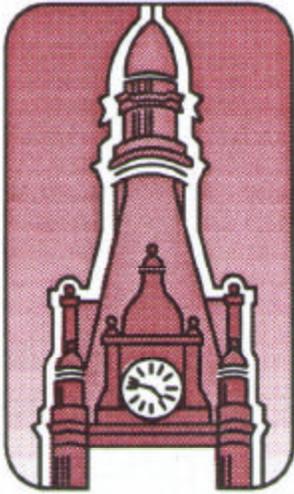


City of Milwaukee

**Department of
City Development**



**Milwaukee
Riverlink
Guidelines**



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Introduction

GUIDELINES FOR MILWAUKEE'S RIVERLINK PROJECT

INTRODUCTION

For several years, the Wisconsin Department of Natural Resources (DNR) and the City of Milwaukee Department of City Development (DCD) have been working together to arrive at an acceptable set of guidelines for Milwaukee River development, especially in regard to riverwalk, dock and pier permits from the Harbor Entrance to the site of the former North Avenue Dam. The driving force behind Milwaukee's RiverLink Project is a renewed interest in waterway rehabilitation, in part due to increased public resource awareness as well as a joint public/private effort to draw people back to the water as a scenic and recreational resource, and finally as a focal point for revitalization of deteriorated, neglected or underused land along the Milwaukee River. However, given the fact that regulatory requirements must be established to provide a framework in which orderly development can occur, the real challenge lies in developing a set of requirements or guidelines that incorporates and facilitates joint public/private sector development as an indispensable part of achieving urban waterway revitalization. In short, in order to be successful as a development tool and meet the dictates of the State's Public Trust Doctrine, these regulatory requirements must foster both a responsible and innovative public/private partnership.

The Public Trust Doctrine, that body of law governing the use of navigable waterways in Wisconsin, has as its primary purpose the protection of public use of the State's waterfronts and waterways. The Public Trust Doctrine holds that navigable lakes and streams are held in trust by the State for the benefit of all citizens, and that waterway development or use must be

substantially related to navigation, originally intended to protect commercial navigation. Subsequent Wisconsin Supreme Court decisions have recognized that protection of commercial navigation is not the only purpose of the Doctrine. Rather, the Trust Doctrine encompasses all public uses of water which from time to time have been recognized as including pleasure boating, sailing, fishing, swimming, hunting, skating and enjoyment of scenic beauty.

In Wisconsin as in many other states, preferred forms of recreation and recreational navigation vary from one part of the State to another. In addition to recognized incidents of commercial and/or recreational navigation, permitted Public Trust Doctrine objectives also incorporate other public recreational uses which may, under appropriate circumstances, include outdoor cafes, theatre, films, concerts, dance performances, display of arts and crafts, or display of goods entering the Port of Milwaukee (usually determined on a case-by-case basis). In essence, the key determinant in whether a proposed RiverLink activity would be allowable under Wisconsin's Public Trust Doctrine is whether it is a "necessary incident" to public trust usages; that is, the activity is intended to carry out a trust use or contributes to other judicially recognized Trust Doctrine objectives.

In keeping with Public Trust Doctrine emphasis on waterway use and navigation rights, these guidelines are focused primarily on those same issues. However, there are other important public access, planning and design issues that should be discussed because they affect the character and quality of waterfront development overall. An article in the February 1990 issue of Planning, "Whose Waterfront Is It, Anyway?", discusses the term 'waterfront access' and asserts that it actually encompasses four different issues: physical access, psychological access, visual access and economic access.

- (1) Physical access means literally being able to get to the waterfront, for all citizens and for all of the waterfront. This means the absence of physical barriers along the entire length of a continuous waterfront promenade. Typically, this requires the addition of handicapped ramps, connecting paths and street crossings wherever feasible to facilitate access for all citizens. Physical access may also be enhanced by transitions between public and private space, for example: windows providing river views; balcony overlooks; outdoor terraces; parks, gardens or other landscaped areas; pathways through buildings from street to riverwalk; bi-level or terraced walkways, the lower level or "dock level" close to the water and the upper level or "street level" close to the first floor of adjacent buildings.
- (2) Psychological access is most directly correlated with the language of design, i.e., whether a place is inviting or intimidating. For example, is the design human scale and accommodating? Are public pathways clearly visible? Is there pedestrian-level lighting as opposed to lighting designed for automobile-oriented uses such as freeways and parking lots? Are there public amenities such as street furniture, benches, water fountains, etc.? Is there a reason to go there, a place to sit, public art, or an occasional open-air market? A public place should clearly invite the public to spend time there.

(3) Visual access refers to the public's ability to view the waterfront. Simply stated, if the waterfront becomes too built-up by height or density, it can only be seen from within buildings located directly on the waterfront, that is, from private property. It would then be an infringement of the public's ability to view the waterfront to impose the need to enter private property. Thus far, these overly built-up conditions don't regularly occur on the Milwaukee River, in part due to existing riverwalks and in part due to the frequency of "stub ends," public overlooks where city streets end at the river. However, given the importance of visual access, the city's riverwalks and "stub ends" should be developed as pedestrian-oriented public spaces, not left as abandoned yards, parking lots or truck delivery areas. The potential exists for making these public overlooks a vital part of the Milwaukee RiverLink Project and should be recognized and facilitated.

(4) Economic access has to do with the accommodation of different income groups, land uses, and economic sectors. First, public access in the broad sense implies that no payment is required to visit or enjoy a place. Therefore, all people all have a common waterfront, regardless of economic status. Secondly, the issue of economic access concerns the successful

integration or mix of different waterfront uses: industrial, commercial, residential, retail/ tourist, public/institutional and park. Most of these can exist side-by-side with a minimum of conflict, with the exception of heavy industry which may be off-limits to the public, and high-security residential enclaves which are frequently fenced off from the public or privatized. With these exceptions, a diverse mix of uses can create an exciting, dynamic urban waterfront, potentially a focal point of the city. In fact, the most vibrant and interesting kind of urban riverwalk is one that winds its way past a range of uses/activities appealing to a broad spectrum of people, allowing passersby to drop into shops and restaurants, go sight-seeing on a water taxi, fish, boat, or just sit and enjoy the sights and sounds of the waterfront. Thirdly, there is the need for integration of various economic sectors or waterway users: recreational boaters, both transient and non-transient; water taxis and tour boats; ships and barges. As a matter of common law, all are accommodated under the broad umbrella of public access. In actual practice, it is occasionally necessary to impose some restrictions on recreational users in order to preserve sufficient area for a "working port." In extreme cases, it may be necessary to impose a kind of quota system on the number of boat slips which may be permanently leased and those available to transient boaters, again to

ensure sufficient access to the waterfront for both commercial and recreational, transient and non-transient waterway users.

In summary, public access in all aspects is key to developing a dynamic and successful waterfront, both in the narrower sense of promoting the exercise of public navigation rights protected under Wisconsin's Public Trust Doctrine, and in the broader sense of applying sound planning and urban design principles.

In addition to public access goals, Milwaukee's RiverLink guidelines must address issues specifically related to the navigation value of the Milwaukee River. Briefly, these are:

- (1) the river as transportation corridor for ships, boats and barges carrying raw materials and manufactured products to and from Milwaukee industry;
- (2) the river as scenic recreation corridor and urban amenity, a public gathering place, a place to observe or participate in water sports;
- (3) the river as natural resource, notably an undervalued resource undergoing cleanup and restoration, habitat for various species of plant, fish and wildlife.

Finally, as a practical matter, the RiverLink guidelines may expedite, but will not replace, the permit process regarding waterfront development for the various agencies having authority to review and permit. Given that permit requests may increase due to renewed interest in the waterfront, there needs to be a regulatory framework in place (a "masterplan" or set of guidelines, and a comprehensive Environmental Assessment) to facilitate the permit process while ensuring proper consideration of individual proposals. Without this,

there is the potential for river development to be piecemeal, disconnected, or substantially privatized. A significant opportunity for coordinated public/private development would then be lost. All this creates the impetus for a clear, consistent set of guidelines aimed at facilitating the planning process for waterfront developers/riparian owners, as well as the review and permit process for public agencies having jurisdiction over development on the Milwaukee River.

