

Department of Public Works

COMMENTS

For the development of a high-rise apartment building at 1441-53 North Prospect Avenue

April 21, 2023

The property owner is requesting a change of zoning to Detailed Planned Development (DPD) for the properties at 1441-52 North Prospect Avenue in order to allow construction of a 25-story apartment tower containing up to 318 dwelling units and up to 466 parking spaces. The building will be constructed in what is currently two existing surface parking lots that serve two adjacent historic buildings, an office building containing the Mexican Consulate at 1443 North Prospect Avenue and a former church building turned assembly hall at 1451 North Prospect Avenue. The DPD will include the new apartment tower as well as the two existing, historic buildings. Of the 466 parking spaces incorporated into the development, 26 are allocated to serve the Mexican Consulate.

Trash dumpsters for the proposed apartment tower will be stored inside the building. Trash collection will occur on East Curtis Place. The development will provide 90 bicycle parking spaces, consisting of 79 long-term and 11 short-term spaces. Long-term bicycle parking will be provided in a first-floor bike parking room with access both internally and externally to North Farwell Avenue. Per the DPD narrative, this development will conform to s. 295-404 Bicycle Parking.

Water:

Water Review Comments for Renaissance Farwell-1453 N. Prospect Ave.:

- MWW has a 6” water main in N. Farwell Ave. available to serve the subject development.
- MWW has a 6” water main in E. Curtis Pl. available to serve the subject development.
 - Current location of proposed 6” service/branch is 100 ft. east of the south ROW of N. Farwell Ave.
- MWW has a 20” water main in N. Prospect Ave.
 - Current plans have a 2” service in N. Prospect about 120 ft. south of the south ROW of E. Curtis St.
- Should the developer determine that a larger connection is required in W. Curtis Pl., the developer may submit for a developer funded water main relay.
 - The developer creates stamped plan(s) to MWW standards
 - The developer sources material and construction labor

- The developer provides a deposit to MWW for plan review; material and construction inspection; and distribution field time
- All proposed water service/branch abandonments, taps and installations to be reviewed and permitted by DNS Plan Exam (Milwaukee Development Center).
- Proposed Private water main service as noted on plans would be designated as a “Branch” by MWW and Development Center for permitting and recording purposes.
- Tapping means/methods would need to be coordinated with DNS Plan Exam (Milwaukee Development Center) during the permitting process.
 - 6” tap into a 6” main may require additional review by DNS Plan Exam
- Any proposed bends in branch pipe would require additional review by DNS Plan Exam.
 - Typically not allowed; Potentially may be allowed to apply for a waiver/exception during permitting process
- Any proposed water mains or fire protection shown on the site will be private.
 - Private hydrants are required to be metered.
 - Metering can occur through a meter pit or in the building.
 - Private hydrant should be connected to water system after the metering device.
- Lead service lines are present within E. Curtis Pl. and may be affected by work to be completed. The contractor must provide notice to the affected property of work to be completed and explanation of proper flushing procedures following completion of work or at the end of each work day. Proper flushing procedure instructions can be found at <https://city.milwaukee.gov/ImageLibrary/Groups/WaterWorks/Lead-Service-Lines/Howtoflushyourhouseholdplumbing1.pdf> . Additional lead service information can be found at <https://city.milwaukee.gov/water/WaterQuality/LeadandWater>.
- Milwaukee Development Center (286-8210; <https://city.milwaukee.gov/DNS/permits>) or DNS Plumbing Plan Exam (286-8208) can be contacted for the following:
 - water branch and service requirements
 - meter pit requirements
 - fire protection requirements
 - private fire hydrants and/or building fire department hook ups
- Water permit information and standards/specifications can also be found online <<https://city.milwaukee.gov/water/PermitsSpecs>>
- If needed for development plumbing calculations, information regarding system water pressure or nearby flow tests on water system may be requested from watflowtest@milwaukee.gov

Environmental Engineering:

- Public main combined sewers are available to serve the proposed development. A 36-inch diameter combined sewer is available in North Farwell Avenue and 27-inch diameter combined sewers are available in North Prospect Avenue and also in East Curtis Place respectively.
- An external plumbing plan is required at the time of building permit application.
- Flow allocations for this proposed development have approved by the Milwaukee Metropolitan Sewerage District (MMSD).
- There are no comments from DPW Stormwater engineers.

Field Engineering

East Curtis Place has a PQI rating of 0 and is 1960 tar macadam. With the anticipated construction staging/access and utility cuts for this development, East Curtis Place concrete reconstruction should be included as part of this development.

The ADA ramps at either end of East Curtis Place at North Prospect Avenue and North Farwell Avenue must be reconstructed to meet current ADA standards. Field engineers will go into a more in-depth review once a building permit with more detail is submitted.

City Underground Conduit

The proposed residential project on Farwell does not have any conflict with City Underground Conduit (CUC) facilities within the construction zone because there are no CUC facilities in North Farwell Avenue.

The closest CUC manhole (manhole 587) is located on the north-west side of the road of the intersection of North Prospect Avenue and East Curtis Place. However, these CUC facilities are not shown entirely on the proposed plans. Please contact Mr. Hazem Ramadan for plans in that area or apply for a diggers hotline ticket to obtain the necessary plans to add to their proposed plans.

