

# Detailed Planned Development

For the development of a hotel at 1709 North Farwell Avenue

February 24, 2023

The property owner is requesting a change of zoning from Local Business (LB2) to Detailed Planned Development (DPD) for the property at 1709-23 North Farwell Avenue in order to allow construction of an 11-story hotel building. The hotel will contain 130 guest rooms; restaurants and other food service venues; meeting, event and other entertainment spaces and uses; retail uses; and any other uses ancillary to the operation of a hotel. Parking will be provided both onsite and offsite with 11 parking spaces provided in the onsite parking lot and a minimum of 59 stalls being provided at 1744 North Farwell Avenue.

Automobile access to the site will be via three existing curb cuts. The curb cut on North Farwell Avenue will provide two lanes of right-in-only, one-way traffic flow under a porta cochere. Valet parking will be offered at the porta cochere and will be available to all visitors of the hotel and its restaurant and entertainment uses. The curb cuts on North Cambridge Avenue will provide one-way traffic with vehicles entering at the north curb cut and exiting the south curb cut, except for delivery trucks, which will be permitted right-in access at the southern curb cut on North Cambridge Avenue.

Trash dumpsters for the proposed commercial building will be stored inside an enclosure located adjacent to the northernmost east corner of the property. Six covered bicycle parking spaces will be provided north of the vehicle drop off/porta cochere. Per the DPD narrative, bicycle parking stall counts, type, and design will conform to MCO s. 295-404 Bicycle Parking.

## **Water:**

Milwaukee Water Works (MWW) Review Comments for Brady-Farwell Hotel at 1709-1723 N. Farwell Ave.

- MWW has a 6” water main in N. Farwell Ave. available to serve the subject development.
- MWW has an 8” water main in N. Cambridge Ave. available to serve the subject development.
  - Current location of proposed 8” branch is located in N. Cambridge Ave. approximately 72 ft north of SW property corner.
- All proposed water service/branch abandonments, taps and installations to be reviewed and permitted by DNS Plan Exam (Milwaukee Development Center).
- Proposed Private Watermain Lateral 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.
  - 8” tap into a 8” main may require additional review by DNS Plan Exam
- 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 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](mailto:watflowtest@milwaukee.gov)

### **Environmental Engineering:**

- There is a 36-inch diameter combined sewer available in N. Cambridge Avenue and an 18-inch diameter combined sewer available in N. Farwell Avenue to serve the proposed development.
- The flow allocation has been approved and accepted by the Milwaukee Metropolitan Sewerage District (MMSD).
- There are no comments from our Storm Water engineers.

### **Multi Modal Planning:**

The Multi Modal Section requests the following:

- That the developer pay for the provision and installation of Rapid Rectangular Flashing Beacons for the pedestrian crossing of North Farwell Avenue at East Royall Place.

- Work with DPW to consider relocating the east curb line of North Cambridge Avenue to the west to create additional space for pedestrian uses; additional landscaping; in-lane bus boarding; and to shrink the crossing distance across North Cambridge Avenue at its intersection with North Farwell Avenue and East Brady Street. Potential drainage and utility conflicts would need to be identified and solved. DPW requests that costs for this relocation work be covered by the developer and the work performed when restoration work in the right-of-way adjacent to the development is to be completed.

### **Traffic Engineering:**

DPW Traffic Engineering has requested that a traffic study be performed for this development. DPW Traffic Engineering cannot comment on the proposed development until the traffic study, more specifically, a trip generation and circulation review study has been submitted to DPW for review.

### **City Underground Conduit**

There are existing City Underground Conduit (CUC) conduit and manhole facilities in Cambridge that are not impacted by the hotel development.

There are CUC ducts from the westside of Cambridge to the eastside of Cambridge connecting Street Lighting vaults north of East Brady Street. Please note that the current plans do not show existing CUC facilities.

Contractor must show existing CUC conduits on the utility plan and use caution as not to disturb the conduits during construction. Please contact Digger's Hotline at 811 and request a "For Planning Purposes Only" ticket to obtain plans of all existing City of Milwaukee facilities. Please contact Ms. Karen Rogney at [krogne@milwaukee.gov](mailto:krogne@milwaukee.gov) with CUC related questions.

DPW is not requesting a conduit connection to this development as there are no telecoms occupying the CUC system in this area.

### **Street Lighting:**

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

Based on the design, temporary street lighting with aerial cable may be required 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, the Brady 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 Brady 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 N. Farwell Avenue and N. Cambridge Avenue.

