

Chapter 4: District and Corridor Recommendations

4.1 The Districts

This chapter organizes recommendations by districts and corridors. The map on the next page shows the district and corridor boundaries.

Districts are distinct areas within the planning area where specific recommendations are located.

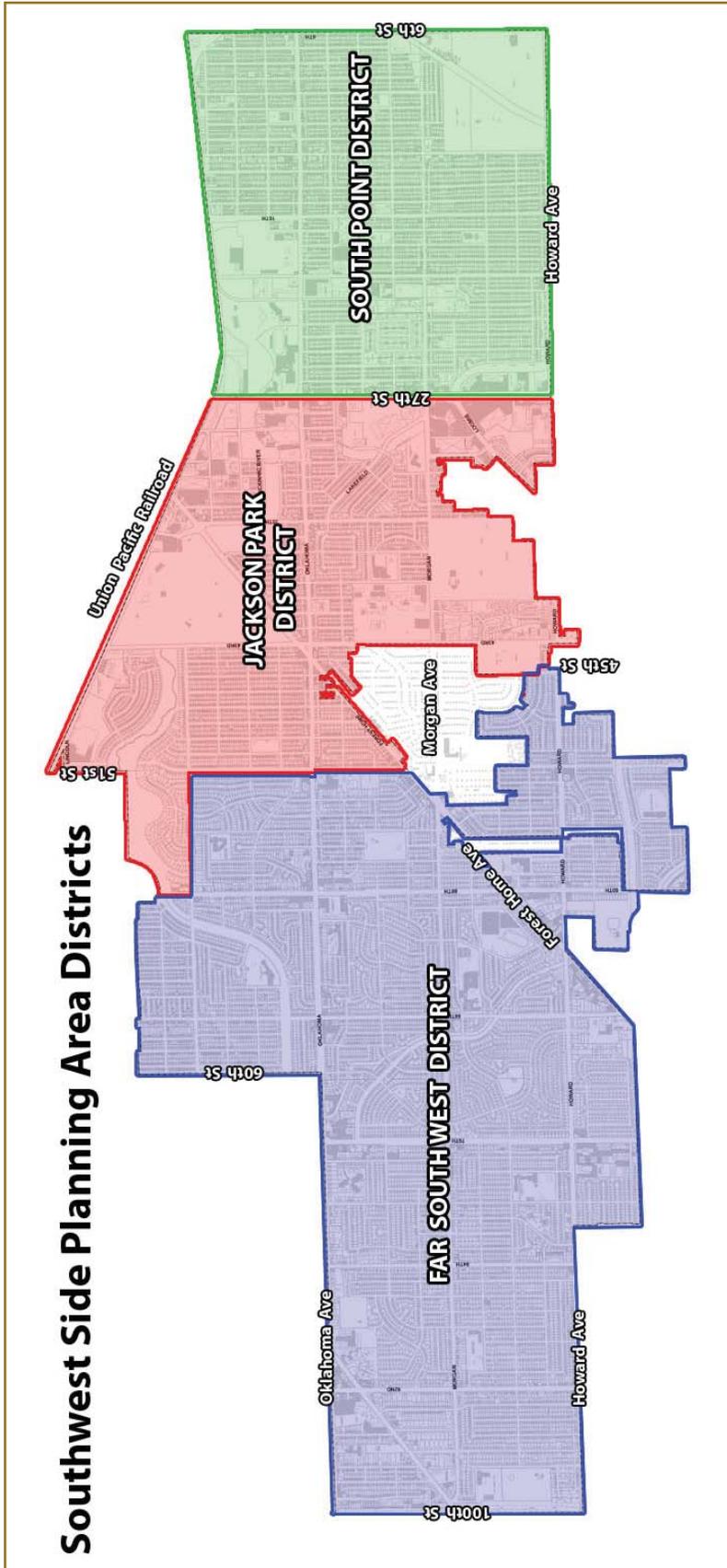
The three districts for planning purposes are:

- 1) *South Point*;
- 2) *Jackson Park*; and
- 3) *Far Southwest Side*.

Corridors include linear features such as streets or rivers and adjacent areas.

All rivers and creeks have been combined into an environmental corridor section in this chapter.

Commercial corridors are included within the districts in which they occur, except for the 27th St. commercial corridor, which is a catalytic project area discussed in Chapter 5.



Map of Southwest Side districts

South Point District

Existing conditions

Location

The South Point District is comprised of all planning areas located east of the 27th St. commercial corridor.

The boundaries of the South Point District are clearly defined by Wilson Park and St. Adalbert's cemetery to the south, major retail on 27th St. to the west, Pulaski High School and the Kinnickinnic Sports Center to the northwest, the Union Pacific Railroad right-of-way to the northeast, and the elevated former North Shore interurban line running parallel to 6th St. to the east.

Land Use

The South Point District has the most traditional urban pattern in the Southwest Side area. A relatively dense pattern of single family and duplex homes are organized on a rectangular grid of streets and served by main street retail. The housing stock and other buildings were typically built before 1950.

The district offers residents relatively affordable housing in a high quality environment with convenient access to parks, schools, and shopping. Neighborhood-scale retail located mostly in traditional storefronts located along 13th St. and Oklahoma Ave. offer a mix of neighborhood and convenience goods and services that residents can use on a regular basis, such as bakeries, ethnic restaurants, and discount shoe stores.

Major retail such as discount department stores and movie theatres are located just to the west along 27th St. South Point is also a walkable, bikeable neighborhood with a bus route providing direct service to downtown.

