

CITY OF GLENDALE

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AGENDA -- PLAN COMMISSION

Tuesday, December 1, 2020

6:00 P.M.

1. Roll Call and Pledge of Allegiance.
2. Adoption of Minutes of the Meeting of November 10, 2020.
3. a. Plan Commission Conditional Use Permit Review, Toppers Pizza, 5464 North Port Washington Road (Worth Building). Review and approve proposed specialty pizza restaurant use and occupancy with request for extended hours per Code of Ordinances 7.15.4. Retail Business Closing Hours (a)(1)b.2., extending closing hours open to the general public, and (a)(1)b.3., extending hours for delivery only and closed to the general public.
Chuck Kappes
- b. Plan Commission Use and Occupancy Review, Planet Smoothie, 5464 North Port Washington Road. Review and approve proposed specialty smoothie restaurant use and occupancy.
Sherri Lockett
- c. Progress Update and Schedule to Adopt: 2040 Comprehensive Plan: Bicycle and Pedestrian Plan Element, "Connecting Glendale 2020 Bicycle and Pedestrian Plan." Schedule Public Hearing for January 5, 2020, review plan, and recommend to the Common Council to adopt the plan.
- d. Adjournment.

NOTICE: The Regular Plan Commission Meeting is NOT a meeting of the Glendale Common Council. Although a majority of Council Members may be present, Council action will not take place.

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

CITY OF GLENDALE — PLAN COMMISSION
November 10, 2020

Regular meeting of the City of Glendale Plan Commission convened via Zoom.

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

Roll Call: Present: Mayor Bryan Kennedy, Commissioners Kyle Mack, Fred Cohn, Karn Cronwell, Phillip Bailey, Amanda Seligman, Josh Wadzinski. Absent: None.

Other Officials Present: Rachel Safstrom, City Administrator; Todd M. Stuebe, Director of Community Development; Megan Humitz, City Clerk.

In accordance with the Open Meeting Law, the North Shore NOW, the City's official newspaper, was advised on Thursday, November 5, 2020, of the date and time of this meeting, the agenda was posted to 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.

PLEDGE OF ALLEGIANCE.

The Members of the Plan Commission, City staff, and all those present pledged allegiance to the flag of the United States of America.

MATTERS TO BE CONSIDERED.

Adoption of Minutes of the October 6, 2020 Plan Commission Meeting.

Motion was made by Commissioner Cronwell, seconded by Commissioner Cohn, to adopt minutes from the October 6, 2020 Plan Commission meeting. Ayes: Commissioners Mack, Cohn, Cronwell, Bailey, and Wadzinski. Noes: None. Abstain: Commissioner Seligman. Motion carried.

Specific Implementation Plan (SIP): Jilly's Car Wash, 5100 North Port Washington Road.
Review and approve Specific Implementation Plan for Jilly's Car Wash.

Mr. Stuebe gave a brief review of Jon Zimmerman's request for review and approval of the Specific Implementation Plan (SIP) for Jilly's Car Wash Planned Unit Development District project that will be built at 5100 North Port Washington Road. The site zoning and general development plan for the project have already been approved by the City. Jon Zimmerman and his project design team have presented the SIP to the Plan Commission. As the name implies, the SIP is a precise plan of development and it includes the final project design plans and any remaining project design and management specifics, proof of financing capability, and the project schedule and, upon review, will include any further City requirements.

The proposed Planned Unit Development (PUD) District project includes constructing an express car wash facility within the 85,639 square-foot property. Ingress-egress for the LaQuinta, Sunbeam-Oster, and the car wash property are all provided via an Ingress and Egress Easement across both the LaQuinta and the car wash site connecting to the former Sunbeam-Oster site. The architecture is modern with classic materials such as brick veneer and vision glass. The proposed design concept includes a 5,100 square-foot car wash building, parking, a central vacuum corral, and two bio-retention basins. A monument sign is proposed at the northwest corner of the property, and a wall sign is indicated on the car wash building toward North Port Washington Road.

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The proposed business operating hours are 7:00 a.m. to 8:30 p.m. Monday to Saturday and 8:00 a.m. to 7:00 p.m. Sundays. Jilly's Car Wash expects to employ 15 people at the Glendale location. The project has previously been represented as having an estimated project cost of about \$1.8 million for the building, site, and landscape improvements. Construction is expected to commence in February of 2021 and will be complete in late July of 2021.

Mr. Jon Zimmerman of Jilly's Car Wash stated the proposed Specific Implementation Plan is nearly identical to the original plans submitted for review. The Glendale location is a copy of the existing Pewaukee location, with no significant changes.

