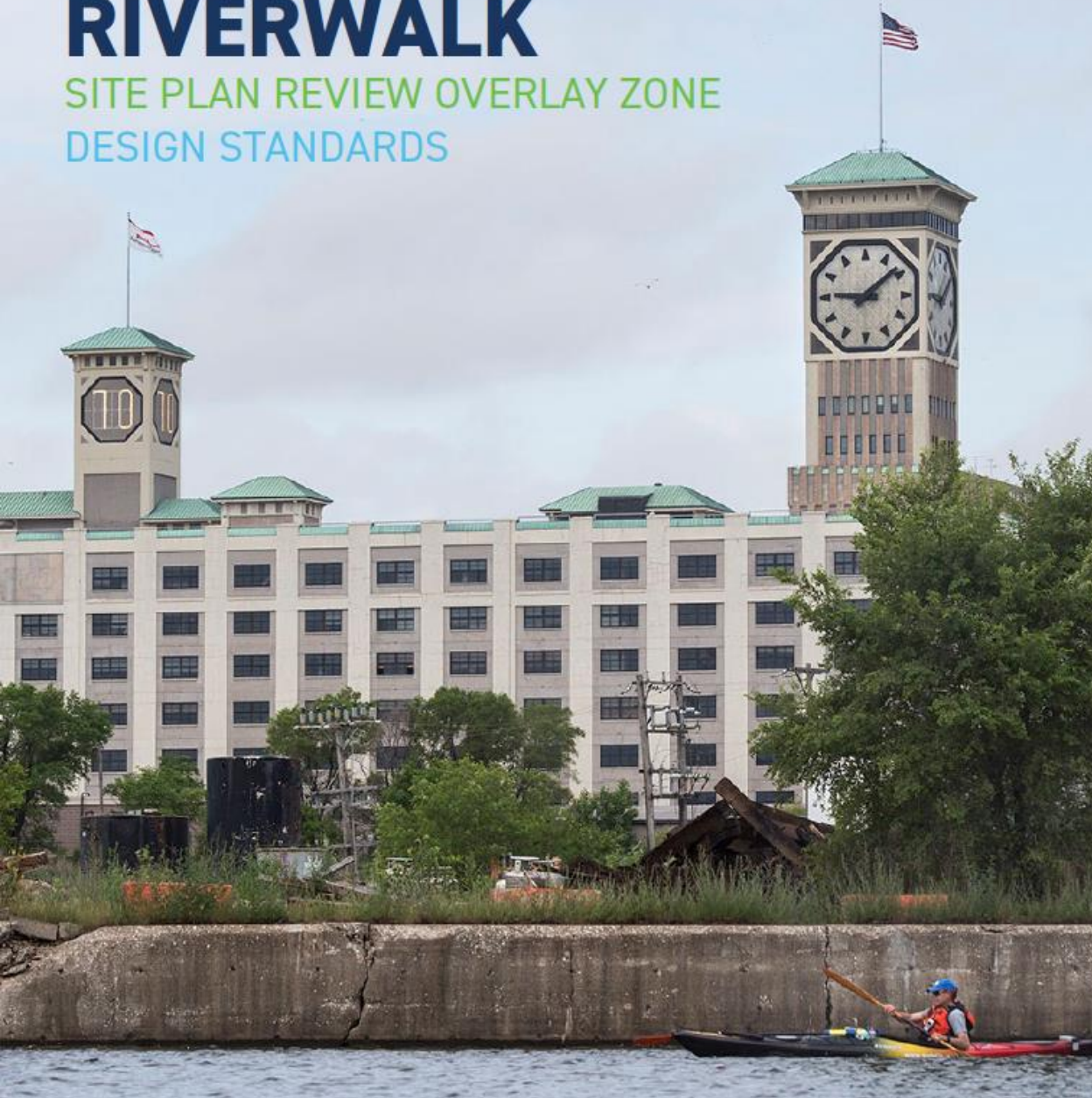
4.) Riverwalk segments constructed as redevelopment occurs



- City cost sharing formula expected to follow existing practice used in Downtown Riverwalk
- Owners enter into easement agreements that spell out maintenance and other ongoing requirements in exchange for City financing
- Property owners could also elect to construct segments of the Riverwalk “up front,” potentially in partnership with BID as was done in the Third Ward Riverwalk

