

CITY OF GLENDALE
5909 North Milwaukee River Parkway
Glendale, Wisconsin 53209

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AGENDA—COMMON COUNCIL MEETING

Monday, November 11, 2024

6:00 p.m.

1. Roll Call and Pledge of Allegiance.
2. Public Comment. Glendale residents, business owners, and property owners are invited to speak to the Council on items that are not on tonight's agenda but are within the City's ability to regulate or control.
3. Consent Agenda:
 - a) Adoption of Minutes: Meeting held October 28, 2024
 - b) Approval: Accounts Payable
4. Public Hearing
 - a) Certified Survey Map (CSM) Certified Survey Map (CSM) - 2510 West Good Hope Road, to Combine Four Lots into a Single Parcel for Multifamily Residential Development, Tax Key Numbers 100-9984-002, 100-9984-003, 100-9984-004, 100-9984-005
 - b) Review and Possible Action: *Approval of a Certified Survey Map (CSM) Certified Survey Map (CSM)* - 2510 West Good Hope Road, to Combine Four Lots into a Single Parcel for Multifamily Residential Development, Tax Key Numbers 100-9984-002, 100-9984-003, 100-9984-004, 100-9984-005
 - c) Review and Possible Action: *Resolution* – Authorizing the Vacation and Discontinuance of An Unimproved Portion of the Right of Way Reserved/Created by CSM 8772
5. New Business: (The public may speak to the Council prior to the beginning of deliberations on these items, provided they have notified their respective Alderperson or the Mayor in advance of this meeting).
 - a) Review: City Snow Removal and Salting Policy
 - b) Review and Possible Action: *Recommendation from Legislative, Judiciary & Finance Committee* - Approve the Application for Class "B" Beer Retailer License, and "Class B" Liquor Retailer License Filed by Mallards WI, LLC for Mallards Restaurant, located at 5689 N Bayshore Drive.
 - c) Review and Possible Action: *Approval* – Matching Grant for the Wisconsin Department Of Justice (DOJ) Grant – Axon Body Cam Program Grant in the Amount of \$90,633.34
 - d) Review and Possible Action: *Approval of Agreement* - with Trees on the Move, not to Exceed \$14,887.56 for Restoration of Braeburn Road
 - e) Review and Possible Action: *Engineering Change Order* - Clark Dietz, not to Exceed \$312,200, for the Silver Spring Reconstruction Project
 - f) Review and Possible Action: *Approval of Agreement* - Design Engineering Services With Clarke Dietz not to Exceed \$112,500 for the 2025 Road Resurfacing, Alley Rehabilitation and Bender Bridge Resurfacing Project.

Upon reasonable notice, efforts will be made to accommodate the needs of persons with disabilities.

*The Common Council of Glendale currently holds meetings in person at City Hall, or an alternative physical location as allowed by the City Ordinance. As a courtesy to citizens, Council meetings will also be made available live on the Zoom virtual platform for viewing and possible participation. However, the City cannot guarantee the technology supporting the virtual viewing option will operate perfectly and continuously. The only way to guarantee the ability to offer public comment, or view the meeting uninterrupted, is to appear in person. If the Zoom platform fails, the meeting will continue as scheduled.

- g) Review and Possible Action: *Referral to the Planning and Architectural Review Commission - Zoning Text Amendment, Repealing and Replacing Section 13.1.92 "Parking Regulations"*
 - h) Review and Possible Action: *Amended Development Agreement - Between the City of Glendale and 2510 Good Hope LLC*
 - i) Review and Possible Action: *Resolution - Approving Budget Amendments for the 2024 Budget*
6. Commission, Committee, Board and Staff Reports: (This is an Opportunity for Council Members to Report on their Respective Committees, Commissions, Boards of which they serve as a Member and for Staff and Administrator updates)
7. Adjournment.