Commissioner Cohn raised the question of any costs that will be incurred by the City of Glendale in relation to curb cuts or road improvements. Mayor Kennedy and Mr. Stuebe indicated there is no median present or changes to the City street, only to private property, which will not mean any costs for the City on the project.

Motion was made by Commissioner Cronwell, seconded by Commissioner Bailey to approve the Specific Implementation Plan for Jilly's Car Wash to be constructed at 5100 North Port Washington Road in the City of Glendale per the following requirements: 1) A Development Agreement to complete the car wash facility improvements and to maintain the property per the requirements of Zoning Code 13.1.55(c) to be reviewed and approved by the Common Council; 2) All modifications within Right-of-Ways or Utility Easements, any disconnections or connections to City infrastructure systems (driveways, sanitary sewer, watermain, storm sewers, etc.), require prior review and approval by the City engineer, Director of Public Works, and Building Inspector, as well as required City of Glendale permits; 3) All costs associated with modifications within Right-of-Ways or Utility Easements, connections or disconnections with City infrastructure systems are the sole responsibility of the developer; 4) Obtain a stormwater management permit per Glendale Code of Ordinances 6-5, and Milwaukee Metropolitan Sewerage District approval, if required; 5) Lights are limited to 15 feet in height; 6) Signage requires a Sign Permit(s) per the Glendale Sign Code; 7) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary; 8) Dumpster enclosure per Zoning Code 13.1.144; 9) All City of Glendale building, fire, and public health codes being carried out to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium; and 10) Compliance with State of Wisconsin requirements for ADA parking. Motion carried unanimously.

Plan Commission Use and Occupancy Review, Whitefish Bay Jr. Dukes Basketball, Incorporated, 6619 North Sidney Place (6619-6637 Multi-Tenant Warehouse Facility).
Review and approve youth basketball organization proposed basketball practice facility indoor recreation use and occupancy.

Mr. Stuebe gave a brief review of the request from Jr. Dukes Basketball, Incorporated to have an indoor youth basketball practice and training recreation use and occupancy located in the 6619 North Sidney Place tenant space within the 6619-6637 multi-tenant facility. The parcel is zoned M-1 Warehouse, Light Manufacturing, Office, and Service District, and the proposed indoor recreation use and occupancy is permitted with review and approval of the Plan Commission. The tenant space is stated to measure 95 feet by 110 feet, giving a stated total of

CITY OF GLENDALE — PLAN COMMISSION
November 10, 2020

about 10,800 square feet. The tenant space is located toward the east side of the building closest to North Sidney Place. The proposed use and occupancy is limited to youth basketball practice and training for teams of the Jr. Dukes Basketball, Incorporated. The organization has a volunteer Board of Directors and coaches, and basketball player members, and does not have any employees.

It is stated in the submittal materials that there will be rules put in place for safety as well as COVID-19 precautions, and the space will be cleaned up to two times per week and monitored continuously by supervising coaches and adults. There will be as many as thirty persons present, and there will not be any typical hours other than weekday afternoons and evenings and weekends throughout the day. Improvements are not proposed to the interior or exterior of the facility, and no signage is proposed.

Motion was made by Commissioner Cohn, seconded by Commissioner Mack, to grant use and occupancy approval for the Jr. Dukes Basketball, Incorporated, a youth basketball organization, as an indoor youth basketball practice facility, in the approximately 10,800 square-foot tenant space located at 6619 North Sidney Place, with the following requirements: 1) Opening Time: 5:00 a.m., Closing time 9:00 p.m.; 2) All parking related to the facility to be accommodated within the 6619-6637 North Sidney Place premises; 3) Jr. Dukes Basketball, Incorporated, should encourage members and others that access the facility to utilize non-residential streets via a connected route from West Mill Road to North Sydney Place rather than via West Green Tree Road; 4) Signage requires a Sign Permit(s) per the Glendale Sign Code; 5) Dumpster enclosure per Zoning Code 13.1.144; 6) All building, fire, and health codes being carried out to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium; 7) Compliance with State of Wisconsin ADA parking requirements. Motion carried unanimously.

Bicycle and Pedestrian Plan Update.

Ms. Safstrom gave a brief update on the Bicycle and Pedestrian Plan. There is an Open House event scheduled for Thursday, November 12, 2020, after which another draft of the plan will be presented. The Open House will be an opportunity for residents to provide additional feedback on the project.

This item was for informational purposes only. No action was taken.

ADJOURNMENT.

There being no further business, motion was made by Commissioner Bailey, seconded by Commissioner Cohn, to adjourn the meeting. Motion carried and adjournment of the Plan Commission was ordered at 6:10 p.m., until Tuesday, December 1, 2020 at 6:00 p.m.