OBJECTIVES

The primary objective of the Milwaukee RiverLink Project is to restore the Milwaukee River to its rightful place as a primary natural resource and recreational amenity within the City of Milwaukee. In keeping with the Wisconsin Public Trust Doctrine and in order to create better public access to the river, a series of riverwalks (ultimately to become a single continuous riverwalk) is proposed, running the entire length and both sides of the Milwaukee River from the North Avenue Dam to the Harbor Entrance. Although at this time the RiverLink Project is restricted to the most heavily trafficked part of the Milwaukee River, riverwalks could eventually be extended to the Menomonee and Kinnickinnic Rivers, or the Milwaukee River north of the former North Avenue Dam. The final character of the riverwalk will inevitably vary with the character and density of adjacent or upland development, variations in the floodplain, the width and stability of riverbank or upland, the addition of special amenity sections, mooring facilities, and/or water taxi stops. The general character of the proposed riverwalk, however, can be described as follows:

- A greenbelt or continuous landscaped pathway to preserve and enhance both natural and man-made features of the urban landscape;

- A pedestrian-oriented urban trail (potentially part of the Wisconsin State Trail System) to be a public, handicapped-accessible, and continuous recreation corridor unifying the water's edge;
- A waterfront promenade to provide an extended spine of public access and navigation-related activities for Milwaukee citizens and visitors, also linking upon completion, Milwaukee's downtown, harbor, and neighborhoods;
- An integrated system of docks, piers and riverwalk sections that may extend beyond the water's edge but shall not materially obstruct navigation;
- A series of terraces, overlooks and public gathering places at the water's edge to be interconnected by a continuous riverwalk and, wherever feasible, accessible from neighboring streets, sidewalks, buildings, parking lots and parks;
- A balanced and compatible arrangement of public and private development such that public and private amenities reinforce rather than restrict each other, and both support rather than compromise public access to the waterfront.

Guidelines

MILWAUKEE RIVERLINK GUIDELINES^{1/}

The riverwalk shall be defined as follows:

- A pedestrian structure adjacent to or on the Milwaukee River providing physical and visual access to the waterway, as well as enjoyment of the river for uses such as, but not restricted to, boating, fishing, viewing and pedestrian travel.

The specific character of the riverwalk, in regard to use, access, ownership, design/construction, landscape treatment, and maintenance/repair, shall be as follows:

USE

1. All use shall be open to the general public on a 24 hour/day basis, free of charge, except for special amenity sections and/or private piers which may be secured. Riverwalks may be closed for maintenance purposes, to avoid acquisition of prescriptive rights under adverse possession, or for public health and/or safety reasons.
2. All sections of riverwalk are to be used for access and enjoyment of the river for incidents of navigation such as fishing, viewing, pedestrian travel, boat launching, swimming, enjoyment of scenic beauty, and other judicially recognized Public Trust Doctrine objectives.

1/

It is presumed that these guidelines are not absolute or fixed and shall be periodically updated as necessary to reflect changing physical or environmental conditions along the river; changing public attitudes in response to waterfront development; or new issues that may arise regarding navigation rights, public access or preservation of the Public Trust Doctrine.

3. Amenities inconsistent with the Public Trust Doctrine shall be located on upland sites, upland defined as that area of riverbank landward from the ordinary highwater mark or bulkhead line established under s. 30.11, Wis. Stats., immediately adjacent to the river. Amenities consistent with the Public Trust Doctrine but which are inconsistent with the access provisions of these guidelines should also be located on the upland. Finally, amenities consistent with the Public Trust Doctrine should be located on upland sites where there is available land (without requiring use of eminent domain proceedings) adjacent to the riverwalk, provided that the area and accessibility of the land can reasonably support the proposed use.
4. Riverwalks should normally be constructed on upland areas adjacent to the river, unless the density and limited setback of buildings from the river's edge makes this unattainable. If reasonable upland alternative locations are available, the public's right to free navigation of the river should remain undiminished. In this context, "reasonable" does not relate to the cost of the upland but to its not being occupied by structures which preclude construction of a riverwalk and to its being available for a riverwalk without requiring the use of eminent domain proceedings. Essentially, a "reasonable" upland site for a riverwalk is available land (without requiring use of eminent domain proceedings) with adequate area and accessibility (average twelve-foot wide continuous passage at 0-5% slope) to support the proposed use.

ACCESS

1. Public access to the riverwalk should be unrestricted at designated public access points. The RiverLink Potential Development Map notes possible public access points.
2. For riverwalk located on the Milwaukee River or on the upland, available mooring space can be designated for private mooring consistent with State law and local regulations. The remaining space, where appropriate, should be available for transient use (i.e. less than 24 hours). A balanced mix of public and private mooring shall be maintained for the cumulative total of all riverwalk sections on the Milwaukee River. However, the specific mix of public and private mooring spaces for any riparian applicant shall be determined on a case-by-case basis. Mooring shall in no instance obstruct the navigation channel. The provision of access to private piers may be restricted but that restriction shall not obstruct the public passage on the riverwalk as provided below.
3. Mooring will be allowed only in areas designated on the RiverLink Potential Development Map.
4. All sections of riverwalk must be open to the public on a 24-hour-per-day basis, except for special amenity sections^{2/} and private piers which may be secured.

2/

20% of the total square footage of a special amenity section may be secured or restricted, but in no case shall the total restricted area of a special amenity section exceed 20%.

Riverwalks may be closed for maintenance purposes, to avoid acquisition of prescriptive rights under adverse possession, or for public health and/or safety reasons. Subject to the above, an average twelve-foot wide pedestrian walkway must remain open to the public on a 24-hour-per-day basis in order to ensure continuous passage.

5. All riverwalk sections should comply with any applicable provision of law regarding handicapped accessibility.

OWNERSHIP

1. Applicant must be the riparian property owner adjacent to the segment of river, and evidence of approval of design by the Commissioner of City Development must accompany application, in order to receive approval to construct a segment of riverwalk.
2. Riverwalk may be privately owned, but must be subject to the public use and access requirements stated herein.
3. The proposed structure must meet the standards set up in these guidelines in order to be expedited as a riverwalk segment. The review process may include the U.S. Army Corps of Engineers, Milwaukee Harbor Commission, and U.S. Coast Guard, in addition to the Wisconsin Department of Natural Resources and the City of Milwaukee.
4. All existing docks, piers and riverwalks as of December 31, 1991, are grandfathered from compliance with these guidelines, but must still comply with state statute.

5. Nothing in these guidelines shall preclude an individual riparian property owner from applying for a Chapter 30 structure permit for a specific structure. However, if any proposed project is not part of the Milwaukee RiverLink Project, the normal Chapter 30 permitting process shall be followed. This may necessitate the preparation of a separate environmental assessment.

DESIGN/CONSTRUCTION

1. Materials used for riverwalk construction are non-restricted provided they are environmentally compatible and ensure adequate strength to afford safety to users. Materials shall be reviewed on a case-by-case basis.^{3/}
2. The width of riverwalk (or portions of riverwalk) on the Milwaukee River, except for widened special amenity sections, shall be an average of 12 feet, varying between a 9-foot minimum and a 15-foot maximum width. The width of riverwalk on the upland shall vary with individual site conditions and land available. In either case, a 9-foot minimum, continuous and unobstructed passageway shall be maintained along the entire length of riverwalk. Any special amenity sections of riverwalk shall encroach on the river the minimum amount necessary to serve the stated purpose without obstructing navigation or exceeding the maximum width standard or square footage set for special amenity sections (40' x 80', or 3,200

3/

As much as possible, riverwalk segments should be designed to complement adjacent buildings and neighborhoods. The sole unifying identity feature is the Milwaukee Harp Light. All other design elements (amenities, paving patterns, railings, etc.) may be site-specific.

square feet adaptable to the navigation channel). All potential locations for widened special amenity sections are noted on the RiverLink Potential Development Map. The proposed navigation channel is also noted on the RiverLink Potential Development Map.

3. Any special amenity section which causes navigational traffic flow to move into neighboring zones of navigational interest, or would prevent construction of a structure on the opposite bank at a future date due to navigational concerns, shall be noticed prior to approval.
4. The riverwalk can be composed of floating, pile-supported or cantilevered structures depending on site conditions. All sections of riverwalk must be designed for ease of repair and maintenance, and must be made passable all year round.
5. All segments of the riverwalk shall serve as pedestrian connections to other portions of the riverwalk to be constructed in the future.
6. Floating sections of riverwalk shall be allowed under bridges to serve as pedestrian connections between riverwalks; only if there is a minimum 7'-0" clearance; and only if the connection will not obstruct navigation or bridge operation. In addition, no mooring shall be allowed off these sections under bridges that would obstruct the navigation channel.
7. Upland sites should be used where there is available, accessible and adequate space for riverwalk or special amenity sections. Available space is defined as land adjacent to the riverwalk (there being no requirement to acquire land or access rights through purchase or

eminent domain). Accessible means minimal (0-5%) slope^{4/}, and handicapped accessibility in compliance with applicable provisions of law. Adequate means that there is sufficient space to serve the stated purpose.