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

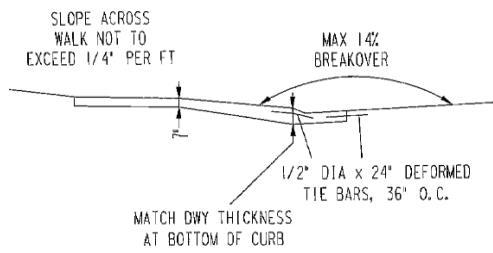
### **Planning & Development:**

The existing street configuration and traffic flows adjacent to the proposed development create unique challenges. It should be noted that, as North Farwell Avenue is currently configured with a one-way, southbound traffic flow, vehicles traveling between the hotel site and the off-site parking at 1744 North Farwell Avenue will need to travel north on North Cambridge Avenue, then east on East Royall Place, and then across North Farwell Avenue to the parking site. Pedestrians will cross North Farwell Avenue between the hotel and off-site parking. Planning & Development notes that the Multi Modal Planning Section is requesting that the developer install Rapid Rectangular Flashing Beacons (RRFB) at the pedestrian crossing of North Farwell Avenue at East Royall Place to enhance pedestrian safety and encourage pedestrians to cross at the intersection.

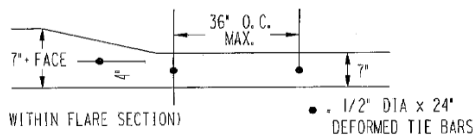
As the developer is working with DPW to evaluate the potential for relocating the east street curb on North Cambridge Avenue, Planning & Development encourages the applicant to also reevaluate delivery truck turning radii at the south driveway approach on North Cambridge Avenue. As part of this reevaluation, it should be noted that the developer may need to adjust the southern limit of the structural retaining wall to be located between the north and south driveways on North Cambridge Avenue.

Sheet C002 shows the limits of pavement removal for the proposed development. Planning & Development notes that the plans show that the sidewalk removal will not extend all the way through the intersection corner abutting the project. The developer will be required to remove and replace the two existing ADA non-compliant pedestrian ramps adjacent to the project between North Cambridge Avenue and North Farwell Avenue. The developer will need to install two new ADA compliant pedestrian ramps at this intersection corner. Plans for this development must include details for the removal and replacement of all sidewalk abutting the development.

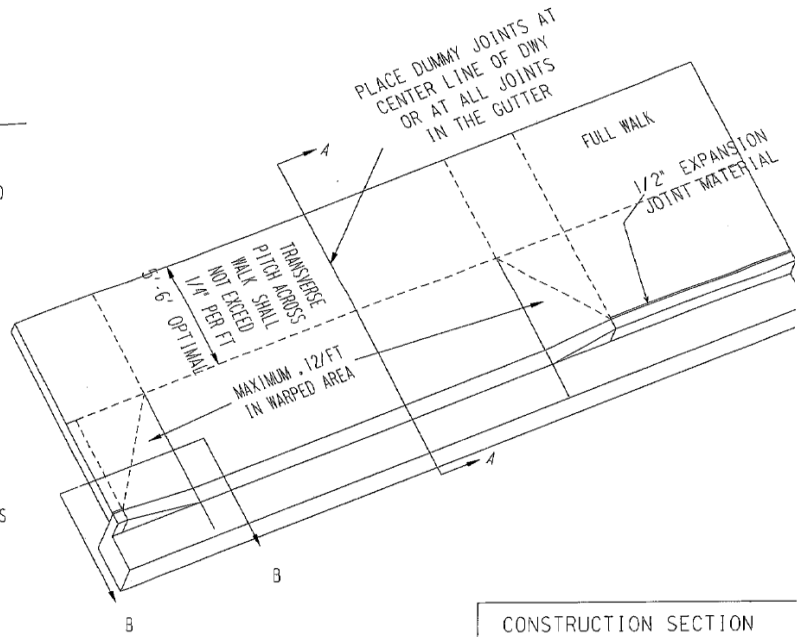
Below please find a revised detail for a modified depressed driveway. Please note that the project design must provide a through sidewalk with a minimum width of 4 feet and a cross slope not to exceed 2%. Ideally, a through sidewalk that is at least 5 wide is preferred at driveway approaches.



SECTION A-A



SECTION B-B



CONCRETE DRIVEWAY TYPE II (MODIFIED DEPRESSED)

FIGURE - 23 B

CONSTRUCTION SECTION	
DEPARTMENT OF PUBLIC WORKS MILWAUKEE, WISCONSIN	
<i>Thomas Bacl</i> APPROVED BY	SUSAN CULL DRAWN BY
<i>Dee Myjak</i> APPROVED BY	SCOTT STEIN CHECKED BY
<i>John...</i>	JANUARY 10, 200