





An example of what the new KK River could look like (under low flow conditions)



Existing homes on Harrison Avenue which would face the new parkway and river corridor greenway

This chapter outlines planning and design recommendations for the KK River Corridor Neighborhood, including concepts, patterns, and strategies. The recommendations are broken down into the following categories:

1. A New Kinnickinnic River
2. Neighborhood Development
3. Transportation and Circulation
4. Parks and Open Spaces
5. Community Involvement, Education, and Stewardship

Figure 3-1 illustrates the overall Neighborhood Master Plan. The plan highlights key recommendations and improvements which could be implemented over a period of many years. The KK River flood management and rehabilitation project will be the primary catalyst for change in the neighborhood; the new greenway will wind its way through the neighborhood providing new connections, new opportunities, and new life to the community.

The plan recommends enhanced streetscapes through the 13th Street and Lincoln Avenue commercial corridors to encourage new economic development opportunities and boost existing local businesses. It also encourages the creation of “green” streets to create pedestrian-friendly and environmentally-sustainable corridors along several residential streets.

The plan envisions a revitalized Modrzejewski Playground (formerly Cleveland Park) with a stronger connection to the river as well as community gathering spaces and educational and interpretive opportunities. The new river greenway will also shape the County land west of S. 16th St, through Pulaski Park and the KK Recreation Area. The greenway will provide new bicycle and pedestrian amenities and reconnect these valuable community parklands to the river.

The changes brought on by the river rehabilitation project are envisioned to spur new development as well as reinvestment in existing residential areas. The plan provides guidelines for how new development should be designed to fit within the context of the existing neighborhood, and how valuable public funds should be focused to provide the most benefit for residents and investors alike.

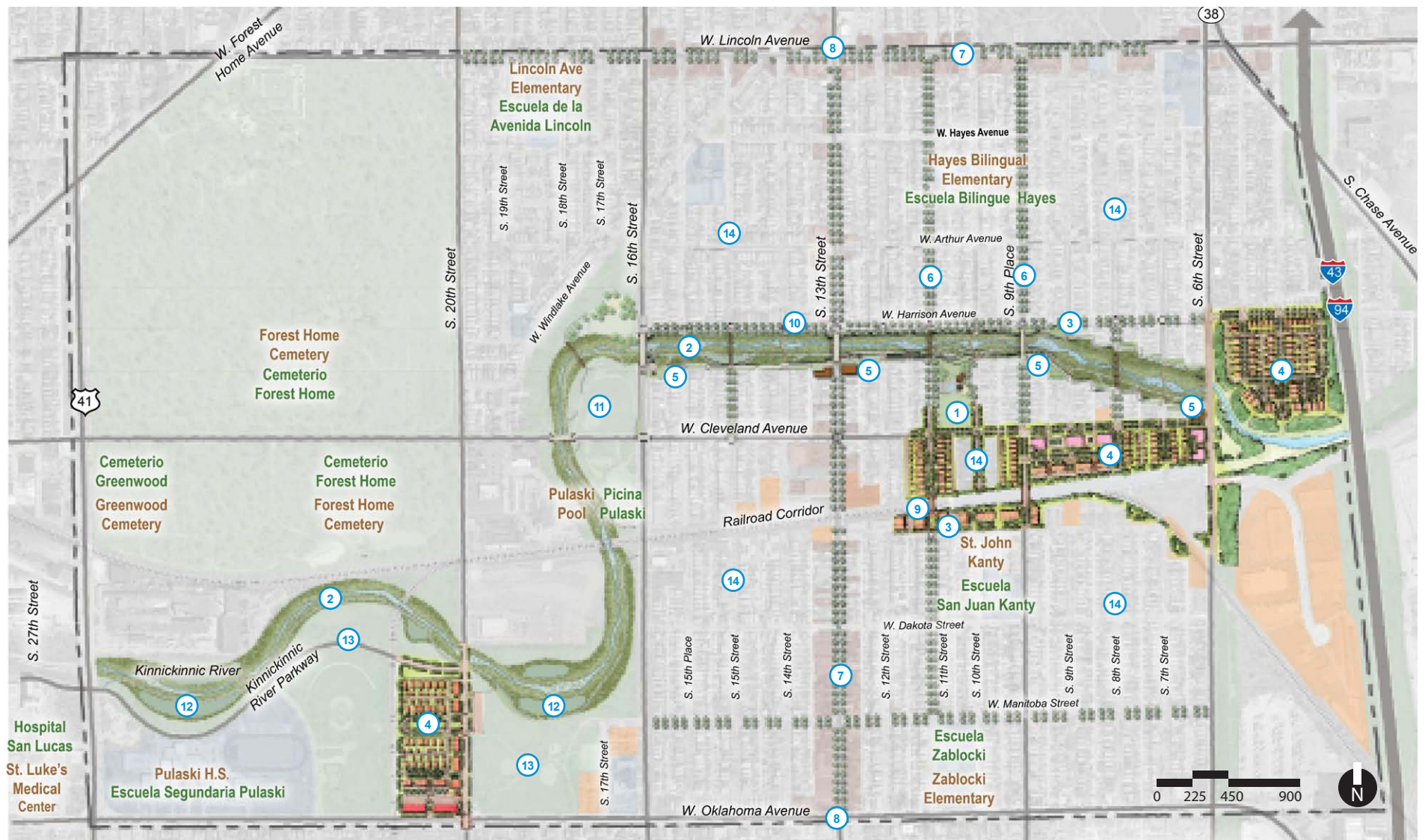


Figure 3-1. KK River Corridor Neighborhood Master Plan

3.1 A NEW KINNICKINNIC RIVER

A. Recommended River Corridor Alignment and Potential Property Acquisitions

Figure 3-2 shows the recommended alignment of the new KK River corridor and greenway. This alignment meets conveyance goals for flood management while minimizing property acquisitions, relocation of utilities and other public infrastructure, as well as impacts to the existing street grid.

This recommended alignment was the basis for MMSD's initial property acquisition plat, developed by MMSD's consultant Hey & Associates in summer 2009. The initial plat and subsequent revisions will be used to direct MMSD funds for property acquisitions over a several-year period. Owners of properties placed on the plat will be notified once the plat has been approved and adopted by the MMSD Commission. The properties listed on the plat may change through the process of preliminary engineering and development of construction documents, and some could be added or removed.

consideration to areas which are currently at the greatest risk of flooding due to their elevations or which have been affected by flooding in the past. At the east end of the corridor, closest to S. 6th St, this primarily includes properties on the south bank of the river.

The new river corridor limits represent the smallest area necessary to meet flood conveyance and public safety objectives. A property will only be acquired if it will be directly impacted by the new river corridor or if it is necessary to gain access to the site for construction purposes. No additional homes are slated for acquisition for green space, redevelopment, new structures, roads or alleys. Utility relocation which is required due to the new river alignment will be kept to the greatest extent possible within the area needed for flood management.

The recommended alignment of the river corridor was developed with



Figure 3-2. Approximate limits of new river corridor alignment superimposed over existing orthophoto, S. 6th to S. 16th Streets

MMSD'S ACQUISITION PROCESS

Because property acquisitions and the loss of homes is such a central issue in this neighborhood plan and forms the basis for all other recommendations in this section, the authors felt it was important to provide a short explanation of MMSD's acquisition process for the information of the reader. MMSD has an established process through which property acquisitions are executed. The following steps outline their process, however this report in no way represents all of the details, policies, and procedures MMSD has in place and in no way obligates MMSD. This list is for informational purposes only, and affected property owners will be provided complete and accurate information directly from MMSD.

1. MMSD identifies a property on an official Property Acquisition Plat, which signifies that the property is necessary to be acquired for the project.
2. MMSD contacts the property owner and begins the formal process of acquisition.
3. MMSD hires an appraiser to conduct an appraisal of the home and establish a fair market value. The property owner can hire an independent appraiser if they choose and MMSD will compensate the owner for the second appraisal.
4. MMSD identifies several comparable replacement properties which, compared to the owner's current property, are substantially equal and similar with respect to size, type, age, and condition, and are located either in the same neighborhood or a neighborhood with similar characteristics and accessibility.
5. MMSD puts together an offer to purchase the property based on the fair market value of the home. MMSD covers real estate and attorney's fees associated with reviewing legal real estate documents. MMSD prepares a relocation plan for the owners which includes compensation for moving expenses to relocate within 50 miles (for owner occupiers or renters only). The relocation compensation may also include a differential payment making up the difference, if any, between the acquisition price of the home and the purchase price of the replacement home (up to \$25,000). Renters could also receive, if necessary, a lump sum payment to offset an

increase in rent to live in a comparable apartment for up to four years.

6. In most cases, MMSD will remove residences and other structures on the acquired properties once the residents have successfully relocated. However, under certain special circumstances, MMSD would allow the owner to occupy the home for a period after the acquisition until such time as it is needed for construction activities.
7. The construction project will begin once all the identified properties have been purchased, residents relocated, and the existing structures have been removed. This process may take a number of years from the time acquisitions begin to when the last home is demolished.

Relocated residents who would like to remain in the neighborhood will be assisted and encouraged to the greatest extent possible to find existing comparable homes for sale within the neighborhood.

B. New Greenway Amenities

The new KK River corridor greenway will present many opportunities for added community benefits. Many residents at the public open houses felt strongly that there should be no privatization of the river or private developments such as high-end condominiums along the new river corridor. This plan encourages all future investments in the new KK River greenway to be designed to serve the community as a whole rather than individual property owners or investors.

The neighborhood plan recommends the creation of a new greenway with a series of unique zones of character, represented by different edge treatment and adjacent land uses. The types and locations of the river character zones were chosen to respond to neighborhood features and community objectives, however any combination of the recommendations could be implemented throughout the new greenway. These zones represent examples of different river edge treatments that provide community benefits beyond basic flood management and public safety objectives.

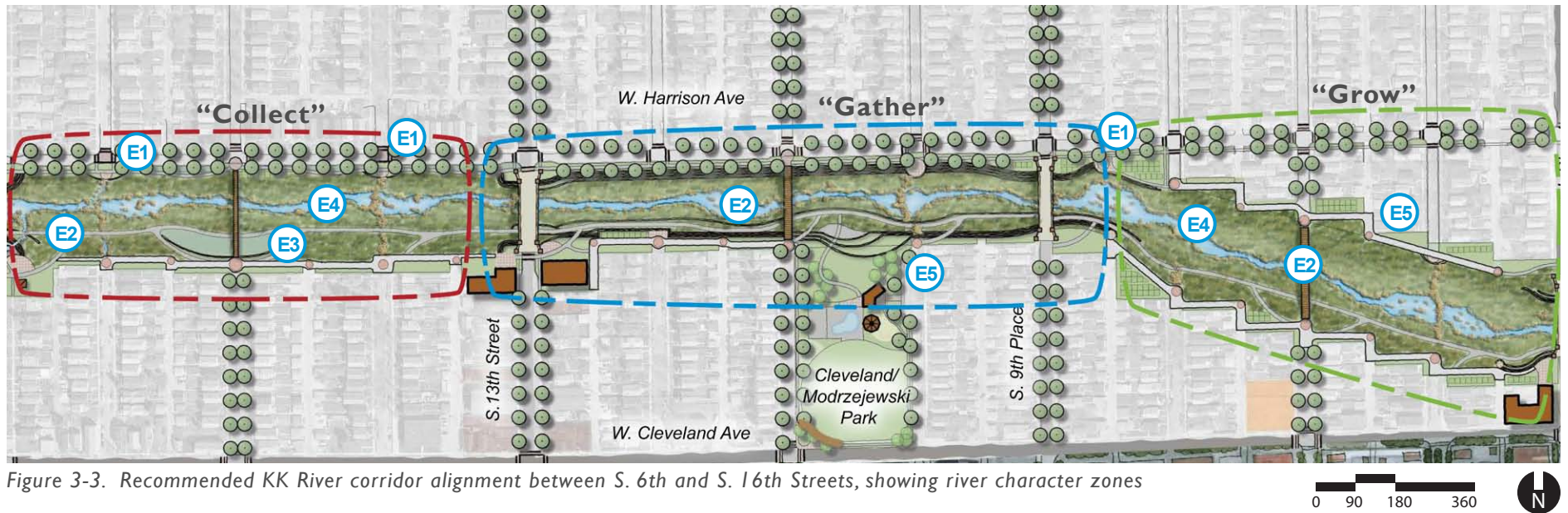


Figure 3-3. Recommended KK River corridor alignment between S. 6th and S. 16th Streets, showing river character zones

RIVER CORRIDOR ZONES

Three river character zones are defined below and are described on the following pages:

1. **“Grow”** - S. 6th Street to S. 9th Place
2. **“Gather”** - S. 9th Place to S. 13th Street
3. **“Collect”** - S. 13th Street to S. 16th Street

Downstream of S. 6th St, the river changes character, and the concrete channel ends. While this area is accessed by fisherman, hikers and others, Figure 3-3 focuses on the new KK River corridor between S. 6th and S. 16th Streets. Some of the major features are called out. The next few pages describe each zone in more detail and gives examples, descriptions, cross-sections, and sketches to illustrate the concepts.

