

CITY OF GLENDALE COMMON COUNCIL

Meeting Minutes

August 26, 2024

Regular meeting of the Common Council of the City of Glendale held in City Hall, 5909 North Milwaukee River Parkway, Glendale, Wisconsin and via Zoom conference call.

The meeting was called to order by Mayor Bryan Kennedy at 6:00 p.m.

Roll Call: Present: Mayor Bryan Kennedy, Ald. Tomika Vukovic, Jim Daugherty, John Gelhard, Phillip Bailey, and JoAnn Shaw. Absent: Ald. Steve Schmelzling.

Other Officials Present: Karl Warwick, City Administrator; Rhett Fugman, Police Chief; Jessica Ballweg, Deputy City Administrator; Jialin Li, Finance Manager; and Megan Humitz, City Clerk.

PLEDGE OF ALLEGIANCE.

The members of the Common Council, City staff, and all those present pledged allegiance to the flag of the United States of America.

OPEN MEETING NOTICE.

City Administrator Warwick advised that in accordance with the Open Meeting Law, the local news media was advised on Thursday, August 22, 2024, of the date of this meeting; that the Agenda was posted on the official bulletin board of City Hall, the Glendale Police Department, and the North Shore Library; that copies of the Agenda were made available to the general public in the Municipal Building and the Police Department; and those persons who requested, were sent copies of the Agenda.

PUBLIC COMMENT.

No public comment.

CONSENT AGENDA.

I. File No. _____

Approval of Adoption of Minutes for Meeting held on July 22, 2024, Approval of Monthly Reports, Approval of Accounts Payable, and Authorization for National League of Cities Attendance for Mayor Kennedy and one City Alderperson, not to exceed \$5,000.

Motion by Ald. Daugherty, seconded by Ald. Vukovic, to Approve Adoption of Minutes for Meeting held on July 22, 2024, Approval of Monthly Reports, Approval of Accounts Payable, and Authorization for National League of Cities Attendance for Mayor Kennedy and one City Alderperson, not to exceed \$5,000 was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

PUBLIC HEARING.

II File No. _____

Amendment to the Planned Development District (PD) Zoning: 2510 West Good Hope Road, Tax Key Parcels 100-998-4002, 100-998-4005, 100-998-4004, and 1—0998-4003 for a Multi-Family Development Project

Recommendation for approval of a General Development Plan for an Amendment to the Planned Development District (PD) zoning at 2510 West Good Hope Road, Tax Key Parcels 100-998-4002, 100-998-4005, 100-998-4004, and 100-998-4003 for a Multi-Family Development Project

Meredith Perks, City Planner from Vandewalle & Associates, stated in 2019, the City approved a Planned Development District (PD) rezoning at 2510 West Good Hope Road for a multi-family residential project led by

New Land Enterprise (the Applicant). That project was not constructed, and New Land Enterprises has submitted updated project plans to amend/update the PD. The 2019 approved PD includes multifamily development of one apartment building of 48 units along the Good Hope Road frontage and 41 townhouse units at the back of the site (attached). In total, the PD approved 89 dwelling units with parking on the first floor of the apartment building, a surface parking lot and attached two-car garage parking for each townhouse unit. Development amenities include a community room, fitness center, pet spa, on-site management offices, and a ¼ mile pedestrian path. In 2019, the estimated construction costs were \$13.4 million. New Land Enterprises has reapproached the City with an updated general development plan that requires the adoption of a major amendment to the PD. The current development proposal is similar to the approved project from 2019 with several modifications to height and unit counts. This multifamily development consists of a single apartment building along the Good Hope Road frontage with townhouse units to the north and the west of the apartment building. The current proposal includes 179 total units with 149 in the apartment building and 30 townhouse units grouped in five buildings of five to eight townhouses each. The five-story apartment building is an L shape design and will provide amenities to both the apartments and townhouses, including inground pool, community club room, golf simulator, coworking space, 24-hour fitness center, pet spa, parcel room, bike parking, and on-site management offices. Units will be market driven and have high-end finishes, as outlined in the New Land PARC application narrative. Primary entry to the site will be from Good Hope Road with a proposed access drive off North Range Line Road. Circulation around and behind the apartment building will provide access to the entrance to the apartment building indoor parking area on the first floor (141 stalls), surface parking lot (74 stalls), and townhouse units (2 spots per unit in attached garages). Townhouse units will be positioned to have their front entrances facing a common walkway with vehicular access and attached garage access around the backsides of the units facing the surface parking and circulation. The on-site circulation roads and access driveways will be privately owned and maintained. The proposed development site consists of four tax parcels totaling 5.4 acres. No structures currently exist on the site, however its former use as a greenhouse will require environmental remediation. New Land Enterprises is in discussion with the City to create a new Tax Increment Financing District (TID) to address the remediation of the site. The Common Council will be required to review the proposed TID project plan and development agreement in the future.