8. Fixed structures shall be constructed to withstand flood flow and ice damage.
9. Finger piers and floating sections shall be subject to removal upon request of the local municipality, the DNR, the U.S. Coast Guard, or the U.S. Army Corps of Engineers, as appropriate if significant safety or navigational concerns arise.
10. Applicant is responsible for continued maintenance and repair of structures and ensuring safety to the public.
11. Riverwalk segments shall be consistent with floodplain regulations of the State and City.
12. Finger piers are only allowed in areas where they will not create an obstruction for navigational use. They may not extend further than 40 feet from the dockline. Potential locations for finger piers are designated on the RiverLink Potential Development Map. The need for finger piers should be limited as the riverwalk itself is presumed to provide adequate and reasonable mooring capacity.
13. Temporary mooring (i.e., four hours or less) of water taxis and tour boats should be permitted riverward of any special amenity section,

4/

A 0-5% slope is a commonly accepted engineering standard for public walkways. For upland to be considered accessible to the general public, it must, with regrading, fall within the 0-5% standard.

subject to navigation restrictions. No permanent or long-term mooring should be allowed riverward of any special amenity section.

14. No permanent roof or cover of any type may be installed over any portion of the riverwalk, including finger piers, which is located on the water surface. This does not preclude temporary or movable structures, such as stand-up market umbrellas, umbrella tables, kiosks or vendor stands. This also does not preclude open-air structures with canopies, or temporary/seasonal tent structures. Open-air and temporary structures shall be approved on a case-by-case basis.

LANDSCAPE TREATMENT

1. Effort should be made to preserve existing natural resources and amenities, such as native species of trees, plants and shrubs; historic landmarks, bridges and walkways; and habitats of endangered species of plants or animals (if any).
2. In an effort to partially restore the natural character of the water's edge, all sections of riverwalk should incorporate native species of trees, plants and shrubs at regular intervals along their entire length. The riverwalk shall have Milwaukee Harp Lights as an identity feature. If possible, the riverwalk should have alternating trees and Harp Lights. Trees should either be in planters, box-outs with protective guards and grates, or mulched with landscape edging, depending on their respective location as part of a riverwalk on the water, on the upland as part of the walking surface of the riverwalk, or upland adjacent to the riverwalk.

3. Other amenities, including but not limited to, water fountains or "bubblers," benches, terraces, overlooks, fountains, planters, decorative railings and paving patterns, adapted to site and building conditions, are strongly encouraged.
4. A setback area or landscape buffer, densely planted with a combination of trees, shrubs and groundcover and no less than 15 feet wide, shall separate all riverwalk sections from adjacent parking lots. The adjacent parking lot must also incorporate interior landscaping (i.e. landscape islands), computed on the basis of no less than 3.33% of the total area paved in connection with the parking lot, i.e. parking stalls, aisles and driveways. For example, if the total parking area is 30,000 square feet, the minimum interior landscaped area will be 1,000 square feet. In addition, landscape islands shall be distributed throughout the parking area so that no parking space is more than 50 feet from a tree. Landscape plans will be approved on a case-by-case basis.
5. All required setback areas, landscape islands or landscape buffers between parking lots and riverwalk shall be landscaped with a combination of shrubs, trees and ground cover. All landscaping and parking lot design shall be consistent with the Wisconsin Department of Natural Resources' Nonpoint Source Pollution Control Program guidelines. Plant material shall be of a quality consistent with the standards of the American Association of Nurserymen (ANSI 260.1) and the City of Milwaukee Bureau of Forestry. Shrubs shall consist of a mix of deciduous and conifer varieties and shall be clustered or planted in groups so that at least 60% of any riverwalk frontage is planted. Shrubs shall be limited to types having minimum heights of 2 to 3.5 feet at maturity, and shall be planted no more than 3

feet on center if deciduous, and 5 feet on center if coniferous. Deciduous shrubs shall be at least 1.5 to 2 feet in height at the time of installation. Coniferous shrubs shall be at least 30 to 36 inch spread size for spreading varieties and 3 to 4 feet in height for upright varieties at the time of installation. Trees shall be planted at the ratio of one for each 30 lineal feet, or fraction thereof, of the length of riverwalk frontage, and shall be limited to types having average heights of 20 to 60 feet at maturity. Deciduous trees shall be of at least 2-1/2 to 3-inch caliper size at the time of installation and conifers of at least 6 foot height. Wherever possible, trees should be integrated with shrub groupings. Non-planted parts of setback areas shall not be paved, but shall either be covered with a weed barrier and mulched, or planted with ground cover, or both. Setback areas shall be kept free of refuse and debris and all plant material shall be well-maintained and promptly replaced if dead or diseased. The owner or owner's agent shall submit a landscape plan with specifications, and an improvement schedule acceptable to the Commissioner of City Development prior to issuance of a permit for riverwalk development. The plan shall be prepared by either a landscape architect or person trained in landscape design.

MAINTENANCE/REPAIR

1. All riverwalks, stairways, ramps, terraces and docks installed by riparian owners or tenants on public or private property shall be maintained in good repair. Broken paving, cracks, loose stones or

bricks, or other paving/decking material must be promptly repaired with matching materials.

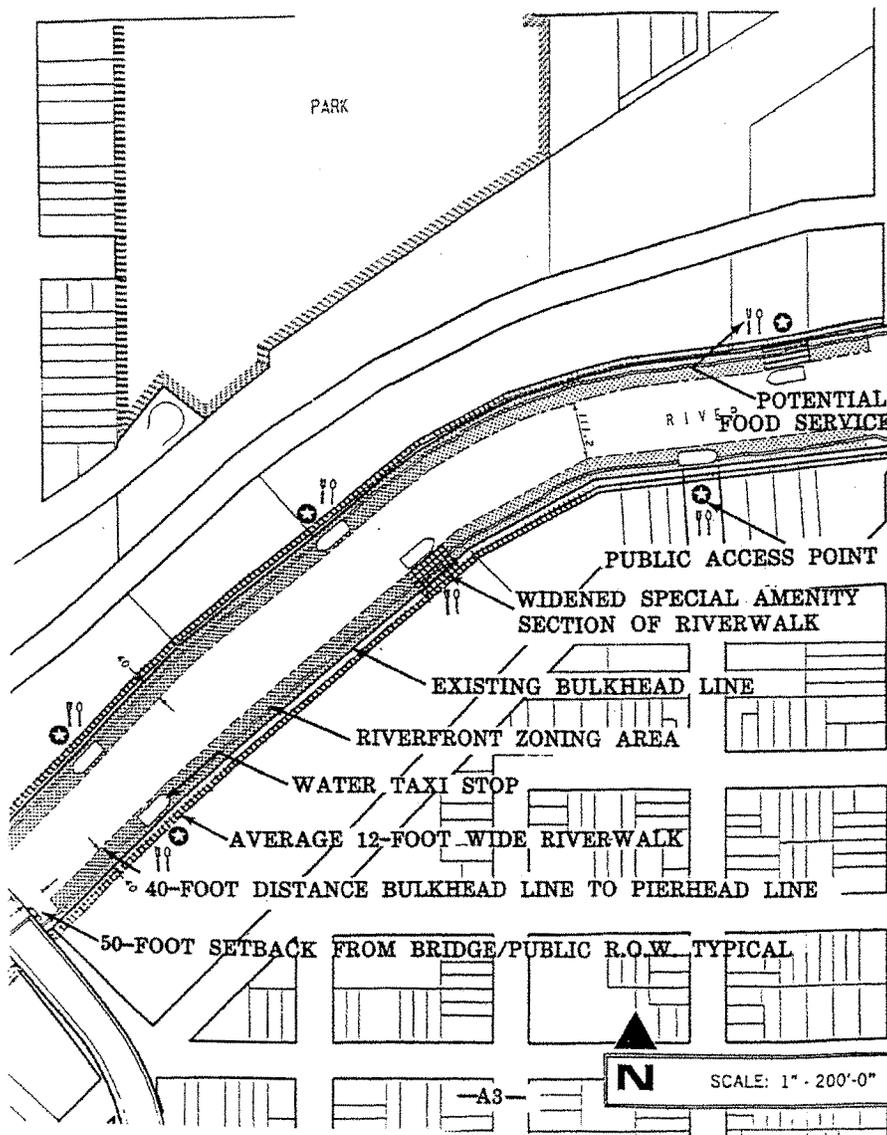
2. Uneven paving or decking, holes or other defects which create a dangerous or inconvenient condition to pedestrians must be promptly repaired.
3. All trees, grass, ground cover, shrubs and other landscape materials planted by riparian owners or tenants on private or public property must be properly maintained and cared for.
4. All improvements, furniture, fixtures, buildings, walks and fences shall be kept in good repair and shall be kept painted, stained or otherwise finished so as to maintain a presentable appearance.
5. All lighting installed by riparian owners or tenants must be kept in good and safe repair. All burned-out bulbs must be promptly replaced.
6. All premises, including riverwalks, stairways, ramps, piers and docks will be kept clean of any refuse, trash or garbage. The same must be swept or otherwise properly cleaned after each day's operation and at intervals during the day as the need arises.
7. No trash, refuse, stones, bottles or polluting materials shall be swept, thrown or otherwise discharged into the river.
8. No downspouts or gutters draining water from roofs or parapets shall drain onto or across the riverwalk.
9. No waste or wastewater generated by moored boats or widened special amenity sections of riverwalk shall be discharged to the river. All such waste shall be disposed of consistent with all applicable state, federal, and local laws.