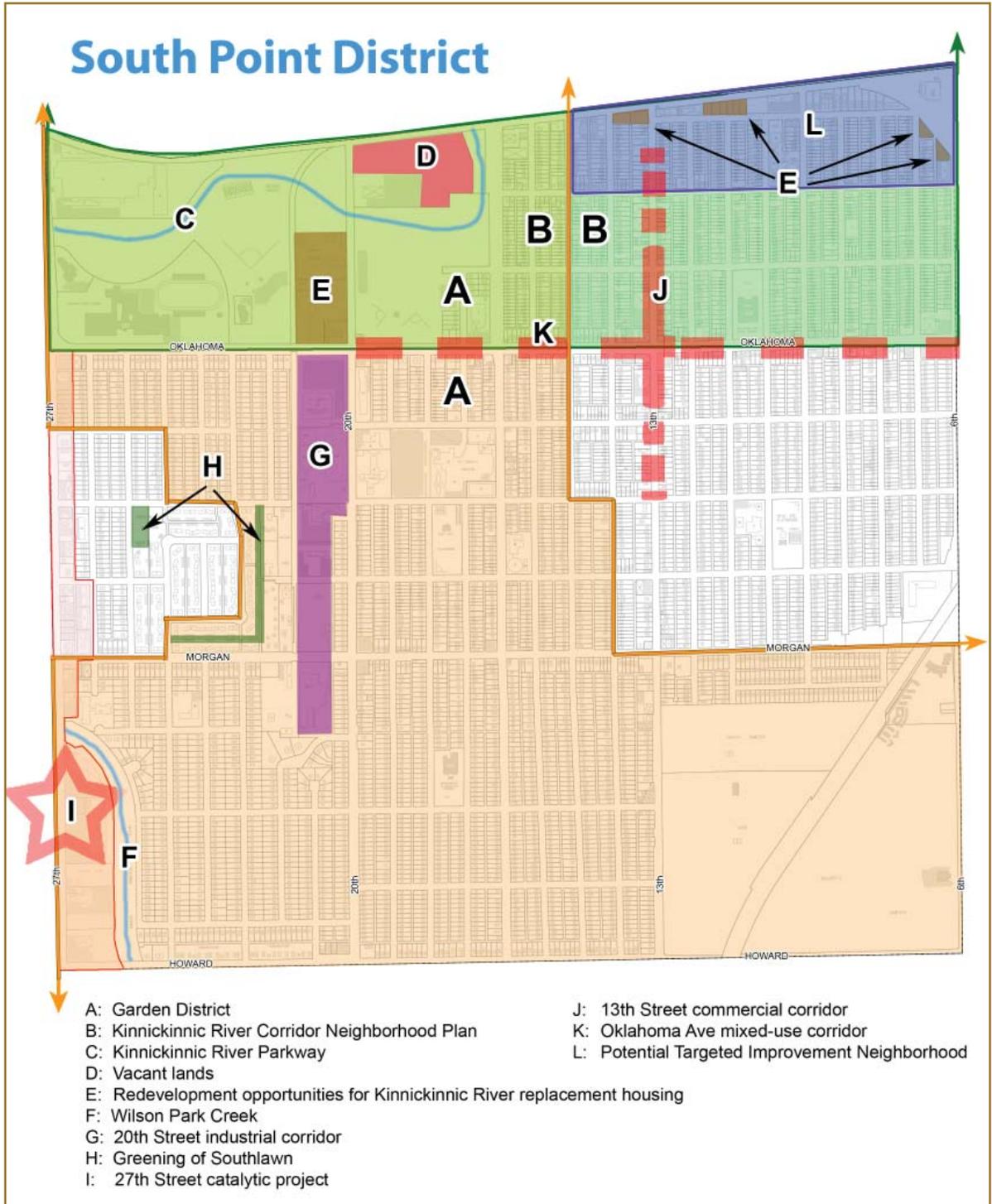
Recommendations

District Vision

Because of its strong set of urban resources described in Land Use above, South Point has all the elements in place to become a district with an even stronger sense of place and identity.

South Point should strive to offer the best that Milwaukee communities have to offer. Perhaps as Bay View (the increasingly fashionable district to the east of South Point) once called itself "the other East Side", South Point could herald itself as "the next Bay View."

South Point should continue to grow as a destination for home buyers seeking a traditional feeling community. It is a district long associated with Milwaukee's proud ethnic roots and that could contribute to the mix of businesses located there.



Sub Area Recommendations

Garden District

“A” on the South Point District map

The Garden District encompasses the entire 13th Aldermanic district and most of the South Point District. Its mission is to improve the quality of life for residents by improving beautification of the area through increased landscaping.

Events such as workshops and annual awards are held throughout the season to recognize the members’ commitment to excellence.

These efforts also contribute to the District members’ beliefs that an enhanced physical environment projects a positive appearance to visitors to the area.

According to “The Garden District Designation Plan,” members have developed four objectives to guide their activities:

- 1) *Brand Garden District identity;*
- 2) *Celebrate and recognize the gardening tradition;*
- 3) *Serve as environmental stewards; and*
- 4) *Share gardening resources and knowledge.*

To see the Garden District Designation Plan in its entirety, see Appendix 2.



*Kinnickinnic River Corridor
Neighborhood Plan*

“B” on the South Point District map

The Sixteenth Street Community Health Center and the Milwaukee Metropolitan Sewerage District (MMSD) are preparing a neighborhood plan for an area that overlaps the northern portion of the South Point District.

The planning area includes a 2.5-mile stretch of the Kinnickinnic River Corridor, running from 27th St. on the west (upstream) to 6th St. on the east (downstream), extending from Lincoln Ave. on the north to Oklahoma Ave. on the south.

The area south of the Union Pacific Railroad and north of Oklahoma Ave. lies in South Point and the Southwest Side comprehensive planning area.