The purpose of the Planned Development District in the Glendale Zoning Ordinance is “to encourage and provide means for effecting desirable and quality development by permitting greater flexibility and design freedom than that permitted under the basic district regulations and to accomplish a well-balanced, aesthetically satisfying city and economically desirable development of building sites.” Due to the mix of residential uses, the proposed development does not fit within an existing zoning district and therefore a Planned Development zoning classification is required. This is a common zoning district in Glendale and throughout the State used to approve projects with mixed densities, mixed uses or when all items are not in conformance with all City zoning regulations. Here, a Planned Development Zoning classification is required because of the mix of densities that is not specific to a zoning district. The proposed update to the PD generally aligns with the previously approved project as a multi-family development with an increase in overall units and greater amenities for the residential units. The multifamily development proposed is generally consistent with the 2040 Comprehensive Master Plan Future Land Use Map (p. 52), which identifies a future land use of multi-family, and it meets the recommendations for that land use. The development also aligns with a number of goals from the Comprehensive Plan’s housing chapter (Chapter 5), including diversifying new housing types in Glendale to include multi-family, allowing high-quality multi-family development, and having the City employ a proactive approach to housing. As a built-out community, Glendale will need to look to infill and redevelopment opportunities for new investment and to address housing needs in the City. However, there are a limited number of infill opportunities in the City and the proposed location is one of the most appropriate for multi-family development as it is adjacent to a multi-family use, is on a major thoroughfare, utilizes a mixed housing model to have townhomes buffer against single family uses, and is across from institutional and other employment uses. This project will also help remediate a currently vacant and environmentally compromised site. Without a development here, this site will likely remain environmentally compromised. The PD zoning ordinance (13.1.50) states: “(3) No predetermined precise building location height, building size, floor area, lot size, density or open space requirements shall be applicable to uses or structures in a planned unit development, but such requirements as are made a part of an approved precise development plan shall be, along with the plan itself, construed to be and enforced as a part of this chapter.” Though no specific design

standards are applicable, the site plan, building design, proposed building materials, and circulation plans are in alignment with City standards. The project site plan provides appropriate setbacks in the front, rear, and side yards of the project. Attention has been provided to the location and screening of the dumpster and maintenance shed on site, as well as the location of signage and mailboxes for the townhome residences. The parking, including two-car garages for the townhome units, 141 stalls in the first floor of the corridor building, and 74 outdoor surface parking stalls, meets the multi-family parking standard of 1.5 stalls per dwelling unit for multi-family development. The project will require a CSM approval for the new combined parcel. New Land is reviewing the opportunity to complete a vacation of the public road to create a private drive off Range Line Road. This vacation will require a separate approval process and should be included along with the CSM in the Specific Implementation Plan approval. The Common Council has the authority to determine the terms of the development agreement as part of the PD rezoning process. The proposed development meets the permitted uses allowed in a PD. As a site adjacent to a multi-family use and along a major thoroughfare, the multi-family use is permitted.

Pat Braeger of New Land Development was present at the Common Council meeting to give a presentation on the development plans, in addition to the information already provided. He discussed resident concerns regarding the intention to keep mature trees and natural landscaping in place, on-site management, and soil remediation.

Mayor Kennedy opened the public hearing.

Tina Grace, Manchester Village Board Member, claimed she was unaware of any of the previous hearings related to the development and did not realize how far along the plans were. She stated the 5-story building does not fit into the neighborhood architecture and blocks the rights of the residents of Manchester Village. She indicated a need for more time to ensure the development is the right move for the community, and believes the communication has been poor. She expressed this is a money move and not the best interest of the community.

Marcia Siedl, Director of the Manchester Village Board, stated the development is likely to be stepping stone, and a transient location for people who aren't concerned with the neighborhood. She indicated there are many residents at Manchester Village who are immigrants and only have their property, which they hope to pass on. She expressed concern the values will go down at Manchester Village, and that just because the zoning allows for the development does not mean it is acceptable.