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3A-3B

11/11/2024

CONSENT AGENDA

- a) [Adoption of Minutes: Meeting held October 28, 2024](#)
- b) [Approval: Accounts Payable](#)

SUBJECT: Common Council Approve a proposed Certified Survey Map (CSM) for 2510 West Good Hope Road, to Combine Four Lots into a Single Parcel for Multifamily Residential Development, Tax Key Numbers 100-9984-002, 100-9984-003, 100-9984-004, 100-9984-005

FROM: Meredith Perks, City of Glendale Planner

MEETING DATE: November 11, 2024

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	N/A
Municipal Code:	Title 13 – Zoning Code

BACKGROUND/ANALYSIS:

A Certified Survey Map (CSM) is proposed for the lands that include four tax parcels at 2510 West Good Hope Road (Tax Key Numbers 100-9984-002, 100-9984-003, 100-9984-004, 100-9984-005). The proposed CSM will combine the four parcels into a single parcel, owned by 2510 West Good Hope Road for the development of multifamily residential. This parcel is zoned PD-Planned Development District. The need for the CSM is directly related to the redevelopment and remediation of the parcels, which is currently vacant.

The Glendale Community Development Authority met on October 15, 2024 and recommended to the Common Council the approval of the proposed CSM.

The Common Council must now hold a public hearing, which has been properly noticed, and determine approval of the CSM.

RECOMMENDATION:

Staff recommends the Common Council grant approval of a Certified Survey Map (CSM) for 2510 West Good Hope Road as described in Exhibit A.

Staff Comments:

1. The land surveyor is responsible for signing, stamping all pages.
2. The Applicant shall provide the City a signed copy of the approved document following City Council approval.
3. This CSM shall be recorded with the Milwaukee County Register of Deeds office.

ACTION REQUESTED:

Motion – To grant approval of a Certified Survey Map (CSM) for 2510 West Good Hope Road, subject to the following:

1. The land surveyor is responsible for signing, stamping all pages.
2. The Applicant shall provide the City a signed copy of the approved document following City Council approval.
3. This CSM shall be recorded with the Milwaukee County Register of Deeds office.

ATTACHMENTS:

Exhibit A: [2510 West Good Hope Road CSM](#)
Appendix B: [City Service Comments](#)

SUBJECT: Consideration of a Resolution – Authorizing the Vacation and Discontinuance of An Unimproved Portion of the Right of Way Reserved/Created by CSM 8772

FROM: Karl Warwick, City Administrator

Meeting: Common Council

MEETING DATE: November 11, 2024

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	Wis. Stat. §§ 62.23(5) , 66.1005(1)
Municipal Code:	N/A

BACKGROUND:

The City previously approved the creation of a right-of-way area around various properties near 2510 Good Hope Road, per the attached exhibit. The City's right-of-way (ROW) extends into the property known as 2510 Good Hope Road. To permit the development of a project, the City would need to take action to vacate the right-of-way.

To vacate property, the City adopted a Resolution initiating the vacation of the right-of-way, with a public hearing no sooner than 40 days after the adoption of the Resolution. The Resolution was adopted on September 23, 2024. Per State Statutes, a Class 3 Public Notice was published for this public hearing.

Wis. Stat. § 62.23(5) requires any prospective discontinuance of a public ROW to be reviewed by that municipality's Plan Commission (CDA) to determine if the abandonment is in the public interest. Upon the CDA's recommendation of approval or disapproval, the draft resolution vacating the ROW would be considered by the Glendale Common Council at a public hearing no less than 40 days after the introduction of this Resolution.

Further, Wis. Stat. § 66.1005(1), relating to the reversion of land titles, states, "When any highway or public ground acquired or held for highway purposes is discontinued. . .[it] shall belong to the owner or owners of the adjoining lands. . ."

ANALYSIS:

If approved by the Common Council at the public hearing, the City of Glendale would vacate an unimproved (non-paved) right-of-way.

The ROW abandonment would revert back to the owner of the surrounding property.