According to a neighborhood plan presentation slide titled, “Why do we need a neighborhood plan?” the purpose of the plan is:

- a) River Rehabilitation: Ensure that the technical design solutions for the river rehabilitation and flood management are integrated with the needs of the community;*
- b) Housing: Maintain affordability in the neighborhood while providing a diverse range of housing opportunities;*
- c) Commercial: Enhance existing commercial areas in the neighborhood and identify new opportunities for economic development;*
- d) Parks and Open Space: Improve the quantity and quality of public recreation and open space areas within the neighborhood; and*
- e) Community: Engage and educate the community about flood management and issues relating to the neighborhood plan.*

The neighborhood plan identifies potential redevelopment opportunities for replacement housing on vacant or isolated industrial properties along the southern edge of the Union Pacific Railroad between 12th St. and 6th St., along the western frontage of 20th St. between Oklahoma Ave. and the Kinnickinnic River Parkway and in several other locations shown on the South Point District map as location “E.”.

The dense residential area along the Kinnickinnic River between 6th and 16th Streets that will be significantly

impacted by MMSD’s flood management project lies to the north, outside of the Southwest Side comprehensive planning area.

Eighty to 90 existing single family and duplex buildings may need to be acquired and demolished as a result of widening the channel for increased flow capacity, reduced risk of floods, and river bank enhancements.

Upon completion of the neighborhood plan, the final recommendations will be given to MMSD and their engineering consultant to incorporate into the flood management project as it transitions into preliminary engineering and design.

- a) Once the neighborhood plan is complete, determine whether the neighborhood’s plan’s recommendations are to be adopted as part of this Comprehensive Plan.
- b) Once adopted, engage the public in a participatory project design process to achieve the plan’s neighborhood goals.

Source: Kinnickinnic River Corridor Neighborhood Plan draft, MMSD 2009

Corridor Recommendations

13th St.

“J” on the South Point District map

Thirteenth Street is a neighborhood retail corridor that lies between Dakota St. and Euclid Ave., crossing Oklahoma Ave. The corridor remains largely intact as a traditional retail street. The adjacent blocks in either direction along 13th St. have a few businesses mixed in with homes. Two minor retail nodes are at the two intersections located to the south along 13th St.



Two new commercial buildings on Oklahoma Ave. and a major discount grocer located just north of the planning area on 13th St. demonstrate confidence in the area.

However, new architecturally insensitive infill developments have interrupted the continuous street wall pattern and are not compatible with the surrounding architectural context of the street and buildings.

- a) Seek to fill storefronts with neighborhood serving and specialty businesses.
- b) Avoid new curb cuts on 13th St.
- c) Ensure that main entrances are clearly recognized by



pedestrians.

d) Move off-street parking to the rear of businesses.

e) Renovations should be sensitive to the original design of the building and storefront.

f) Coordinate signage with the design of the building.

Oklahoma Ave.

“K” on the South Point District map

The Oklahoma Ave. corridor from 20th St. to 6th St. crossing 13th St. is comprised of a mix of homes and small businesses. This pattern has served the district well and should continue to be predominant along the corridor.

Ideally the isolated pharmacy and major fast food restaurant at 6th St. would have made nice anchors for the 13th St. retail corridor. They are too far away to contribute, although the buildings are well placed to reinforce the urban development pattern along Oklahoma Ave.

20th St. Industrial Corridor

“G” on the South Point District map

South Point’s largest industrial properties form a corridor along a rail line on the west side of 20th St. from Oklahoma Ave. to approximately Morgan Ave. A few parcels have viable establishments in operation; some are vacant, and some are underutilized or used for outdoor storage. As the future demand for manufacturing and industrial development in the Southwest Side is predicted to continue to decline (see Appendix 1 for the Market Study), this area may be a suitable area for a new market-oriented business park for new and expanding local businesses of various types.

The northernmost parcel, at Oklahoma Ave., has already transitioned to a medical clinic and other parcels to the north along 20th St. (“D” and “E” on the South Point District map) are susceptible to change, making this corridor a major current opportunity area. Flexibility will be required to respond to future business demands.

- a) Remediate contaminated properties and land to the standards for which their future use requires.
- b) Reuse existing buildings and land for new uses where possible.
- c) Discourage additional recycling, salvage, and storage uses from locating within the corridor.

- d) Encourage mixed use development where residential uses promote an inviting business environment, such as on the parcel fronting on Oklahoma Ave.

See Chapter 3 for more information on sustainable site and building redevelopment.



Redevelopment Strategies and Actions

Greening of Southlawn housing development

"H" on the South Point District map

Located northeast of 25th St. and Morgan Ave., this housing complex is owned by the Housing Authority of the City of Milwaukee (HACM).

HACM also owns the adjacent playfield, which is programmed by the Milwaukee Public School system

(MPS).

Resources for programming the playfield have diminished in recent years, prompting concerned residents and neighbors to organize and work with MPS to obtain program funding for 2009.

There is an opportunity for a multi-layered improvements project involving joint cooperation between the Department of Public Works (DPW), HACM, and MPS:

- a) Underground stormwater detention.

In this pilot project, the existing playfield would be removed and a large underground stormwater detention system would be installed.

The system is designed to hold stormwater in a series of chambers. wait until the peak flow of a storm has passed, then release the detained water at a later time.

The end goal is to minimize the quantity of runoff during peak flows. Detaining water in the system would also allow total suspended solids to settle.

On top of the tank, a new playfield surface would be installed. This playfield is envisioned as a combination of a recreation area and green community space.



City departments that will be involved in the new design should work with Southlawn residents and neighbors to generate creative and achievable design ideas for this space.

b) New single family market rate homes

In the remaining area of the block, several new energy-efficient, single family homes would be constructed by HACM for sale at market rate.