Glendale resident Eric Stessman, 2470 W Good Hope Rd, Unit 372, questioned if this development is a stepping stone and whether the residents will be receiving government assistance towards their rent. He also questioned how New Land Development determined the average income of the residents. He stated this is a terrible looking building, and believes it is a money move for the City. New Land Development stated that \$79,000 is the average income of people living in Glendale, and the average spent on housing is 30% of one's income, so the average rent equates to that median income. In order for residents to live at the development, they will need to make at least \$79,000 or more.

Glendale resident Neil Eisendrath, 2200 W Good Hope Rd, Unit 314, expressed concern that the building development design does not fit in with the neighborhood.

Glendale resident Bill Bergeron, 2200 W Good Hope Rd, Unit 214, stated the presentation from New Land Development provided an unfair comparison, as it portrayed a picture from the north towards Manchester Village between two houses. Manchester Village is a three-story development, while this is intended to be a five-story development.

Glendale resident Jo Anne Kemp, 2350 W Good Hope Rd, Unit 249, questioned if anyone has checked into the contamination of the soil or had studies done to determine long-term repercussions of building on the soil. She raised concerns regarding how far the contamination goes and the effects of disturbing the ground, and made comparisons to the TCE issues at Bayshore following the opening of the apartments.

Glendale resident William Buszka, 7345 N Braeburn Ln, raised concerns over why the development already seems like a done deal and the electrical appears to have already been installed. He stated residents should have been notified in 2019, and questions if the law was broken in order to have the development started. He does not feel this development fits in the neighborhood.

Glendale resident Vicki Rocco, 2300 W Good Hope Rd, questioned if there will need to be a water and sewage line connected from the development to Manchester Village, and if so how that will impact or disrupt the land with the digging that connects. New Land Development indicated the utilities are being relocated by WE Energies, which is separate. The cleanup for the site must take place under DNR supervision and meet specific standards, and there will be no runoff towards any neighborhoods. The land will be capped with clean fill, and be a better, safer, and clear site than it currently is. There cannot be underground parking due to the digging that would need to be done and the relocation of the soil, which is impossible due to the contamination.

Glendale resident Rick Ollman, 2300 W Good Hope Rd, Unit 148, questioned the difference between the 2019 and 2024 development projects, and why the 2019 could not be revived. Tim Godman, managing director of New Land Development, stated there was prior approval in 2019, however everything has changed since that time. Interest rates have increased, price of construction is up 40%, and the market has moved towards a level of amenities that differs from what was traditionally delivered which results in a better product.

Glendale resident Maria Connemara, 2350 W Good Hope Rd, Unit 349, stated the Lydell Apartment building is the only similar building in Glendale, and it blends in the area it was placed. This development stands out and does not fit in. She questioned if the Lydell is actually occupied, and if not, where are the residents going to come from to occupy this development and are willing to pay the price for rent.

Robert Budish, owner of Bistro on the Glen, located at 6823 N Green Bay Ave, expressed support for the development as a business owner. He hopes it will bring vitality to the area and will help the struggling businesses in the district by bringing in a new customer base.

Glendale resident Steven Marcus, 2350 W Good Hope Rd, Unit 151, questioned what made the City decide to allow this project to be built here, as there seems to be a consensus against it. They inquired if other sites were considered or only this location. Mayor Kennedy stated if New Land Development had not proceeded with this project, another company would have. New Land Development added that given the Master Plan and the size of the size of the site and frontage on a major road, this site made sense.

Glendale resident Ruth Young, 2300 W Good Hope Rd, Unit 341, expressed that she cannot visualize how the development will look and would like a physical mockup on the property. Administrator Warwick advised Ms. Young of the 3D renderings provided in the Council packet online.

Glendale resident Robert Cronwell, 7530 W Applewood Ln, stated there were three former Plan Commission members present at the Community Development Authority meeting when this development was discussed, and all were in opposition of the development. He does not believe this fits the master plan or keeps with the design of the community.

Glendale resident Jeffrey Huntsinger, 7346 N Bethmaur Ln, stated the City of Glendale website indicates the interest of the public should be at the forefront of all decisions being made, but that does not appear to be what is happening. He echoed others' sentiments that increased density, parking concerns, and building height are all of concern.

Glendale resident Mark Lebow, 2200 W Good Hope Rd, Unit 322, stated market conditions could change and people that would move into the development could be less than desirable. He finds the building to be terribly large and feels it will tower over Manchester Village.

Glendale resident Brian Swanson, 1820 W Wayside Dr, expressed the amenities in the complex appear to be very nice and wishes things like this existed a long time ago. The aesthetics are pleasing and contemporary, and exactly what she be expected in new developments. His only concern is adequate parking at the development.