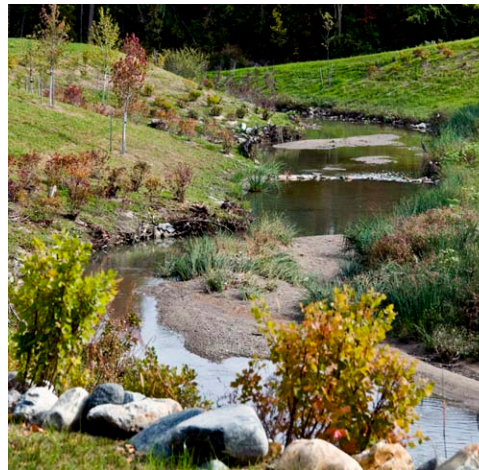
The new greenway would have a continuous paved bicycle path along the river that would also serve as a maintenance access path for MMSD. ADA-accessible ramps from street grade down to the path would be provided at or near all vehicular and pedestrian bridges. The bicycle path would continue below most bridges, which eliminates street crossings and provides more continuity for through-commuters and local bikers. Additional recommendations for bicycle and pedestrian connections are discussed in Section 3.3. Bridges over the river are discussed in Section 3.3 as well.

- E1 Overlooks:** Create spaces that offer expansive views of the river corridor
- E2 River Access:** Promote use of the river corridor by providing safe and accessible connections, bridges and spaces
- E3 Water Quality:** Enhance water quality through stormwater management
- E4 Habitat:** Provide fish and wildlife habitat using pools and riffles
- E5 Program Activities:** Establish riverfront activities that engage users and create a lively environment such as community gardens

“Grow” - S. 6th Street to S. 9th Place

The term “Grow” describes an emphasis on urban agriculture in this zone. This zone is envisioned to be lined with community garden plots and have a natural and residential aesthetic. Some of the features of this zone include:

- Sloped banks (trapezoidal channel) with some native vegetation and some mowed areas
- River paseos (green alleys) connect disconnected streets on north and south sides of river (See Section 3.3 for more information on river paseos)
- Community garden plots at the top of bank line the river’s edge in old residential lots which, due to the new river corridor, are oddly shaped and too small for a residence
- Opportunities for river access include informal stone paths for river access and fishing opportunities



Example of a river bed with sloped vegetated banks



Community garden plots were constructed by community members on a formerly vacant lot in this Detroit neighborhood



Community gardens, like this one in Chicago, are popular in dense urban areas as a way to allow residents to produce their own fresh food affordably

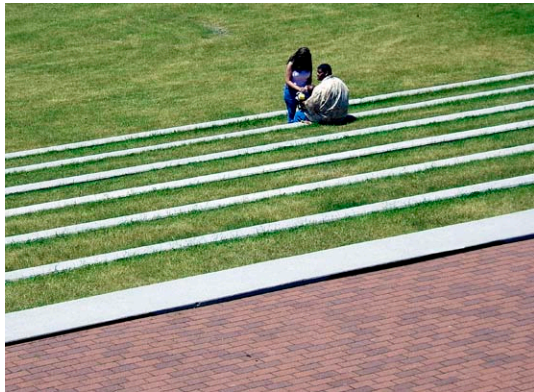


Figure 3-6. “Grow” (S. 6th St to S. 9th Pl) plan view and typical cross-section

“Gather” - S. 9th Place to S. 13th Street

The term “Gather” is used to emphasize a community gathering place. The proximity of this zone with the S. 13th St commercial corridor also lends a more urban setting, with the following features:

- Harrison Avenue “Parkway” hugs the north bank of the river and includes enhanced streetscaping, a sidewalk, landscaping, trees, and pedestrian amenities such as benches, lighting, and trash/recycling receptacles
- Opportunities to draw commercial activity to the river at S. 13th St bridge crossing, especially for recreational businesses and services such as bike rentals or cafes
- Terraced banks with small stone or concrete walls connected by mowed grass areas
- Overlook/small plaza structure with railing juts out with use of a vertical wall at the end of 10th Street
- Modrzejewski Playground connects to river with terraced slope and small outdoor classroom/informal amphitheater
- Slightly wider or more prominent pedestrian bridge at S. 11th St connects residential “green” corridor from north to south



Terraced slope using low concrete walls



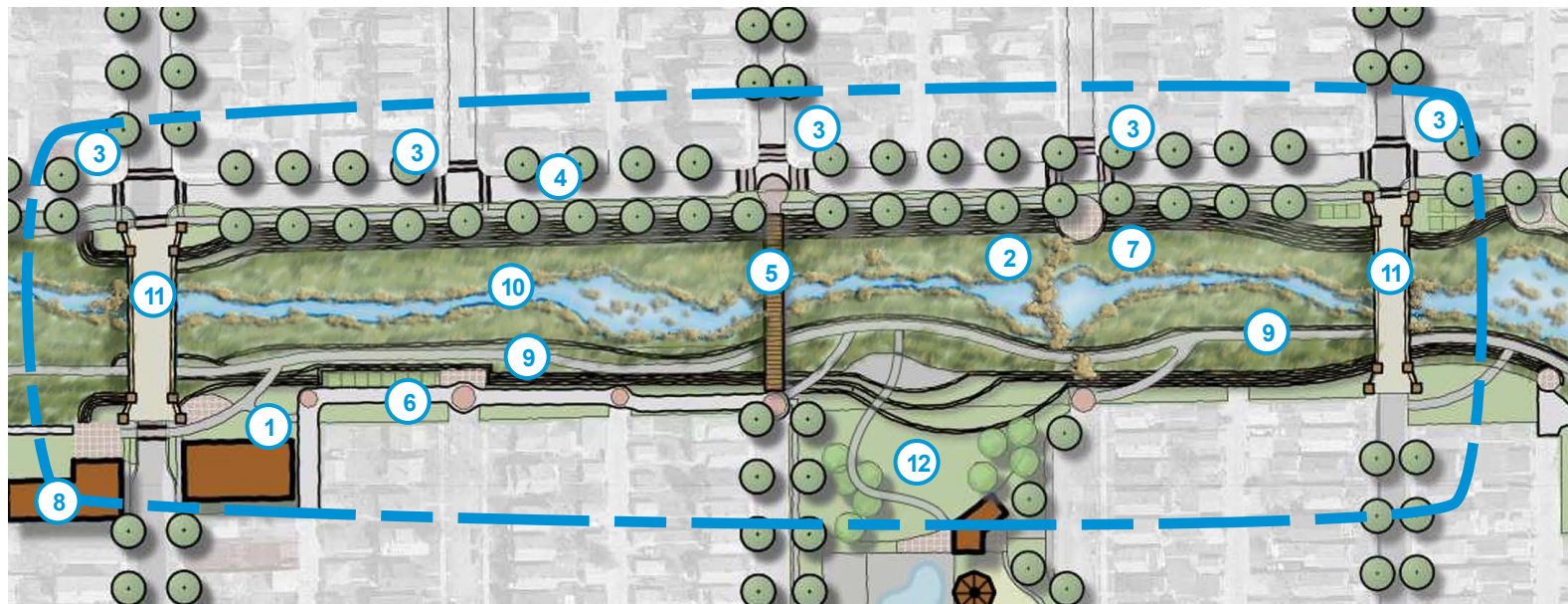
Natural stone materials create terraces along the water's edge



A walkway, or promenade, would line the top of bank along Harrison “Parkway” with trees, benches, lighting and other amenities



Figure 3-7. Artist rendering looking west from the S. 9th Pl bridge towards the S. 11th St pedestrian bridge, Modrzejewski Playground on the south (left) and the S. 10th St overlook on the north (right) along the new Harrison Parkway



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|--|---|---------------------------------------|
| ① Trailhead Plaza & Gateway Feature | ⑤ Pedestrian Bridge | ⑨ Bike/Maintenance Path |
| ② Informal Stone Path near Pools for Fishing | ⑥ River Paseo | ⑩ River Channel |
| ③ Enhanced Pedestrian Crossing | ⑦ Overlook | ⑪ Narrowed Bridge with Enhanced Views |
| ④ Harrison Ave "Parkway" | ⑧ Potential Future River-Oriented Redevelopment Opportunity | ⑫ Modrzejewski Playground |

Figure 3-8. "Gather" (S. 9th Pl to S. 13th St) plan view



Figure 3-9. "Gather" typical cross-section through Modrzejewski Playground amphitheater and Harrison Parkway



Direct stormwater runoff from streets and parking lots into planting beds designed to filter solids, metals, and other pollutants and infiltrate water to reduce runoff volumes and peak flows

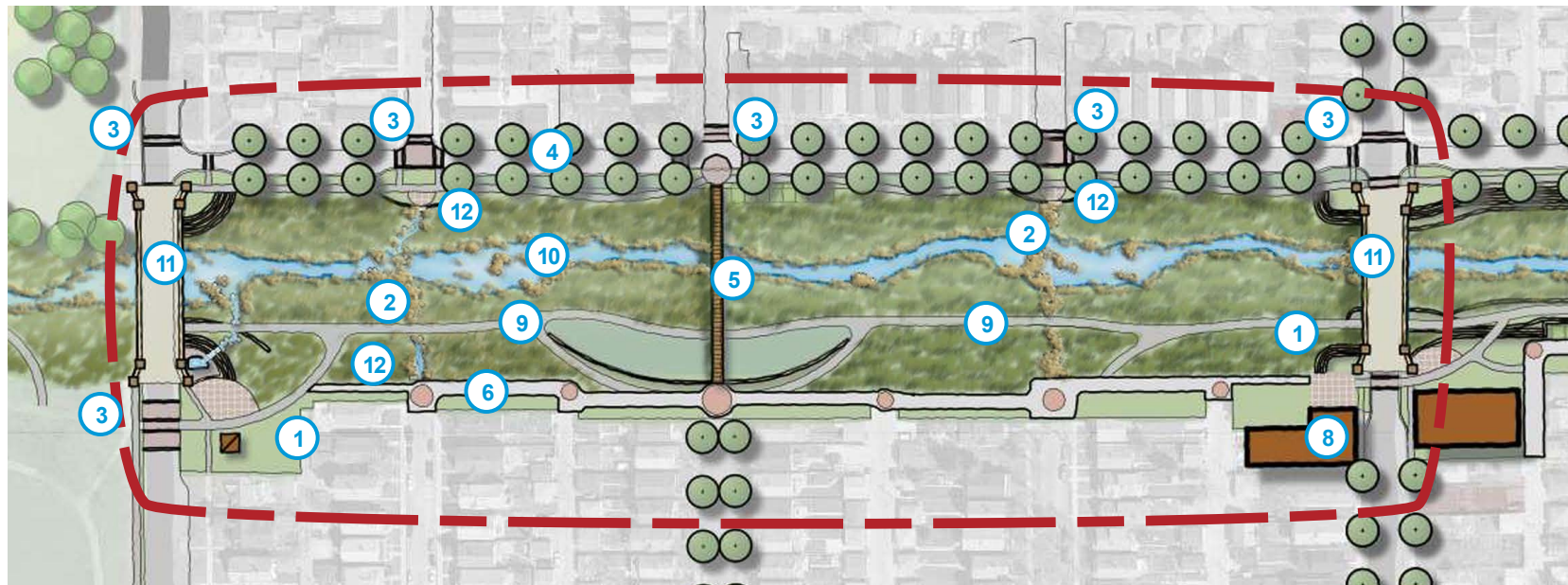


A rain garden street (photo courtesy of City of Madison, www.cityofmadison.com/engineering/stormwater/raingardens/)