These homes incorporate solar panels, rain gardens, Wisconsin Energy Star Certification for appliances and windows, accessibility and means for adaptability, insulation that exceeds building code requirements in walls and ceilings, and low VOC (volatile organic compound) paints.

The presence of VOCs has been related to the level of indoor air quality; therefore, lower levels can indicate better air quality.

c) Green alleys

In an effort to address flooding issues in the area, DPW has selected two alleys along the southern and eastern ends of the complex (Morgan Ave. between 21st St. and 24th St. and 21st St. between Morgan Ave. and Ohio Ave.) to develop pilot green alleys in 2010.

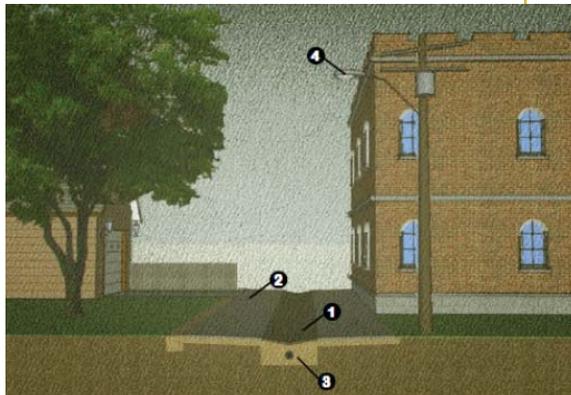
DPW will re-construct the alley surface using concrete with a six foot center strip of brick paving.

This approach relieves the wear and tear of heavy vehicles by using concrete at the driving surface, and takes advantage of the pervious nature of brick paving down the center.

By sloping the surface toward the center of the alley, the project will provide a surface that allows water to filter downward at a slower rate to be discharged later.



HACM home with rain garden



Green alley illustration

For more information on green alleys, visit <http://egov.cityofchicago.org/city/>

The model for the green alley initiative comes from Chicago’s Department of Transportation existing alley program which focused on creating more permeable surfaces.

Chicago alleyways, which outnumber those of any other city in the world, are lacking in proper sewer connections causing serious flooding issues.

Rather than opting for more expensive sewer hookups, the city started retrofitting alleys with permeable pavements and pavers.

Some of the potential benefits of green alleys include:

Green alleys filter silt, pollutants and debris;

Green alleys reduce the rate and quantity of stormwater entering the sewer system; and

Green alleys can reduce detention requirements.

Vacant Land

“D” on the South Point District map

On the southeast quadrant of the intersection of the Union Pacific Railroad line and 20th St. is a large 5.55-acre parcel, one-third of which is occupied by the 16th Street Community Health Clinic and their parking lot. The rest of the parcel is vacant and should be returned to productive use.

The best use should be determined through a public process. This plan recommends not restricting possible uses to those allowed by the current zoning. However, park and natural resource uses are not recommended, because the immediate area is very well served by public green space.

Corridor Recommendations

27th St. Major Commercial Corridor

Please see Chapter 5 for this catalytic project. *“I” on the South Point District map*

Kinnickinnic River Corridor

See Environmental Corridor Section later in this chapter. *“C” on the South Point District map*

Wilson Park Creek Corridor

See Environmental Corridor Section later in this chapter. *“F” on the South Point District map*

Jackson Park District

Existing conditions

Location

The Jackson Park District comprises the heart of the planning area, extending west of from the 27th St. commercial corridor to the northern border of the planning area at 60th St., heading south to Cleveland Ave., turning east to 51st St., and south again to the City of Milwaukee boundary with the City of Greenfield which goes as far southwest as 45th St. and Howard Ave.

Jackson Park is one of Milwaukee's most identifiable districts and is home to the Southwest Side's biggest institutions. The district includes the Jackson Park neighborhood identified by the Milwaukee Neighborhood Identification Project, which unofficially mapped neighborhood identities in 1990 and suggested new names for neighborhoods without a strong identity. However, for planning purposes, the district boundary extends well south of the neighborhood to the municipal boundary with the City of Greenfield.

Land Use

As its name states, the district is anchored by Jackson Park. Jackson Park forms the center of the Kinnickinnic River Parkway, which extends east and west from the park.