Glendale resident Justin Rodriguez, 5742 N Sunset Ln, expressed support of the development proposal. He indicated a need for more rental housing, as the price of homes has increased along with rentals. He expressed that more supply should offset housing costs, and indicated these appear to be high quality with amenities. Mr. Rodriguez questioned how long this property has been vacant and contaminated. Mayor Kennedy indicated the property has been vacant since 2010, and contamination has been for several decades.

Mayor Kennedy called three times for anyone additional on the Zoom call or in the Council chambers that wished to speak for public comment. Hearing no additional public comment, Ald. Gelhard Made the motion to close the public hearing, seconded by Ald. Daugherty. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

Mayor Kennedy stated, after listening to the discussion, the most common negative comments he heard from residents were regarding the scale of the building, which would be twenty-feet taller than Manchester Village, the design concept, and the perception of renters being transient. However, this property would be a highly amenitized, high-income, multi-million-dollar investment into the community.

Ald. Daugherty raised concerns this property does not fit into the neighborhood as well as the 2019 project plan. Ald. Gelhard stated his concerns are regarding the quality of development not being up to par with our developments, as he has not heard positive things regarding New Land Development. He also indicated that a TID here would be a bad precedent and would give other developers the idea this would be commonplace. Ald. Shaw stated she heard similar arguments during the Mill Road development project, but that has turned out to be a wonderful development. Ald. Bailey expressed he has spoken with residents in his district, including those at Manchester Village, and has heard opinions both in favor and in opposition of the development. Ald. Vukovic raised the questions of the current occupant of the Bayshore Lydell apartments, which Administrator Warwick stated is approximately 90%, and if the decision from the meeting is final, which Mayor Kennedy clarified this is not the final step, and only will approve the development plan to move forward but does not approve financing or any specific development plan.

Motion by Ald. Vukovic, seconded by Ald. Shaw, to approve the Ordinance Amending the PD-Planned Development District Multi-Family Residential zoning at 2510 West Good Hope Road, Tax Key Parcels 100-998-4002, 100-998-4005, 100-998-4004 and 100-998-4003 for a Multi-Family Development Project was approved. Ayes: Ald. Vukovic, Bailey, and Shaw. Noes: Ald. Daugherty and Gelhard. Absent: Ald. Schmelzling. None. Abstain: None. Motion carried.

NEW BUSINESS.

III. File No.

Adoption – 2025, 10-Year Capital Improvement Plan

Administrator Warwick stated After a lengthy review of the Capital Improvement plan by City Staff and our consulting engineers, staff is presenting a 2025, 10-year Capital Improvement Plan for review and possible adoption. The presented Capital Improvement Plan generally includes the following:

1. Modification to a 10-year plan. There are significant capital improvement projects beyond the traditional five-year mark that will impact the City's overall spending, mill rate, and debt load. As a result, the CIP plan now includes a 10-year projection. Also included is a year-by-year anticipated debt schedule and mill rate for a \$400,000 home for this period.
2. Annual Inflationary Increases. The CIP plan for all projects/vehicles/equipment now includes inflationary increases so that the same amount of work can be completed year to year. In prior years, the amount of

work was reduced to maintain a consistent dollar amount for roads, water mains and other projects. Inflationary increases were also added to vehicle/equipment replacements to provide more accurate projections.

3. Watermain replacement program was moved to a every other year program. By doing this, the size and scope of the project is larger and the City will hopefully achieve better bids. Furthermore, there is significant time/money involved annually in planning a watermain replacement program. By doing this bi-annually, it will reduce time/money spent managing these improvements.
4. The road resurfacing program was slightly modified. In water main replacement years, the road resurfacing program will only include streets where water mains are replaced. The other years will only include roads not linked to watermain replacements. In 2029, funds increased to approximately \$750,000 per the 2024 adopted CIP Plan.
5. Design engineering for watermain replacements, road resurfacing and alleys were included in the year prior to the work. This allows for staff to plan and design the project in the previous year so early bidding and construction can occur. Bidding projects earlier typically leads to more competitive pricing.
6. Capital investments for software and technology are becoming a large annual cost and is now included in the CIP Plan. Specific investments are listed in the next several years and anticipated costs were placed in the CIP Plan in future years.
7. \$500,000 was included bi-annually for community enhancements such as park, bike, pedestrian or other community enhancements. Those years, the Council would be asked to select projects, or defer for a larger project in future years.
8. The Supplemental Capital Improvement Plan includes a description of all projects and a list of possible future projects not included in the proposed plan.