10. All land-disturbing activities should be consistent with the requirements of the City of Milwaukee's Erosion Control Ordinance, Chapter 290 (amended 1991).

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Appendix/RiverLink Potential Development Map

RIVERLINK POTENTIAL DEVELOPMENT MAP/SYMBOL KEY



SYMBOL KEY:

-  **Riverfront Zoning Area** - defines limit for the following:
 - long-term or permanent mooring space (4 hours or more)
 - finger piers (length or extension into navigation channel)
 - widened special amenity sections of riverwalk (limited in size to 40' x 80' or 3,200 sq. ft. adaptable to navigation channel)
-  **Widened Special Amenity Section of Riverwalk** - may incorporate any or all of the following:
 - river access raft (navigable structure)
 - public access dock (stationary structure)
 - water taxi stop waiting area (approximately a 10' x 10' area or 100 sq. ft.)
 - service area extension of upland restaurant (for ex., outdoor cafe)
 - limited vendor service (for ex., hot dog stand)
 - temporary or movable structures (for ex., market umbrellas)
-  **Average 12-Foot-Wide Riverwalk** (continuous public way)
-  **Public Access Point** - designates any or all of the following:
 - connecting point of public sidewalk, street, alley or pedway to riverwalk
 - water taxi stop at riverwalk
 - public access dock at riverwalk
-  **Water Taxi Stop** - designates temporary mooring space (4 hours or less) for any or all of the following:
 - publicly owned and operated water taxi service
 - privately owned and operated water taxi service
 - private tour boat pick-up, drop-off and waiting area
-  **Food Service** - designates either limited vendor service or service area extension of an upland restaurant on or adjacent to the riverwalk

GENERAL NOTES:

- (1) All development noted in plan is potential development and is intended to note the actual number of locations where development may occur, not where it must occur.
- (2) Actual location of widened special amenity sections of riverwalk may be adjusted upriver or downriver according to changing upland, shoreline or offshore conditions, but shall not, in general, exceed the bounds of the Riverfront Zoning Area.
- (3) For the sake of clarity, the average twelve-foot-wide riverwalk is always shown in plan on the upland. However, its actual location on upland or on the water may vary according to site conditions and the area available between upland buildings and shoreline for riverwalk construction.

