



May 23, 2025

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eua.com

**Re: GE Healthcare Experience Center  
EUA Project No.: 23518-01**

Dear Mr. Koehler:

This letter addresses the comments by Waukesha Staff (dated 4/30/25) and MSA (dated 4/30/25) regarding the GE HEALTHCARE EXPERIENCE CENTER PRELIMINARY SITE PLAN & ARCHITECTURAL REVIEW SUBMITTAL

#### CITY STAFF COMMENTS

4/25/2025	4/25/2025	5/2/2025	STORM SEWER	Jonathan Schapekahn	REVIEW COMPLETE	See Comments
<p>Notes:</p> <p>Plans – General</p> <p>1. Several existing storm inverts are shown in a different datum than NAVD88 <b>RESPONSE: Available existing storm structure elevations have been updated to datum NAVD88.</b></p> <p>2. Will the Up-Flo filter structures function with the proposed pipe configurations entering/leaving the structures? <b>RESPONSE: Yes. See upflo filter detail.</b></p> <p>3. Check invert elevations for Storm MH 1. It appears an inlet pipe invert is below the outlet pipe invert. <b>RESPONSE: Storm manhole 1 has been removed from plans.</b></p> <p>4. The inverts for the Up-Flo structures do not conform to the elevation offset from inlet to outlet invert indicated on the Up-Flo detail. <b>RESPONSE: Up-Flo details have been revised.</b></p> <p>SLAMM Calculations</p> <p>1. The Madison rainfall file was used instead of the Milwaukee. <b>RESPONSE: Winslamm rainfall file has been updated.</b></p> <p>2. Missing the input data for both Up-Flo filters. <b>RESPONSE: Up-flo filter data has been updated.</b></p> <p>Storm Water Maintenance Agreement</p> <p><b>NOTE it is intended that the SWM agreement to replace the previous SWM agreement, as we have combined the two agreements.</b></p> <p>1. On page 2, the name of the drafter of the document is required. The page number is also obscured by the certification stamp box. <b>RESPONSE: The maintenance agreement has been updated.</b></p> <p>2. On page 3, the city clerk is Katie Panella. <b>RESPONSE: The maintenance agreement has been updated.</b></p> <p>3. On page 6, modify the minimum maintenance requirements to match those prepared by Sigma for the Carroll University project at 211 &amp; 223 Maple Ave which contained an Up-Flo filter. Add the three sheets from the Hydro International Up-Flo filter operation and maintenance manual which were a part of that project as well. <b>RESPONSE: The maintenance agreement has been updated.</b></p>						

## MSA COMMENTS

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 prior to starting construction.
  - a. City of Waukesha Storm Water Erosion Control Permit if disturbance over 3,000 sf
  - b. Wisconsin DNR NOI, and NOI for fill site, if disturbance over 1 acre
  - c. City of Waukesha – Engineering Division Construction Permit for all RW work.

***RESPONSE- These will be addressed as required***

2. Issuance of *All Engineering Requirements Met Concurrence Letter* is required prior to application for Building Permit.

***RESPONSE- These will be provided prior to application for Permit***

3. Prior to application for Building Permit, the following additional submittals, fees, financial guaranties are required:
  - a. Financial guaranties
  - b. Impact Fees
  - c. Applicable sewer connection charges per Chapter 29.11(c) will be owed to the City for this project.
  - d. City Storm Water Permit. This permit will need to be obtained prior to starting work, and obtaining a building permit.

***RESPONSE- These will be provided prior to application for Permit***

4. The construction drawings, and financial guarantees should be reviewed and approved prior to the construction being started and building permit issued. If the location of any work needs to be changed as a result of the approved construction drawings, the drawings should be updated to reflect the needed changes.

***RESPONSE- Understood***

5. In accordance with Wisconsin Administrative Code A-E 2.02(4): Each sheet of plans, drawings, documents, specifications and reports for architectural, landscape architectural, professional engineering, design or land surveying practice should be signed, sealed, and dated by the registrant or permit holder who prepared, or directed and controlled preparation of, the written material.

