





## Existing Habitat Areas

1. **Grand Trunk Wetland** - Restoration implementation, through Great Lakes Restoration Initiative funding, is slated to begin in summer 2019. Some associated upland habitat is included, otherwise primarily aquatic/semi-aquatic habitat.
2. **Confined Disposal Facility** - The “CDF” is home to the harbor’s dredge spoils, but much of the 35+ acre facility turns into a natural, wetland-like space when not in use. The future of the site, once it has reached its capacity, is unclear.
3. **Kinnickinnic River Corridor** - Floodplains and steep riparian areas along both sides of the river provide some of the best forested area in the Kinnickinnic Watershed (largely due to general lack of forested areas here).
4. **Kinnickinnic River Trail South** - The KKRT provides at least a small section of green corridor from outside of the Harbor District Boundary north to about Lincoln Avenue.
5. **Kinnickinnic River Trail North** - This section of the KKRT runs adjacent to an active rail line, but does have a green corridor along the west side of the trail. The trail is elevated here, but the slopes are naturalized/neglected in many areas (image above).



## Potential Habitat Improvement Locations



**A. Hank Aaron State Trail** - The Hank Aaron State Trail, and associated green space along the Menomonee Canals, serves as the most feasible habitat connection point between the Harbor District and the Menomonee River.

**B. Canadian Pacific Rail Line (Active)** - The existing rail line provides an opportunity to extend the Kinnickinnic River Trail corridor north. Much of the rail line is elevated and would require creative solutions.

**C. Abandoned Rail Line** - The eastern rail line on the north end of the Harbor District is abandoned. The Water and Land Use Plan recommends converting this area into a trail and stormwater/habitat corridor (see conceptual rendering to the left).

**D. Boat Slips** - A pair of boat slips near the School of Freshwater Sciences and Construction Resources Management are still actively used for shipping and mooring vessels. However, the ends of these slips are no longer used, and are actually quite shallow. Riparian improvements

(along with aquatic habitat improvements) could provide benefits for a variety of organisms. Coyotes and small mammals are often viewed along the rail corridor, and existing stands of milkweed and other semi-naturalized greens spaces are attractive to birds, dragonflies, and pollinators.

- E. **Future Riverwalk/Riverfront Plaza** - The Water and Land Use Plan calls for a more active/urban riverwalk along this section, but green space/a tree line can serve as a buffer between the future Komatsu development, and native plantings and green infrastructure features should be included at least at a small scale to provide opportunities for pollinators, birds and small mammals.
- F. **Future Riverwalk/Riverfront Plaza** - This section of linear park/riverwalk is intended to be more naturalized to complement the Grand Trunk Wetland to the east, and to provide a gradient change of uses along this large stretch of public waterfront. Any habitat improvements here would need to align with future development and needs for shipping.
- G. **Fire Slip Channel to Grand Trunk Wetland** - The small fireslip connecting the Kinnickinnic River to the Grand Trunk Wetland provides an opportunity to extend habitat out from the wetland towards the main river channel, primarily benefiting birds for stopover habitat, but also aquatic and semi-aquatic species.
- H. **Bay Street** - Bay Street already features a dotted boulevard with small green patches dispersed throughout the road. Further, the southern edge of Bay Street includes a long stretch of green space created to support the building of the deep tunnel. This area is ripe for serving as an east-west corridor between Grand Trunk and the Confined Disposal Facility.
- I. **Lake Express** - Adjacent to the parking lot at Lake Express is a few acres of turf with some scattered planter boxes. Most of the planter boxes have been taken over by weeds and many of the trees have died. This area provides an opportunity to create improved habitat, especially for migrating birds due to its location along the coast and proximity to the CDF.
- J. **Riparian Areas of Kinnickinnic River** - While there is existing habitat along the Kinnickinnic River, further rehabilitation could provide new opportunities for birds and small mammals, possibly herptiles (drone image included to the right).
- K. **Private Property (not on map)** - Scattered throughout the District are opportunities for private property owners to contribute to the urban ecology of the area. Examples include: converting areas of turf and concrete into native landscaping, establishing new groves of trees, including conservation-minded building improvements such as bird-friendly windows and green roofs, and collaborating with neighbors to create larger patches of habitat or “green ribbons” along property boundaries.



## Habitat Gaps

1. **Habitat Gap North** - A large habitat gap exists between the end of the Kinnickinnic River Trail at Washington Street (the trail converts to an on-road trail here) and the Hank Aaron State Trail near the Global Water Center.
2. **Habitat Gap South** - Another gap exists between approximately Lincoln Avenue at the KK River, the Grand Trunk Wetland, and the northern section of the KKRT across the river. A habitat corridor which crosses the River is needed, and could be established on an existing bridge. Future riverwalk along the water’s edge can also help connect this gap from east to west, but will require significant private property participation.
3. **Habitat Gap Southeast** - Another gap exists on the southern edge of Port Milwaukee. A series of road interchanges and heavy industrial use create a gap between Grand Trunk and the CDF. Some of this gap can be alleviated by improving Bay Street.