RIVERLINK POTENTIAL DEVELOPMENT MAP

—KEY PAGE/SEGMENTS ONE THROUGH SIX—

SEGMENT 1—NORTH AVE DAM TO HUMBOLDT

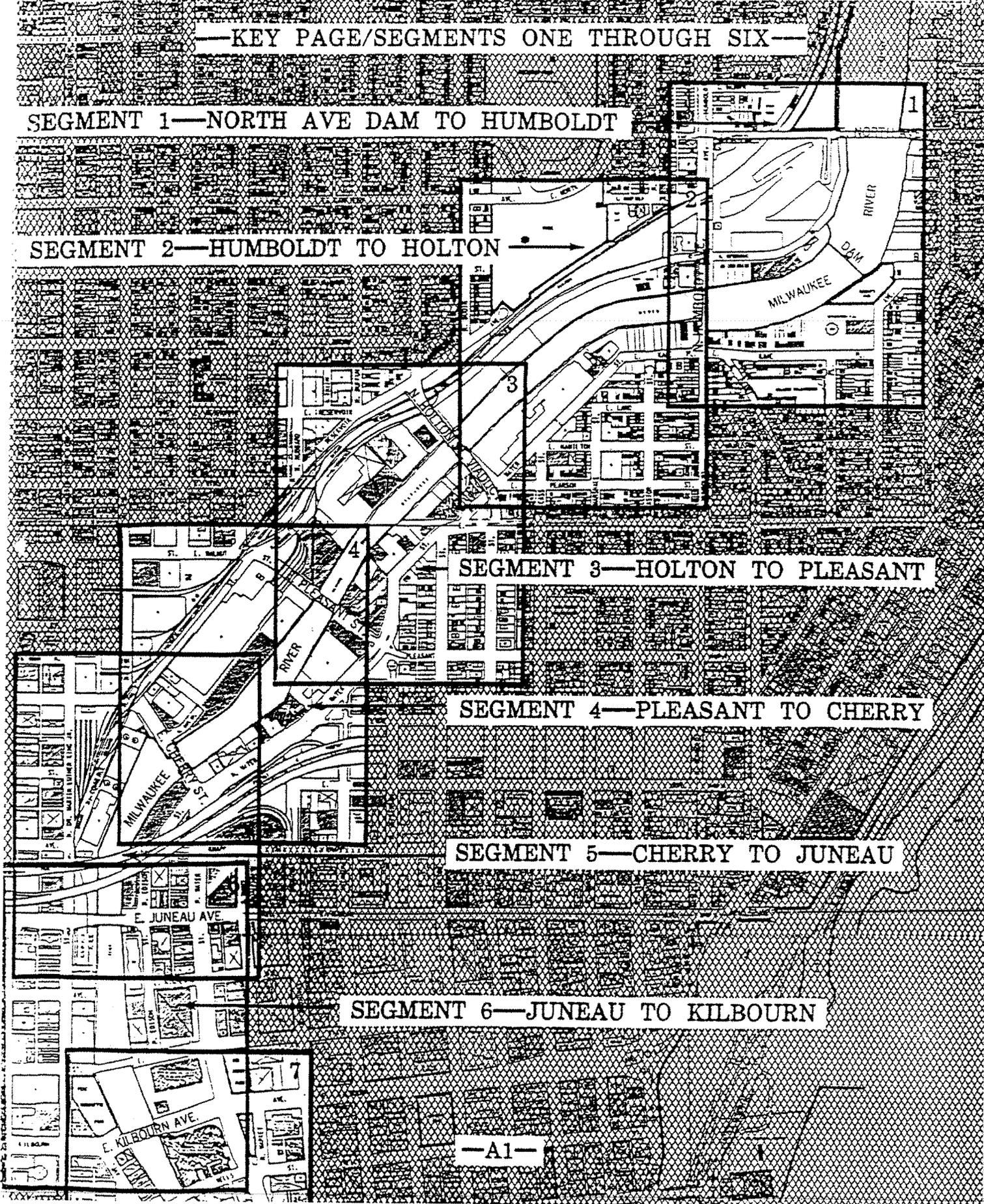
SEGMENT 2—HUMBOLDT TO HOLTON

SEGMENT 3—HOLTON TO PLEASANT

SEGMENT 4—PLEASANT TO CHERRY

SEGMENT 5—CHERRY TO JUNEAU

SEGMENT 6—JUNEAU TO KILBOURN



—KEY PAGE/SEGMENTS SEVEN THROUGH TWELVE—

SEGMENT 6—JUNEAU TO KILBOURN

—A1—

SEGMENT 7—KILBOURN TO WISCONSIN

SEGMENT 8—WISCONSIN TO ST PAUL

SEGMENT 9—ST PAUL TO WATER

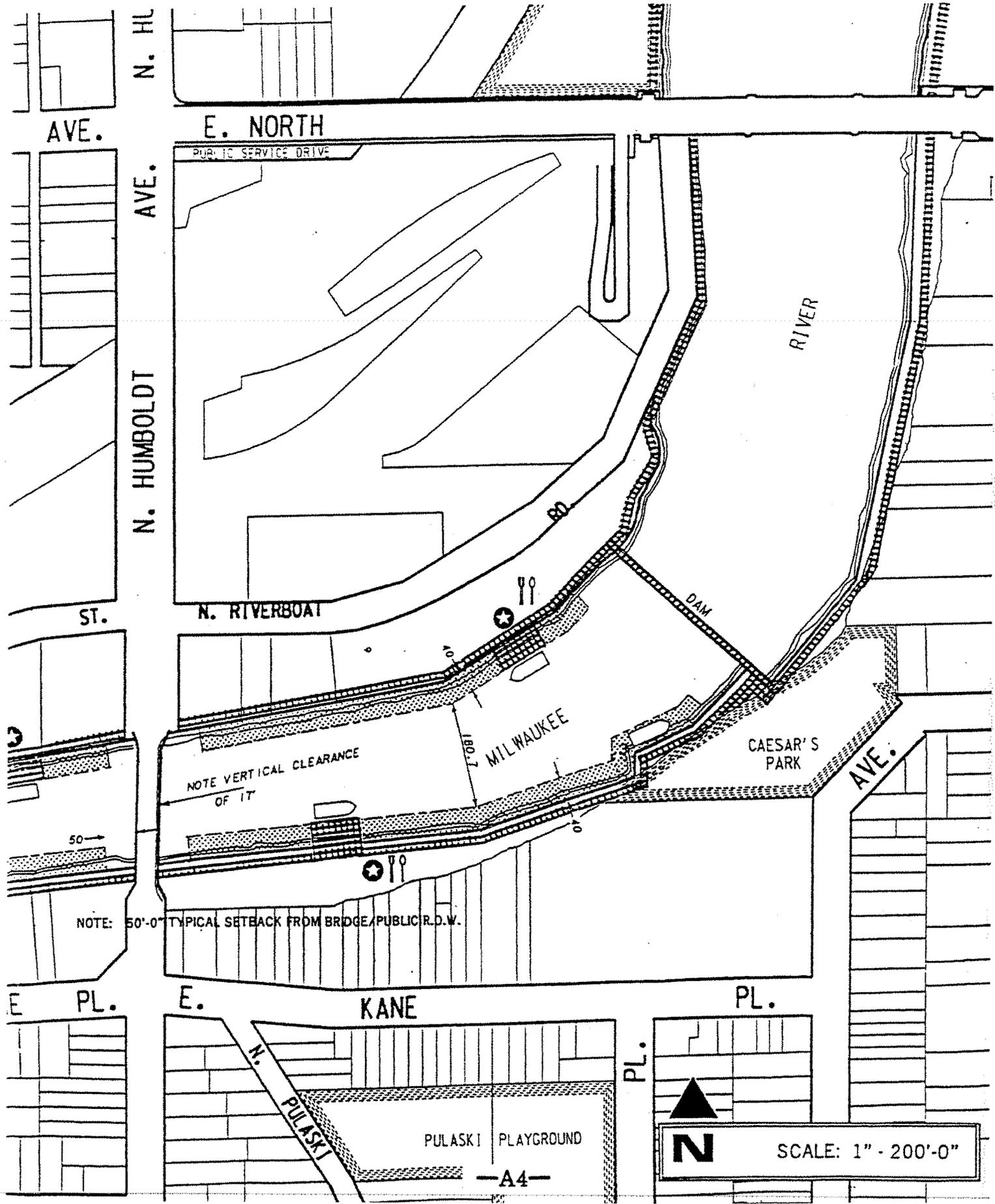
SEGMENT 10—WATER TO YOUNG

SEGMENT 11—YOUNG TO JEFFERSON

SEGMENT 12—JEFFERSON TO HARBOR ENTRANCE

—A2—

SEGMENT 1—NORTH AVE DAM TO HUMBOLDT



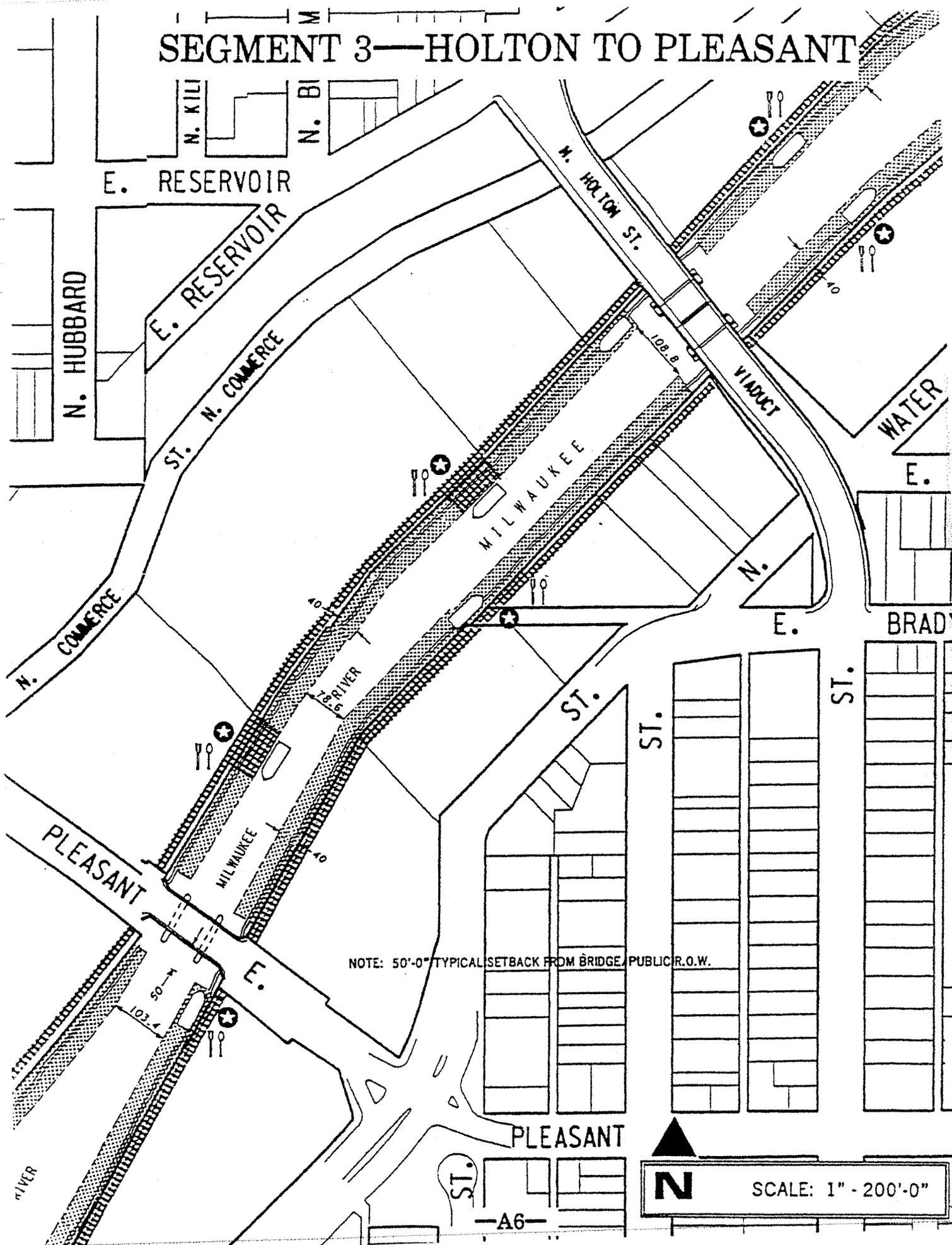
NOTE: 50'-0" TYPICAL SETBACK FROM BRIDGE/PUBLIC R.O.W.

NOTE VERTICAL CLEARANCE OF IT

N SCALE: 1" - 200'-0"

