

MENOMONEE VALLEY RIVERWALK OVERLAY



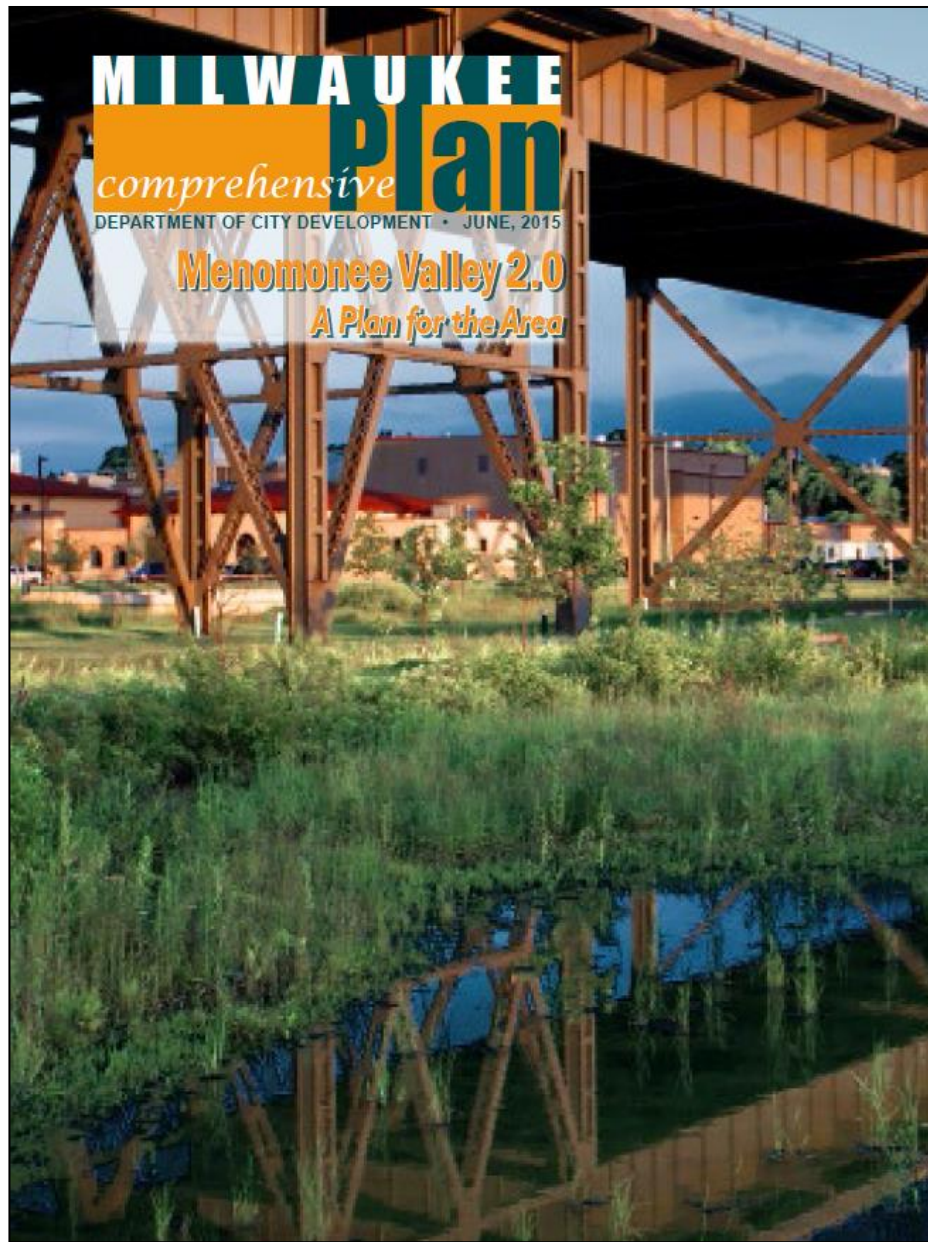
CURRENT MILWAUKEE RIVERWALK SYSTEM AS ORIGINALLY CONCEIVED

- 6 miles from North Avenue Dam south to the mouth of the Milwaukee Harbor.
- Currently 83% complete.
- One of the most extensive urban riverwalk's on a natural river in the country
- Designated a national Great Place in America by the American Planning Association.
- Currently one of 25 finalists worldwide for a Urban Land Institute Global Excellence Award.
- Estimated fiscal impact: from \$52 million in total investment, properties adjacent to the Riverwalk have generated \$1 billion increase in property values since construction began.