The Community Development Authority (CDA) recommended approval of the discontinuance of the right of way, determining it is in the public interest. The Glendale Common Council must now hold a public hearing and determine if the right-of-way vacation is in the public interest.

ACTION REQUESTED:

Motion to approve a Resolution, initiating the discontinuance of a public way.

ATTACHMENTS:

1. [A RESOLUTION TO DISCONTINUE A PORTION OF UNIMPROVED RIGHT-OF-WAY EXTENDING EAST OFF OF NORTH RANGE LINE ROAD](#)
2. [Vacation Exhibit](#)
3. [Lis Pendens](#)
4. [Resolution Initiation](#)

SUBJECT: Review of City Snow Removal and Salting Policy

FROM: Charlie Imig, Director of Public Works

MEETING DATE: November 11, 2024

FISCAL SUMMARY:

Budget Summary:	General/Capital/Utility
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	N/A
Municipal Code:	N/A

BACKGROUND/ANALYSIS:

Based upon the expected snowfall this season, we wish to remind you of the City's long-standing snow removal and salting policy.

- The need for implementation of snow and ice control shall be the actual occurrence of an accumulation of snow fall, or less if combined with freezing and icing conditions. Also, the occurrence of an ice storm or freezing rain which would make the public ways difficult to travel
- The responsibility for ordering personnel and equipment into service for snow and ice control operation shall be primarily with the Director of Public Works or Superintendent of Public Works. The Police Department may notify the Department of Public Works regarding commencement of winter maintenance operations
- Certain areas of the City have a greater intensity of use and a priority for maintenance to serve users. The concern for safety, general welfare, and getting to and from places of employment or residence necessitate that priority
- The Department of Public Works strives to maintain adequate traction for pedestrians and vehicles properly equipped for winter conditions. However, chlorides and other de-icing materials are harmful to Lake Michigan and compromise the drinking water resource. It is the City's intent to minimize the impact of de-icing material through limited and sensible application of these materials. Therefore, the City does not provide "bare pavement" at all times and at all locations during the winter season. Bare, dry pavement should not be expected after each snowfall or ice storm
- It is not possible to schedule City snow and ice control times to coincide with private snow shoveling or snow removal from driveways. Plowing streets inevitably will put snow on property owner's driveway approaches.
- If possible, all major thoroughfares will be plowed and salted by morning. Residential side streets will not be completed until major streets are completed.
- As a reminder, the City does not plow or maintain County or State highways located within Glendale. Those streets include North Green Bay Avenue north of West Good Hope Road, West Good Hope Road from North Port Washington Road west to the City limits, West Mill Road, North Milwaukee River Parkway and North Port Washington Road from West Daphne Road north to the City limits.

