

Detailed Planned Development

For the redevelopment of the building at 2480 North Cramer Street

Matter Development and Galbraith Architects, the developer, is proposing to acquire and redevelopment the historic school building located at 2480 North Cramer Street. The building is currently part of the SS Peter & Paul Catholic Parish and the developer has filed a certified survey map to divide the property so that the building will be on its own parcel. The developer and Parish propose to enter into a shared parking and access agreement. At this time, the developer has not finalized the exact types of uses for the building renovation. Proposed building uses include, but are not limited to, residential, hotel, assembly hall, school, recording studio, theater, brewpub, and office.

The project narrative states that bicycle parking will be provided in accordance with s. 295-404 of the Milwaukee Code of Ordinances. Garbage and recycling will be stored in an outdoor enclosure.

Planning & Development:

Review of this particular development is very difficult due to the lack of specificity regarding the proposed uses for the development. Further, traffic impacts are not equal amongst the variety of proposed uses, which adds difficulty in providing an analysis to the proposed redevelopment. An added difficulty in the evaluation of this development is that there is a potential that the building will have several competing uses, which could compound traffic impacts to the neighborhood.

Planning & Development would note that this proposed development will have a total of 39 parking spaces, of these 32 spaces have restricted availability per a proposed shared parking agreement. Access to the 32 parking spaces is restricted during the following time periods: Monday – Friday 7:30 AM to 4:00 PM, Saturday 12:00 PM to 5:00 PM, and Sunday 9:00 AM to 12:00 PM. These restrictions on off-street parking have varying impacts depending on the proposed use. For some uses, the restrictions may not result in negative impacts to the surrounding neighborhood, while other uses would. Again, without more specificity regarding the proposed uses, including combinations of uses, and operations of those uses in the building, the Department of Public Works cannot provide a complete analysis.

Planning & Development has concerns regarding the proposed Assembly Hall use. Generally, an Assembly Hall use would be thoroughly evaluated during a Board of Zoning Appeals (BOZA) review. This BOZA evaluation would explore the proposed plan of operation; existing uses in the vicinity of the proposed facility; capacity of the facility; current usage of on-street parking; and existing street geometrics, parking regulations, and street classification. Often a transportation plan is required that addresses issues such as vehicle queuing, particularly for rideshare services including traditional taxis, Uber and Lyft; necessity, location, and means of operation for a valet service; location of vendor loading and unloading operations; location of vendor parking; location of additional off-street, off-site parking; and necessity of and means of operation of shuttle services to transport guest to and from off-site parking or to hotels where guests are staying. If additional off-street, off-site parking is required, the BOZA applicant would need to submit proof of agreement for use of that parking prior to the BOZA

hearing. It is important to note that Assembly Hall uses require evaluation and plans of operation that are highly specific to the environment and needs of each establishment. Planning & Development appreciates that the developer has attempted to provide operational details for the Assembly Hall use; however, Planning & Development also notes that the developer will not be the operator of this venue. Without knowing all the details of the operation, it should be noted that there will be holes in the plan of operation provided in the narrative. Transportation items that would be addressed by a Board of Zoning Appeals evaluation may be missed. It should be noted that the, as yet unnamed, venue operator will be required to adhere to any details in the Detailed Planned Development (DPD) narrative conditions of approval for this DPD.

This development proposes an Assembly Hall use with a capacity of 200 persons for a seated dinner or 523 persons for standing or seated theater seating. While this development will have a total of 39 parking spaces, 32 of those spaces will be time restricted as mentioned above. It is not clear how many parking spaces will be required for uses other than the Assembly Hall. If the 32 time-restricted parking spaces are all available to the Assembly Hall use, it is conceivable that a 200 person event would have minimal impact on the parking in the adjacent neighborhood as long as the event were to occur while the time-restricted parking spaces were available for use.

Planning & Development is concerned that events larger than 200 persons will negatively impact the adjacent residential neighborhood. The developer refers to negotiations between the Assembly Hall operator and other property owners for use of off-site parking spaces. Planning & Development notes that there are not many commercial parking lots close to the development. The parking garage at Maryland and Prospect, mentioned in the narrative, is approximately 1200 feet away from the development, which is 4 to 5 blocks away. MCO s. 295-403-2-b does not permit a development to count off-site parking as being for the development that is more than 700 feet away unless a valet service is used. Planning & Development requests that the operator obtain written agreements for use of any off-site parking on nearby commercial parking lots, including the parking garage at Maryland and Prospect.