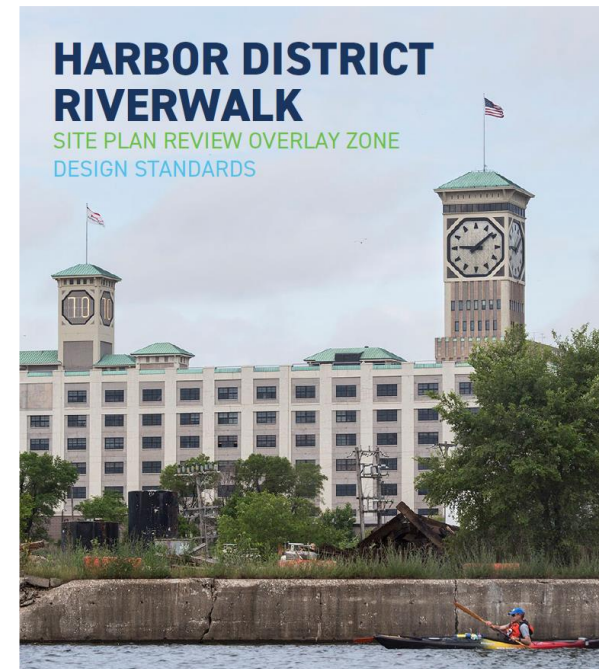
HARBOR DISTRICT RIVERWALK

SITE PLAN REVIEW OVERLAY ZONE
DESIGN STANDARDS



DESIGN STANDARDS SUMMARY

- 1 Riverwalks shall be on the land side of the river where feasible.
- 2 Where a soft river edge exists along the river, preserve natural river banks.
- 3 All segments of the Riverwalk shall be designed to connect to other portions of the Riverwalk system or to connect to adjacent portions of the Riverwalk system if they already exist.
- 4 Structures built within 50 feet of bridges must not obstruct bridge maintenance.
- 5 Finger piers will only be permitted where they will not obstruct navigation or extend more than 40 feet from the dock line.
- 6 Temporary moorings (less than 4 hours) for water taxis and tour boats will be permitted riverward of any amenity/activity area subject to navigation restrictions.
- 7 Where historic buildings or other historic elements of the built environment exist along the river, preserve those historic buildings and/or elements.