NEXT STAGE: MENOMONEE VALLEY

- Valley 2.0 Catalytic Project: Improving multi-modal connections into and within the Valley.
- Includes a recommendation for a Riverwalk along the Menomonee River.
- First step in establishing a Riverwalk is creating and approving the proposed overlay district in order to ensure use and design standards – “bookmarking” the rivers edge for an eventual Riverwalk.
- This will be the first expansion of the Milwaukee Riverwalk beyond its original path.

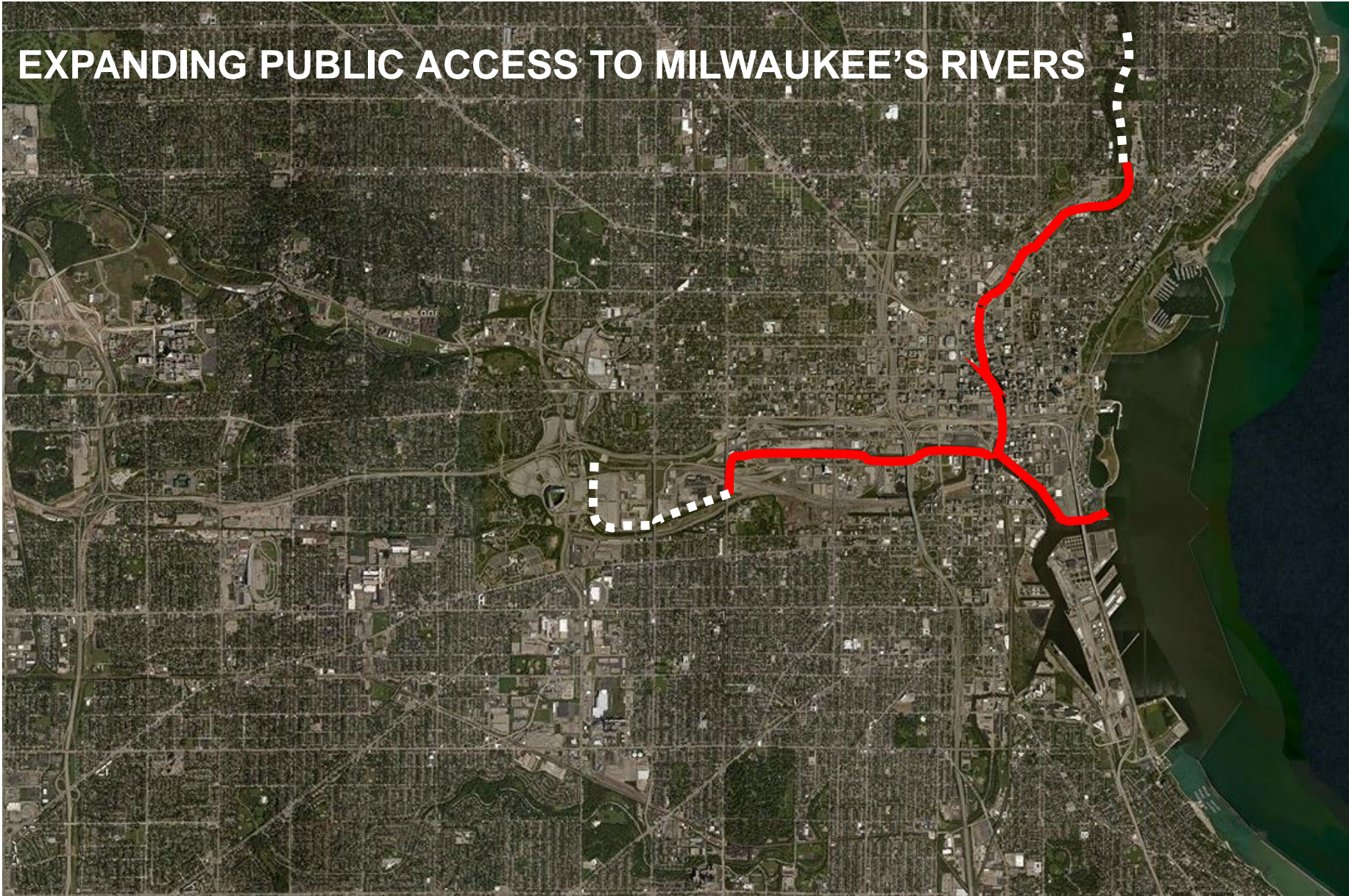


MENOMONEE VALLEY RIVERWALK OUTREACH

- A Riverwalk directly affects property owners, in terms of private property and monetarily. As such, this project is a true partnership and will not occur without their acceptance and involvement.
- Coordinated and worked alongside Menomonee Valley Partners and Valley BID from outset.
- MVP and BID outlined business and property owner outreach.
- One-on-one meetings with affected businesses.
- Presentation to BID board.
- Individual letters to all property owners within the overlay.
- Follow-up meetings.
- Over 400 notices mailed before Plan Commission public hearing. No objections to date.