Motion by Ald. Daugherty, seconded by Ald. Gelhard, to layover the consideration of the adoption of the the 2025, 10-Year Capital Improvement Plan to the September 9, 2024 Common Council meeting was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

IV. File No. _____
Review and Approval of the Fall Newsletter

Administrator Warwick stated the City publishes the newsletter three times a year. This is the Fall issue. Once approved, the newsletter will be printed and mailed to Glendale businesses and residents. In addition, the newsletter will be posted on the City's website and additional copies will be available for pickup at City Hall.

Motion by Ald. Gelhard, seconded by Ald. Daugherty, to approve the content of the 2024 Fall Newsletter as presented was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

V. File No. _____
Adoption – 2025 Budget Schedule

Administrator Warwick stated the Common Council is annually required to adopt a budget and property tax levy in accordance with State Statutes. With the new fiscal year commencing January 1, 2025, staff and our North Shore partners have begun to prepare the 2025 budget and staff is presenting the proposed timeline for adoption of the 2025 City Budget. To the allow City staff the necessary time to prepare the 2025 City Budget, a schedule was proposed and provided to Council.

Motion by Ald. Shaw, seconded by Ald. Vukovic, to adopt the presented 2025 Budget Schedule was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

VI. File No.

School Resource Officer Shared Services Agreement with Nicolet Union High School for 2024/25 in the amount of \$93,962.67

Rhett Fugman, Chief of Police, stated the Police Department and Nicolet School District have a Shared Services Agreement where the Nicolet School Board pays 66% of wages and benefits for the School Resource Officer. Payments are based on a monthly amount when school is in session. Attached is an SRO Shared Services Agreement for the 2024-2025 school year. Under the Agreement, the City will receive funding from the Nicolet School District for an officer assigned to Nicolet High School from for the 2024 – 2025 school year. These funds offset the SRO salary and go into the General Fund Revenue to offset the cost of this police officer. Nicolet School District has already approved the agreement.

Motion by Ald. Gelhard, seconded by Ald. Daugherty, to approve the SRO Shared Services Agreement for the 2024-2025 was approved. Ayes: Ald. Daugherty, Gelhard, Bailey, and Shaw. Noes: Ald. Vukovic. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

VII. File No.

Change Order – Wolf Paving on the Road Resurfacing Agreement for Pavement Patching Services, not to Exceed \$100,000

Administrator Warwick stated the Glendale Common Council previously awarded the 2024 Road Resurfacing project to Wolf Paving in the amount not to exceed \$215,926. Staff is requesting a change order in the amount of up to \$100,000 for pavement patching for construction and engineering services. The attached change order includes \$80,100 for the construction of six (6) additional patches and \$12,500 for associated engineering services. A total of \$100,000 change order was proposed in the event several patching areas are identified and added. Various sections of streets in the City are failing and patching these areas will allow for a generally functional street with areas of defects to have an extended lifespan. The adopted budget includes \$50,000 for pavement patching and \$50,000 for sidewalk repairs. Due to the City's aggressive sidewalk programs, there is currently little need to perform much sidewalk replacement this year and staff is recommending that these funds be allocated towards pavement patching since there is a greater need for that. In future years, we will continue with sidewalk replacements, at a lower cost, and a high amount for pavement patching. The City's contractor for road resurfacing has provided a competitive price for this work and staff is recommending a change order to complete this work this year. All change orders in excess of \$10,000 require Common Council approval. Staff and Clark Dietz have prepared the areas to be patched based on our review of the City and resident complaints.

Motion by Ald. Gelhard, seconded by Ald. Vukovic, to approve Change Order 1 to the Road Resurfacing Agreement with Work Paving for Pavement Patching, not to exceed \$1000,000, including engineering inspection, was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

VIII. File No.

Change Order – MJ Construction, Inc. on the Private Property Infiltration and Inflow (PPII) Reduction Program for additional service lateral replacements, not to exceed \$106,650.