***RESPONSE- The following items will be stamped and signed- drawing index sheets, project manual table of contents, engineering calculations and cover pages for any required reports***

6. Add note that all work within City right of way and City easements to be in accordance with current City Standard Specifications and details.

***RESPONSE: General note 6 on sheet C100 and C200 has been modified.***

7. Review all City sidewalk adjoining the property limits with a City Engineering representative. If the sidewalk meets replacement criteria due to cracking, missing pieces, or displacement, then the sidewalk will need to be removed and replaced.

***RESPONSE: There is no City sidewalk adjoining the property limits.***

8. Per City's Sidewalk Plan, property adjacent to Golf Road & N. Grandview Blvd lies within Moderate Priority areas. Consider installing sidewalk at these locations.

**RESPONSE: No new City sidewalk will be installed as part of this project.**

9. Add note: Notify City Engineering Dept. 5 days prior to work in City right of way.

**RESPONSE: Note 8 has been added to general notes on C100 and C200. Please note that no work within the City right of way is anticipated for this project.**

10. 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.

**RESPONSE- As discussed in our meeting comments 6-10 are not applicable .**

11. Show accessible ADA route from ADA parking spot to building entrance.

**RESPONSE: ADA accessible route has been added and called out on C100.**

12. Horizontal datum should be updated to NAD 1983/2011. See Existing Condition Survey, and City design guidelines.

**RESPONSE: Note 4 on C001 has been updated to include horizontal datum.**

13. Submit all required checklists for Development Submittals. See City's Development Handbook.

**RESPONSE: Chcklist is included with city resubmittal.**

14. See all other comments included in TRAKiT software response.

**RESPONSE: Comments from TRAKiT have been addressed.**

## C002

15. Riprap tracking pad shown over existing inlet and above existing asphalt not to be demolished.

**RESPONSE: Tracking pad has been moved to pavement removal area.**

a. Confirm storm inlet is located where shown as no storm pipe connection is shown.

**RESPONSE: Some storm structures are welded shut. Sigma will continue to work with GE Healthcare to get measure downs prior to final engineering approval.**

b. Detail C400 states manufactured tracking pad is acceptable. Suggest clearing stating manufactured tracking pad on C002 to avoid riprap tracking pad damaging existing pavement.

**RESPONSE: Note has been added to tracking pad callout on C002.**

16. Sawcut shown in legend. None shown on Plan.

**RESPONSE: Sawcut has been added to C002.**

17. Appears some of the existing storm structures have elevations labeled in a datum other than NAVD88. Update to show all in NAVD88.

**RESPONSE: Available existing storm structure elevations have been updated to datum NAVD88.**

18. EX CB4, move label for legibility. Include existing inverts of connected pipes, W & SE.

**RESPONSE: EX CB 4 is welded shut. Sigma will continue to work with GE Healthcare to get measure downs prior to final engineering approval.**

19. Clarify if landscaping retaining wall on NE corner of existing building shall remain or be demolished. Based on proposed sidewalk, it appears it needs to be removed.

**RESPONSE: The landscaping wall along the east side of the building shall be demolished. There will be a proposed landscaping wall north of the building**

## C100

20. ADA sign & post called out without associated pavement markings. Confirm spaces are intended to be ADA.

**RESPONSE: ADA sign and posts have been called out on C100.**

21. Identify ADA access route from parking stalls to building entry.

**RESPONSE: ADA accessible route has been added and called out on C100.**

22. Provide pavement markings at ADA cross walks.

**RESPONSE: Pavement markings at ADA crosswalks have been added.**

23. Confirm with Fire Dept. new distance from curb at turn around to existing hydrant.

**RESPONSE: This was reviewed in our meeting. The distance from curb to hydrant is acceptable.**

24. It appears the intent is for one way traffic counterclockwise around the proposed paver circle. Recommend signage at turnaround instruction traffic flow and avoid wrong way

entrance.