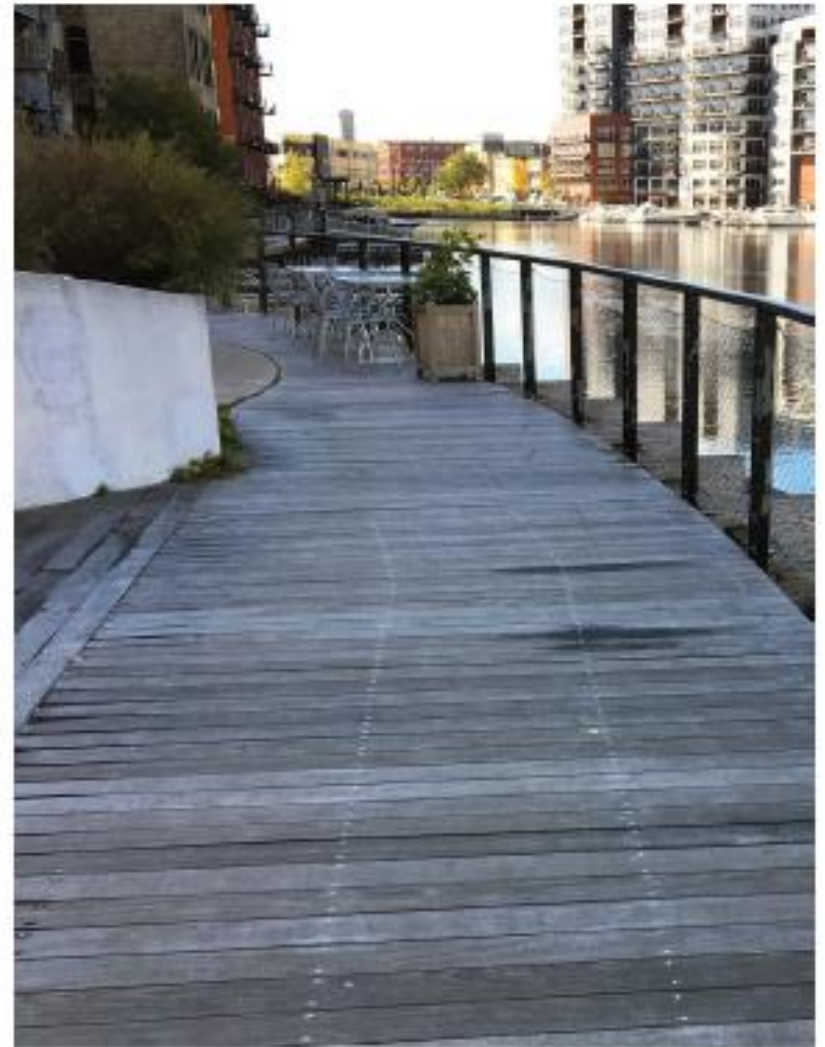


DESIGN STANDARDS SUMMARY

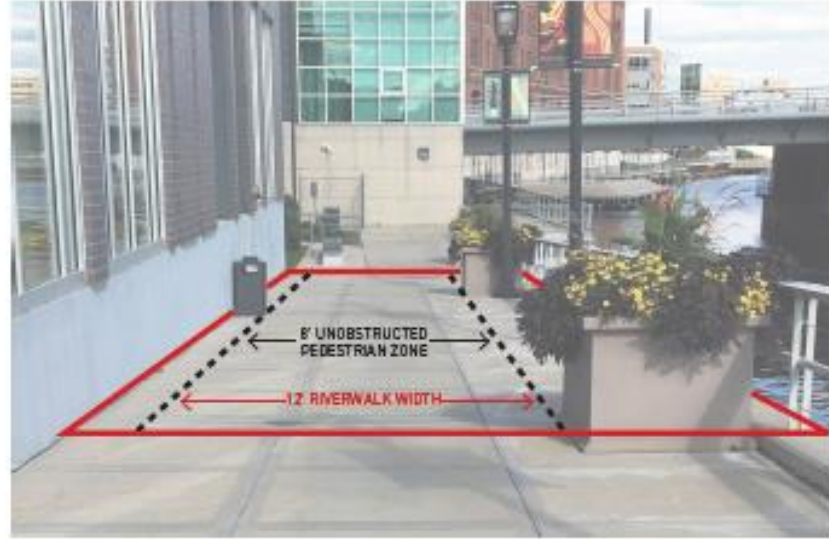


8 PAVEMENT TYPES

Riverwalk walkway construction shall consist of wood plank, concrete, or masonry pavers providing they ensure adequate strength, accessibility, and safety to users, including emergency vehicles. Loose gravel or other crushed stone is not acceptable.



DESIGN STANDARDS SUMMARY



9

RIVERWALK WIDTHS

In order to provide space for amenities such as benches, planters, light poles, trash containers, trees, and railings, Riverwalks should typically be at least 12 feet wide and have no more than a 0 to 5 percent slope in order to be accessible to most people, including those in wheelchairs. If there are objects, e.g. tables and chairs, placed on the Riverwalk, there should be a minimum 8 foot wide unobstructed corridor.

DESIGN STANDARDS SUMMARY



17

RIVER EDGE BUFFER

Where adequate width between the Riverwalk and the river is available, landscapes soften edges and provide a natural storm water buffer between parking areas the river. Such buffers shall include native plantings, grasses or maintained turf.

DESIGN STANDARDS SUMMARY



18 RIVER FACING FACADES

River facing facades must have architectural elements or features that create a pedestrian friendly and visually engaging built environment along the Riverwalk. For industrial buildings, such elements should consist of fenestration with transparent glazing; scored or decorative panels; and articulation of functional elements. Clerestory windows may be used should internal functions not allow for large areas of glazing. Graphic signage and pedestrian lighting may also be added as measures to make a river facing façade more visually engaging.



DESIGN STANDARDS SUMMARY



22 PERVIOUS PAVEMENT AND BIOSWALES

Storm water run-off shall be contained on-site. Pervious pavement and bioswales for parking or driving areas abutting the Riverwalk are encouraged in order to prevent contaminated storm water runoff from entering the waterway. Pervious pavement can take the form of pervious asphalt, parking fields, or pervious pavers. Bioswales are typically curbside containment areas that use various plantings to filter out contaminants before runoff is released.

DESIGN STANDARDS SUMMARY

23 ACCESS AND MARINE OPERATIONS

Riverwalks shall be designed to be accessible to the general public at all times and be open to the public 24 hours a day at no charge. For marine-based businesses that require active use of the waterfront, Riverwalk segments should be designed to allow business operations along the waterfront in a manner that minimizes interference with public access to the Riverwalk and business operations. If business operations will require temporary closures of the Riverwalk, a description of those circumstances requiring closure, and the anticipated frequency, shall be described in the development plan submitted to the City Plan Commission for approval. In areas where the development of a Riverwalk would create an undue hardship based on the safety, security, and operational needs of marine-based businesses, Riverwalk routing off of the waterfront and around a property or operational area may be considered for approval.



NEXT STEPS...

- Common Council Approval
- Develop Detailed Harbor District Riverwalk Design Standards (anticipated 2019)
- Implementation