EXPANDING PUBLIC ACCESS TO MILWAUKEE'S RIVERS






STATE FAIR PARK/
PETTIT CENTER

MILWAUKEE COUNTY ZOO

HANK AARON STATE TRAIL

MILLER PARK



URBAN ECOLOGY
CENTER
MEMONONEE
VALLEY BRANCH

VALLEY PASSAGE/
BRIDGE

HANK AARON STATE TRAIL

33RD COURT BRIDGE

MEMONONEE VALLEY
INDUSTRIAL CENTER

33RD COURT

35TH STREET

NEW 24 ACRE PARK

CANAL STREET

INTERSTATE 94

MITCHELL
PARK/DOMES

27TH STREET

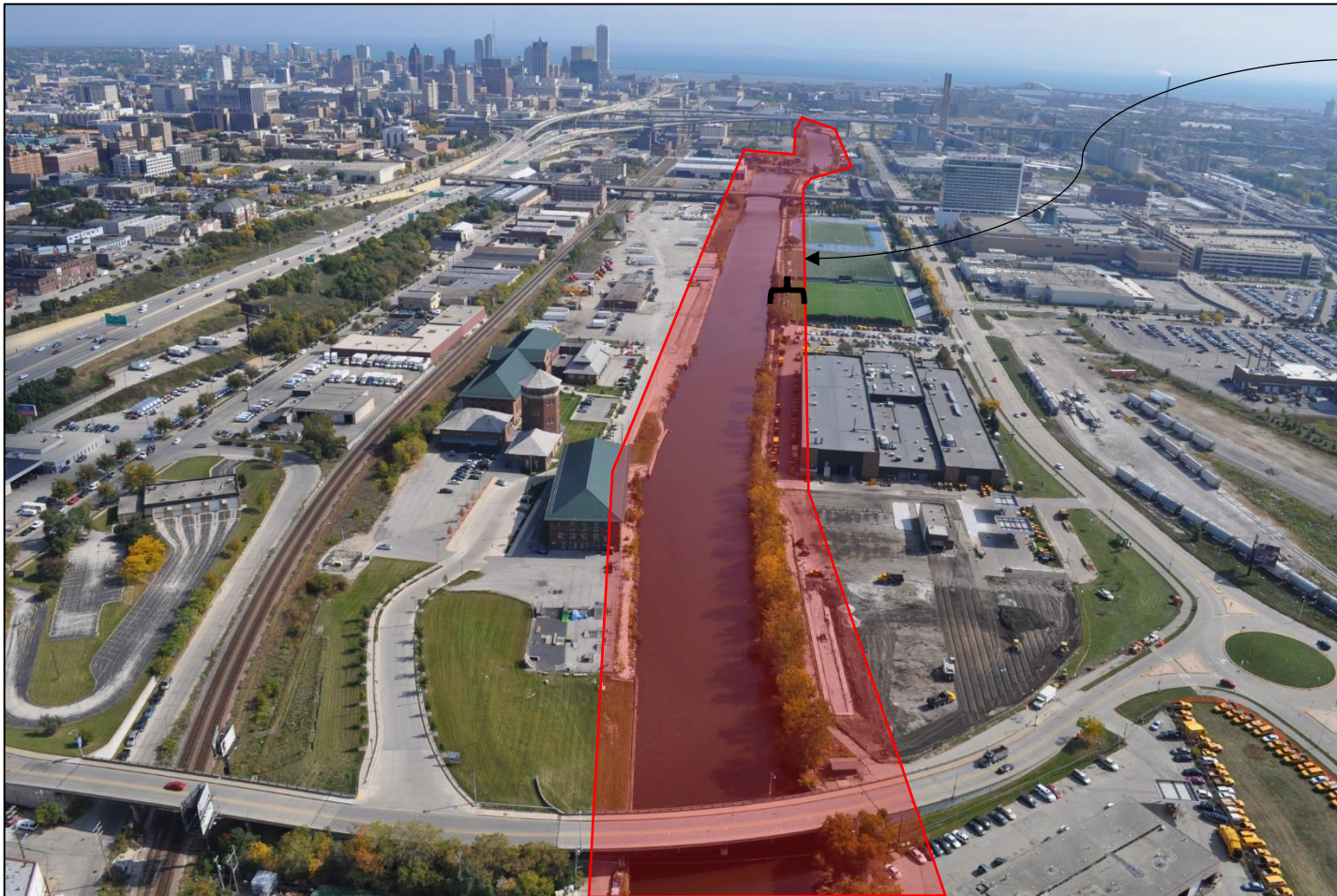
MITCHELL PARK/
DOMES BRIDGE

VALLEY RIVERWALK

THE RIVERWALK PROCESS: 4 STEPS...