A4

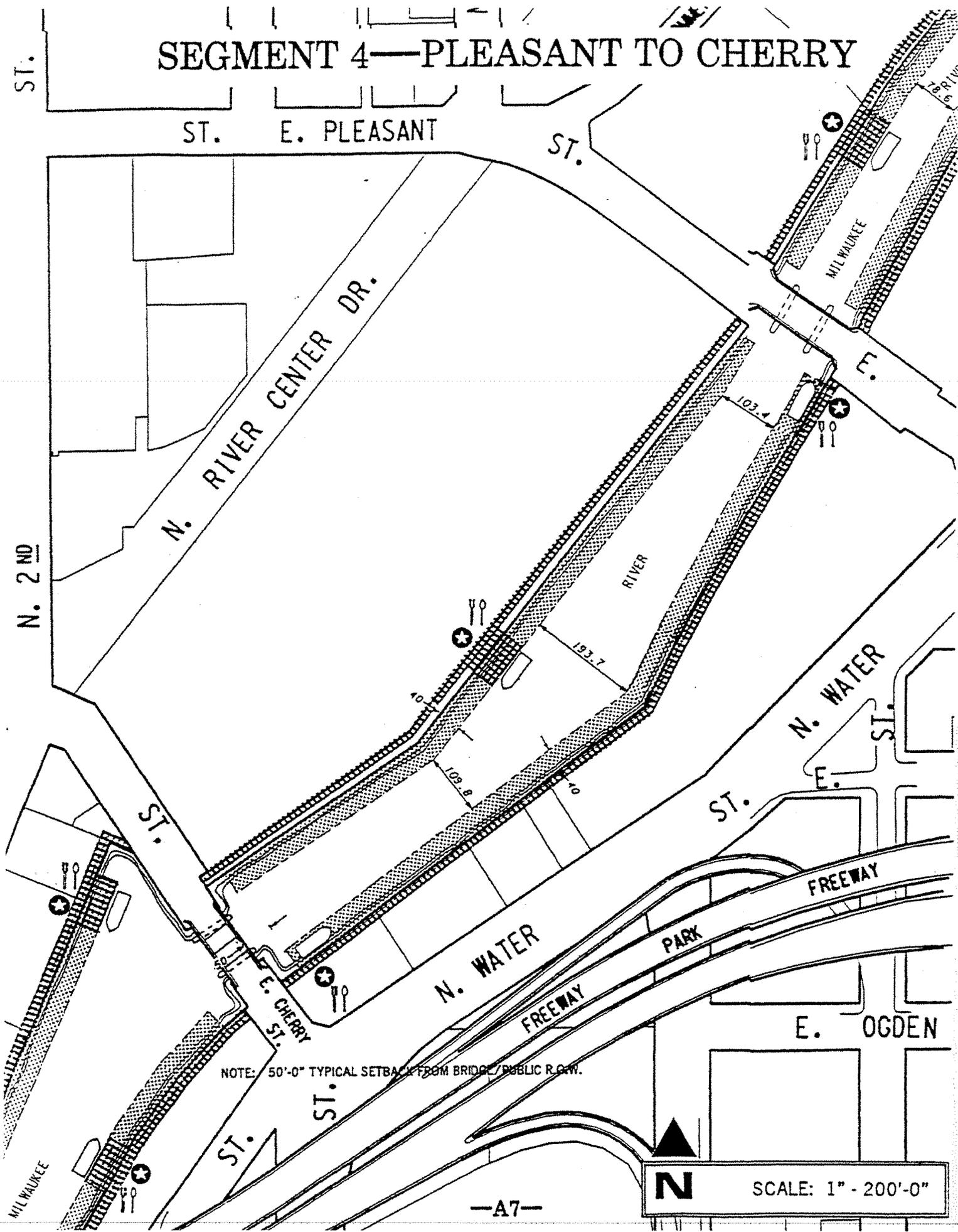
SEGMENT 3—HOLTON TO PLEASANT



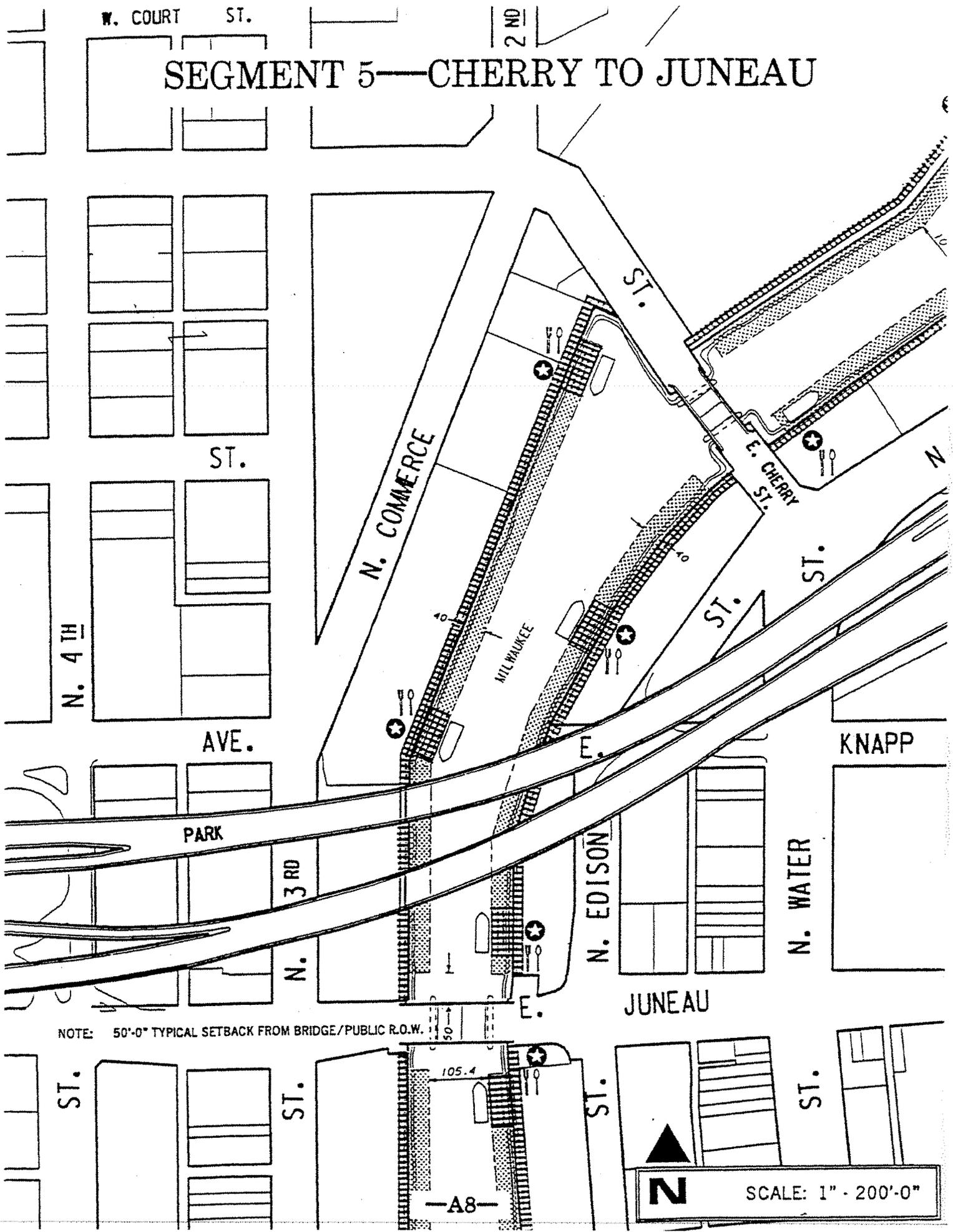
NOTE: 50'-0" TYPICAL SETBACK FROM BRIDGE PUBLIC R.O.W.

N SCALE: 1" - 200'-0"