- Property owners who have sidewalks will receive a reminder notice of their responsibility to remove snow and ice from their sidewalks. The City is responsible for snow removal on sidewalks and paths that are located adjacent to or on bridges, railroad right-of-ways, and by agreement with Milwaukee County, the sidewalks on North Green Bay Avenue from West Mill Road north to West Green Tree Road, the multi-use paths on West Good Hope Road from North Green Bay avenue east to the Milwaukee River Parkway and on North Milwaukee River Parkway from N Sunny Point Road south to W Kendall Avenue. Also, the sidewalk on North Port Washington Road from Karl Campus Road north to West Daphne Road
- Summarizing – only the main thoroughfares have primary ice and snow control. All main routes are at a minimum, anti-iced (brined) and/or salted as necessary during every measurable snow event regardless of the accumulation.
- Alleys will be plowed ONE TIME after the snow event. This means after the snow event is completed, we will go through the alleys once. We will not go back after the snow event and plow the alleys after the residents have cleared their snow and pushed it back into the alley
- The Department of Public Works (DPW) strives to maintain adequate traction for pedestrians and vehicles properly equipped for winter conditions. However, chlorides and other de-icing materials are harmful to Lake Michigan and compromise the drinking water resource. It is the City's intent to minimize the impact of de-icing material through limited and sensible application of these materials
- Again, this season, DPW will be using Anti-icing. This is a proactive approach taken to decrease the likelihood of snow and ice bonding to a pavement surface. Additionally, anti-icing can prevent frost from forming on pavement surfaces. Anti-icing involves placing a layer of brine on the surface of the pavement before a winter storm has begun. This layer prevents the snow and ice from freezing to (or icing onto) the road. The alternative – which is called deicing – is to let the snow bond/freeze to the road, then apply pre-wetted rock salt to break the bond between the snow and the pavement
- Studies have shown that anti-icing will achieve the same level of service on a road or highway using between one-quarter and one-fifth the amount of salt used in deicing. Typically, anti-icing is performed using trucks carrying tanks, which have pumps to spray the brine onto the pavement surfaces. In many places lines or stripes of brine can be seen on a road before a given event. Some people call these safety stripes! Usually, brine is applied at rates of between 30 and 50 gallons per lane mile.
- As always, the DPW asks for the residents' help in keeping vehicles, garbage cans and any other items out of the road during its snow and ice operations. This will allow the crews an opportunity to better clear the roads and allow free passage of vehicles.
- Finally, as a reminder and in accordance with City Ordinance 6.3.1(d)(4), "The City does not assume any responsibility for the removal or clearance of snow, ice or sleet or the opening of any windrows of such material upon such portion of such driveway within the dedicated portion of the City street".

ACTION REQUESTED:

Informational purposes only

SUBJECT: Recommendation from Legislative, Judiciary & Finance Committee to Approve the Application for Class “B” Beer Retailer License, and “Class B” Liquor Retailer License Filed by Mallards WI, LLC for Mallards Restaurant, located at 5689 N Bayshore Drive.

FROM: Megan Humitz, City Clerk

MEETING DATE: November 11, 2024

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statutes:	Chapter 125
Municipal Code:	7.2

BACKGROUND/ANALYSIS:

The State of Wisconsin requires any business selling alcohol to have an Alcohol Beverage License. All other licenses have been approved for the current location and all background checks have been concluded by the City of Glendale Police Department.

The Legislative, Judiciary & Finance Committee held a meeting on November 11, 2024. The Legislative, Judiciary & Finance Committee recommended the approval of a Class “B” Beer Retailer License, and “Class B” Liquor Retailer License filed by Mallards WI, LLC for Mallards Restaurant located at 5689 N Bayshore Drive.

Mallards WI, LLC for Mallards Restaurant, meets all the statutory requirements to be issued a Class “B” Beer and “Class B” Liquor license. Proposed agent, M. Serrano. Misko, was approved by the Police Department. Mallards Restaurant currently has unabated issues with the NSFD, which must be corrected prior to the issuance of the Class “B” Beer and “Class B” Liquor licenses.

RECOMMENDATION:

All applications are on file in the Clerk’s office. The appropriate background checks were completed by the Police Department.

Staff recommends approval of the Class “B” Beer Retailer License, and “Class B” Liquor Retailer License.

ACTION REQUESTED:

Motion to approve the Class “B” Beer Retailer License, and “Class B” Liquor Retailer License Filed by Mallards WI, LLC for Mallards Restaurant, located at 5689 N Bayshore Drive, contingent upon full abatement of pending issues with the NSFD.

ATTACHMENTS:

None.

SUBJECT: Wisconsin Department Of Justice (DOJ) Grant – Axon Body Cam Program Grant

FROM: Rhett Fugman, Police Chief

MEETING DATE: November 11, 2024

FISCAL SUMMARY:

Budget Summary:	Grant Funding
Budgeted Expenditure:	\$310,251
Budgeted Revenue:	\$90,633.34

STATUTORY REFERENCE:

Wisconsin Statutes:	
Municipal Code:	

BACKGROUND/ANALYSIS:

In 2022 the Department applied for, and received, a WI DOJ grant that covered a portion of the migration fees for data to be moved from the Watchguard Squad and Body Camera server to the Watchguard cloud. The grant award was for \$38,625 which included State Funds and Local Match. Watchguard was unable to provide the service, and the grant was not used.