THE RIVERWALK PROCESS: 1) ESTABLISH A ZONING OVERLAY



- 50 FOOT OVERLAY WIDTH AS MEASURED FROM BULKHEAD LINE OR ORDINARY HIGHWATER MARK TO LANDWARD
- ESTABLISHES DCD DESIGN REVIEW TO ENSURE NEW DEVELOPMENT IS IN CONFORMANCE WITH INTENT OF THE OVERLAY

THE RIVERWALK PROCESS: 2) ATTACH DESIGN STANDARDS TO THE OVERLAY



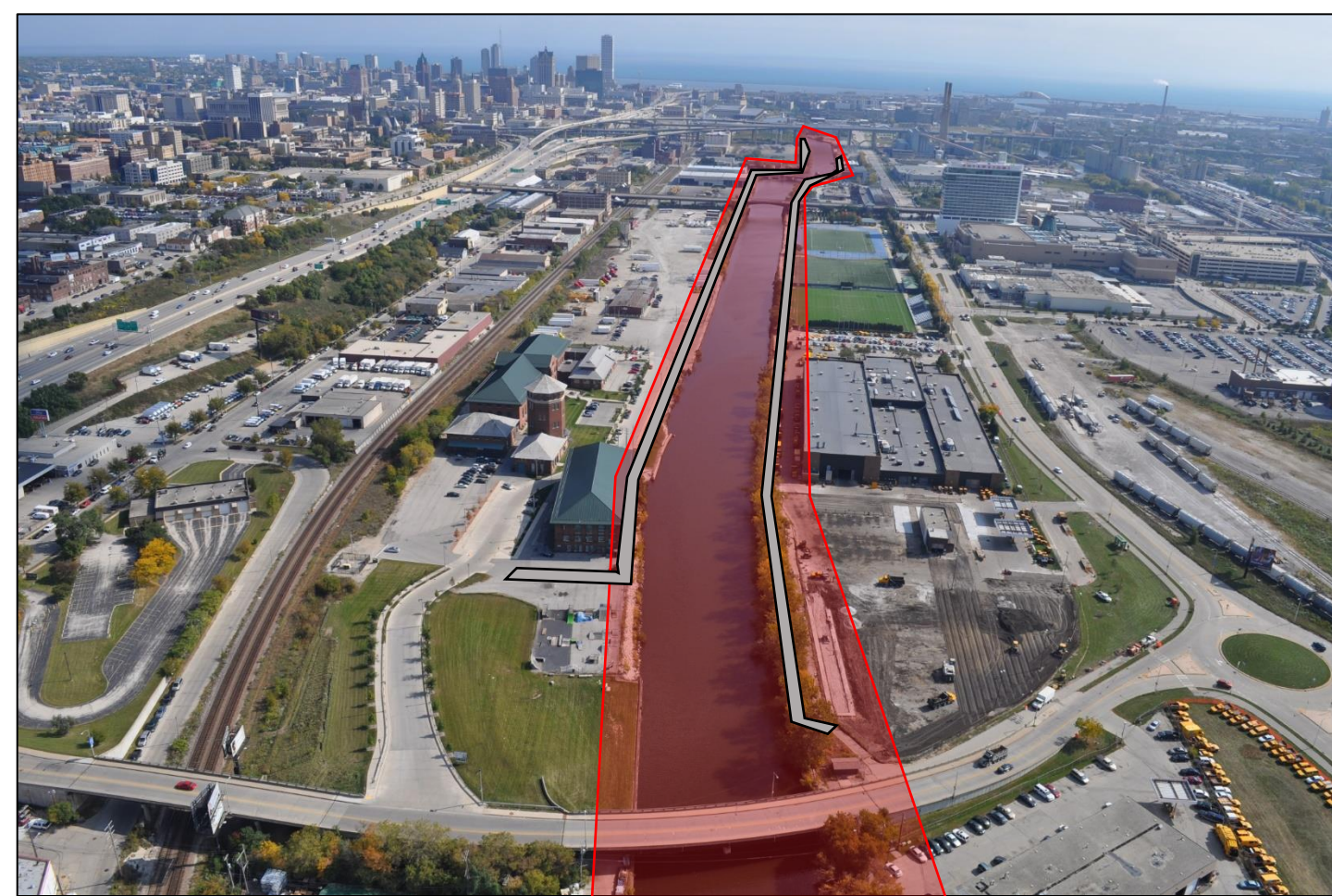
- MINIMUM WALKWAY WIDTHS
- RIVERWALK MATERIALS
- DNR RIPARIAN REQUIREMENTS
- RIVER FACING BUILDING DESIGN
- ADDITIONAL AMENITIES