**RESPONSE: Do not enter signage and right turn only signage has been called out on C100.**

25. Renderings appear to show concrete band around paver circle with width less than 4' wide & align with gutter pan radius. If layout is proposed as shown on C100, recommend using material/color/location to clearly delineate between concrete sidewalk & decorative banding.

**RESPONSE: 4' wide concrete band has been called out on C100. We do not see any issues with the banding and the sidewalk matching in material and color. The color of the banding will not be changed to differentiate it from the sidewalk.**

26. It appears the drive to existing office building is not intended to be heavily utilized route.

a. Confirm vehicle movement is possible when through movement is removed.

b. Confirm with Fire Dept. proposed layout is acceptable for rescue equipment needs.

**RESPONSE: This was reviewed in our meeting. The Fire Dept. confirmed they have no issues with the proposed design**

27. Provide clear detail on location for location of ADA ramps & curb tapers.

**RESPONSE: ADA ramps and associated curb tapers have been called out on C100.**

28. What is the intent of the 12' concrete walk terminating into the n/s drive isle? Will full head curb be present throughout? Is it a walk path that should continue across drive?

**RESPONSE: This is intended for delivery equipment. It is not intended as a walking path. It is 12 ft wide due to the anticipated equipment size.**

29. If intent is to have pavement markings for EV charging stalls as shown on L000, include on C100 and provide detail.

**RESPONSE: EV charging pavement markings will not be provided. The pavement markings shown on the drawings are strictly for reference.**

## C200

30. Storm EX CB4 rim elevation needed.

**RESPONSE: EX CB 4 rim elevation has been added.**

31. Freeze all existing features that will be demolished in proposed conditions.

**RESPONSE: Existing features to be demolished have been frozen on sheet C200.**

32. Parking area at NE corner of the building

a. Sidewalk west appears to intersect with existing retaining wall. Per previous comment, it appears ex. Retaining wall be demolished.

**RESPONSE: Plans have been updated to show new site work and wall.**

b. Sidewalk west drains towards building and traps water as shown. 894.74 & 895.15

**RESPONSE: Sidewalk and grades have been updated in this area.**

c. Sidewalk west shows +5% cross slope. Recommend 1.5% cross slope.

**RESPONSE: Sidewalk and grades have been updated in this area.**

d. Sidewalk east shows a longitudinal slope of ~9.3%. Recommend lowering the head of the parking stall to soften the slope.

**RESPONSE: Sidewalk and grades have been updated in this area.**

33. Provide additional spot elevations for walk path north of proposed addition.

**RESPONSE: Additional proposed spot grades have been added.**

34. Provide additional spot elevations for elevated patio design

**RESPONSE: Additional proposed spot grades have been added.**

35. With Standard (Accepting) curb as shown, there are several locations that appear to produce ponded water within the curb & gutter. Revise to include additional storm inlets or incorporate reject curb to discharge runoff from curb & gutter.

**RESPONSE: Curb and gutter grading and storm sewer inlet locations have been updated.**

36. Provide additional detail where curb tapers & curb ramps are to be installed and provide adequate spot elevations.

**RESPONSE: Spot locations have been added at all curb ramps and curb taper locations.**

37. Assumed ADA route immediately north of drop off circle has a western cross slope of 4%. Update to meet ADA guidelines for ADA route.

**RESPONSE: Slope from drop off circle to main entrance directing north has a western slope of 0.5%**

38. 6' sidewalk width required adjacent curb for ADA compliance.

**RESPONSE: Sidewalk adjacent to ADA stalls has been updated to 6' wide.**

39. Sidewalk adjacent to ADA stalls currently shown at ~4% cross slope. Update for ADA compliance.

**RESPONSE: ADA sidewalk adjacent to stalls has been updated to have a cross slope of less than 2%.**

40. North of ADA stalls, spot elevations not shown as curb and gutter style label. Confirm full head curb and update label style.

