

# Project Reviews

## City of Waukesha

**Project Number: SPAR19-00039**

Description: **Frame Park Commons**

Applied: **9/18/2019**

Approved:

Site Address: **1430 WHITE ROCK AV**

Closed:

Expired:

City, State Zip Code: **WAUKESHA, WI 53186**

Status: **HELD BY COMMISSION/BOARD**

Applicant: **Bear Development**

Parent Project:

Owner: **HANSEN BROTHERS LLC**

Contractor: **<NONE>**

Details:

**PC19-0100**

### LIST OF REVIEWS

SENT DATE	RETURNED DATE	DUE DATE	TYPE	CONTACT	STATUS	REMARKS
Review Group: ALL						
9/27/2019		10/2/2019	Erosion Control	VELVET WEIER		
Notes:						
Add permanent erosion control at dry pond outfall.						
9/27/2019	10/8/2019	10/2/2019	Sanitary Sewer	Chris Langemak	REVIEW COMPLETE	See comments
Notes:						
<p>1. Sewer lateral video. The proposed building has a sanitary sewer lateral connecting the City's sewer main. Please provide a sewer lateral video to City for review and approval. Contact the City Engineering Department for the video format. If lateral maintenance is needed, then the lateral improvements may need to be included as part of this project. The lateral pipe and connection to the main may need to be lined or relayed to reduce infiltration into the City's sanitary sewer system or improve the structural integrity.</p> <p>2. Unused laterals to the properties shall be abandoned as close to the mains as possible. Locations and methods shall be approved by the Engineering Division.</p>						
9/27/2019	10/8/2019	10/2/2019	Storm Sewer	THOMAS MILES	REVIEW COMPLETE	See stormwater comments.
Notes:						
9/27/2019	10/8/2019	10/2/2019	Stormwater	THOMAS MILES	REVIEW COMPLETE	See comments.
Notes:						
<p>The erosion control/master grading plan should include a table listing the minimum basement elevation based on the existing water table for each lot. The storm water management plan, construction drawings, storm water facility maintenance agreement, easements, Developers Agreement, and Bonds should be reviewed and approved prior to the Plat being finalized. If the location of any units need to be changed as a result of the approved construction drawings, the Plat should be updated to reflect the needed changes.</p> <p>1. Add peak water elevation for each storm event in the table summarizing the dry pond performance.</p>						