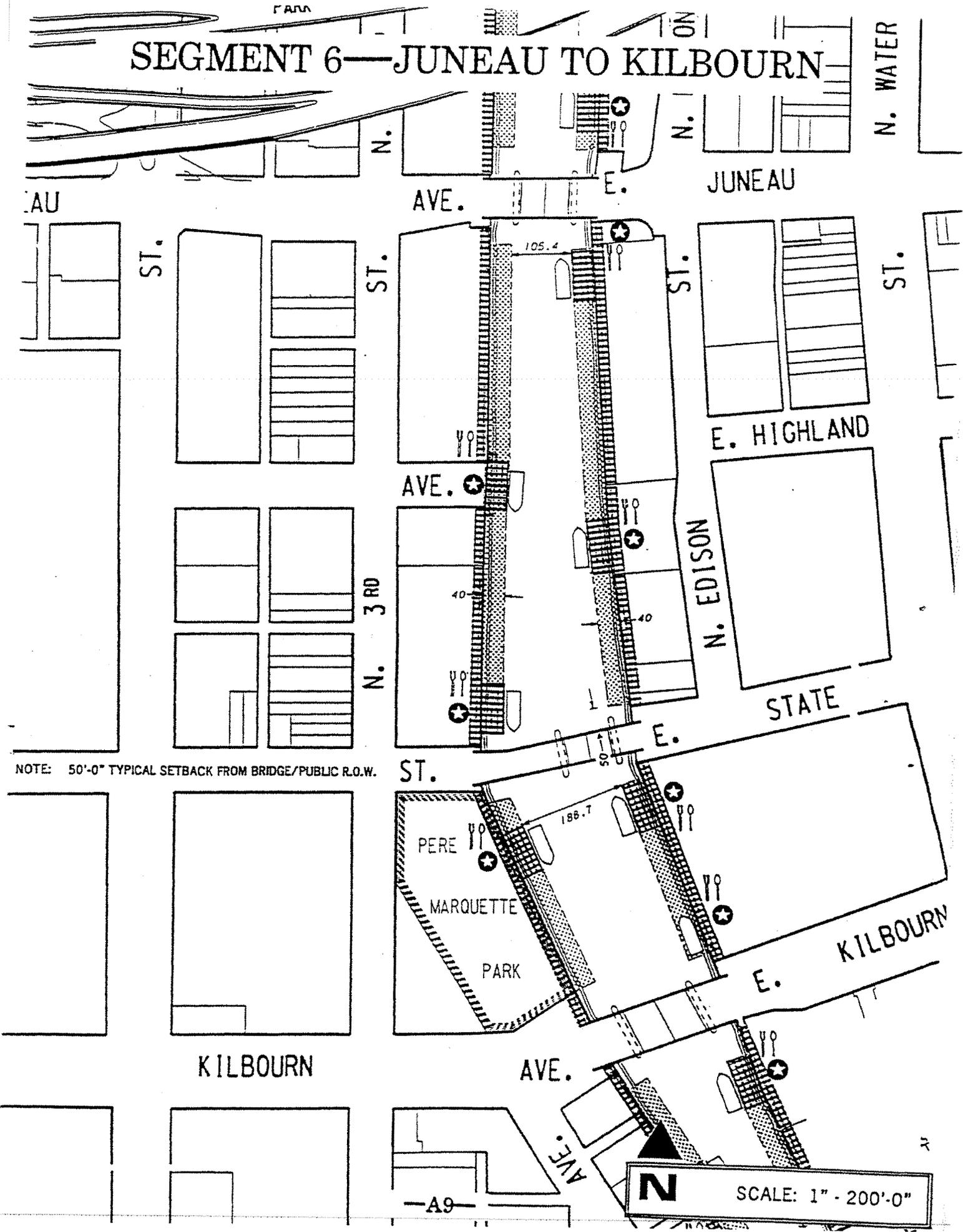
SEGMENT 4—PLEASANT TO CHERRY



SEGMENT 5 — CHERRY TO JUNEAU



SEGMENT 6—JUNEAU TO KILBOURN

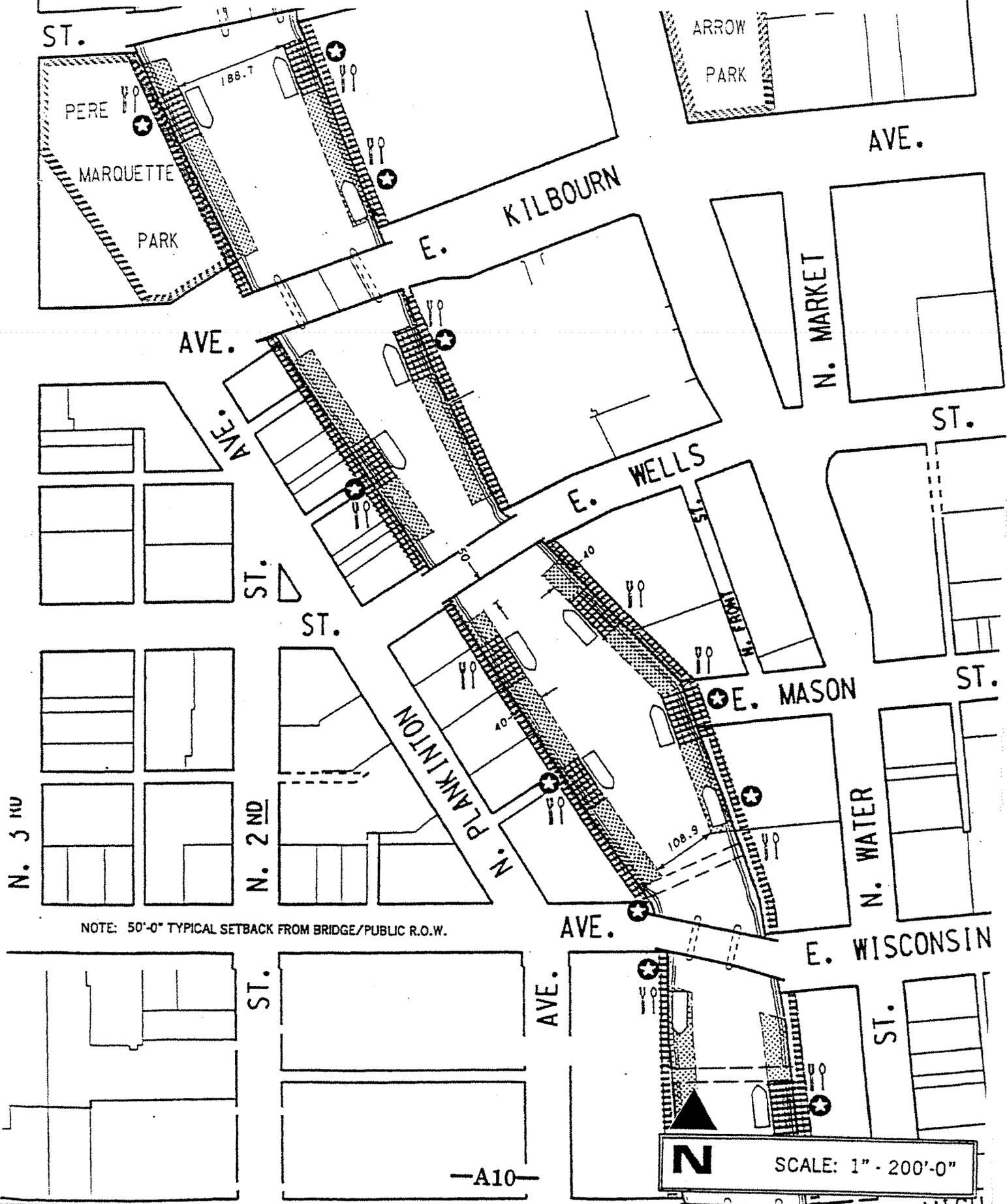


NOTE: 50'-0" TYPICAL SETBACK FROM BRIDGE/PUBLIC R.O.W.

N SCALE: 1" = 200'-0"

A9

SEGMENT 7—KILBOURN TO WISCONSIN



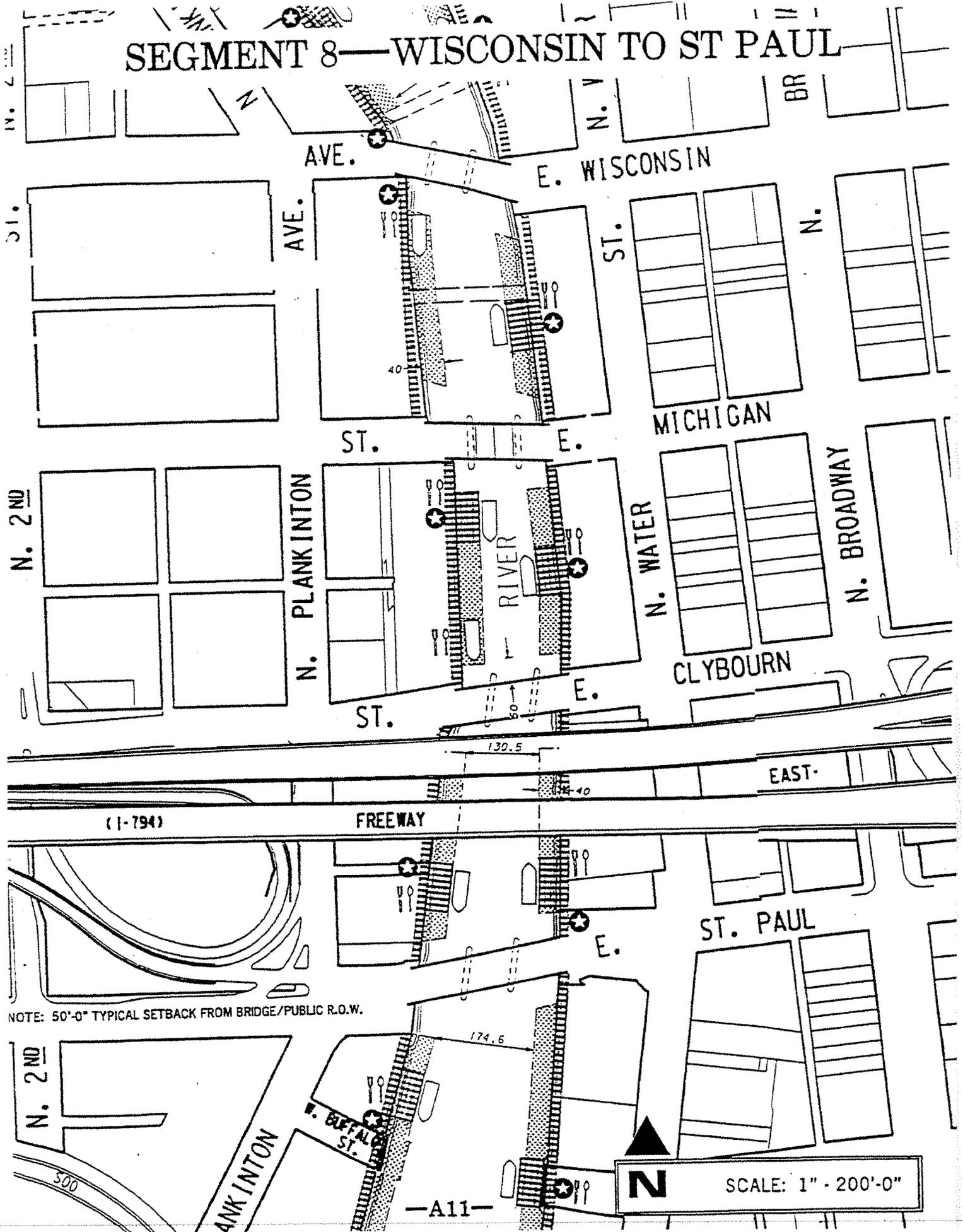
NOTE: 50'-0" TYPICAL SETBACK FROM BRIDGE/PUBLIC R.O.W.