Administrator Warwick stated the Glendale Common Council previously awarded the 2024 Private Property Inflow and Infiltration (PPII) Reduction Program to the lowest pre-qualified bidder, MJ Construction, Inc. Under an agreement with MMSD, they fund 100% of the City's Private Property Infiltration and Inflow (PPII) Reduction Program to reduce the amount of sanitary sewage released into the groundwater. The City is required to

bid and manage the program, with MMSD reimbursing the City for construction and engineering expenses. The 2024 Glendale Private Property Inflow and Infiltration (PPII) Program was originally designed, bid, and approved to include 35 residential sanitary sewer lateral replacements; however, four (4) additional residents reached out to the City and asked to be part of the project. In April 2024, Clark Dietz submitted a competitive funding application to MMSD for \$106,650 to be able to include these four (4) additional homes in the project. The application included \$84,260 for construction (as shown in Change Order 1) as well as \$22,390 for additional engineering design and inspection services. MMSD approved this application that will include no additional cost to the City. MJ Construction was the awarded contractor for the project and has reviewed Change Order 1 for the 2024 PPII Construction Project. They have agreed to the additional quantities, scope of work, and schedule and have signed Change Order 1. Since this Change Order is in excess of \$10,000, the City's Purchasing Policy requires Common Council authorization.

Motion by Ald. Daugherty, seconded by Ald. Gelhard, to approve Change Order 1 to the 2024 Glendale PPII Program in the amount not to exceed \$106,650 was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

IX. File No. _____

Authorization Execute – Five Year Subscription Agreement with Axon for Police Body and Squad Camera systems, not to Exceed \$363,088

Rhett Fugman, Chief of Police, stated the Police Department currently uses Watchguard squad and body cameras purchased in 2021. Watchguard recommended equipment replacement every 5 years. There have been numerous IT and quality control issues with the Watchguard system over the past 3 years. These issues have consumed significant time and resources and has led to numerous situations where the system was malfunctioning. Watchguard has not been overly responsive to requests for repairs or replacements. Last year, the City purchased the Watchguard Cloud storage system for \$ 23,000 annually. At the end of 2023, the Milwaukee County DA's Office announced that all digital evidence would need to be sent to them via evidence.com, which is Axon's storage system. This has added significant time in case preparation due to the downloading and uploading processes for officers because two different systems are used. The Cloud system requires approximately 3 hours of work daily for our officers to transfer the files so they can be sent to the County. This estimated amount of time spent transferring files equates to 1,095 work hours and approximately \$72,000 in wages over the course of a year. As a result, we have been researching other options for police body and squad camera systems. Under the agreement with Watchguard, the City purchased the cameras for \$198,380. Under the proposed agreement with Axon, the City would pay an annual fee of \$72,617.60, and that includes Cloud storage, 25- body cameras, 15 squad cameras, 2 interview room cameras and replacements and repairs of all cameras to ensure we have this amount. With the elimination of the cost for Watchguard Cloud, the net out of pocket cost annually is \$49,617.60. Axon provided a \$52,615 discount to help adjust for the early transition from the initial 5-year Watchguard timeframe. The agreement would be for 5 years and would be required to be re-negotiated upon expiration. Staff will be placing this cost in the 2025 budget. However, the Watchguard system is failing, and staff is asking the Council to approve this agreement and "prefund" this cost that will be included in the Draft 2025 Budget.

Motion by Ald. Vukovic, seconded by Ald. Gelhard, to authorize the City Administrator to execute a 5-year agreement with Axon, not to exceed \$363,088 for Body, Squad, and Interview room cameras was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

X. File No. _____

Authorization to Execute – Agreement with Century Fence Company for the 2024 Port Washington Fence Project, not to Exceed \$147,640

Administrator Warwick stated in 2019, the Wisconsin Department of Transportation (WisDOT) I-43 N/S project included the expansion of Port Washington Road. This expansion has moved the Interstate closer to the Mount Royal Subdivision. In the summer of 2021, there was a meeting of WisDOT officials and residents. The residents requested a sound barrier wall on the east side of N Port Washington Road. WisDOT explained this was not an option for the area. At the November 22, 2021, Common Council meeting, Staff was directed to include sufficient funding in the 5-year capital improvement program for fencing and landscaping for Mount Royal subdivision as a result of the I-43 project. Two bids were received, reviewed, and tabulated for the 2024 N Port Washington Road Fence Installation Project. Upon confirmation of the bid documents, Century Fence Company was the low bidder for this project. According to the City of Glendale 2024 capital improvement plan, there is \$250,000 for this project. The bid results for the 2024 N Port Washington Road Fence Installation Project were as follows: Century Fence Company with \$147,640 and Munson, Inc. with \$158,520. Subsequently, staff waited until WisDOT completed the N Port Washington Road project before bidding the fence installation project to fully understand the limitations on the location of the fencing and landscaping. As a result of the new drainage swale configuration and utility pole locations, both fencing and trees may not fit within the City's right-of-way on the housing side of the sidewalk. The City is in the process of deciding on the possible location of trees and other landscaping, whether in the median, parkway or near the proposed fence, but outside of the existing swale. The remaining funds can be used for trees and landscaping. The remaining Fencing funding amount of \$102,360 is estimated to be sufficient to complete that work.