“Collect”: S. 13th Street to S. 16th Street

The term “Collect” is used for this zone to describe an emphasis on stormwater management and water quality treatment practices. To the extent possible, local street runoff (such as from Harrison Ave, alleys) should be disconnected from the combined sewer and allowed to flow at the surface to treatment zones along both banks of the river. Interpretive signage or kiosks should be provided to draw attention and educate residents about water quality issues.

- Demonstration rain gardens/biofiltration zones along Harrison Ave parkway and river paseos
- River paseos connect disconnected streets on south side of river (see Section 3.3 for more information on river paseos)
- Sloped banks (trapezoidal channel) with some native vegetation and some mowed areas
- Park-like setting transitions more urban zone to entrance to Pulaski Park
- Opportunities for river access include informal stone paths for river access and fishing opportunities
- Small overlook structures along Harrison Avenue parkway
- Bike/maintenance corridor on the south bank with access points to street-level at S. 13th St, S. 15th St (pedestrian bridge) and S. 16th St bridges; bike path crosses under S. 13th and S. 15th but not S. 16th.
- Trailhead feature at S. 13th St with informational kiosk or welcome sign and map.
- Enhanced (tabletop) crossing at S. 16th St where bicycle path crosses to Pulaski Park (See Section 3.3 for more information about pedestrian crossings and traffic calming).



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|--|--|--|
| 1 Trailhead Plaza & Gateway Feature | 5 Pedestrian Bridge | 9 Bike/Maintenance Path |
| 2 Informal Stone Path near Pools for Fishing | 6 River Paseo | 10 River Channel |
| 3 Enhanced Pedestrian Crossing | 7 Overlook | 11 Narrowed Bridge with Enhanced Views |
| 4 Harrison Ave "Parkway" | 8 Potential Future River-Oriented
Redevelopment Opportunity | 12 Stormwater/Water Quality Feature |

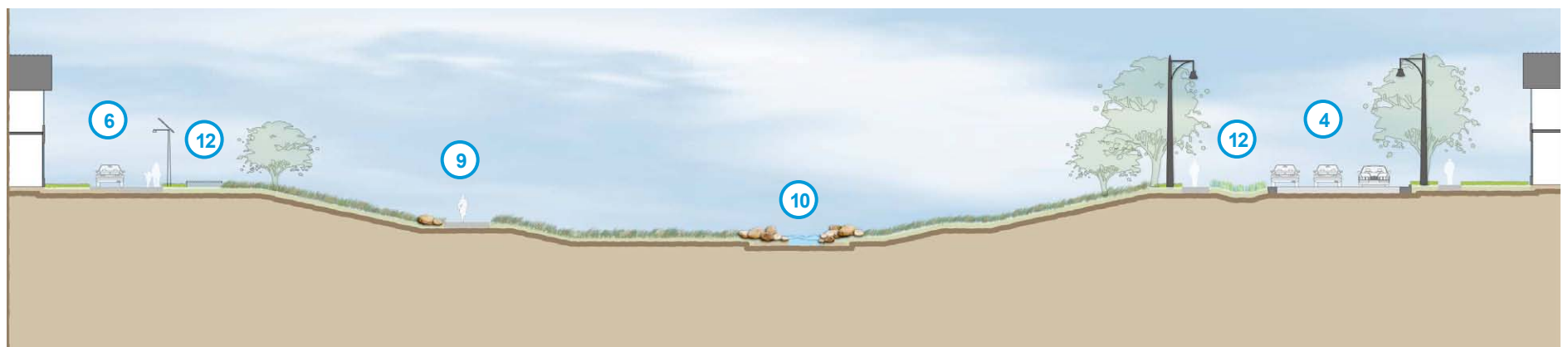


Figure 3-10. "Collect" (S. 13th St to S. 16th St) plan view and typical cross-section



Fish habitat restoration area, Gilkey Creek, Flint, Michigan

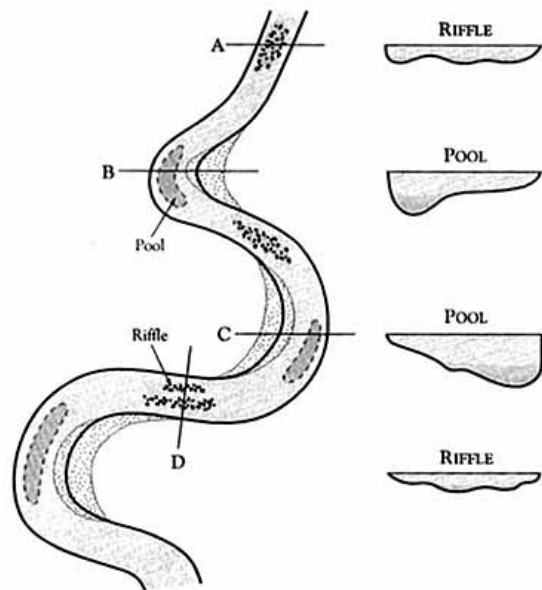


Illustration of a pool and riffle sequence in a stream (from Mount, "California Rivers and Streams", U.C. Press, 1995)

C. Habitat Creation Opportunities

Removing the concrete lining and drop structures will mark a significant step towards restoring the natural ecosystem of the KK River. However, creation of quality, functional habitat opportunities for fish and other aquatic species in the rehabilitated river will require more than just concrete removal.

Natural streams and rivers in Southern Wisconsin that occur in glacial outwash or glacial till typically consist of coarse sand, fine sands, woody debris and banks held in place by plant roots. Instream fish habitat in a natural river or stream typically is created by logs, roots or other features which increase habitat complexity and create localized changes in channel morphology. A balance of riffles and pools provide diversity of velocities and depths of water to support different types of species, from invertebrates to fish to mammals. Many fish species need a combination of fast-moving shallow water and calmer deeper pools to complete their life cycle activities.

However, in an engineered stream bed, such as that of the new KK River, there are limited opportunities to provide complexity due to the need for stability and predictability. The diagram to the left depicts the shape of a natural river with ample space to meander. A natural meander can not be accommodated in the narrow corridor and urban environment of the KK River. Therefore, the design will need to mimic the natural environment as much as possible while still providing the objectives of flood management and public safety, and still stay within the confines of a fixed urban corridor.

The new KK River design should incorporate as many strategies as possible to allow for targeted fish species to find adequate food sources and spawning environments. Targeted fish species for the KK have been identified by the WDNR as steelhead trout and northern pike. Some strategies are listed below.

1. Any instream structures need to be designed and constructed to withstand impacts by large flooding events and inundation of sediment and other debris. Instream structures such as pools may not be successful due to high amounts of sedimentation from uncontrolled runoff upstream.
2. A healthy riparian corridor (the narrow area alongside the river which contains specific types of vegetation to support the river ecosystem) should be established and maintained. The river's ability to occasionally flood and spread out within its riparian corridor is vital to the health of its ecosystem as it provides essential

nutrients, debris, and even habitat. The vegetated buffer area also provides filtration and treatment of stormwater runoff.

3. Where feasible, provide instream deflectors, boulder clusters, log or boulder weirs, or similar structures to create opportunities for pools, areas of refuge, and temporary protection for fish and other species as they travel through the corridor. Utilize natural materials in the creation of instream structures whenever feasible.
4. Establish or maintain to the greatest extent possible areas of riparian canopy trees or other types of vegetation which overhang the river and provide shade and habitat for birds, insects, and other species vital to the overall health of the river.
5. Establish a monitoring system with an environmental non-profit organization like Milwaukee Riverkeeper to track the number and diversity of target species as well as other healthy stream indicators such as dissolved oxygen levels, turbidity, nitrogen and phosphorus levels, and suspended solids. Keep records of these indicators over multiple seasons to track the progress of the river's rehabilitation process. Monitor the integrity of fish habitat structures after large storm events or on an annual basis to determine if they are still functioning as designed.

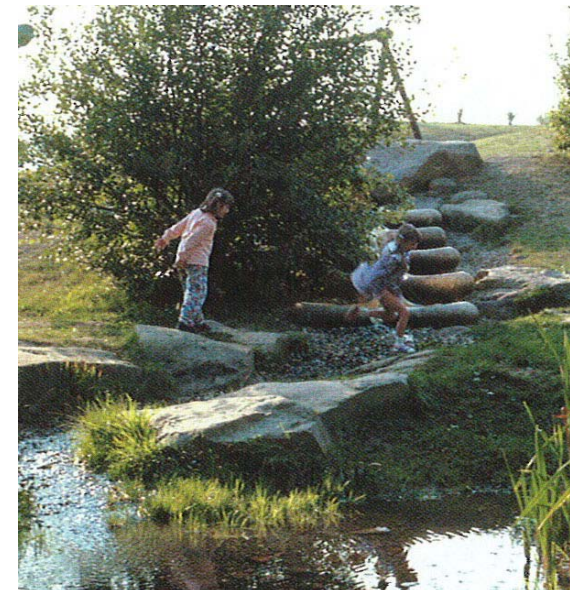
D. Public Access and Safety

The new KK greenway will restore the connection between the community and the river and provide new opportunities for interaction and education. This increased access and activity, while positive overall for the residents and visitors of the neighborhood, must be balanced with a practical awareness of the risks associated with an urban waterway cutting through a residential area. The nature of the river is flashy, and while removing the concrete lining and restoring a more natural corridor will dampen some of the impact of sudden floods and rising waters, this fact will not be entirely eliminated. While the KK River will continue to pose a potential risk to unattended children, the new wider corridor will allow for improved access for would-be rescuers, gentler slopes for egress, and slower water velocities, especially along the perimeter of the corridor. Natural surfaces such as vegetation and rocks slow down floodwaters, allowing someone more opportunity to escape, or cling to an object until they can be rescued.

The following is a list of strategies which will help provide balance between the community benefit of increased access with the potential safety risks.