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9/27/2019	9/30/2019	10/2/2019	Street Lighting	JEFF HERNKE	REVIEW COMPLETE	See notes
Notes: There is City owned street light and fiber facilities both underground and aerial within the right of way for this project. At this time I do not see any conflicts.						
9/27/2019	10/3/2019	10/2/2019	Traffic	Michael Grulke	REVIEW COMPLETE	No Comments
Notes:						
Review Group: AUTO						
9/18/2019		10/2/2019	Fire	Brian Charlesworth		
Notes:						
9/18/2019	9/18/2019	10/2/2019	General Engineering	DAVID BUECHL	ADDITIONAL INFO REQUIRED	see notes
Notes: <ol style="list-style-type: none"> <li>1. Depending on the final design, the below listed permits or approvals may be needed. Please submit digital copies of permits to City for filing. <ol style="list-style-type: none"> <li>a. City of Waukesha Storm Water Erosion Control Permit if disturbance over 3,000 sf</li> <li>b. Wisconsin DNR NOI, and NOI for fill site, if disturbance over 1 acre</li> <li>c. City of Waukesha – Engineering Division Construction Permit if working in right of way</li> </ol> </li> <li>2. Additional required submittals, fees, financial guaranties are needed prior to issuance of a building permit include: <ol style="list-style-type: none"> <li>a. Easements, if applicable</li> <li>b. Impact fees</li> <li>c. Letter of credits</li> <li>d. Applicable sewer connection charges per Chapter 29.11(c) will be owed to the City for this project.</li> </ol> </li> <li>1. Confirm number of off street and street parking spaces needed for development for residents and guests. Limited to no parking on street parking is available in this area, including on White Rock Avenue, Elm Street, Moreland Boulevard, and Niagara Avenue.</li> <li>2. (3) LOCATION OF DRIVEWAYS; TRAFFIC CONSIDERATIONS. In granting permits for driveways leading to places of business, the Director shall restrict the width of driveways as much as possible consistent with the business needs of the occupant of the premises. Where the location of existing or proposed driveways used for access to and from business premises does or may unnecessarily create a traffic hazard due to congestion on adjoining streets or due to the proximity of the driveways to an intersection, the Director, subject to the approval of the City Council, may require the driveway to be relocated to some other portion of the premises; or may require the owner or occupant to restrict or specify the driveways to be used for entrance and exit to the premises, and may require the occupant to regulate right or left turns at all exits. The owner or occupant shall place signs at all exit and entrance driveways indicating such restrictions. <ol style="list-style-type: none"> <li>2a. The current design layout includes a drive access to Eales Avenue and Niagara Avenue. The current layout will allow for a vehicle cut through route from Niagara to Eales that will circumvent the City's previous project to eliminate additional traffic to Eales Avenue. The driveway approach and connection to Eales Avenue should be removed from the proposed site plan.</li> </ol> </li> <li>3. Impact fees, a development agreement and letter of credits will be needed for development..</li> <li>3. The City will require the owner to dedicate land or grant an easement for vision corners at the intersection of City streets to provide for the unobstructed view of the intersection by approaching vehicles. The conveyance could be made by vision corner by permanent easement. The owner shall include the following notation on the land division map:                      "No structure or improvement of any kind is permitted within the vision corner. No vegetation within the vision corner may exceed 30 inches in height."</li> <li>4. Landscape Plan <ol style="list-style-type: none"> <li>4a. 195.29 Railroad highway crossings. (6) VIEW AT CROSSINGS; TREES AND BRUSH NEAR CROSSINGS; FORFEITURE. Every municipality shall keep the public highways within its jurisdiction clear of brush and shall adequately trim all trees within 330 feet of the center of any railroad highway grade crossing. Every person or corporation owning or occupying any land adjacent to any railroad highway grade crossing shall keep all brush cut and adequately trim all trees on the land within the triangles bounded on 2 sides by the railway and the highway, and on the 3rd side by a line connecting</li> </ol> </li> </ol>						

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points on the center lines of the railway and the highway, 330 feet from the intersection of the center lines. The office, upon its own motion, or upon any complaint to the effect that any work required by this subsection has not been performed, after due notice and hearing, may order the corporation, municipality or person at fault to perform the work; provided, however, that if the physical conditions at any crossing are such that the performance of the required work will not materially improve the view for highway traffic, or, if unreasonable loss would be caused thereby, the office may excuse the party in interest from performing the same. The office may also order the cutting of brush and the trimming of trees at private farm crossings as may be necessary and reasonable. If any person shall violate any provision of this section, or shall fail, neglect or refuse to obey any order made by the office under this section, or any judgment or decree made by any court upon such an order, for every such violation, failure or refusal such person shall forfeit not less than \$25 nor more than \$150. Remove proposed trees in right of way in vision corner area.

4b. Show applicable vision corner triangles at intersection of Moreland Avenue and railroad right of way.

4c. 22.53 Traffic, Loading, Parking and Access

(1) TRAFFIC VISIBILITY. (Am. #38-02) In all districts no structures, fences, or vegetation shall be permitted on a corner lot within twenty (20) feet of the point of intersection of the right-of-way lines (the "corner") which obstructs or interferes with traffic visibility.

4d. Show applicable vision corner triangles at intersection of Moreland Avenue and White Rock Avenue.

4e. Show applicable vision corner triangles at intersection of Elm Street and White Rock Avenue.

4f. Show applicable vision corner triangles at intersection of Moreland Avenue and railroad right of way.

5. City owned property is shown to be included in the proposed development area where a building is located. A property conveyance is needed from City to developer if approved by City.

6. The City right of way shown to be included within this development was acquired for expansion of the right of way for future road and bridge widening needs. This area also acts as a vision clearance triangle for drivers of vehicles along E. Moreland Blvd. to see trains as they approach. After discussing this issue with the Commissioner of Railroads office, no orders exist that require the City to keep the vision triangles clear. This issue is up to the City's discretion. Per Andy Mielke from SRF Consultants, the vision corner does not Technically effect our quiet zone calculation. He did say that he thinks people should be aware of a vision corner, so look at it in the design, but does not affect Quiet Zone.

