Department of Public Works Comments

For a 2-phase residential development consisting of two buildings with a total of 200 residential units and surface parking lot at the property of 5825 West Hope Avenue.

April 15, 2026

The applicant, Gorman & Company, is proposing to construct a 2-phase development within Area B of the Midtown Center Development Incentive Zone (DIZ) overlay, which was previously a parking lot serving a former Walmart building that is located to the south of the private street known as West Hope Avenue. Each phase of the development will consist of one building with 100 residential units and associated surface parking. A play space along West Hope Avenue is also proposed as part of the Phase 2 development. Loading zones and angle parking for guests are proposed along the north side of West Hope Avenue and a wider sidewalk will replace the existing sidewalk. Two dumpster enclosures, one for each apartment building, will be constructed along the north side of the parking lot adjacent to each building.

Water:

Water Review Comments for Midtown Commons, 5825 W. Hope Ave.:

- MWW has a 16" water main in St./Av. available to serve the subject development.
    - Current location of proposed meter pit to be served by this water main
- All proposed water service/branch abandonments, taps and installations to be reviewed and permitted by DNS Plan Exam (Milwaukee Development Center).
- There are no proposed water connection locations shown on the plans
- Tapping means/methods would need to be coordinated with DNS Plan Exam (Milwaukee Development Center) during the permitting process.
- 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
- Water Maps may be ordered through Diggers Hotline (800)-242-8511 or 811
    - Caller should state "For planning purposes only-Milwaukee Water Works only need reply".
    - Non-residential requestors may be directed to the Diggers Hotline portal.
    - Website: https://www.diggershotline.com/ (Portal: https://geocall.diggershotline.com/geocall/portal)

- 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.

- Milwaukee Department of Neighborhood Services – Plan Exam (Milwaukee Development Center) reviews all private-side water inquiries and permit submittals.
    - Includes ?s related to water services, water branches, water meter pits/vaults, proposed water meter locations, private fire protection requirements, plumbing permits, etc.
    - Includes coordination of tapping means/methods during the permitting process.
    - Milwaukee Development Center General Phone # 414-286-8210 & Email DevelopmentCenterInfo@milwaukee.gov
    - Milwaukee Development Center – DNS Plumbing/Water Specific Phone # 414-286-8208
    - Website: https://city.milwaukee.gov/DNS/permits

- 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:

1. The apartment building in Phase 1 shall connect to the sanitary and storm sewer facilities located in North 60th Street. The apartment building in Phase 2 shall connect to private main facilities on site (PM 232 to 235).

2. A stormwater management plan (SWMP) will be required for this development.

Underground Conduit

There is an existing City Underground Conduit (CUC) package running north/south in N 60th St.

There should not be any impacts to the existing CUC facilities with this development.

Additional Items

The City of Milwaukee leases space to the majority of telecom companies with the exception of AT&T.

It is highly recommended that the development constructs a conduit lateral connection from a manhole on the development property to a CUC manhole in one of the streets bordering the development. The conduit lateral connection would allow every telecom the utilizes the CUC system access to the development without have to trench the street not only now but in the future if telecom providers are changed.

With the number of utilities within the City's Right-of-Ways, it can be very difficult for individual telecoms to find room within the streets to install their own facilities.

Questions regarding this matter should be directed to Ms. Karen Rogney, 414-286-3243.

Street Lighting

B.E.S. has street lighting facilities at the intersection of N. 60th St. & W. Hope Ave. and the intersection of N. 56th St./W. Ely Place. Street lighting is not anticipating any impacts due to privately owned lighting on W Hope Ave. and N. 56th St. within the development limits.

Any modifications of existing lighting or temporary lighting requirements is to be assessed during Excavation and Restoration permit process. The applicant will be responsible for all material and labor costs. This work is to be performed by a licensed electrical contractor and may include installation of new poles, underground conduit, in-ground vaults and cable. Street Lighting will perform inspection and final end point connections after contractor completes the installation. Street Lighting will provide guidance and final approval of engineering plans and specifications.

B.E.S. is not responsible for design, installation, energization, nor maintenance of any privately owned lighting facilities.

Please contact Lisa Hickman at 414-286-3270 for any question.

Multi-Modal Planning Unit (Planning & Project Development)

The DPW Multi-Modal Planning Unit requests that some bike racks be located near to the proposed play area. These requested bike racks would be in addition to the required temporary bike parking for each apartment building.

It is recommended that wheel stops be used in the parking lot adjacent to the east-west sidewalk in the middle of the parking lot. DPW Multi-Modal Planning Unit is concerned that the proposed 5-foot-wide center walkway could become very narrow and, potentially impassable, with overhanging vehicles.

Planning & Development

The proposed development includes reconfiguration of the north side of West Hope Avenue, a private street, to add loading zones and angle parking. DPW Planning & Development is concerned that the loading zones are the same depth as the angle parking areas. The design of the loading zones shown on the plans could lead to potentially hazardous vehicle movements as vehicles leave the loading zone or could encourage large delivery vehicles to park in a manner that will obstruct West Hope Avenue. The loading zones must be designed for parallel parking. The loading zones should be redesigned with the sidewalk widened and the parking lane in the street being only 8 feet wide.

There is an existing pedestrian crosswalk crossing West Hope Avenue that is in line with the west loading zone. With the new configuration of West Hope Avenue, this existing crosswalk will no longer provide a viable pedestrian street crossing and the crossing must be removed. The plans propose to have black asphaltic seal coat installed on top of the existing red concrete. This treatment is not sufficient to remove the crosswalk. The plans must be revised to either remove the existing red colored concrete entirely and replace with asphalt pavement or to grind down the existing concrete crosswalk and overlay it with asphalt pavement. The end result of either option is that the location of the concrete crosswalk will ultimately match the adjacent asphalt roadway pavement. Additionally, the pedestrian ramp and signage indicating the presence of a pedestrian crossing on the south side of West Hope Avenue must be removed.

DPW requests that the aforementioned pedestrian crosswalk be relocated to provide a connection to future uses to be developed in the existing Walmart building on the south side of West Hope Avenue. The development team for this proposed development should coordinate with the portion of the property to the south to provide a new, ADA compliant pedestrian connection across West Hope Avenue.

DPW notes that the subject development is served by Milwaukee County Transit System (MCTS) route 60. Additionally, MCTS routes Blue, Red, and 34 are within walking distance to the proposed development.