THE RIVERWALK PROCESS: 3) RIVERWALK SEGMENTS CONSTRUCTED AS PROPERTIES ARE REDEVELOPED



- SAME FINANCING FORMULA AS EXISTING RIVERWALK
- CITY COVERS 70% OF RIVERWALK COSTS UP TO \$2,000 PER LINEAR FOOT / PROPERTY OWNER COVERS 30%
- CITY COVERS 50% OF DOCKWALL REPAIR UP TO \$800 PER LINEAR FEET
- IN EXCHANGE FOR CITY CONTRIBUTION OWNER AGREES TO PROVIDE PUBLIC ACCESS AND MAINTENANCE

THE RIVERWALK PROCESS: 3) OR RIVERWALK IS CONSTRUCTED UP-FRONT



- DOWNTOWN VS THIRD WARD MODEL
- SAME FINANCING FORMULA AS EXISTING RIVERWALK
- THIRD WARD MODEL WILL REQUIRE VALLEY BID COMMITMENT OF REPAYING TO CITY UP-FRONT CONSTRUCTION LOAN OVER A PERIOD OF TIME. (THIRD WARD REPAYMENT IS OVER 25 YEARS)

THE RIVERWALK PROCESS: 4) EASEMENT AGREEMENTS WITH EACH PROPERTY OWNER TO ALLOW PUBLIC ACCESS ACROSS PRIVATE PROPERTY



- DOWNTOWN VS THIRD WARD MODEL
- SAME FINANCING FORMULA AS EXISTING RIVERWALK
- THIRD WARD MODEL WILL REQUIRE VALLEY BID COMMITMENT OF REPAYING TO CITY UP-FRONT CONSTRUCTION LOAN OVER A PERIOD OF TIME. (THIRD WARD REPAYMENT IS OVER 25 YEARS)