7a. Developer shall obtain opinion from Traffic Engineer if vision corner easements should be included at all potential locations of right of way intersections.

8. Show location for CBU mailbox structure on private property.

9. o/s con, est

10. Label ADA access route from ADA parking spot to building and from public sidewalk to building.

11. Add note: to follow current City specifications and City Development Handbook requirements.

12. Add note to drawings: Limits of final City street pavement and curb and gutter removal and replacements to be marked by City Engineering staff in field.

13. Show pavement restoration limits in City street for sewer lateral and water service.

14. Remove existing unused driveway approaches that do not align with current site plan, and driveway section curb and gutter. Remove curb and gutter and replace with vertical face curb and gutter. Remove and replace sidewalk aligned with approach if dipped for approach. Elm-2; Whiterock-1; Niagara-2;

9/18/2019	10/9/2019	10/2/2019	Planning	Jeff Fortin	REVIEW COMPLETE	
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1. For the 4 story building the first floor is right against the right-of-way of White Rock and Moreland and should be more attractive. This is one of the busiest intersections in the City and a very high visibility site. We'd like to see more things to break up the long and plain expanses of wall. Architectural material changes, vertical planting trellises, larger windows, or any other architectural enhancements to make it look less like a parking garage wall should be explored.
2. Given the size of the site it may not be possible, but have you looked at lowering the building by a few feet and having the parking partially underground? This could alleviate some of the concerns in #1 above since parts of the wall would be underground.
3. Verify that no awnings, canopies, or balconies encroach on City right-of-way. Can you show them as dashed lines on a site plan? If they do encroach, we will likely need some sort of hold harmless agreement. Would prefer them to be entirely on your site.
4. Garaged doors on the 4-story building are very visible – they should be replaced with frosted glass, wood-look, or other more decorative doors. Also consider some sort of architectural element (sun shade, material change, etc) around the garage doors. Decorative wall lights on each side of the garage doors would also help.
5. Is there any way to maybe raise the roofline of the northeast corner of the 4-story building? It would add some visual interest at this prominent intersection. Also we aren't sure about the composite siding shown at the roofline at the corner. Do you have any examples of how this looks on any other buildings?
6. For the townhouse building we'd like to see the some effort to make the building less symmetrical.
7. We'd like some more attention paid to the north and south ends of the Townhome buildings – maybe windows or other architectural features in the gable ends.
8. For the small dormers, maybe increase the height of the utility brick in this area and have more prominent second story windows or add an eyebrow window above. Just have your architect look at some ways to make these more interesting.
9. For the townhome building, you don't necessarily need to use the exact same colors and materials as the 4-story. You can still have complementary architecture without them looking too similar. The Plan Commission may require some changes to accomplish this.
10. Where will dumpsters and recycling containers be located for each project? Any dumpsters or other refuse containers for residents that are stored outside of the building must be in a masonry enclosure.

9/18/2019	10/18/2019	10/2/2019	Water Utility	Chris Walters	UNDER REVIEW	See comments
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### Notes:

1. The proposed water service connection shown off Niagara will require a tap into the existing 6" cast iron water main. Taps are only performed by Waukesha Water Utility. The tapping sleeve and valve will be provided and installed by Waukesha Water Utility.
2. The developer's contractor is responsible for providing the excavation, shoring, traffic control, and means of lowering the tapping machine. The tapping fee will include the aforementioned tapping sleeve and valve as well as labor and inspection by Waukesha Water Utility.
3. The proposed water service connection shown off White Rock Avenue shows utilizing an existing 1-1/4" water service. A new 6" service may be required. If a new tap is required, the same above conditions apply.
4. A new water service application is required for both proposed services and shall be submitted to and approved by Waukesha Water Utility. Please contact Tom Krause at [tkrause@waukesha-water.com](mailto:tkrause@waukesha-water.com) to obtain a permit application.
5. Please also provide the final utility plan for approval.