

Detailed Planned Development

For the development located at 1775-1881 North Water Street.

October 7, 2022

Water Street Realty Partners LLC is requesting an amendment to the River House Detailed Planned Development (DPD) to allow an additional 15 dwelling units for the Phase 2 development. The original DPD, including Riverwalk plans, was approved in 2015 and consisted of a 2-phase, 450-unit residential development. The first phase was constructed and includes two buildings with 243 dwelling units with 367 parking spaces and associated Riverwalk. The amended Phase 2 will include 222 dwelling units in two buildings (buildings 3 & 4) with 295 parking spaces and associated Riverwalk.

The narrative states that four bicycle parking spaces will be provided outside each of the two buildings. Building 3 will have 32 indoor bicycle parking spaces, while Building 4 will have 26 indoor bicycle parking spaces. Dumpster storage for both buildings is shown indoors on level two of the parking garage.

Water:

Water Review Comments for River House – 1801-1881 N. Water St.:

- MWW has a 16” water main in N. Water St. available to serve the subject development.
- 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.
 - Bend shown in proposed branch for [Building]
 - Typically not allowed; Potentially may be allowed to apply for a waiver/exception during permitting process
- Maps of this area may be ordered through Diggers Hotline (800)-242-8511 or 811. Caller should state “For planning purposes only–Milwaukee Water Works only need reply”
- 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

Environmental:

We have enough MMSD basin capacity to serve this development.

A 27-inch diameter combined sewer in Water St. is available to serve the property. In addition, a 24-inch diameter combined sewer in Sewer Easement 2078, running on the east side of the property limits, is available.

The Storm Water Management Plan (SWMP) is approved for Phase 1 only. No Building Permit shall be issued for Phase 2 until SWMP for phase two is submitted, and approved. Approval of phase two will not occur until a detailed plan showing the limits of the development in vacated North Marshall Street, and its impacts on the sewer in the easement is submitted and approved.

Underground Conduit

The proposed development at 1775-1881 N. Water Street does not have any conflict with City Underground Conduit (CUC) facilities within the construction zone. Closest CUC ducts are located on the north side of the road in East Brady Street. Please contact 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.

Traffic Engineering

Traffic Engineering requested and received a Traffic Impact Analysis (TIA) for both Phase 1 and Phase 2 of the development in 2015. Traffic Engineering has evaluated the current proposal to add 15 dwelling units to Phase 2 of this development and has determined that a revision to the TIA will not be necessary. Please contact Scott Reinbacher, Traffic Engineer, at 414-286-3232, with questions regarding the TIA.

Street Lighting:

B.E.S. has street lighting facilities behind the existing curb lines along N. Water Street at the proposed building location.

Based on the design, temporary street lighting may be required along N. Water. The contractor is responsible for the installation and maintenance of temporary lighting along the ROW of the project limits.

Street Lighting will disconnect the existing circuitry in the terrace area, remove any existing units that conflict with building construction as necessary per design. When the new curb line is completed, 1801-1881 N. Water St. will need to hire a licensed electrical contractor to reestablish street lighting circuitry and roadway lighting units. Street Lighting will perform inspection and final connection at the project limits. The cost for this work will be 1881 N. Water St. building's responsibility. Street Lighting will provide engineering guidance and material specifications for lighting work within the terrace area along N. Water

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

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

Planning & Development:

The plans show that the Riverwalk connection will be located along the northern edge of the property along with MMSD access to existing MMSD facilities in the northwest corner of the parcel. While the plans appear to show that a new driveway approach will be constructed to allow for MMSD access to the northern portion of the site, DPW strongly recommends that the northern driveway to the property be removed and replaced because the severely deteriorated condition of the existing approach is a hazard to pedestrian safety.

Per the narrative, the Developer will be providing space onsite for tenant move-in and move-out. It also appears that deliveries can be accommodated onsite in the driveway between the two buildings. s