VALLEY RIVERWALK OVERLAY DESIGN STANDARDS



MENOMONEE VALLEY RIVERWALK

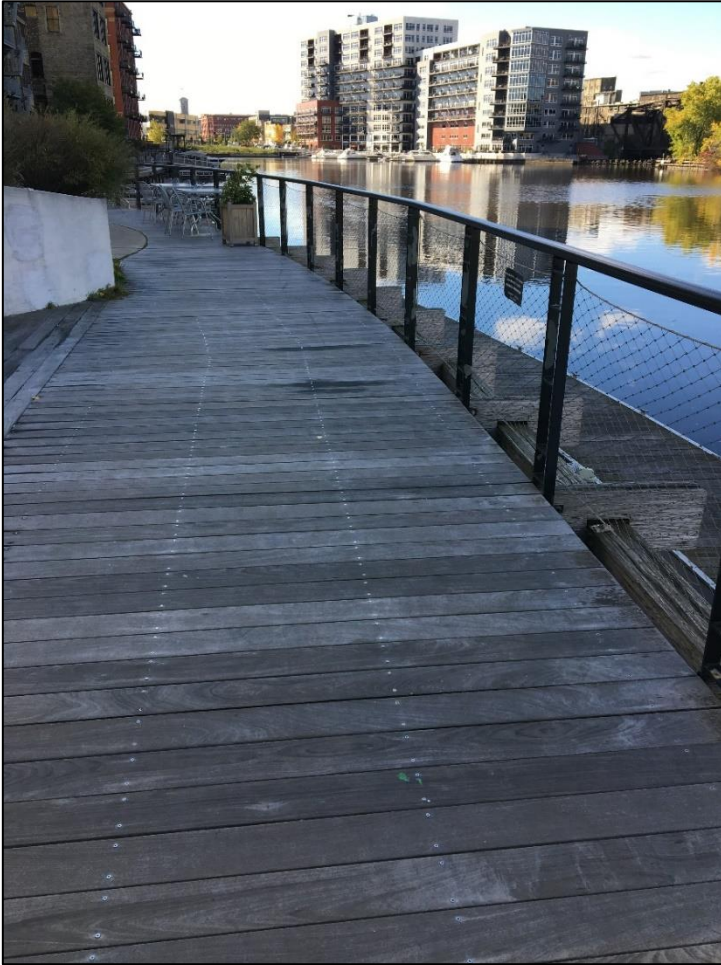
SITE PLAN REVIEW OVERLAY ZONE

VALLEY RIVERWALK OVERLAY DESIGN STANDARDS

- 1 Riverwalks shall be on the land side of the river where feasible.
- 2 Where a soft river edge still 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 ft. 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.

- SIMILAR TO EXISTING RIVERWALK STANDARDS.
- INCLUDES BASIC DNR REQUIREMENTS BASED ON NEGOTIATIONS DURING ORIGINAL RIVERWALK DISCUSSIONS.
- CONTEXT SENSITIVE: DESIGN STANDARDS ALSO COGNIZANT THAT THE VALLEY IS STILL A WORKING INDUSTRIAL CORRIDOR AND NOT A MIXED USE NEIGHBORHOOD.

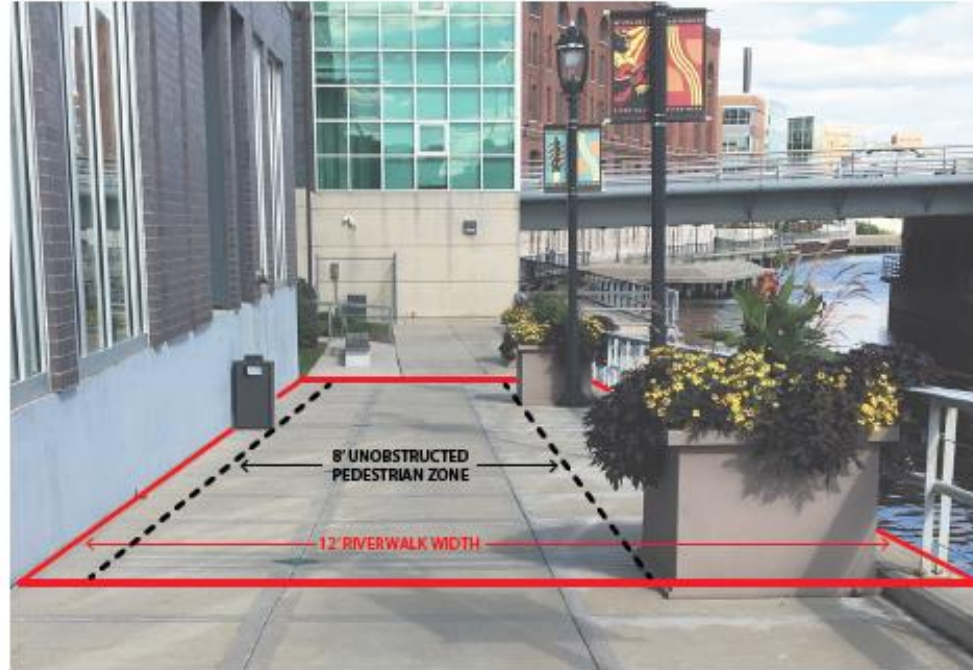
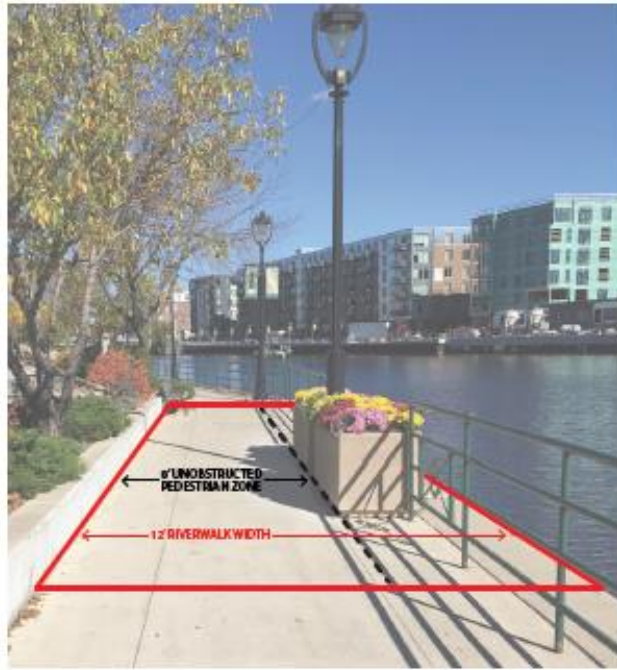
VALLEY RIVERWALK DESIGN STANDARDS – WALKWAY MATERIALS