Boulder weir and pool, with narrowed stream to increase velocity over the weir (courtesy of Vernon County Land and Water Conservation Department)



Informal stone paths and boulder steps provide river access and interaction



Increased public access to the river comes with some risks, but the benefits to the community outweigh the threats, and a more active corridor means more eyes on the river



Provide pedestrian-scale lighting for safety along walks and other public areas on the river bank and in parks

1. **Easy Access.** This plan recommends the creation of boulder paths and stairs throughout the corridor, not only as a means of providing informal access to the river's edge, but also for quick escape routes and easy access for rescuers. Providing these at regular intervals ensures that, even when it is storming and grassed slopes may be slippery, the boulder steps are an egress route out when waters begin to rise. Access and egress will also be improved by the addition of accessible paved ramps at all of the bridges (every other street between S. 6th and S. 16th Streets).
2. **Increased Awareness and Education.** School children will have the ability to interact more with the river and learn about its natural cycles and behavior, and to look for warning signs. There should also be programs to educate parents about the risks associated with leaving small children unattended near the river, even during dry conditions.
3. **Eyes on the River.** With the increase in activity in the river corridor comes additional opportunities for people to spot and prevent potential accidents. Currently, the neighborhood for the most part has its back to the river. With the new bicycle corridor, active pedestrian connections on the river banks, and the Harrison Parkway adjacent to a significant portion of the residential corridor, the river will have many more eyes on it, and it will be much easier to identify and aid potential victims of floodwaters or crime.
4. **Lighting.** While light poles cannot be accommodated in the river floodway for maintenance reasons, the banks of the corridor should be well-lit with pedestrian-scale lighting. Lighting should be provided below bridges where the bicycle corridor crosses under them.
5. **Emergency Call Boxes.** Easily-identifiable emergency call boxes should be provided at regular intervals such as at trailheads and access ramps to the corridor, and near bridges.

3.2 NEIGHBORHOOD DEVELOPMENT

Figure 3-11 shows the Neighborhood Development Master Plan, which indicates a development strategy for the neighborhood and some potential sites where redevelopment might occur in the future. Redevelopment could include several types of activity including new construction on existing sites that are underutilized or have obsolete uses or could include the rehabilitation and improvement of existing structures. The strategy aims to build upon the current assets of the neighborhood, address shortcomings, and examine opportunities for integrating new and rehabilitated development.

The development strategy addresses three primary issues:

- R1. Identifying redevelopment opportunities
- R2. Enhancing existing residential neighborhoods
- R3. Enhancing business districts and corridors

A. Identifying Redevelopment Opportunities

As in many other Milwaukee neighborhoods, redevelopment offers the primary opportunity to incorporate new businesses, housing and open space into the neighborhood. An effective redevelopment strategy should include the following general concepts:

- Where possible, encourage clusters of redevelopment activities and improvements. Clusters are more effective than spreading efforts out over a large area because they are more visible and create a feeling of momentum and that redevelopment efforts are working.
- Redevelopment on vacant or underutilized properties must be accompanied by rehabilitation of existing residential properties. This strategy preserves neighborhood character while preventing displacement of existing residents.
- Utilize public improvements, where possible, to increase value and spur redevelopment activity. Public improvements could be as modest as planting trees in the street terrace or more ambitious, including investments such as boulevard construction or park development. All public improvements should be visually appealing and create desirability in the area.



Example of neighborhood-scale mixed-use development.



Example of new one- and two-family residential development.



Figure 3-11. Neighborhood Development Master Plan

- Public expenditures on infrastructure should be prioritized and targeted to maximize private sector investment in redevelopment.
- Strategies to mitigate gentrification.

Overall this neighborhood does not contain much vacant land for new development opportunities. Therefore the major opportunities for new development will be on “properties susceptible to change.” Figures 3-12 and 3-13 outline examples and recommendations regarding potential new development on several sites that could be considered in transition or likely to change ownership or use over time. The concepts include public streets, single family homes, duplexes, townhomes, multifamily buildings, small neighborhood businesses, and small neighborhood parks or green spaces. If a site is indicated on this plan it does not mean that a property owner will be forced to participate in redevelopment efforts. The plan is meant to show places where redevelopment activity would most benefit the neighborhood in order to help set priorities and help target efforts.

PATTERNS/RECOMMENDATIONS

1. **Urban Grid:** Extend/continue the urban street grid wherever possible into redevelopment parcels.
2. **Complementary Development:** Utilize and design housing types that are compatible with the overall scale and character of the neighborhood.
3. **Neighborhood Greens:** Provide small neighborhood green spaces within redevelopment sites where possible. Green spaces must be open to the general public.
4. **Eyes on the Street:** Locate building entrances on principal public streets. Within buildings locate habitable spaces along the street façade.
5. **Layers of History:** Consider renovating older structures into new uses to preserve pieces of the neighborhood’s past.
6. **Walkable Streets:** Include sidewalks, pedestrian lanes, and pedestrian gathering places in new developments. Consider providing benches, shade trees, and other amenities that enhance pedestrian use and comfort.



Figure 3-12. Redevelopment concept at the intersection of W. Oklahoma Ave and S. 20th St



Example of mixed-use development with residential or office space above first floor retail



Example of mixed-use development with residential space above first-floor retail

7. **Engage the River:** Where new development is adjacent or in proximity to the river, design the site to allow public physical and visual access to the river.
8. **Corner Shops:** Where possible, provide small ground floor retail spaces in new developments, especially at block corners.
9. **Parking to Rear:** When designing commercial buildings, place the parking to the rear or side of the building rather than in front of the building.
10. **Green Streets:** Provide vegetation along all streets. Consider rain gardens, stormwater filter strips, and bioswales in new developments in order to reduce quantity and increase quality of stormwater runoff.
11. **Transportation Alternatives:** Within new development, provide facilities for bicycle parking and storage. Consider the location of transit routes when designing redevelopment projects. Higher densities can be considered along major transit lines.
12. **Celebrate the Corner:** Where new commercial development occurs at a block corner, especially at a major intersection, provide an architectural element (tower, porch, rotunda, etc.) that marks the corner.
13. **Plazas and Cafes:** In new commercial developments provide small gathering places along the street edges of buildings for sidewalk cafes, outdoor eating, and retail display.

Figures 3-12 and 3-13 indicate examples of development that can serve as models for appropriate redevelopment in the KK River neighborhood. Most new redevelopment is expected to take the form of structures similar to those in the neighborhood or typical of those found in other similar residential neighborhoods in Milwaukee. These would include single-family homes, duplexes, one- to three- story retail buildings, and possibly owner-occupied single-family row homes.

It is important to note that the city tax base will initially be reduced due to the loss of homes caused by the widening of the river corridor. Redevelopment and increases in property values that may result as a consequence of the river project will help replace this lost value. There are several sites identified in this plan which could accommodate new development or the renovation of existing structures. It is anticipated that the changes and improvements to the river corridor as outlined in this plan will enhance opportunities for redevelopment. The timeline for redevelopment is hard to predict



Illustrated Patterns/ Recommendations

- | | |
|-----------------------------|-------------------------------|
| ② Complementary Development | ⑧ Corner Shops |
| ④ Eyes on the Street | ⑩ Green Streets |
| ⑦ Engage the River | ⑪ Transportation Alternatives |

Figure 3-13. Redevelopment concept along the existing rail corridor and along the KK River between S. 16th Street and the Interstate



Figure 3-14. Green residential street concept in plan (above) and section (below)

due to the nature of the development marketplace but it is expected that once the river modifications and elements of this neighborhood plan are implemented, interest in neighborhood investment will increase. Some earlier investment may be expected as some property owners see the potential in the neighborhood in advance of the river restoration project.

B. Enhancing Existing Residential Neighborhoods

The condition and perception of housing has a significant impact on the identity and value of a neighborhood.

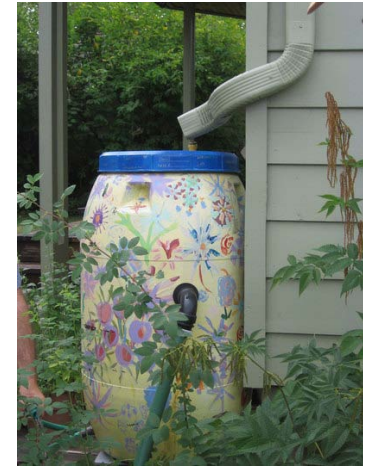
The condition of housing relates not only to the actual residential structures but also to the streets, yards, and other public places within the neighborhood. The following recommendations seek to foster a holistic approach to neighborhood preservation or development that includes involving both the public and private sectors.

One of the recommendations of this plan concerns fostering “green” residential streets within the neighborhood. This concept is based upon the idea of linking the residential areas to the newly-renovated river corridor through green infrastructure in order to highlight sustainable development practices and opportunities for homeowners to apply basic principles to their properties. While these “green” streets are envisioned to be implemented eventually throughout the neighborhood, this plan proposes an initial effort along S. 11th St: this street was selected because it provides linkage between the river, a renovated Modrzejewski Playground, Hayes Bilingual Elementary School, and Zablocki Elementary School. Figure 3-14 provides an example of a portion of one of these streets.

PATTERNS/RECOMMENDATIONS

1. **“Green” Streets:** Provide “Green” Residential Streets, beginning with a demonstration project for S. 11th St. Components of “Green” streets could include the following:
 - Enhance street lighting, especially at corners.
 - Provide traffic calming in the form of small traffic circles at intersections to help slow down speeding. Circles could be placed at 11th Street and cross streets where speed has been a problem such as Arthur and Cleveland Avenues.
 - Install landscape bump-outs at intersections to reduce paving and stormwater run-off while helping to ease pedestrian crossing.

- Encourage the use of rain gardens, rain barrels, and other sustainable practices by property owners along the street.
 - Consider the installation of biofiltration swales or planters along the streets.
 - Maintain existing residential street trees and infill where appropriate to provide continuous mature tree canopies.
 - Pilot a rain garden street program similar to the City of Madison's program. The City worked with residents to construct rain gardens in street terraces that would intercept runoff from streets, sidewalks, and roofs and treat it prior to discharging to the street storm sewer.
2. **“Farm” Street:** Consider the provision of community gardens along certain streets. One possibility would be to utilize the proposed green space along the southern side of Harrison, to the north of the newly-routed river corridor for a series of gardens in addition to other landscape features along this stretch.
 3. **Mixed-Use Corner Building:** Encourage neighborhood-compatible mixed-uses in the many corner residential buildings that have a ground floor retail or office space that is either currently or formerly in use. These commercial uses within residential blocks are permitted as long as they are economically viable and physically well maintained, and as long as their use does not become automobile-oriented or otherwise detrimental to the neighborhood.
 4. **“Green” Playgrounds:** Convert some of the asphalt-paved grounds of the schools within the neighborhoods to small gardens or green spaces such as rain gardens.
 5. **Home Ownership:** Retain and increase owner occupancy for all residential types thorough City owner assistance programs and low interest loans.
 6. **Neighborhood Association:** Work with neighborhood associations such as Urban Anthropology in Lincoln Village or encourage formation of a neighborhood group just for the neighborhood planning area. This group could be fundamental in helping bridge cultural differences, reach understandings, and act as a community voice in dealings with the City and other institutions.
 7. **Local “Conservation Corps”:** Provide programs in which groups of teens or young adults would be given summer jobs to help clean and maintain not only the



Painted rain barrels can brighten a street and educate people about stormwater issues and water conservation



Many residential streets in the neighborhood already have mature street trees. Tree canopies capture stormwater and help keep the neighborhood cool.