Motion by Ald. Gelhard, seconded by Ald. Shaw, to accept the lowest sum of the Base Bid and Additive Bid Alternates and award the 2024 N Port Washington Road Fence Installation Project contract to Century Fence Company in the amount of \$147,640 was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

XI. File No.

Authorization to Execute – State/Municipal Maintenance Agreement (SMMA) for a State-Let Highway Project ID: 2090-07-01/71, Silver Spring, N 27th Street to Milwaukee River

Administrator Warwick stated this State/Municipal Maintenance Agreement (SMMA) for a State-Let Highway Project ID: State-Let Highway Project ID: 2090-07-01/71, Silver Spring, N 27th Street to Milwaukee River is a guarantee that the Municipality (Glendale) shall, at its own cost and expense, maintain all portions within the specified limits of this agreement that lie within its jurisdiction for such maintenance through statutory requirements in a manner satisfactory to the State and shall make ample provisions for such maintenance. Upon completion of construction project, the Municipality (Glendale) will assume all maintenance responsibilities. The City of Milwaukee will be required to maintain and fund areas within their jurisdiction. The specific funding agreement between Glendale and the City of Milwaukee will be presented for consideration later. This is being presented now as the State has placed a deadline on Glendale to execute this agreement.

Motion by Ald. Vukovic, seconded by Ald. Gelhard, to approve the State/Municipal Maintenance Agreement (SMMA) for a State-Let Highway Project ID: 2090-07-01/71, Silver Spring, N 27th Street to Milwaukee River was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

XII. File No.

Authorization to Execute – State/Municipal Maintenance Agreement (SMFA) for a State-Let Highway Project ID: 2565-03-03/23/73, Green Bay Avenue, Fairlane to Teutonia

Administrator Warwick stated in 2026, the Wisconsin Department of Transportation (WisDOT) is currently proposing a resurfacing project on STH 57 (N Green Bay Avenue), from 0.1 mi S of W Fairlane Avenue to W Teutonia Avenue. The scoping of the project involves WisDOT working with the City of Glendale to provide a shared-use path/sidewalk on the east side of STH 57 from W Good Hope Road to N Range Line Road for pedestrians and bicycles. Staff also worked with WisDOT to include intersection improvements at W Hemlock Road and W

Wending Drive. These improvements will include curb ramps and a crosswalk for pedestrian crossings at both intersections. There is a connection to a curb ramp on NE corner at N Green Bay Avenue and W Good Hope Road, which was installed last year as part of a HSIP project. Additionally, the City will be installing a sidewalk connection along the west side of N Green Bay Avenue from W Bernard Lane to W Good Hope Road. This agreement covers (80% State/20% Local) the sidewalk construction, as well as any non-participating construction items. Preliminary engineering, plan development, real estate acquisition and participating construction items are covered 100% by the State. The 20% Local match in terms of today's dollars is \$137,000. The State Municipal Financial Agreement (SMFA) is written with an 80/20 cost share, so that both parties carry the burden of costs increasing or decreasing at the time of the project being LET for construction. Currently, this is not a budgeted item, so funding would need to be committed next year but will not be due, at least, until 2026.

Motion by Ald. Gelhard, seconded by Ald. Daugherty, to approve the State/Municipal Funding Agreement (SMFA) for a State-Let Highway Project ID: 2565-03-03/2373, STH 57 from 0.1 MI S of Fairlane to Teutonia was approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

XIII. File No.

Authorization to Execute – State/Municipal Maintenance Agreement (SMMA) for a State-Let Highway Project ID: 2565-03-03/23/73, Green Bay Avenue, Fairlane to Teutonia

Administrator Warwick stated this State/Municipal Maintenance Agreement (SMMA) for a State-Let Highway Project ID: State-Let Highway Project ID: 2565-03-73, STH 57 from 0.1 MI S OF FAIRLANE TO TEUTONIA is a guarantee that the Municipality (Glendale) shall, at its own cost and expense, maintain all portions within the specified limits of this agreement that lie within its jurisdiction for such maintenance through statutory requirements in a manner satisfactory to the State and shall make ample provisions for such maintenance. Upon completion of the construction project, the Municipality (Glendale) will assume all maintenance responsibilities. This SMMA is tied to the State/Municipal Financial Agreement (SMFA), Project ID: 2565-03-03/23/73, also on tonight's agenda.