N SCALE: 1" = 200'-0"

-A10-

MICH

SEGMENT 8—WISCONSIN TO ST PAUL



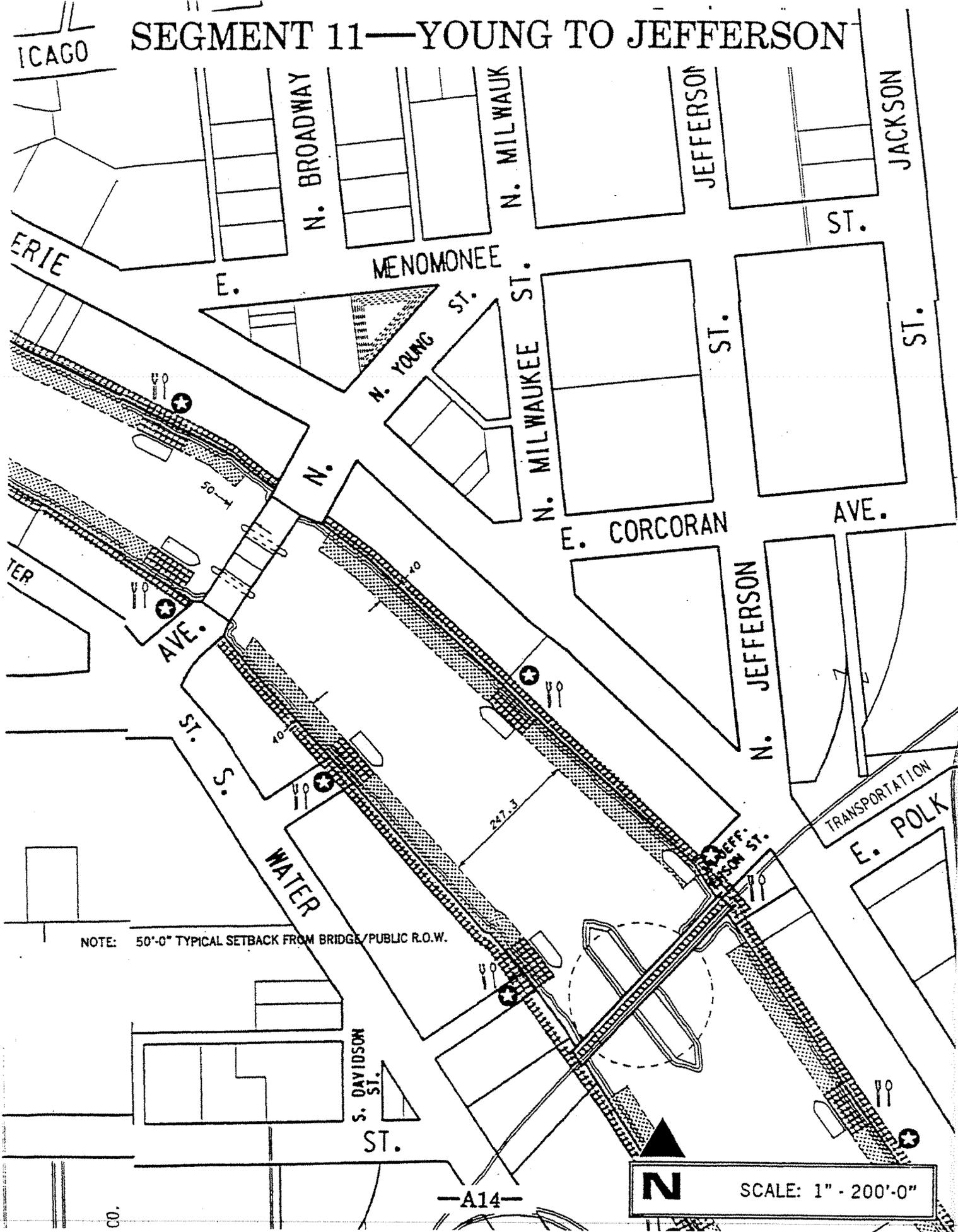
NOTE: 50'-0" TYPICAL SETBACK FROM BRIDGE/PUBLIC R.O.W.

N SCALE: 1" - 200'-0"

-A11-

CHICAGO

SEGMENT 11—YOUNG TO JEFFERSON



NOTE: 50'-0" TYPICAL SETBACK FROM BRIDGE/PUBLIC R.O.W.

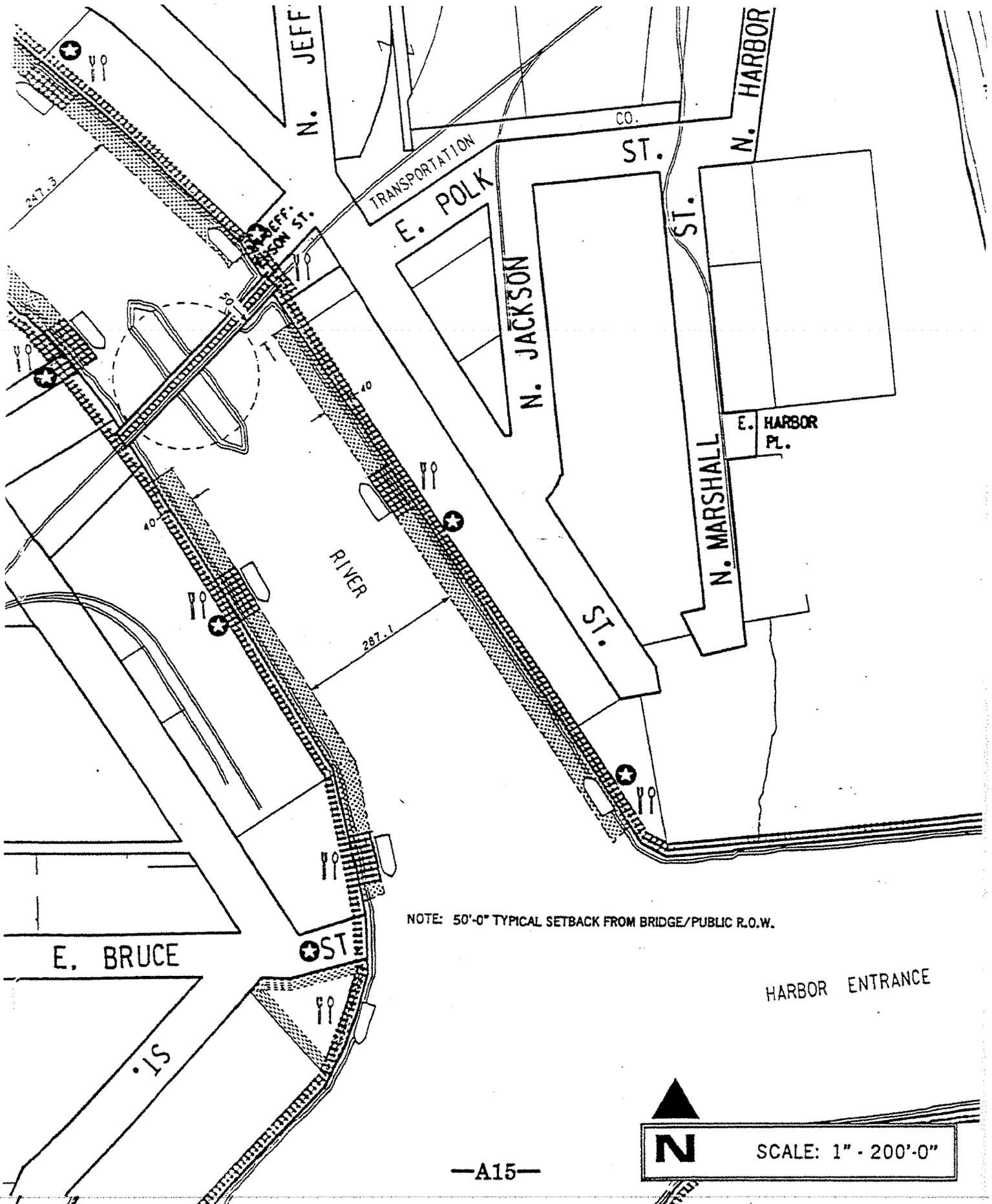
N

SCALE: 1" - 200'-0"

A14

CO.

SEGMENT 12—JEFFERSON TO HARBOR ENTRANCE



NOTE: 50'-0" TYPICAL SETBACK FROM BRIDGE/PUBLIC R.O.W.

HARBOR ENTRANCE

N SCALE: 1" - 200'-0"

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