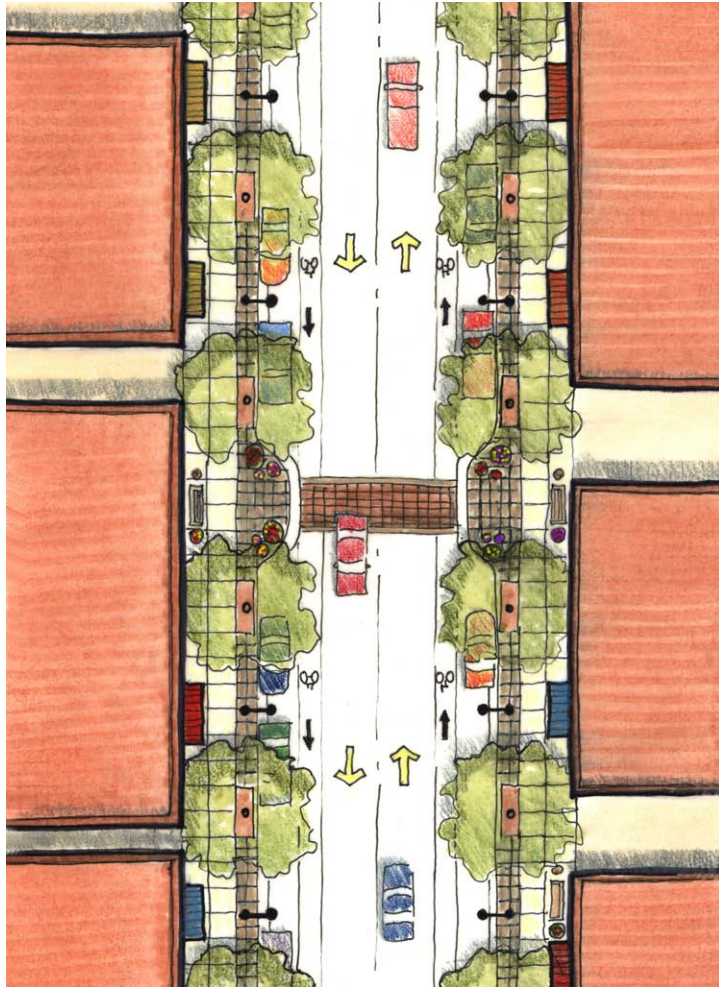


Figure 3-15. Business corridor improvements concept in plan view (above) and section (below)

river corridor but also local parks and green spaces.

8. **Teach Children Environmental Stewardship:** Initiate programs in local schools to teach about the river ecology and sustainable practices including recycling. Residents have indicated that in many neighborhood families, the children primarily bring new knowledge into the household from which the older generation learns.
9. **Neighborhood Paseo:** Delineate a pedestrian walking loop to create a “neighborhood stroll” along certain sidewalks, park pathways, and the river corridor. This walk could become a kind of neighborhood trail, linking cultural, historical and environmental features. Historical and cultural signage could be incorporated along this path to create interest and provide educational opportunities.
10. **Community Art:** Provide a network of art projects, especially along the river corridor. Consider both permanent and temporary works.
11. **Community Policing:** Encourage more positive daily interaction with residents and police by encouraging neighborhood patrols done on foot, bicycle, or horseback.
12. **Target Investment Neighborhood:** Utilize a Target Investment Neighborhood Strategy (TIN) strategy to reverse signs of neglect and improve properties. These programs can include grants for home rehabilitation, assistance for home loans, aggressive enforcement of building code violations, nuisance properties, etc.

ASSISTANCE TO HELP RETAIN EXISTING RESIDENTS

While redevelopment opportunities can create housing choices that can serve both existing residents and newcomers, it is important that resources be available to help retain existing homeowners and to provide them with tools to help encourage property maintenance and renovation. Listed below are some programs which are available to assist homeowners. Local community organizations and staff from the City of Milwaukee should work with local residents to investigate the feasibility of utilizing these resources.

There are numerous federal, state and county housing programs to assist individuals, developers and local communities in funding or providing housing and to rehabilitate existing housing stock. Nonprofit organizations are also a valuable resource for housing programs. Many of these programs are funded at the federal level and administered by the state of Wisconsin. Below is a list of programs that provide a wide range of

housing opportunities for existing and future neighborhood residents that should be considered by the City and others. Please note that housing programs are continually changing and this is not a comprehensive list of federal, state and county programs and participation in other programs should be considered equally.

Federal Programs

The Department of Housing and Urban Development (HUD) is a federal agency with the primary responsibility for housing programs and community development. HUD operates the HOME program, which is the largest Federal block grant to State and local governments designed exclusively to create housing for low-income households. Additionally HUD runs the Section 8 Rental Voucher Programs, which increase housing choices for very low-income households by allowing families to choose privately owned rental housing. Below is a list of HUD funded housing programs. Again, many of these programs are administered at the state and county level.

- Community Development Block Grant Program (CDBG)
- Section 8 Rental Voucher Program
- Section 202 Supportive Housing for the Elderly Program
- Section 811 Supportive Housing for Persons with Disabilities
- Rehabilitation Mortgage Insurance – Section 203(k)
- Home Investment Partnership Program (HOME)
- Housing Opportunities for People with AIDS (HOPWA)
- Community Housing Development Organization (CHDO)
- Homebuyer and Rehabilitation Program (RHD)
- Tenant Based Rental Assistance Program (TBRA)
- Emergency Shelter Grant Program (ESG)
- Continuum Care Supportive Housing Funds

State Programs

The Wisconsin Department of Commerce's Division of Housing and Community Development (DHCD), and the Bureau of Supportive Housing's Wisconsin Housing and Economic Development Authority (WHEDA) are two state agencies that administer and fund many Wisconsin housing programs. The Wisconsin Department of Agriculture (USDA) Rural Development and the Wisconsin Department of Administration also operate a number of housing programs. Below is a list of state administered and funded housing programs.

- Housing Cost Reduction Initiative (HCRI)
- Housing Preservation Program (HPP)
- Local Housing Organization Grants (LoHOG)
- Interest Bearing Real Estate Trust Accounts Program (IBRETA)
- Manufactured Housing Rehabilitation and Recycling (MHRR)
- State Shelter Subsidy Grant Program (SSSG)
- Wisconsin Fresh Start Program (WFS)
- Critical Assistance Program (CA)
- Emergency Shelter/Transitional Housing/Homeless Prevention Program (ESG/THP/HPP)
- Project for Assist in the Transition from Homelessness (PATH)
- SSI Outreach, Access and Recovery (SOAR)
- Wisconsin ServicePoint (WISP/HMIS)
- CDBG – Revolving Loan Fund
- CDBG – Emergency Assistance Program (EAP)
- CDBG – Neighborhood Stabilization Program (NSP)
- HOME Rental Rehabilitation Program (RRP)

- Low-income Housing Tax Credit Program (LIHTC)
- Home Ownership Mortgage (HOME) Loan Program
- Fixed-Interest Only Loan Program
- HOME Plus Loan Program
- Property Tax Deferral Program
- Workforce Housing Initiative
- Farm Labor Housing Loans and Grants
- Multi-Family Housing Direct Loans
- Multi-Family Housing Guarantee Loans
- Rural Housing Site Loans
- Single-Family Housing Direct Loans
- Single-Family Housing Guarantee Loans
- Low Income Energy Assistance Program (LIEAP)



An existing residential street in the neighborhood

County Programs

Milwaukee County also administers housing programs, which are federally funded including:

- Milwaukee County Home Repair Program
- HOME Programs
- Community Development Block Grants

Workforce Housing

Workforce housing is a way to provide housing for people who would like to live closer to their workplace. WHEDA states that workforce housing can help reduce stress to employees who have to commute a lengthy distance to work and help employers increase staff retention and decrease costs associated with recruiting and training. The Wisconsin Partnership for Housing Development (WPHD) indicates that workforce housing provides for less fuel consumption and pollution, which helps the environment and lowers spending.

Workforce housing also moves people between homes and jobs, which helps balance state and local budgets and holds down taxes for businesses and working families. Through the Workforce Housing Initiative, WHEDA provides assistance with designing the program and developing additional private and public resources. WHEDA can also contract with local non-profits for technical assistance, Home buyer education and credit counseling services. Several Milwaukee area businesses have workforce programs, such as Aurora Health Care, Harley Davidson, and Northwestern Mutual Life Insurance Company.

It is recommended that the City support local businesses' workforce housing programs in such manner as may be determined from time to time by the Common Council.

C. Enhancing Business Districts and Corridors

The following recommendations are intended to help foster revitalized neighborhood shopping streets and commercial corridors within the neighborhood using a “Main Street” approach to redevelopment: preservation, economic restructuring, marketing and promotion. Design of new structures (or rehab of existing structures) should reinforce and build upon the traditional development patterns and existing assets of this neighborhood.

PATTERNS/RECOMMENDATIONS

- 1. Active Streets:** On pedestrian-oriented commercial corridors, commercial uses are preferred. After that, the primary goal is to create a retail-oriented mix of uses that will activate the street, morning to evening. Uses that detract from the retail focus of the commercial corridor are discouraged. Encourage street level, pedestrian-oriented retail uses on commercial corridors, with other compatible uses on the upper stories above retail. Allow compatible uses (for ex. office, service, entertainment) at street level provided there is no negative impact on retail activity.
- 2. Quality Public Space:** The physical quality of the public streets is a crucial ingredient in creating an attractive and successful business environment. Provide streetscape enhancements for the commercial corridors along S. 13th St and Lincoln Ave. Figure 3-15 indicates a plan and section view of a typical condition of the proposed streetscape for the S. 13th St commercial district. Similar streetscape enhancements are also recommended for the Lincoln Avenue business district. Components should include the following:
 - Improved street lighting
 - Special paving at key intersections and pedestrian crossings
 - Street trees and landscaping
 - Intersection improvements to make it easier for pedestrians to cross the street
 - Areas for businesses to have sidewalk cafes or outdoor display of goods
 - Parking along the street edge
 - Benches and other street furniture along the street where appropriate



Example of business corridor streetscaping



Example of business corridor streetscaping

3. **Celebrate the River:** Provide a focal point where S. 13th St crosses the river corridor. Consider gateway elements, access points, and potential small scale commercial uses (such as a bike shop) along S. 13th St where it passes over the river.
4. **Encourage Transit Use:** Intensify commercial and mixed-use at major transit stops. Develop two-story retail and mixed-use if possible. Add uses that spill over into the public right-of-way (coffeehouses with sidewalk cafes, for example). Integrate sheltered transit waiting areas into corner design of buildings. Provide bike racks near businesses.
5. **Neighborhood-compatible Use:** Only permit commercial uses compatible in scale and intensity with residential neighborhoods if they provide a service to adjacent residents and the traffic, noise, hours of operation, lighting and building mass are not objectionable to residents. Examine and modify, if necessary, current land use and zoning designations in order to create more neighborhood-friendly pedestrian-oriented development along business corridors.
6. **Parking:** Parking that serves one or more uses on the commercial corridor is preferred, i.e. shared parking. Parking should be placed to the rear or side of commercial corridor buildings, not in front of the building creating a separation between the pedestrian and the storefront façade or front façade (whichever the case may be). Employ a “Park Once” concept, where customers may park once and walk to multiple stores or destinations within a commercial or mixed use district.
7. **Business Organization:** Consider forming a Business Improvement District (BID) for the commercial district along S. 13th St.
8. **Street Definition:** Buildings should be built-out to the public right-of-way so that, collectively, the buildings on a block work together to define the “public realm” - the pedestrian area, parks and green space, public amenities and the street itself.
9. **Retain History:** Preserve historic façades (including display windows) during adaptive reuse, rebuilding, or redevelopment of commercial buildings. Make new building materials compatible with historic buildings in the area, e.g., brick veneer might be compatible with finished concrete, architectural-finished metal panels, glass or glass block, cut stone, decorative masonry block or other durable materials. Include similar architectural details, such as upper & lower cornices, decorative window hoods and sills, recessed street entries, storefront windows, and signage.
10. **Business Signage:** Building signage should play a significant role in façade composition, not merely identify the building or street address. Encourage signage that is integral to the design of the principal façade and the main entry. In historic areas, encourage design that follows the pattern of historic signs in the area, for example, a sculpture or painted mural that advertises building products sold at that location. Billboards (off-premise signs) that cover large portions of the building façade or roof are strongly discouraged.
11. **District Continuity and Stability:** Discourage creation of new gaps in commercial blocks, i.e., surface parking, vacant lots; and promote more substantial investment in vacant or underutilized properties. Residential demolition for building commercial surface parking lots is discouraged. Avoid concentration of uses that give an area, block or street a “bad read” or negative image, i.e. the appearance of being unsafe or unstable.
12. **Limit Auto-Oriented Use:** Avoid concentration of high traffic, automobile-oriented commercial uses such as gas stations, convenience stores and drive-thru establishments (general standard of no more than one per block) within pedestrian-oriented commercial districts.
13. **Upper Floor Residential:** Provide some residential use on the upper floors of commercial buildings in order to provide more 24-hour activity and more “eyes on the street.”