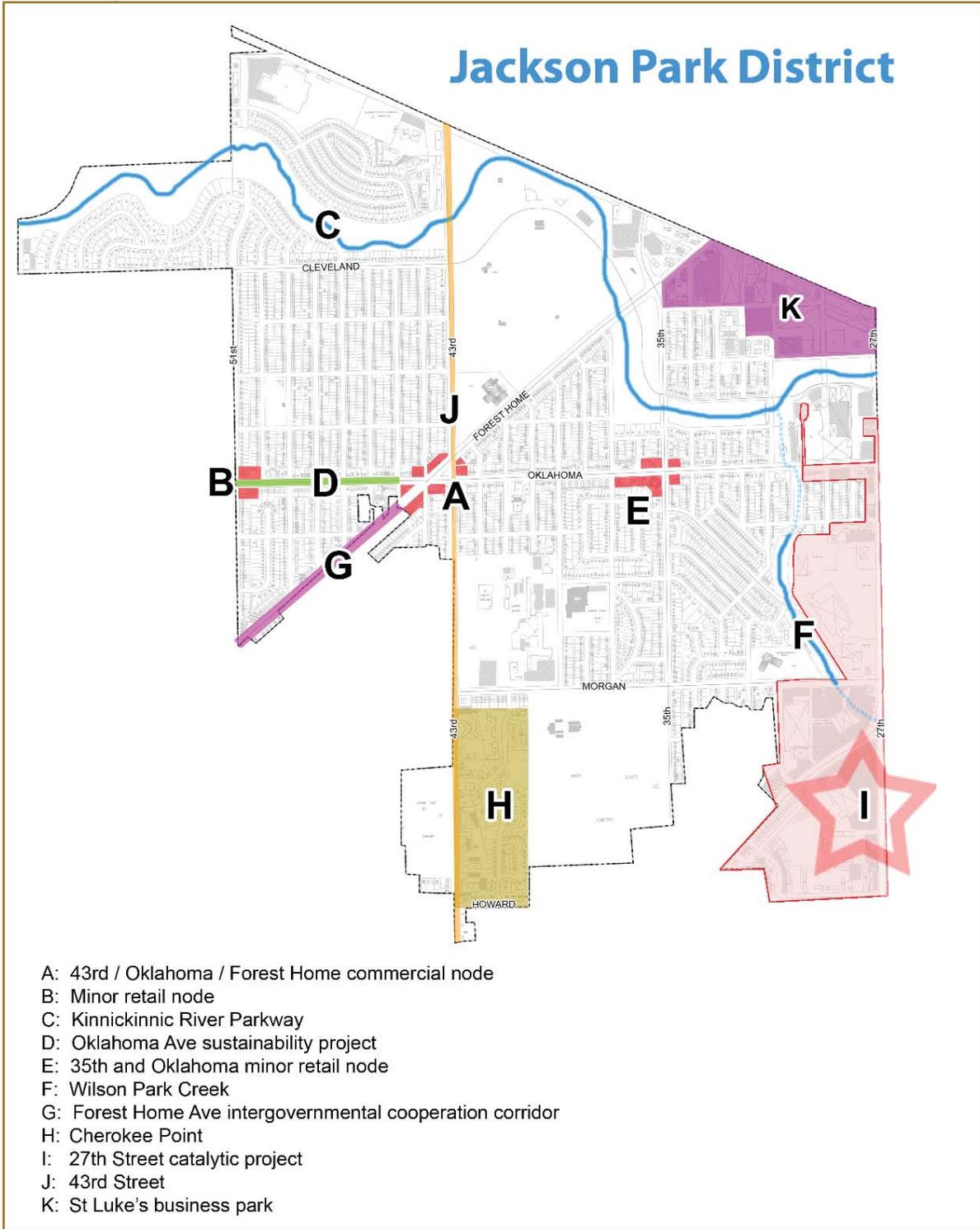
Two neighborhoods border the park. One to the west has lamp post signs indicating it as the Jackson Park neighborhood. Another to the

southeast, a portion of which also has Jackson Park signs, is farther away from the park and is sometimes referred to as the Alverno and Southgate neighborhoods. Homes in all of these neighborhoods are solidly constructed brick and Lannon Stone.

The district continues east to Aurora St. Luke's Medical Center and the 27th St. commercial corridor, and south to Alverno College before ending at the unique Cherokee Point subdivision and two large cemeteries: Mt. Olivet and Second Home.

The Southwest Side's only library is located at 35th and Oklahoma and is the most highly utilized neighborhood library in Milwaukee.





The strengths of the district are its beautiful residential neighborhoods and stately homes. The street and block pattern is a traditional grid, but tempered by curvilinear streets that respond to the meanders of the Kinnickinnic River and its tributary, Wilson Park Creek. House sizes and lot sizes vary, offering a range of choices to home buyers.

The area is uniformly attractive and perhaps more reminiscent of an older suburb like Wauwatosa or a northern suburb of Chicago.

The quality of neighborhood retail doesn't match the residential areas and some of the parklands and natural resources are not used to their potential.

Recommendations

District Vision

The vision of Jackson Park is to continue and strengthen the district as one of Milwaukee's premier neighborhoods.

To do that, commercial areas and natural areas must rise to the level of residential and institutional areas.

Sub Area Recommendations

43rd / Forest Home / Oklahoma

"A" on the Jackson Park District map

The triangle intersection of 43rd St., Forest Home Ave, and Oklahoma Ave. has consistently been identified as a high profile location, but also a difficult one for pedestrians to negotiate.

Fast moving traffic travels in different directions and is challenging for pedestrians and cyclists, at best. This is a minor, stable commercial node, consisting mostly of small, independent businesses.

The retail node is extremely challenging because it is divided into six separate groupings of businesses, separated by three fast moving arterials as well as one local street, 44th St. This disjointed context makes parking in one location and visiting multiple businesses -- a key aspect of successful urban retail -- challenging.



Forest Home / 43rd / Oklahoma node

- a) As businesses change ownership, encourage uses that generate more local activity, thus creating more pedestrian activity on the sidewalks.
- b) Provide space for outdoor cafes, sales, etc. to generate more pedestrian activity.
- c) Fill the pedestrian realm with more visual and tactile stimulus, such as planters, and unique signage.
- d) Provide secure bike racks.
- e) As reconstruction permits, add separated bike lanes and traffic calming techniques.
- f) Seek businesses that support neighborhood needs as well as Alverno College, its faculty, students, and visitors.
- g) Recommendations for the Forest Home Avenue corridor in the Far Southwest District apply to this node as well.

35th St. and Oklahoma Ave.

"E" on the Jackson Park District map

This intersection supports a minor retail node and the Zablocki Library. It creates a central place for the local neighborhood. Recommendations for Minor Retail Nodes in the Far Southwest District apply to this node as well.

Cherokee Point

"H" on the Jackson Park District map

First developed in the late 1990's, the neo-traditional subdivision's developer envisioned Cherokee Point as a 28-acre community designed to co-exist with nature. Homes are surrounded by trees, ponds, a central park, and land to be held in conservancy. The neighborhood is interconnected by tree lined roadways and bicycle paths.

The first New Urbanist development in Milwaukee, Cherokee Point has been a popular destination for those seeking the spaciousness and quiet of the suburbs with all of the conveniences of the city.