The Common Council recently approved funding for the new Axon body and squad camera program for \$310,251 over 5-years or 62,050. The Department modified the grant with WI DOJ to include the new Axon body and squad camera program. The modified grant request was approved by the WI DOJ, and the new grant award is up to 50% of the City's first year cost at a maximum of \$90,633.34. The grant is a 50% match so the City's first year costs need to be increased to \$181,266.68 to collect the full grant amount. With this change, the City's 5-year contract cost will remain at \$310,251, minus \$90,633.34 for a total 5-year cost of \$219,618 (\$43,923/annually)

The modified WI DOJ Supplemental Grant Award for the Axon Body and Squad Camera Program requires the Mayor's signature. WI DOJ requires the award to be signed and returned within 30 days. A copy of the Award is included as an attachment.

RECOMMENDATION:

Recommend approving the WI DOJ Grant Award for the new Axon Body and Squad Camera purchase.

ACTION REQUESTED:

Motion to approve the WI DOJ Grant Award for the new Axon Body and Squad Camera purchase.

ATTACHMENTS:

1. [WI DOJ Supplemental Grant Award](#)
2. [WI DOJ Grant Adjustment Notice](#)

SUBJECT: Braeburn Drive – Rehabilitation Agreement
FROM: Karl Warwick, City Administrator
MEETING DATE: November 11, 2024

FISCAL SUMMARY:

Budget Summary:	
Budgeted Expenditure:	\$14,887.56
Budgeted Revenue:	

STATUTORY REFERENCE:

Wisconsin Statutes:	
Municipal Code:	(3.1.10 (a) (7))

BACKGROUND/ANALYSIS: The City’s purchasing policy requires Common Council approval for expenses greater than \$2,000 not included in the adopted budget (3.1.10 (a) (7)). I determined it necessary to approve an agreement in the amount of \$14,887.56 to restore and extend the end of the roadway near 7340 Braeburn. With the addition of a home at the end of Braeburn, there are areas where asphalt and the curb are missing and areas that are damaged. We would typically make these repairs in the 2025 budget; however, the homeowner is completing driveway improvements, and we asked his contractor for a cost to complete the City work while on site. The cost for the service is attached, has been reviewed by City Engineering Mustafa Emir and determined to be competitive.

Staff deems this project necessary for two reasons:

1. The end of the road is not in complete, is not in an acceptable condition and winter conditions would have caused complications snow plowing.
2. When the City vacated a portion of the roadway in 2017 to permit the construction of this home, the width of the street was given to this property-owner. I have attached the pre and post vacation maps. The neighbor across the street cannot access their driveway without crossing private property.

The City should have ownership of all “public” streets and the public should have access to their properties. In exchange for these improvements, the owner is in the process of dedicating the street back to the City. The legal work is extending beyond the timeframe for completing these improvements prior to winter. Attorney Bayer and the owner of 7340 Braeburn are working on the documents to dedicate this property back to the City. The owner does not desire to own the street, and we trust this process will be completed.

Per the Purchasing Policy, the Mayor and Council President have provided written approval of this agreement.

RECOMMENDATION: Authorize the approval of an agreement with Trees on the Move, not to exceed \$14,887.56 to restore and extend the end of the roadway near 7340 Braeburn.

ACTION REQUESTED: Authorize the approval of an agreement with Trees on the Move, not to exceed \$14,887.56 to restore and extend the end of the roadway near 7340 Braeburn.