For any new commercial building, due to the high telecommunication demands, it is in the developer's best interest to provide an underground connection for the fiber cables to be routed to the new building. A majority of telecommunication companies lease City duct space for their fiber facilities. Due to the lack of CUC ducts on East Curtis Place & North Farwell Avenue, the developer shall install CUC ducts and manhole extending to the proposed building during roadway construction. The conduit built from CUC manhole 587 would be available for use by

any telecom that leases conduit space from the City that the building contracts to provide service to either now or in the future. It is also recommended that a manhole be constructed on private property to serve as an access and splice point between CUC facilities and the proposed building.

A service fee of \$5000 will be required from CUC to provide the necessary design plans, specifications and inspection of the work.

Please contact Mr. Hazem Ramadan at 414-286-3242 or email at hramad@milwaukee.gov for plans in the area or if you have any question, comments, or concerns.

Multi Modal Planning:

Multi Modal notes that the plans show the pedestrian ramps being replaced as they currently are configured (Type I ramps). Multi Modal requests that the developer installs a Type III curb ramp on the west side of North Farwell Avenue in line with the south sidewalk of East Curtis Place. A curb bump-out should be installed on the west side of North Farwell Avenue between this new curb ramp and the existing curb ramp to the north to enhance pedestrian safety and to deter vehicles from illegally parking between the ramps. Additionally, Type II curb ramps should be installed on the southeast corner of North Farwell Avenue and East Curtis Place, in line with the east sidewalk on North Farwell Avenue and the south sidewalk on East Curtis Place. Each curb ramp should meet current ADA standards and be aligned in the direction of travel of the approaching sidewalk.

Traffic Engineering:

Due to the size of this development, our DPW Traffic Engineering Unit requested a Traffic Impact Analysis (TIA) for this project. DPW Traffic Engineering has received the TIA and is in process of reviewing the analysis.

Street Lighting:

B.E.S. has street lighting facilities behind the existing curb lines along North Farwell Avenue and East Curtis Place at the proposed building location.

Based on the design, temporary street lighting with aerial cable may be required along North Farwell Avenue and East Curtis on the site's opposing terraces due to occupancy fencing, equipment movement and site excavation. The contractor will be responsible for the removal and disposal of the existing lighting units within occupancy limits.

Street Lighting will disconnect and abandon any existing circuitry in the terrace area that conflict with building construction occupancy as necessary per design. When the new curb line is completed, Renaissance Farwell will need to hire a licensed electrical contractor to reestablish

street lighting circuitry, including installation of lighting units, pull boxes, conduit and XLPE cabling. Street Lighting will perform inspection and final connection at the project limits. The cost for this work will be Renaissance Farwell's responsibility and assessed during the excavation and restoration permitting process. Street Lighting will provide engineering guidance and material specifications for lighting work within the terrace areas of North Farwell Avenue and East Curtis Place.

Please contact Lisa Hickman at 414-286-3270 for street lighting related questions.

Planning & Development:

Per the DPD narrative, the properties containing the two existing, historic buildings and the new, proposed apartment tower will be combined into one parcel. Permitted uses in the two existing, historic buildings would be the same as those permitted under zoning district RO2. The developer is also seeking approval to operate the existing building at 1451 North Prospect Avenue as an assembly hall, event space; co-working hub; or professional or social networking club.

DPW recognizes that the building at 1451 North Prospect Avenue has been operated as an assembly hall for many years. The narrative states that off-street parking will be provided to support a potential assembly hall use within 1451 North Prospect Avenue either within the new apartment tower or separate agreements to use off-site parking lots in the vicinity of the assembly hall. DPW would not be opposed to the establishment of a loading zone to serve an assembly hall use at 1451 North Prospect Avenue to accommodate guest pick-up and drop-off; valet parking operations; and rideshare queuing for assembly hall guests.

The DPD narrative states that residential move-in for the new apartment building will occur on East Curtis Place. The narrative also states that a second loading zone will be established on North Farwell Avenue for tenant pick-up and drop-off and for rideshare queuing. The Developer will need to work with DPW Traffic Engineering to relocate parking on East Curtis Place from the north side of the street to the south side of the street.

Planning & Development notes that the utility plan shows a proposed 6-inch diameter water lateral. Other recent apartment developments, some of which were smaller, had water laterals that were larger in size. Planning & Development recommends that the developer's designer evaluate the size of the proposed water lateral relative to the proposed development to confirm that the lateral will meet the needs of the development. Please also see Water comments above.

Planning & Development is in concurrence with Field Engineering that reconstruction of East Curtis Place should be incorporated into the scope of the project as it is expected that construction activities will further deteriorate the already dilapidated roadway pavement. As part of the roadway reconstruction, the pedestrian ramps on East Curtis Place at the east side of North Farwell and the west side of North Prospect Avenue must be reconstructed to current ADA

standards. Further, the applicant should work with DPW Field Engineering and Multi Modal Planning sections to design intersection corners that will allow for construction of pedestrian ramps in the direction of travel (WISDOT Type II ramps) to the greatest extent possible.