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. Asphalt, loose gravel or other crushed stone is not acceptable.

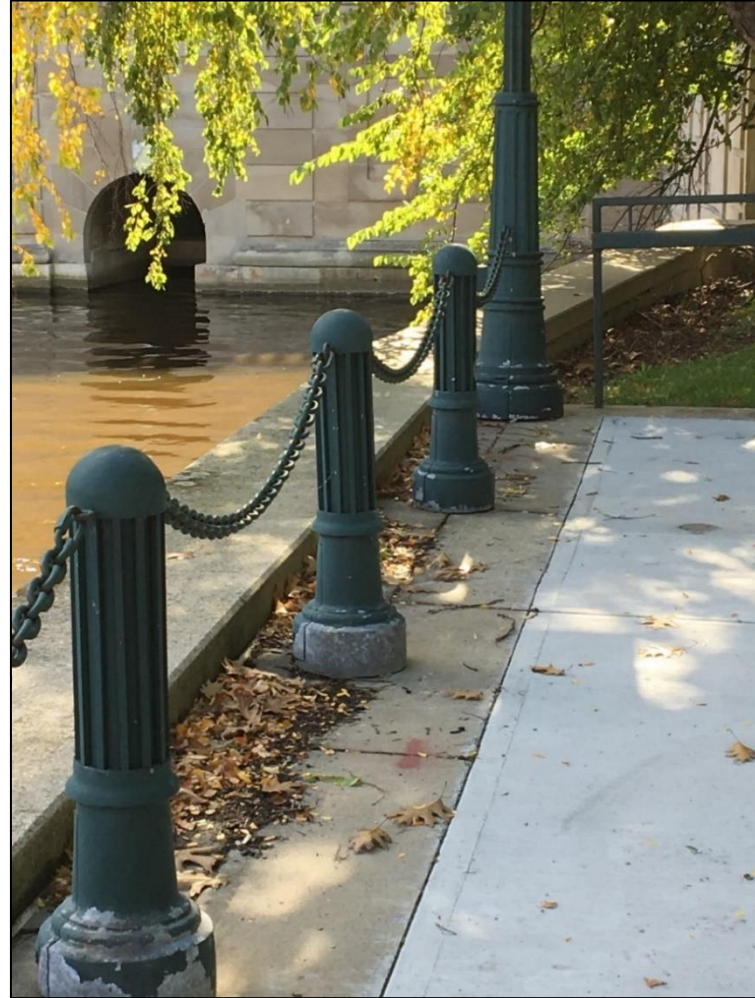
VALLEY RIVERWALK DESIGN STANDARDS – WALKWAY WIDTHS



9 RIVERWALK WIDTHS

Riverwalks must be passable year round, handicapped accessible, and be open to the general public 24 hours a day at no charge. 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.