ATTACHMENTS:

1. [Construction Agreement](#)

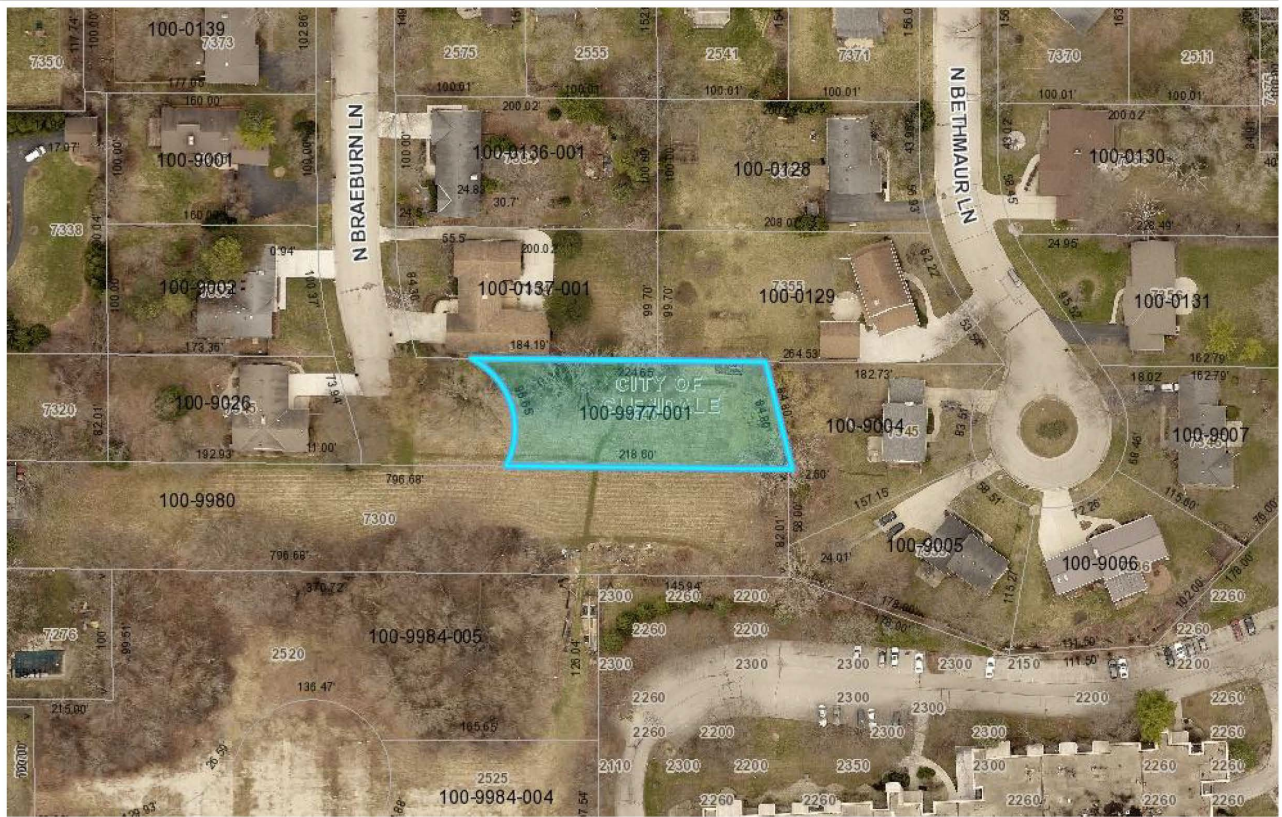


Current Property





MILWAUKEE COUNTY INTERACTIVE MAPPING SERVICE



188 0 94 188 Feet

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_FL 1: 1,129
USMCAMLS



DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website. The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

7340 N Braeburn

SUBJECT: Design Engineering Change Order – Silver Spring Reconstruction Project
FROM: Karl Warwick, City Administrator
MEETING DATE: November 11, 2024

BACKGROUND/ANALYSIS: Due to unforeseen circumstances and additional design elements, Clark Dietz is requesting a design engineering change order for the Silver Spring Reconstruction Project. The information on the proposed change order is highlighted in the memorandum from City Engineer Mustafa Emir.