3.3 TRANSPORTATION AND CIRCULATION

Figure 3-16 shows the Transportation and Circulation Recommendations for the neighborhood planning area.

A. Bridges

The expanded width of the KK River corridor will require replacement of multiple vehicular and pedestrian bridges. Current plans indicate the need for replacement of the 6th St Bridge (already under design), the 9th Pl Bridge, the 13th St Bridge, and all existing pedestrian bridges. The 16th St and Cleveland Ave bridges will be retrofitted for additional flow capacity but will not be replaced.

All replacement bridges will be designed for improved flood conveyance, but should also incorporate the following recommendations:

1. **Existing Crossings.** Maintain existing bridge locations over the river for both vehicular and pedestrian crossings.
2. **Bridge Gateways.** Make bridges appear unique to the neighborhood by having local artist installations at the approaches/gateways. Provide signage at the bridges to identify the KK River so drivers know they are crossing over a named river and not a drainage way.
3. **Open Railings.** Provide open railings designed to allow visual access to river from vehicles.
4. **Accessibility.** Provide ADA-accessible ramps to greenway bike corridor at all vehicular and pedestrian bridges.
5. **Clearance.** Maintain adequate clearance below bridges for bike/maintenance corridor to safely fit below (no less than 10 feet of clearance).
6. **Lighting.** Provide lighting under bridges at the abutments for safety (lighting needs to be able to withstand occasional inundation by floodwaters). Where appropriate provide light poles on the bridges (on major bridges and commercial corridors such as S. 13th St).
7. **Soften Abutments.** Soften bridge abutments with native materials such as vegetation and stone terraces.



North Avenue bridge with open railing for visibility



Example of a steel single-span pedestrian/bicycle bridge

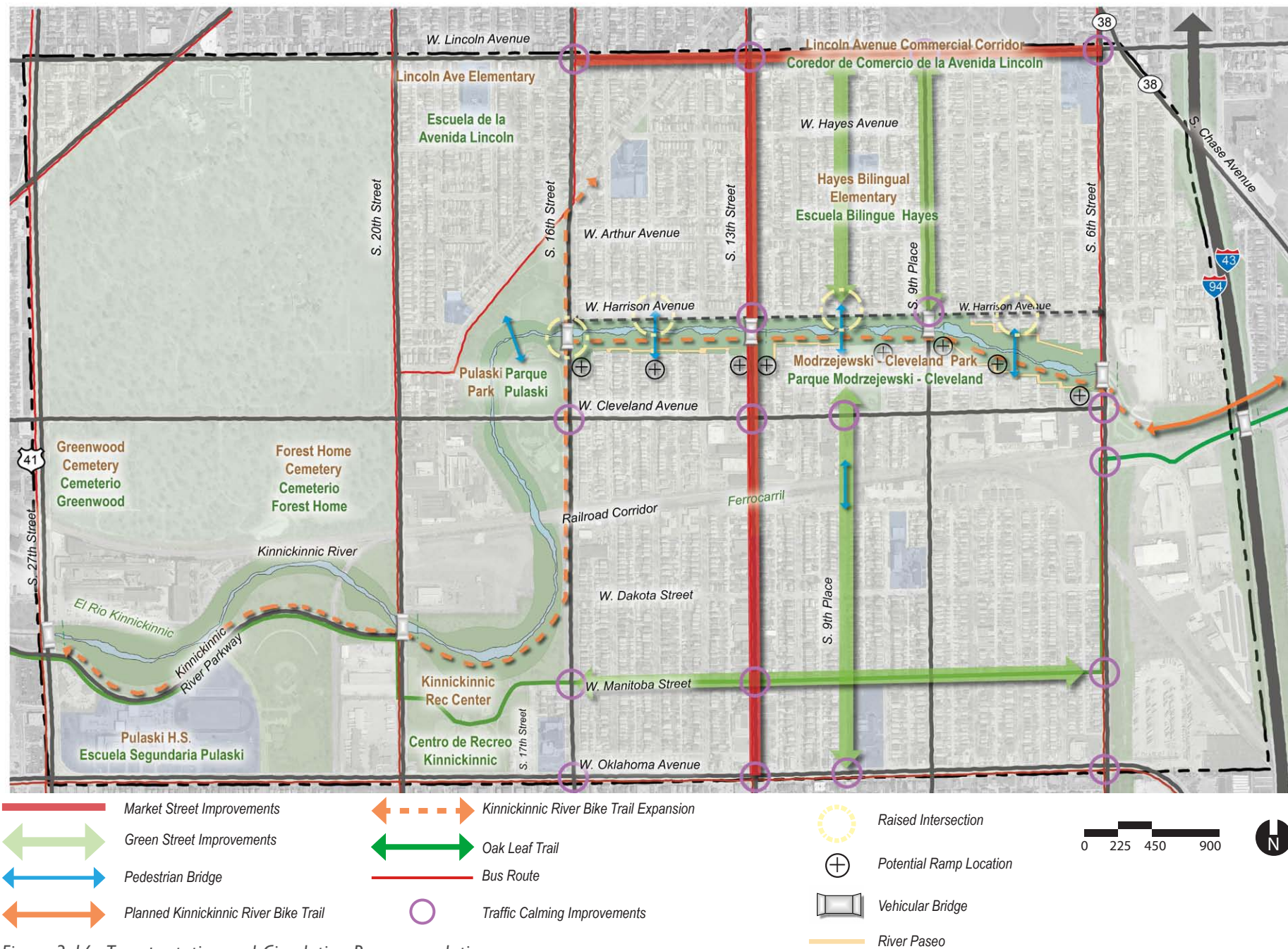


Figure 3-16. Transportation and Circulation Recommendations

8. **Narrow Bridges.** Remove parking lanes on new vehicular bridges and narrow bridges to slow down traffic, enhance views of the river corridor, and provide a sense of arrival at the river.
9. **Bike Lanes and Sidewalks.** Maintain bike lanes in both directions (where appropriate) as well as sidewalks.
10. **New Connection.** Add a pedestrian bridge over the sunken railroad corridor at S. 11th Street to connect southern half of neighborhood to the river greenway and park spaces.

B. Traffic Calming

As previously discussed, this plan recommends implementation of traffic calming measures along some of the most heavily traveled streets in the neighborhood to encourage safer pedestrian crossings and generally slow down speeders through the residential areas. The following is a list of traffic calming measures which are recommended in this plan, as shown on Figure 3-16:

1. **Crosswalk Bump-outs.** Bump-outs decrease the distance pedestrians must cross while narrowing the road and slowing down traffic. They can also enhance visibility for pedestrians by opening up intersections where they might normally be parked cars near the crosswalks.
2. **Raised Crosswalks.** Raised crosswalks provide a visual and physical cue to drivers that pedestrians are present, and also prompts them to slow down as if they were crossing over a speed bump. Raising the height of the crosswalk to sidewalk level also allows for better pedestrian visibility.
3. **Tabletop Intersections.** A tabletop, or raised, intersection is a flat-topped area that covers the entire intersection. Similar to raised crosswalks, it increases pedestrian safety and visibility while forcing traffic to slow down at the approach to the intersection.
4. **Median Strips.** Median strips narrow the driving width of the street and forces traffic to slow down. Median strips also provide refuge for pedestrians and bicycles while crossing large streets. These would work particularly well on wide neighborhood streets such as S. 13th St, S. 20th St, and S. 27th St.
5. **Intersection Circles.** Small intersection circles, or traffic circles, can slow down traffic at residential intersections by reducing the sight distance and forcing drivers to slow down and adjust their path of travel.



Bump-outs at crosswalks for safer pedestrian crossing



Four-lane enhanced pedestrian crossing with median



Small traffic circle at a busy residential intersection



Raised crosswalk with textured surface



Mixed-use asphalt trail with center line

C. Pedestrian and Bicycle Circulation

BICYCLE CORRIDOR

The KK River corridor presents a new opportunity for safe, off-street alternative commuting by bicycle. However, it is important to note that the bike path, while elevated above a ten-year storm recurrence interval, would be located within the floodplain of the river and would be inundated during major storm events (greater than a ten-year storm, or ten percent probability storm). Therefore there would be occasions when the river corridor trail would be unusable. During these times, the Oak Leaf Trail would still be available for bike commuters (which follows neighborhood streets), and pedestrian-oriented walks along the top of both banks of the river would be available as well.

Below is a list of design considerations for the new bicycle path:

1. The new bike trail in the greenway should connect with the KK River Trail at the proposed trailhead at S. 6th St and Rosedale.
2. Below is a draft logo for the KK River Trail, which is currently under design. The signage used throughout the new greenway should be consistent with the signage used for the KK River Trail east of S. 6th St.
3. The new path should be no less than 10-ft wide and should be striped in the middle for two-directional traffic.



KK River Trail draft logo (courtesy of Groundwork Milwaukee)

4. Adequate clearance should be provided below all bridges (10 ft minimum).
5. At-grade street crossings should be well-signed and well-lit and, where necessary, should have raised crossings or other traffic calming measures such as bump-outs. Yield or stop signs should be provided for bicyclists at all street crossings. For heavy traffic streets, consider the use of a user-activated traffic lights to allow bicyclists and pedestrians to cross safely during busy times of day.

RIVER PASEOS

The concept for river “paseos” comes from the Spanish word for a walk or drive. They could also be described as green alley connections. The idea is to connect streets and alleys which dead-end at the river by a continuous pedestrian-oriented pathway.

1. Eliminate dead-ends along the river by connecting streets and alleys through River “paseos”.
2. River paseos should be pedestrian-oriented with the ability for a vehicle to slowly drive the length of a half block, but should not create a continuous corridor that would encourage a vehicle to speed or drive from one end to another.
3. Provide opportunities for infiltration/biofiltration of street runoff and educational opportunities and demonstration projects along the river paseos.
4. Incorporate solar-powered pedestrian lighting and amenities such as benches and trash and recycling receptacles.
5. Build on the Alley Gate Pilot Program from the Near South Side Area Plan (“a program to empower residents to reclaim their neighborhood space and achieve the goals they have for safety and beautification while creating shared social space.”)
6. Use sustainable paving materials such as grass pavers or pervious pavement.