Preserve the character of this subdivision.



Cherokee Point

St. Luke's Business Park

"K" on the Jackson Park District map

Located along Dakota St. and Montana St. to north of Aurora St. Luke's Medical Center is an industrial area that has been transitioning to a business park largely for expansion for St. Luke's space-constrained campus on 27th St.

Continue to transition to a diverse mix of businesses and institutions as existing industries no longer require the properties.

Seek to create a high quality identity through landscaping and attention to architecture on the perimeter of the business park.

Extend Montana St. east to 27th St. if possible in the future to give a park a clear central corridor and access from the east and west.

Supportive Housing site at S. 27th & Dakota

As the St. Luke's Business Park continues to redevelop, include a major supportive housing development to serve individuals at risk of homelessness on a site near a transit route.

The facility should ideally be located near public transit and retail businesses on 27th St. and not isolated in the interior of the business park.

Corridor Recommendations

27th St. Major Commercial Corridor

Please see Chapter 5 for this catalytic project. (*"I" on the Jackson Park District Map*)

Forest Home Ave. Corridor

Forest Home Ave. recommendations are in the following section for Far Southwest Side. (*"G" on the Jackson Park District map*)

Kinnickinnic River Corridor and Jackson Park.

See Environmental Section later in this chapter. (*"C" on the Jackson Park District map*)

Wilson Park Creek

See Environmental Section later in this chapter. (*"F" on the Jackson Park District Map*)

Redevelopment Strategies and Actions

43rd Street

("J" on the Jackson Park District map)

In the Jackson Park district, 43rd Street operates as a minor arterial street, even though it becomes a major commercial street in West Milwaukee to the north and connects indirectly to I-894 in Greenfield to the south. Any future improvements to the street should continue the street's function as a means to enter and exit this largely residential and institutional district.

Widening the street and other engineering practices designed to raise operating speeds or create a major new route through the district are strongly discouraged.

General use and form recommendations

Develop single-family houses along secondary streets and multi-family houses along arterials or major thoroughfares.

Promote brick and field stone for all or portions of street facing facades to maintain consistency with existing houses.



Far Southwest Side District

Existing conditions

Location

As its name implies, the Far Southwest Side District forms the southwestern edge of the City and is surrounded by the municipalities of West Allis, West Milwaukee, and Greenfield. The Far Southwest Side District extends west of the northern border of the planning area at 60th St., south to Cleveland Ave., east to 51st St., and south to the City of Milwaukee’s boundary with the City of Greenfield which goes as far southeast as 45th St. and Howard Ave.

Land Use

The Far Southwest Side is a predominately residential district that transitions to a more suburban pattern of development. Development is relatively low density including ranch style homes with driveways on curvilinear streets. The Far Southwest Side may be best classified as a traditional suburban bedroom community. However, the curbs and gutters, sidewalks, street plantings, and neighborhood retail clusters are more representative of an urban environment.

The area is fully developed, relatively new by Milwaukee standards, and not susceptible to change. It could be described as an economically and socially stable district.

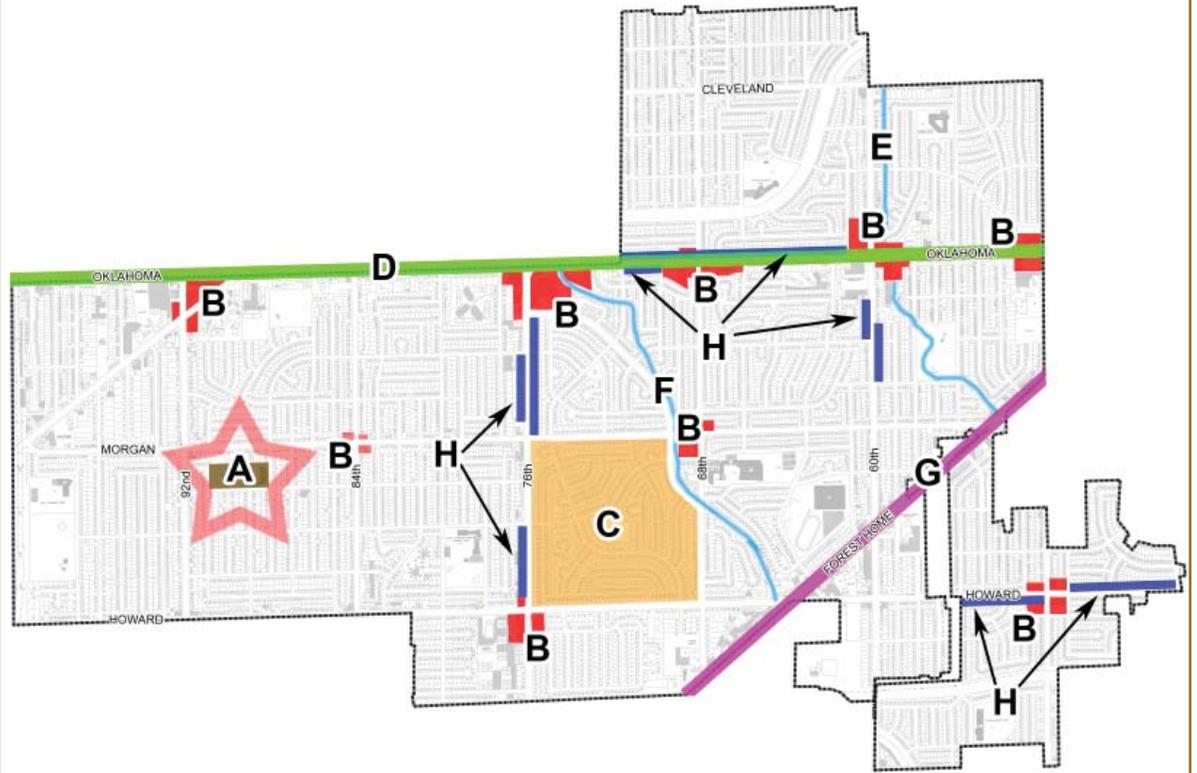
With the exception of the Forest Home corridor, commercial in this district is clustered in distinct nodes at arterial intersections.