The City of Milwaukee is a 30% partner in this project and the costs. Glendale has drafted a Memorandum of Understanding (MOU) to secure both municipalities responsibilities with this project. The Milwaukee Public Works Committee and City Council have approved the cost-sharing MOU. The MOU will be placed on the November 25th agenda for your approval. The City of Milwaukee is aware of the total costs and this change order.

RECOMMENDATION: Approve the Engineering Change Order with Clark Dietz, not to exceed \$317,200 for design engineering for the Silver Spring Reconstruction Project.

ACTION REQUESTED: Approve the Engineering Change Order with Clark Dietz, not to exceed \$317,200 for design engineering for the Silver Spring Reconstruction Project.

ATTACHMENTS:

1. [City Engineer Memorandum](#)
2. [Engineering Agreement](#)
3. [Cost Estimates](#)

SUBJECT: Design Engineering Services With Clarke Dietz not to Exceed \$112,500 for the 2025 Road Resurfacing, Alley Rehabilitation and Bender Bridge Resurfacing Project.

FROM: Karl Warwick, City Administrator

MEETING DATE: November 11, 2024

BACKGROUND/ANALYSIS: Glendale has typically designed construction projects in the same year of construction. By doing this, it typically does not permit the City to bid projects until the summer with completion typically occurring towards the end of the year. The 2025 Capital Improvement Project includes design engineering costs in the year prior to construction such as road resurfacing, watermain replacement and other construction projects.

This will allow the City to bid these projects earlier to obtain lower costs and finish construction without having to rush completion because of weather conditions. This also helps to better manage the financial progress by knowing the final costs prior to the preparation of the budget and will permit less time conflicts between construction and budget management.

The 2025 Draft Budget includes the following capital projects requiring engineering design:

Work Type	Project Description	Design Engineering	Construction Timing
Design Engineering & Construction	2025 Road Resurfacing	Design End of 2024	Construction early 2025
Design Engineering & Construction	2025 Alley Rehabilitation	Design End of 2024	Construction early 2025
Design Engineering & Construction	2025 Storm Sewer Ditching	Design Early 2025	Construction Mid-2025
Design Engineering	2026 Road Resurfacing	Design End of 2025	Construction early 2026
Design Engineering	2026 Watermain Replacement	Design End of 2025	Construction early 2026
Design Engineering	2026 Alley Rehabilitation	Design End of 2025	Construction early 2026
Design Engineering	2026 Storm Sewer Ditching	Design End of 2025	Construction early 2026
Design Engineering	2026 Public Works Yard Rehab.	Design End of 2025	Construction early 2026

RECOMMENDATION: To achieve the above listed goals, staff is asking the Common Council to approve a Design Engineering Agreement with Clark Dietz, not to exceed \$112,500 for the 2025 Alley Rehabilitation Design Engineering, 2025 Road Resurfacing Design Engineering, and Bender Road Bridge Resurfacing. Design for the 2025 ditching program will not occur until staff and our consultants determine the scope of this project.

ACTION REQUESTED: Authorize the execution of a design engineering agreement with Clark Dietz not to exceed \$112,500 for the 2025 Road Resurfacing, Alley Rehabilitation and Bender Bridge Resurfacing Program.