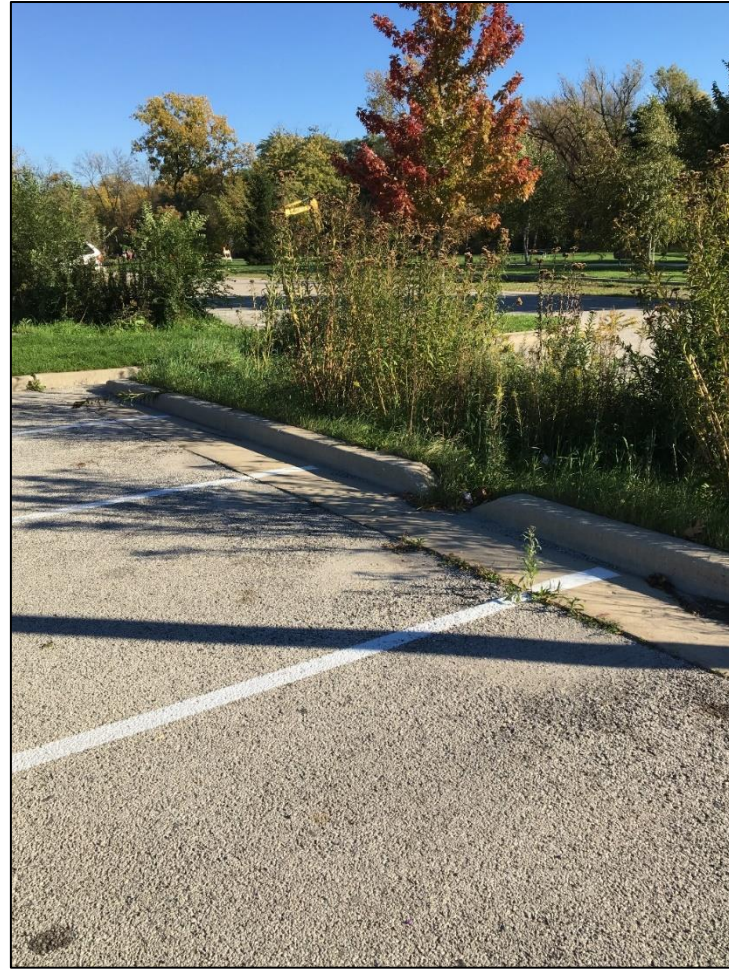
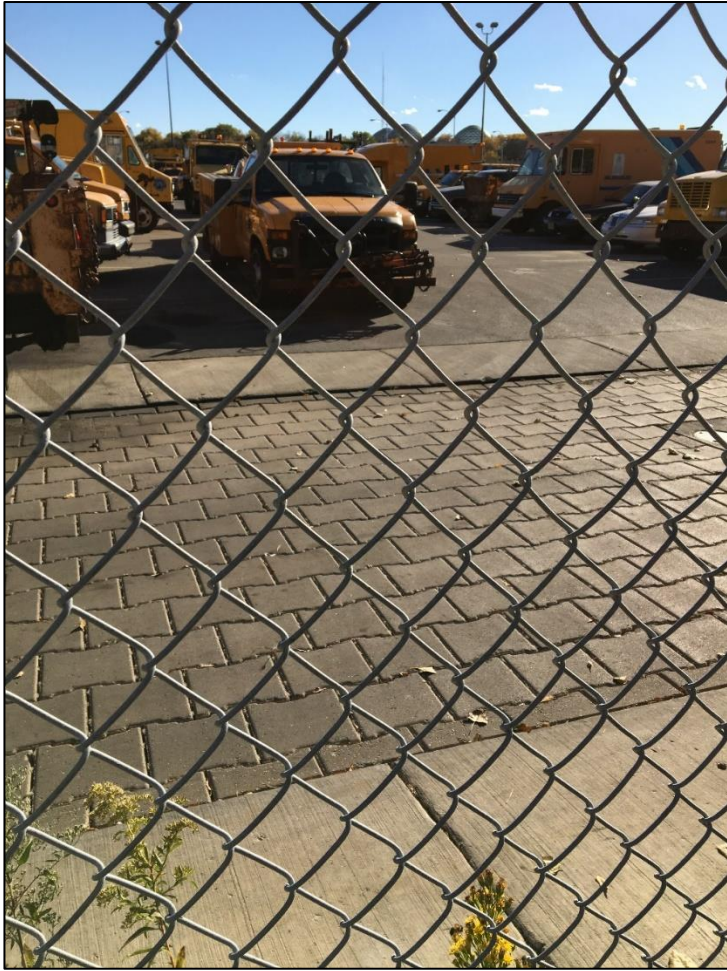
VALLEY RIVERWALK DESIGN STANDARDS – RIVER EDGE



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.

VALLEY RIVERWALK DESIGN STANDARDS – STORMWATER



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.

VALLEY RIVERWALK DESIGN STANDARDS – ADA ACCESSIBLE



10 HANDICAPPED ACCESSIBILITY

All Riverwalk segments are required to be handicapped accessible. ADA ramps shall connect public walkways and points of public access to the Riverwalk and must include railings and lighting.

VALLEY RIVERWALK DESIGN STANDARDS – BUILDING FACADES WITHIN THE OVERLAY



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.