The District does not contain any major parks, so small to midsized green spaces and creeks provide the most significant diversion from a pattern of orderly residential development. Natural resources in the area such as Alcott Park and Euclid Park or institutions such as St. Sava’s church and Hamilton High School can go unnoticed in that they are not in prominent locations or along the arterial street grid.

The area is organized on a grid of arterial streets at ½ mile intervals that divide the area into an easily understandable series of quarter-section neighborhoods.



Far Southwest District



- A: Former French Immersion School catalytic project
- B: Minor retail node
- C: Wedgewood
- D: Oklahoma Ave sustainability project
- E: Lyons Creek
- F: Honey Creek
- G: Forest Home Ave intergovernmental cooperation corridor
- H: Frontage road boulevards

Recommendations

District Vision

Preserve the area as an important residential resource for Milwaukee.

The Far Southwest Side is a very high quality residential area, but also a vast geographic area organized around arterial streets that extend for miles.

One vision could be to create meaningful neighborhoods within the community, centered on minor commercial nodes, schools, churches, parks, creeks, or some combination.

The area needs a more descriptive name than Far Southwest Side and one that suggests it isn't "far" at all, but actually home for many people who enjoy its quiet neighborhoods. Perhaps a contest could be held among residents to choose a name for themselves.

Corridor Recommendations

Forest Home Ave. Corridor

("G" on the Far South Side District map)

Forest Home Ave. is a major commuting route as well as a largely commercial corridor. Over time it could become a more welcoming route into the City from neighboring jurisdictions.

The Cities of Milwaukee and Greenfield have a proven track record of working together and with the State Department of Transportation on 27th St. in turning a non-descript highway into a place where one is pleased to conduct business.

The same positive attitude and spirit of inter-jurisdictional cooperation should be brought to Forest Home Avenue. A specific improvement strategy should be worked out after interested parties form a cohesive group of businesses. This plan does not presume a particular approach.

Redevelopment Strategies and Actions

Minor Retail Nodes

(“B’s” on the Far South Side District map)

Besides the largely commercial Forest Home Ave. corridor, the Far Southwest Side features nine distinct minor retail nodes located at important intersections in the area. Five are on Oklahoma Ave. and two are located on both Howard Ave. and Morgan Ave. These nodes tend to have commercial land uses on three corners.

In addition to providing the daily necessities of life, these minor shopping centers help create a sense of community in an otherwise large and rather uniform landscape.

Neighborhood and convenience centers can contribute to the quality of life by increasing the vitality and social cohesion of each individual neighborhood. They offer a destination for walking in the neighborhood and perhaps a chance to run into a neighbor. The businesses and their shop windows create a more interesting walking environment. Walking to local centers can be part of a convenient lifestyle and decrease automobile use leading to greater sustainability.

These minor retail nodes should be used to create centers and a sense of identity for the surrounding neighborhood. The market study shows that there may be potential for ad-

ditional retail in the area and some of the larger nodes might be able to capture some of this potential.

The relatively uniform distribution and spacing of the area’s minor commercial centers places almost all the quarter sections (the neighborhoods within the ½ mile street grid) of the Southwest Side within a 15-minute walk of goods and services.

Combined with the Far Southwest Side’s extensive network of sidewalks, these nodes provide a wonderful destination and opportunity for local residents to add a healthful walk to their daily lives. One-half hour of moderate exercise per day, such as a walk, contributes substantially to a person’s health and well being.

Starting from the northwest, the Far Southwest Side’s nine commercial nodes are:

- 1) *92nd St. and Beloit Ave. / Oklahoma Ave.*
- 2) *84th St. and Morgan Ave.*
- 3) *76th St. and Oklahoma Ave.*
- 4) *76th St. and Howard Ave.*
- 5) *68th St. and Oklahoma Ave.*
- 6) *68th St. and Morgan Ave.*
- 7) *60th St. and Oklahoma Ave.*
- 8) *51st St. and Oklahoma Ave.*
- 9) *51st St. and Howard Ave.*

It is important that these centers implement the following recommendations so that the commercial areas rise to the high level of quality of the surrounding residential areas and serve their needs.

- a) Adopt unique names that tie them to the local neighborhood they serve.
- b) Have attractive and perhaps themed signage and lighting.
- c) Employ distinctive architectural features and design.
- d) Utilize landscaping other than asphalt and grass.
- e) Where possible, use multi-family housing to reinforce these centers.

In particular, surface parking areas should be integrated into the built environment and include well-delineated striping, landscaping and other improvements wherever possible. As these are neighborhood serving nodes, it should be easy to walk from the sidewalk to the front door, even if the business is a gas station that sells convenience items. Street parking is plentiful in the area for high volume periods.

Former French Immersion School Site

Please see Chapter 5 for this catalytic project. (*"A" on the Far South Side District map*)

Wedgewood Park Neighborhood

(*"C" on the Far South Side District map*)

The design of Wedgewood Park is based on the Radburn, New Jersey plan, a planning concept of the Garden Cities movement. Here, as in Radburn, the traffic and pedestrian systems are separated and do not cross at any major streets. The streets themselves have no curb or gutters, and sidewalks are placed at the rear of residential lots. Wedgewood Park is known for its flowering crabapple trees that line these walkways.

Preserve the character of this unique neighborhood.