A bike trail with parallel jogging path

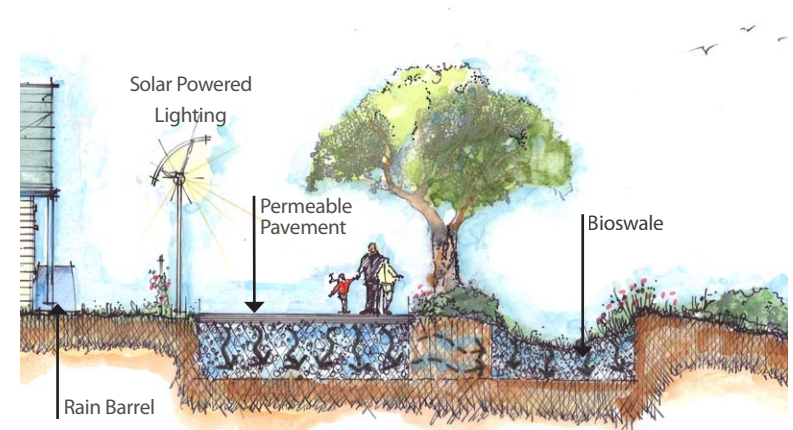


Figure 3-17. River paseo cross-section

3.4 PARKS AND OPEN SPACES

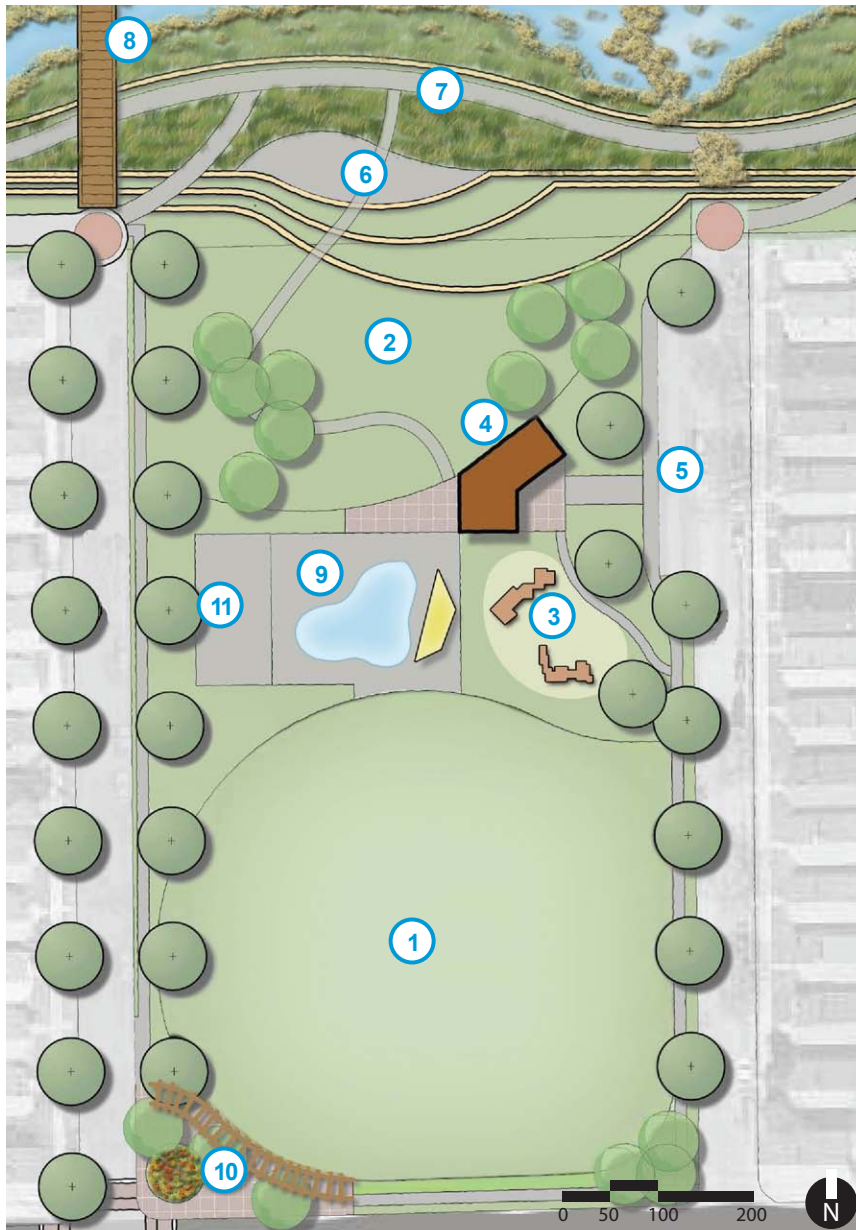


Figure 3-18. Modrzejewski Playground concept recommendations

A. Modrzejewski Playground Improvements

Figure 3-18 shows the recommended concept for improvements at Modrzejewski Playground. The following is a list of recommendations:

- Remove existing asphalt and restore green space, with a mix of open lawn for soccer, Frisbee, or kites and taller native vegetation with paths.
- Keep existing pedestrian bridge connection at 11th Street, but move bridge to be centered on the street.
- Provide opportunity for a local art installation at the bridge entry.
- Relocate shelter to be closer to the street and parking.
- Provide a more open-air shelter/pavilion for better visibility and to accommodate larger school groups or outings. Consider a “green” building with water-conservation demonstration projects like dual-flush toilets and rain barrels/cisterns.
- Create an attractive gathering space/plaza along Cleveland Ave for community events such as a farmer’s market or cultural celebration.
- Provide identification signage at each corner along Cleveland as well as at the river near the pedestrian bridge.

- | | |
|--------------------------------------|-------------------------------|
| ① Active Open Space | ⑦ Bicycle Path |
| ② Passive Open Space/ Education Area | ⑧ S. 11 St. Pedestrian Bridge |
| ③ Playground | ⑨ Enhanced Pool/ Spray Park |
| ④ Shelter/Gathering Space | ⑩ Plaza and Entry Feature |
| ⑤ Parking | ⑪ Basketball Courts |
| ⑥ Amphitheater/Outdoor Classroom | |

- Connect the park with the river with a gentle stepped terrace that could be used as an informal amphitheater for small concerts or performances. This area could also double as an outdoor classroom for school groups on field trips to the river.
- Integrate unique community art that reflects the diverse heritages of the neighborhood.
- Provide interactive displays and interpretive signage for demonstration projects and other educational opportunities related to the natural environment and sustainability such as rain gardens and biofiltration areas.
- Maintain existing street trees that line the park (where possible), and fill in street trees on residential sides as needed.
- Provide improved lighting for evening activities.
- Involve the neighborhood in park programming (i.e. planting and maintaining rain gardens, installing features such as interactive sculptures and play spaces, neighborhood block parties, etc.)
- Have a community organization adopt the park.



Ideas for an informal stone amphitheater/outdoor classroom along the river at Modrzejewski Playground



Create interactive features such as a spray park



Incorporate art and cultural elements



Community gathering space/plaza

B. Pulaski Park Improvements

- Relocate the existing pedestrian bridge to provide better access on the south bank where the topography is steeper. Currently there is a set of stairs leading down to the pedestrian bridge. These stairs should be removed and a new accessible path should be provided to the bridge.
- Relocate the existing playground and basketball courts as a result of the widened river corridor. The suggested new location is to the east on the area currently used as a mixed-use field.
- Due to height and space restrictions below the S. 16th St bridge (which is not slated for replacement at this time), the proposed bike path will likely cross at grade at S. 16th St to Pulaski Park. An improved raised crossing with median should be provided at this location. At this point the path will split in two directions: the main commuter route will follow S. 16th St along the west side of the street. A separated at-grade or slightly elevated bike lane should be provided along the edge of the street. It is suggested that the existing parking lane be eliminated in this area to accommodate the bicycle path. The bike lane should be separated from vehicular traffic via a curb or median strip.

- | | | | |
|---|-------------------------------------|---|-----------------------------|
| ① | Recreation Fields/Active Open Space | ⑦ | Greenway |
| ② | Passive Open Space | ⑧ | Kinnickinnic River |
| ③ | Relocated Playground | ⑨ | Natural Area |
| ④ | Relocated Basketball Court | ⑩ | Bike Path/ Maintenance Path |
| ⑤ | Pedestrian Path | ⑪ | Separated Bike Path |
| ⑥ | Pedestrian Bridge | | |

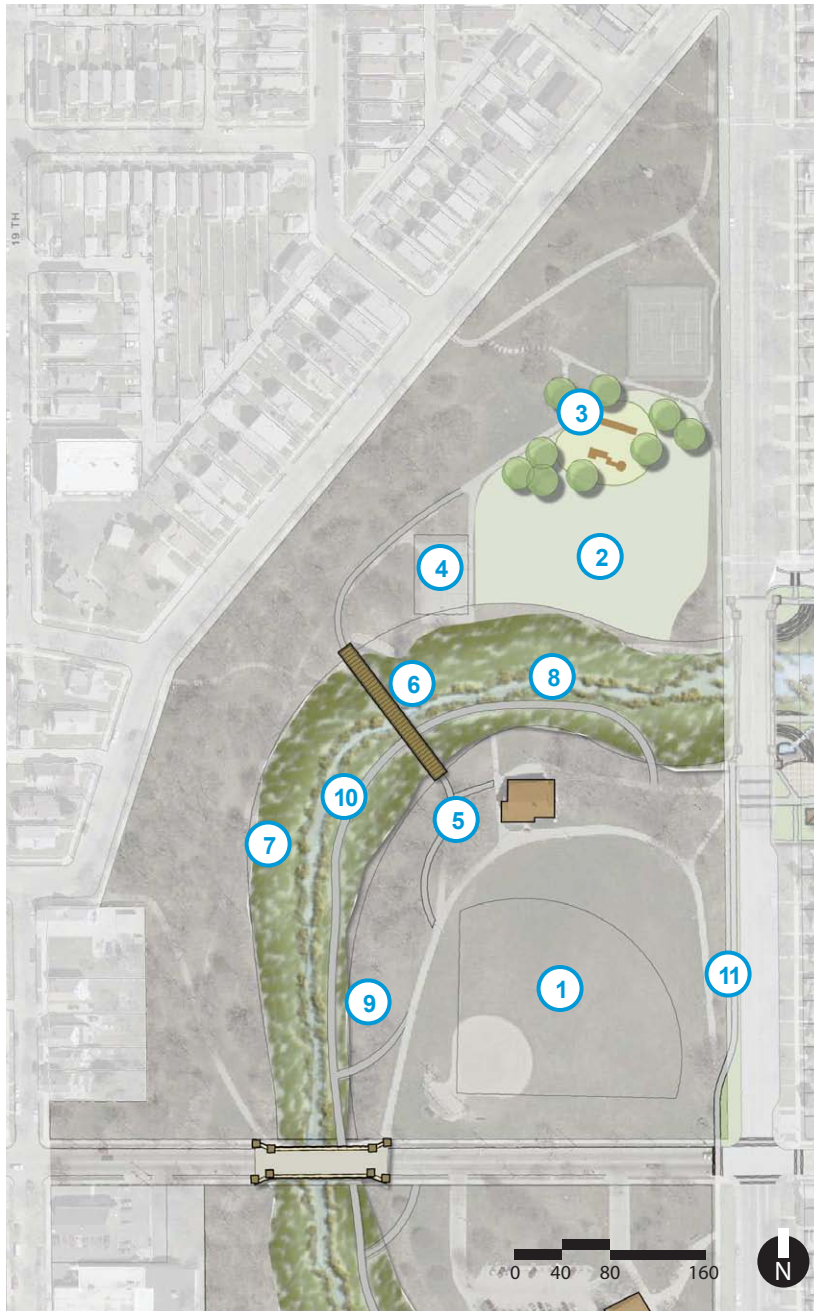


Figure 3-19. Pulaski Park recommended concept

- A secondary path for river access could be provided along the top of the river bank to the Cleveland Ave bridge, where it would connect with the sidewalk. The Cleveland Ave bridge is not slated for replacement at this time, so there is not enough space to accommodate the bike trail below the bridge. The bike path would stay off the road through the KK Recreation Area until 27th Street, and will be located in the river channel wherever possible.
- Provide pedestrian paths or sidewalks along the top of bank on south side of river, and minimize brushy vegetation or other obstructions to visibility within the corridor.
- Provide opportunities for access to the river for fishing and other interactions. Provide informal stone crossings at regular intervals.
- General character of Pulaski Park should be very natural with trees, paths, and passive recreation opportunities.
- Maintain the existing pool and at least one of the ball fields, but consider making the open field areas more versatile and less programmed to allow for a soccer pickup game or other more informal activities than league baseball.
- Consider improved pedestrian-scale lighting, especially near playground and river walkway. Improve lighting at basketball courts and south ball field.