Motion by Ald. Bailey, seconded by Ald. Vukovic, to authorize the City Administrator to execute the State/Municipal Financial Agreement (SMMA) for a State-Let High Project ID: 2565-03-03/2373, STH 57 from 0.1 MI S of Fairlane to Teutonia were approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

XIV. File No.

Amendment to a Development Agreement – Chick-fil-A at 5201 North Port Washington Road to Permit up to Two Accessory Design Structures, Tax Kay Parcel 196-900-0002

Administrator Warwick stated the City previously approved a Planned Development (PD) agreement to allow the operation of the Chick-fil-a drive-thru only restaurant located on Port Washington Road. The Development agreement is specific on the uses that are permitted and the design of the facility. These were specified in the original PD agreement and a minor amendment (August 8, 2023) to permit the weather screening added later and located on Port Washington Road. The approved exhibits for the PD were not included in the packet. The owner has installed two accessory design structures (cows) on the property. To permit these design structures, the PD must be amended. Staff has prepared a possible amendment to the PD to permit these structures to remain. The Planning and Architectural Review Commission (PARC) determined that this is a minor amendment, which would then allow this amendment to be approved by the Common Council. If the PARC determined that this was not a minor amendment, the PD process would be required to start from the beginning of the PD process.

Motion by Ald. Daugherty, seconded by Ald. Gelhard, to approve the Amendment to the previously adopted and amended PD for Chick-fil-a, located at 5201 North Port Washington Road, Parcel 196-900-

0002, to permit up to Two Accessory Design Structures were approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

XV. File No.

Easement Agreement – With 1717 W Civic Drive, LLC 1717 W Civic Drive for a municipal-owned Sidewalk

Easement Agreement – With 1717 W Civic Drive, LLC 5820 N Green Bay Drive for a municipal-owned Sidewalk

Easement Agreement – With Glendale Holding, LLC 7156 N Green Bay Drive for a Municipal-Owned Sidewalk

Easement Agreement – With Henry N McNally 4640 N River Park Blvd for a Municipal-Owned Water System

Easement Agreement – With Craig Kurtz 1012 W Eula Court for a Municipal-Owned Water System

Administrator Warwick stated the City has several construction projects scheduled for 2024 with the watermain and bike/pedestrian projects requiring permanent easements to complete portions of these two projects. The bike/path sidewalk project requires three easements: two for the Civic Drive sidewalk and one for the Good Hope Road bike path. The 2024 watermain project that will connect Eula Court to River Park (through two private properties) requires two easements. The easements will be tied to the land and will be filed at the Register of Deeds Office. After the Eula Court watermain project is complete, the City will vacate an easement at 4640 North River Park because the existing and aging watermain connection be reconstructed in the same easement area. An easement contract between the City and the landowner is a legal restriction on land use that allows the City to build, maintain, and protect a public improvement and allows the landowner to retain general ownership and control of the land. In addition, the landowner retains the obligation to pay taxes on the parcel. The agreements and survey areas for the easements were provided.

Motion by Ald. Vukovic, seconded by Ald. Daugherty, to approve the Easement Agreements as presented for 1717 W Civic Drive for a Municipal-Owned sidewalk, at 5820 N Green Bay Drive for a Municipal-Owned sidewalk, at 7156 N Green Bay Drive for a Municipal-Owned Sidewalk, at 4640 N River Park Blvd for a Municipal-Owned Water System, and at 1012 W Eula Court for a Municipal-Owned Water System were approved. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, and Shaw. Noes: None. Absent: Ald. Schmelzling. Abstain: None. Motion carried.

COMMISSION, COMMITTEE, BOARD, AND STAFF REPORTS.

There were several updates from Council members on the activities of the various Commissions, Committees and Boards on which they serve as a Member and an Administrator update.

ADJOURNMENT.

There being no further business, a motion was made by Ald. Gelhard, seconded by Ald. Daugherty, to adjourn the meeting. Ayes: Ald. Vukovic, Daugherty, Gelhard, Bailey, Shaw. Noes: None. Absent: Ald. Schmelzling. Motion carried and adjournment of the Common Council was ordered at 8:20 p.m., until Monday, September 9, 2024, at 6:00 p.m.

Megan Humitz
City Clerk