Wedgewood Park

Oklahoma Ave. Sustainability Project

("D" on the Far South Side District map)

Oklahoma Ave. runs through all of the Southwest Side planning area's districts and passes through its east and west boundaries. It is arguably the Southwest Side's defining street even though 27th St. has more commercial development and Forest Home Ave. has more traffic.

The following recommendations define the concept of a "smart street" that features sustainability features such as dedicated facilities for buses and bikes, and state-of-the-art stormwater management.



Elements of "smart streets" include:

- a) Connectivity with local street network;*
- b) Transit service provisions such as bus pullouts;*
- c) Pedestrian connections and facilities, including sidewalks on both sides of the street, pedestrian crossings with paving distinctions, landscaped divisions between traffic and pedestrians;*
- d) Traffic signal coordination / synchronization;*
- e) Stormwater management provisions;*
- f) Street trees;*
- g) Bicycle facilities such as striped or raised bicycle lanes;*
- h) Landscaped medians and terraces; and*
- i) Consolidation of duplicate driveways*

Frontage Road Boulevards

(“H” on the Far South Side District map)

Segments of several arterial streets feature a frontage road that separates residential drive way curb cuts from the main traffic flow.

- a) 76th St. roughly between Oklahoma Ave. and Howard Ave.
- b) Oklahoma Ave. between 60th St. and 74th St.
- c) 60th St. roughly between Oklahoma Ave. and Morgan Ave.
- d) Howard Ave. between 45th St. and 50th St.

These wide portions of the street offer opportunities to create streets that function better. Large expanses of impermeable surfaces, together with a generous right of way, can be retrofitted to include cut-in curbs and rain gardens for stormwater mitigation and beautification. These enhancements would make the street an attractive and functional connection to other systems.



Oklahoma Ave. and frontage road

4.2 Corridors

Environmental Corridors

An environmental corridor is an important stretch of natural landscape, such as a stream valley, that links other natural resource features like lakes, wetlands, and woodlands.

These corridors often contain valuable native plant and animal habitats, undeveloped flood lands, and groundwater recharge areas. They also provide recreational opportunities for fishing, canoeing, hiking, and bicycling.

Environmental corridors are unique and limited resources. Protecting and properly managing them helps prevent serious environmental and development problems, such as wildlife habitat loss, pollution of surface and groundwater, flooding, and structural failure. The natural beauty and recreational opportunities they provide also adds value to neighboring urban development.

A system of environmental corridors extends throughout the Southwest Side plan area consisting of Honey Creek, Lyons Park Creek, Kinnickinick River, and Wilson Park Creek. These corridors connect Jackson Park, Wilson Park, and the ponds they contain.

The following recommendations seek to protect and enhance each these vital resources while minimizing negative impacts on neighboring property. Recommendations for specific corridors follow these general recommendations.

- a) Protect natural environmental corridors when planning and implementing new development.
- b) Remove concrete bed sections where property is not threatened by additional room necessary for a naturalized river bottom.
- c) Include walkways and pedestrian bridges and add bikeways that connect to the proposed Kinnickinnic bike trail in the Southeast Side Plan.
- d) Where possible, provide physical and visual access to areas within the corridors.
- e) Develop a comprehensive landscape plan as part of the corridor's rehabilitation to address safety concerns, and create an identity for the area.



KK concrete channel

Wilson Park Creek

("F" on the South Point and Jackson Park District maps)

The reach of Wilson Park Creek in South Point and Jackson Park districts currently runs in a concrete lined channel bordered by grass turf. It offers the district little in the way of natural amenity.

A MMSD plan currently underway is looking at expanding the culvert under 27th St. and water storage alternatives upstream from this planning area.

Removing the concrete lining is not being seriously considered by the MMSD plan at this time.

The objectives for this reach of creek are:

- a) Reconfigure the creek bed and embankment so that it creates a sense of place for the adjacent 27th St. catalytic project area (See Chapter 5.)*
- b) Remove the concrete lining, if possible, without impacting surrounding properties.*
- c) Landscape with native plants that have water-retaining root systems.*

d) Possibly realign the creek to run closer to the commercial properties to the west or create a side channel or weir to bring some of the water into or next to the private development.

e) Add trees to edges of the parkway where they will not interfere with the flow during storms.

f) Add a multi-use path along the creek to connect the South Point and Jackson Park Districts with Wilson Park and the 27th St. commercial corridor.



Wilson Park Creek

Kinnickinnic River

(“C” on the South Point and Jackson Park District maps)

Maintain and improve the Kinnickinnic River parkway and Jackson Park in the South Point and Jackson Park Districts as a mixture between natural growth and park space.

Because the land surrounding the river in this reach is already publicly owned and used for open green space, the goal is to achieve high standards of environmental restoration to create an amenity for the entire South Side of Milwaukee.

Lyons Park Creek

(“E” on the Far South Side District map)

Lyons Park Creek corridor in the Far Southwest Side may be too narrow for a multi-use path but has space for linear plantings such as trees and landscaping with native species along the edges.

Removal of the concrete lining is a goal, but subject to hydraulic and land use considerations.

Honey Creek

(“F” on the Far Southwest District map)

Honey Creek corridor in the Far Southwest Side may be wide enough to support a multi-use path and linear plantings such as trees along the edges.

Removal of the concrete lining is a goal, but subject to hydraulic and land use considerations.

27th St. Major Commercial Corridor

See Chapter 5 for all 27th St. corridor catalytic project area recommendations. *(“I” on the South Point and Jackson Park District maps)*

Summary

The recommendations in this chapter work together to bring the general principles described in Chapter 3 down to the ground level so various responsible parties can make tangible steps to preserve and improve the area as part of a concerted strategy.

The next chapter further refines two project areas.