**RESPONSE: Curb and gutter directly to the west of ADA stalls is flush and called out on C200. Transition to full head curb is called out and spot grades have been updated to reflect curb height.**

41. Include spot elevation labels to show west & east corners of all ADA stalls to confirm slope.

**RESPONSE: Spot grades have been added to all corners of ADA stalls.**

42. Update grading around Storm CB4. Current grading shows flow along western curblane towards building while ~11% flowline from corner to rim elevations of CB4.

a. Appears water flows west across sidewalk to trapped condition.

**RESPONSE: Grading around CB 4 has been updated. From CB 4 to the west curblane is 2%.**

43. Confirm grade breaks lines match high/low points. Update as needed.

**RESPONSE: Grade breaks have been updated. High and low points are annotated with spot grades on C200.**

44. Appears there is trapped water along north parking area & sidewalk entrance to parking lot.

**RESPONSE: North parking area (by plaza) has a cross slope of more than 2%. Water flows to the east to CB 1.**

45. Provide spot elevations as all grade brakes.

**RESPONSE: Grade breaks have been annotated with spot grades on C200.**

## C300

46. Provide existing invert elevation for EX CB4

**RESPONSE: EX CB 4 is welded shut. Sigma will continue to work with GE Healthcare to get measure downs prior to final engineering approval.**

47. EX CB1 – 30" outlet invert is higher than proposed 24" inlet.

**RESPONSE: Invert has been updated.**

48. Provide existing invert elevation EX CB3

**RESPONSE: Existing invert elevations have been added.**

49. Storm MH 1

a. 15" incoming pipe and 8" outgoing pipe

b. 15" invert = 881.49, 8" invert = 886.70

**RESPONSE: Storm MH 1 has been removed.**

50. Update pipe networks to match crown elevations.

**RESPONSE: Pipe inverts have been updated to connect into existing at crown elevations.**

51. Not 8 states storm larger than 12" shall be HDPE. Plans call out 24" storm as RCP.

**RESPONSE: Pipe materials have been updated.**

## C400

52. C002 references detail for silt sock. Include detail and update reference to correct EC measure to be used.

**RESPONSE: Silt sock detail has been added to C400.**

## C401

53. Two Up-Flo filters are proposed. Detail appears to be generic. Please provide updated detail for each structure including associated inverts & elevations.

**RESPONSE: Updated details have been provided in resubmittal.**

## L000/L100

54. Update to freeze all existing conditions that will be demo'd in proposed conditions.

**RESPONSE: Drawings have been updated.**

## SWMP

55. Storm quantity will be met by reducing impervious area in proposed conditions.

**RESPONSE: Stormwater quantity has been met by reducing impervious area in proposed conditions.**

56. WINSLAMM file should use Milwaukee Rain File & appropriate Winter period.

**RESPONSE: Winslamm file has been updated to use Milwaukee Rain File & appropriate winter period.**

57. Please provide input data for Up-Flo devices & design. Current input data Shows Control Practices 2, 3 & 4.

**RESPONSE: Input data has been entered.**

58. Section 5. Proposed Developed Conditions Description states: "The proposed and existing catch basins were modeled in WinSLAMM. Existing catch basins (as labeled in the models and civil plans) could not be opened to verify sump conditions and is therefore not included in the model." Clarify whether or not proposed and existing sumps are included in TSS Modeling & provide input data.

**RESPONSE: Proposed developed conditions have been clarified.**

59. On resubmittal, please provide WINSLAMM model to assist in review.

**RESPONSE: Winslamm file shall be provided on resubmittal.**

60. Storm Sewer Map – include all areas draining to the proposed storm structures, including undisturbed areas and update calculations. Appears additional area than shown will drain to CB 4, CB5, & EX CB4. Verify others.

**RESPONSE: Storm sewer map has been updated.**

61. Storm sewer calculation – verify 5 minutes intensity values. Appears rainfall depths (inches in 24 hour event) was used as intensity (inch/hr).

**RESPONSE: Calculations have been updated.**

Please let me know if you have any comments.

Sincerely,



Peter Kucha  
Principal, Senior Project Manager

C: Kevin Joda  
GE HealthCare Senior Manufacturing Manager- Projects & Initiatives