ATTACHMENTS:

1. [Design Engineering Agreement with Clark Dietz](#)

SUBJECT: Ordinance Repealing and Replacing Section 13.1.92 "Parking Regulations"
FROM: Karl Warwick, City Administrator
MEETING DATE: November 11, 2024

BACKGROUND/ANALYSIS: Section 13.1.92 "Parking Regulations" includes various regulations on off street parking, including parking space size, lighting requirements, landscaping, surfacing, location versus the principal building, and signage. The current code also includes minimum parking standards based on the use. In reviewing the Parking Regulation requirements versus recently adopted local standards and the list of permitted uses, staff is recommending amending "Parking Regulations" to:

1. Establish parking standards specific to motor vehicle sales.
2. Match parking standards "uses" to the City's current list of "permitted uses"
3. Generalize the parking "uses" to be more adoptable.
4. Amend the minimum parking standards for "uses".
5. Establish maximum parking standards to limit the amount of parking permitted.
6. Establish lighting standards to requirement minimum lighting throughout the parking areas and maximum levels at the property line.
7. Allows for a reduction of parking standards for mixed use or shared "uses"

Staff worked with the City's contractual Planning Firm, Vandewalle and Associates, to review recent trends in parking standards and our permitted use table to development this proposed amendment to the Zoning Code.

RECOMMENDATION: Refer the zoning text amendment to the Planning and Architectural Review Commission.

ACTION REQUESTED: Refer the zoning text amendment, repealing and replacing section 13.1.92 "Parking Regulations" to the Planning and Architectural Review Commission.

ATTACHMENTS:

1. [Ordinance Repealing and Replacing Section 13.1.92 "Parking Regulations"](#)

SUBJECT: Development Agreement with Good Hope LLC
FROM: City Attorney's Office
MEETING DATE: November 11, 2024

FISCAL SUMMARY:

Budget Summary:	Budget analysis for Development to come with creation of TID District
Budgeted Expenditure:	
Budgeted Revenue:	

STATUTORY REFERENCE:

Wisconsin Statutes:	62.23(7)(b)
Municipal Code:	Article "D" of Chapter 13.1 of the Zoning Code, "PD Planned Unit Development District"

BACKGROUND/ANALYSIS:

Planned Unit Development Districts are authorized by Wis. Stat. Sec. 62.23(7)(b). Glendale's municipal Code contains Article D, "PD Planned Unit Development District," of Chapter 13.1, "Zoning Code," of Title 13, "Zoning." The purpose of the PD planned unit development district and its regulations are to encourage and provide means for effecting desirable and quality development in the City 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 within a PD planned unit development district.

The City and the CDA have found that the prospective development by Good Hope LLC for the property on Good Hope Road and with a connector access road on Range Line Road (as shown in Exhibits to attached Development Agreement) comports with the purpose and intent of a Planned Unit Development District as enumerated in the City's Code.

The City's Code requires that any development in a PUD District be governed by a Development Agreement to ensure that the goals and objectives of the PUD Ordinance are met. The attached Development Agreement with Good Hope LLC accomplishes this requirement.

Good Hope LLC has also requested the creation of a tax incremental finance (TID) district to assist it with environmental remediation on the site of the proposed development. If and when such a taxing district is created, a separate agreement will be entered into establishing the terms and conditions thereof. The TID is not addressed in this agreement.

RECOMMENDATION:

Staff recommends approval of the development agreement.

ACTION REQUESTED:

Motion to approve the development agreement with Good Hope road LLC.

ATTACHMENTS:

1. [Proposed development agreement plus exhibits attached thereto.](#)

SUBJECT: Review and Approval: Budget Amendments for 2024 Budget
FROM: Karl Warwick, City Administrator
MEETING DATE: November 11, 2024

BACKGROUND/ANALYSIS: The 2024 Budget was approved, which established the spending limits for all operational and capital expenditures. After the adoption of the budget, staff again reviewed the operating and capital budget to ensure sufficient revenue and expenditures were included in the adopted budget.

Based on staff's re-review of the 2024 Adopted Budget the total financial liability of the City should remain consistent. However, various operating line items require an amendment due to unanticipated costs and certain capital improvement project costs were better clarified during the year.

These amendments were included in the Draft 2025 Budget presented to the Common Council.

ACTION REQUESTED: Adopt a Resolution, approving the 2024 Budget Amendments.

ATTACHMENTS:

1. [Resolution, Approving Budget Amendments](#)