Planning & Development does have concerns regarding the proposed accessible entrance to the building, which is located towards the rear of the north side of the building in an alcove between the garage and the building. It is understood that the City of Milwaukee's ADA Coordinator has expressed concerns regarding the design of accessible parking adjacent to the proposed accessible building entrance. In addition to those concerns, Planning & Development would voice concern that Assembly Hall vendors needing easier, unimpeded access to the venue may block access to accessible parking during loading and unloading operations. Another concern is that individuals requiring an accessible entrance, some of whom may be arriving to the site via the sidewalk on North Cramer Street or via rideshare services, are forced towards the back of the building via the parking lot. Planning & Development strongly encourages the developer to install an accessible entrance towards the front of the building for easier access from North Cramer Street both to improve visibility of an accessible entrance and to improve access to the proposed loading zone on North Cramer Street to be used by vendors.

The project narrative does refer to a proposed 60-foot long loading zone on North Cramer Street in front of the development. Planning & Development believes that the proposed loading zone is vital to the

function of a sizable number of the uses proposed for this development. Planning & Development is concerned that the proposed loading zone length may not be sufficient to accommodate both vendor parking and queueing for rideshare services. In general, DPW does request that a 60-foot long loading zone be obtained and maintained for this development, to accommodate the Assembly Hall use and, also, deliveries for other uses in the building. This initial 60-foot long loading zone should be active at all times. Once uses have been determined for the building, the developer can obtain Special Events permits to, in a way, extend the loading zone for the length of the property frontage for specific events to accommodate valet and rideshare pick-ups and drop-offs.

The project plans show that the area along North Cramer Street, which is currently used as an access drive, will be converted into a patio space. Planning & Development is fully supportive of elimination of the access drive in front of the building. Elimination of the access drive will eliminate potential conflicts between pedestrians and vehicles. DPW requests that the driveway approach that currently exists in front of the main building entrance be closed to City of Milwaukee specifications within one year.

The project plans propose to store garbage and/or recycling storage containers outdoors within an enclosure. While DPW does not object to the use of an outdoor enclosure for storage of waste and recycling containers, this placement does not comply with Milwaukee Code of Ordinances sections 79-5-7 and 79-36. The developer is required to appeal to the Administrative Review Board of Appeals (ARAB) to obtain approval to store waste and recycling containers as proposed on the plan. The current dumpster enclosure design has the enclosure partially in the public right-of-way. DPW requests that the enclosure be relocated to the east so that it is fully on private property. DPW requests that the enclosure have a rolling gate in order to prevent gate swings from projecting into the public right-of-way. Failure to modify the location of the dumpster enclosure will require that the developer obtain a Special Privilege granted by the City of Milwaukee Common Council.

Water:

Water Review Comments for Adaptive Re-use - 2480 N Cramer St.:

- MWW has a 6" cast iron water main in N Cramer St. available to serve the subject development.
- MWW has a 6" cast iron water main in N Murray Ave. available to serve the subject development.
- MWW has a 6" cast iron water main in E Greenwich Ave. available to serve the subject development.
- MWW has a 12" ductile iron water main in E Bradford Ave. available to serve the subject development.
- Do NOT tap 36" Feeder Main in E Bradford Ave.

- 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 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

Sewer Design:

There are public main combined sewers located in East Bradford Avenue, North Murray Avenue, North Cramer Street and East Greenwich Avenue available to serve the proposed development.

Storm Water:

There are no Storm Water comments at this time.

Street Lighting:

B.E.S. has street lighting facilities within the project limits in east terrace areas of North Cramer Street, between East Greenwich Avenue and East Bradford Avenue.

Based on the conceptual design, one 21-foot concrete light unit and street lighting underground facilities are present behind the existing curb line. At this time, Street Lighting does not foresee an impact to the facility. However, during excavation and construction phase, if the existing concrete pole requires relocation, Street Lighting estimates cost to be approximately \$3,500.00

Any additions or modifications of lighting units along the existing public right of way on N. Cramer St. is to be assessed during Excavation and Restoration permit process. The applicant will be responsible for all material and labor cost, and work is to be performed by a licensed electrical. Street Lighting will perform inspection and final end point connection after contractor completes the installation. Street Lighting will provide engineering plans and specifications.

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

Underground Conduit

There are no impacts to Underground Conduit facilities from this development.