A multi-use path separated from the street via a median strip



Natural areas with paths

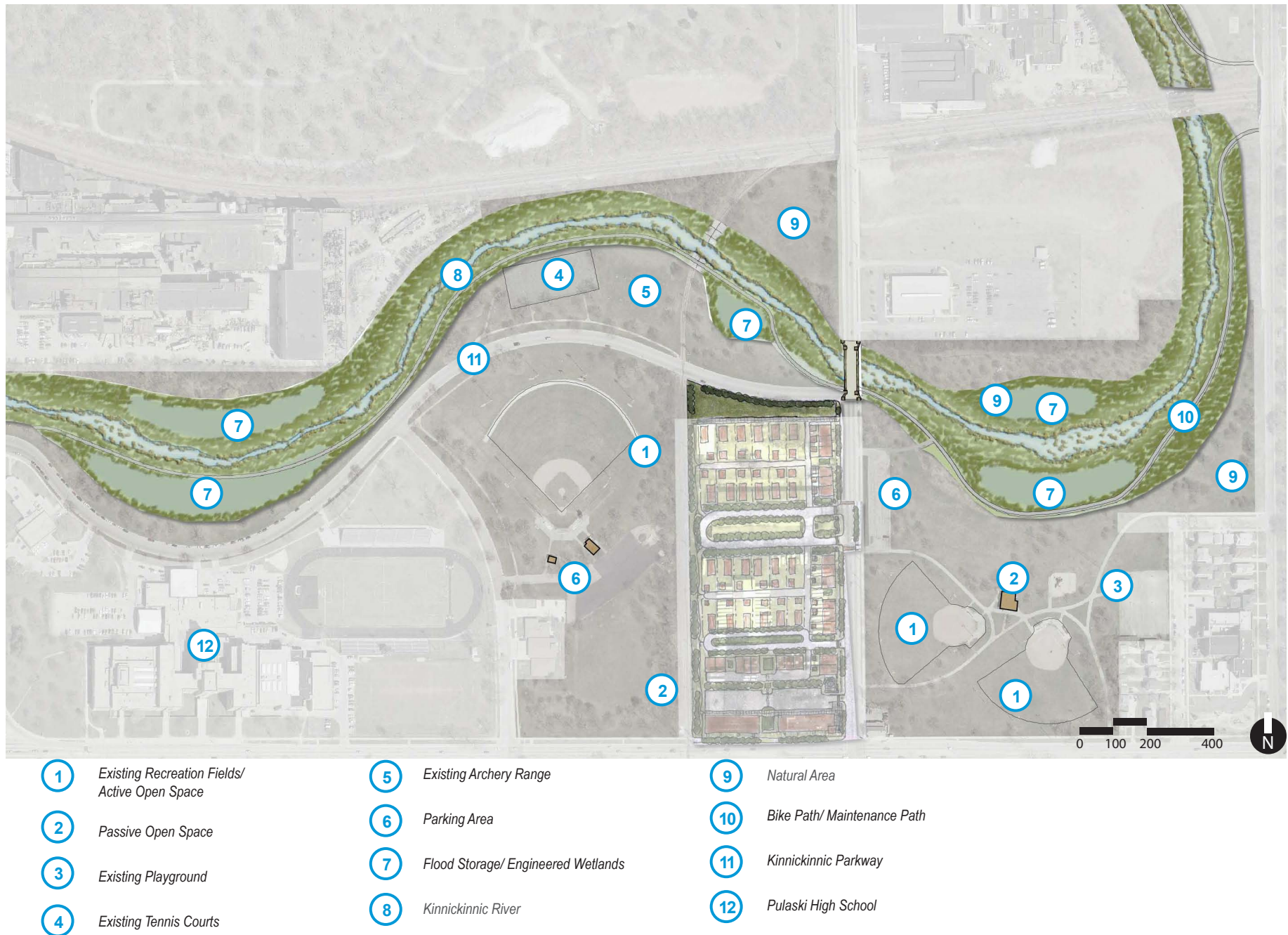


Figure 3-20. KK Recreation Area and KK Parkway recommended concept

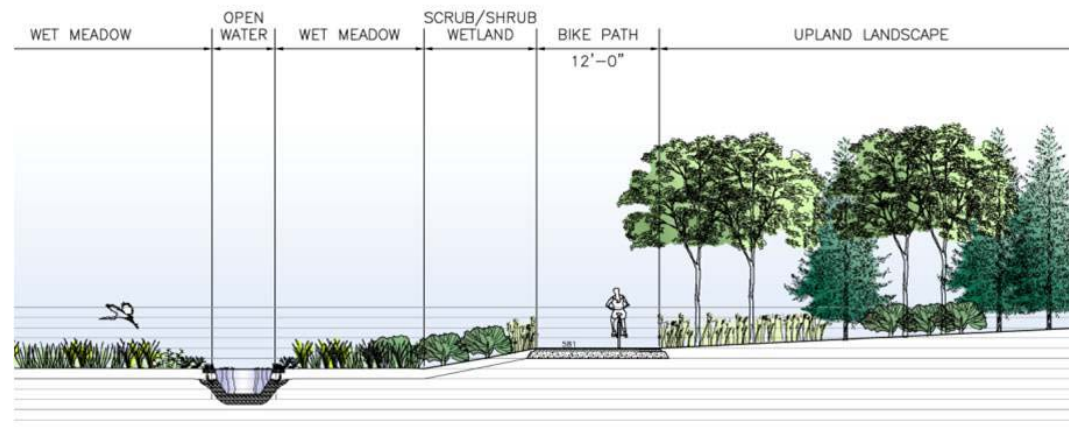
C. Kinnickinnic Recreation Area and Parkway

The parkland west of S. 16th St and east of S. 27th St, which includes Milwaukee County's Kinnickinnic Recreation Area and the green area along the Kinnickinnic Parkway, is a large expanse of existing greenway which provides many different opportunities for recreation. Below is a list of recommendations for this area (which are illustrated on Figure 3-20):

- Provide temporary flood storage in the green spaces between S. 16th and S. 27th Streets. These areas were identified by MMSD's consultant Hey & Associates as potential viable locations to provide minor flood storage to reduce downstream flows.
- Create engineered wetlands along the KK River for habitat restoration and water quality treatment. Wetland types could include a combination of forested wetlands, emergent wetlands, and wet meadow for diversity of habitat. Utilize combinations of native and naturalistic plantings to attract wildlife and provide visual interest.
- Direct local street runoff, where feasible, into the river and through the engineered wetlands. Pre-treatment in sediment forebays or in-line treatment devices such as Stormceptor units are recommended to prevent excessive sedimentation.
- Provide stormwater treatment and habitat restoration demonstration areas and include interpretive signage to educate the public.
- Construct the bike/maintenance trail in the river corridor but provide alternative route at the top of bank for periods of flooding. Provide a parallel off-street path along the KK Parkway for the Oak Leaf Trail, which currently is on the street.
- Provide access to the river corridor via informal stone paths at regular intervals, especially near good fishing areas.
- Clear thick vegetation and plant trees and native grasses along the river's edge. Perform seasonal controlled burns or mechanical control to prevent the spread of invasive plant species.
- Consider removing the existing tennis courts and replacing with an open-air pavilion for picnics or educational field trips.



Interpretive sign explaining local wildlife



The use of multiple types of wetlands creates diverse habitats while also filtering and absorbing stormwater runoff



Pocket parks can create important community gathering spaces or just passive open space

D. Other Parks, Gardens, and Open Spaces

1. **Pocket Parks and Playgrounds:** Look for opportunities to provide pocket parks and playgrounds in the neighborhood on underutilized or vacant lots, focusing especially on the areas of the neighborhood identified in the analysis map shown on Figure 2-9 which are the least served by the existing parks. These may include lots that come up for sale, are tax delinquent or unsuitable for new development.
2. **Public Art:** Celebrate the diverse cultures in the neighborhood by incorporating public art and display opportunities representing different heritages.
3. **Urban Agriculture:** Incorporate community gardens/urban agriculture into new developments and along the new river greenway.
4. **New Greens:** Provide open space and lawns for children to play in all new developments.



Playground with attractive fencing and gateway feature



Gateways can be a great place to provide art that reflects features of the region or local heritages.

3.5 COMMUNITY INVOLVEMENT, EDUCATION, AND STEWARDSHIP

A. Community Involvement

At the public open houses, residents suggested opportunities to improve the perception of the neighborhood and get more people invested in the community. Below is a list of common themes we heard from residents:

1. Inspire people to take pride in the neighborhood. Some people don't respect the river as it is today and allow trash and graffiti to accumulate.
2. Encourage people to clean-up trash in the river and streets, perhaps even provide incentives. Teach people about recycling. Encourage or assist homeowners and absentee landlords to maintain their properties.
3. Get students and youth to participate. Teach them to respect the environment and their surroundings.
4. Start an education campaign about water usage and conservation.
5. Hold after-school programs to keep kids from getting involved in gangs, drugs, or other dangerous activities.
6. Increase policing, especially on foot or bike patrol.
7. Have local residents design and install local art exhibits in parks.

With the help of local organizations and nonprofits such as those listed in Section 4.2, the residents of the KK corridor can rebuild their neighborhood. Many already know what needs to be done but need to see change happening before they act.

B. Educational and Stewardship Opportunities

Below is a list of ideas for educational opportunities in the river corridor (this list is only a small sampling of ideas, as education should be all about creativity).

1. Have neighborhood schools form partnerships with the Urban Ecology Center's Neighborhood Environmental Education Program to get children out in their local parks and greenways on a regular basis to learn about nature.
2. Hold local "Urban Farmers" events to teach people how to grow their own food and to establish vibrant and active community gardens in the neighborhood.



Children labelling storm inlets with "No Dumping, Drains to River" signs (photo courtesy of SSCHC)



Residents planting a rain garden in the street terrace (photo courtesy of the City of Madison)



Neighborhood children painting a rain barrel
(photo courtesy of SSCHC)



A “green” kiosk with a vegetated roof informs people about ongoing local sustainable projects

3. Sponsor rain barrel drives and have kids decorate the barrels while learning about the benefits they provide for stormwater management and water conservation.
4. Continue to hold regular Earth Day clean-ups, but also consider having school groups, Boy Scout or Girl Scout troops, church groups, or other organizations “adopt” stretches of the river and perform more regular clean-ups.
5. Install interpretive signs along the new greenway showing the species that live there and explaining how river ecosystems function.
6. Construct rain gardens, biofiltration areas, and other creative stormwater techniques in such a way that they become a conscious visible part of the urban fabric.
7. Make Modrzejewski Playground a center for environmental education, including an outdoor classroom along the river, pathways with interpretive signage, a green shelter, and rain gardens.
8. Consider providing summer jobs programs in which groups of local teens or young adults would help clean and maintain the river and other neighborhood green spaces.
9. Get more great ideas on how kids can learn about the environment at the U.S. Environmental Protection Agency’s Kids Center: <http://www.epa.gov/kids/>.