Megan Humitz, City Clerk

Recorded: November 11, 2020

Meeting is 6:00 PM Tuesday

PLEASE OBSERVE THAT THE
REGULAR PLAN COMMISSION MEETING
WILL BE HELD AS A ZOOM VIRTUAL MEETING

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City of Glendale Plan Commission

6:00 P.M., Tuesday, December 1, 2020

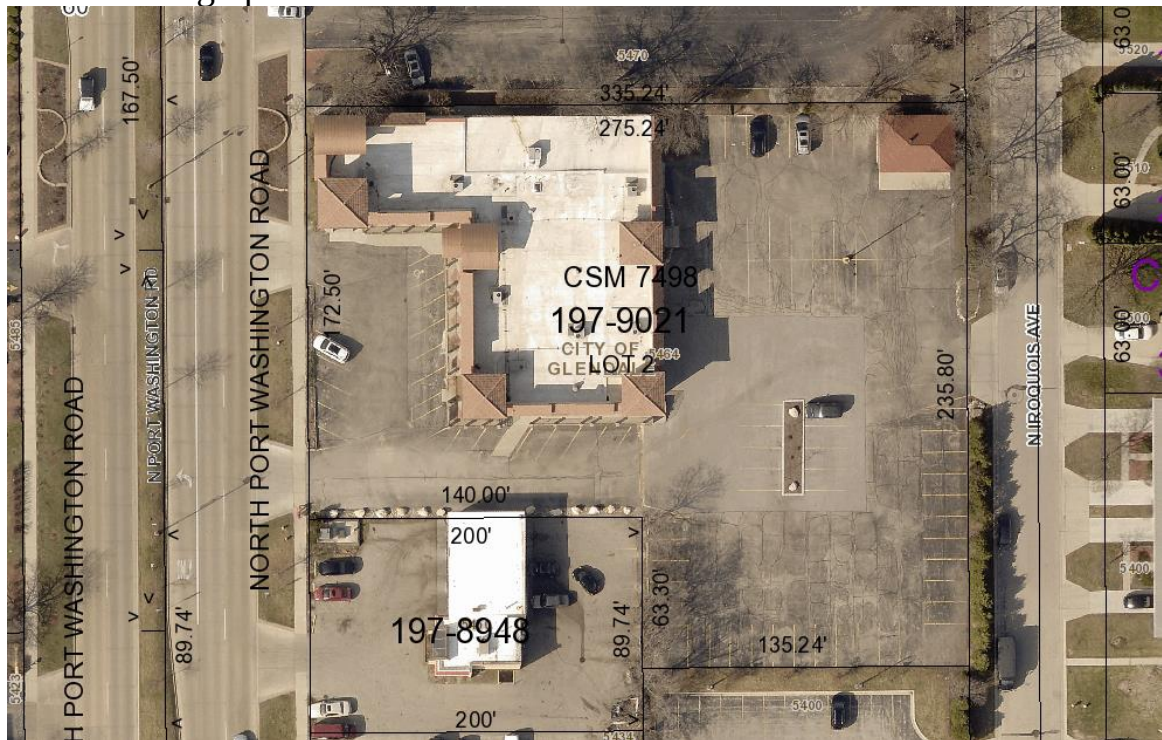
- Plan Commission Report -



- 3a. **Plan Commission Conditional Use Permit Review, Toppers Pizza, 5464 North Port Washington Road (Worth Building).** Review and approve proposed specialty pizza restaurant use and occupancy with request for extended hours per Code of Ordinances 7.15.4. Retail Business Closing Hours (b)2. and (b)3.

Chuck Kappes seeks Plan Commission Conditional Use Permit review and approval for Toppers Pizza to use and occupy a tenant space (former Subway tenant space) of about 1,525 square feet in the Worth multi-tenant building located at 5464 North Port Washington Road (Refer to Aerial Photograph Map Exhibit below). The site is zoned B-1, B Community Business and Commercial District and, under the requirements of Section 13.1.34, the proposed use and occupancy requires Plan Commission review and approval with conforming business hours, and will require a Conditional Use Permit review and approval for business hours beyond what is provided for per 7.15.4 Licensing and Regulation.

Aerial Photograph Site Exhibit



Toppers Pizza will mostly provide delivery and carry-out with limited table seating with four window countertop seats and four seats at a single table. Toppers Pizza proposed business hours are seven days per week from 11:00 a.m. to 2:00 a.m., which is beyond what is permitted under Licensing and Regulation 7.15.4. Licensing and Regulation 7.15.4 requires businesses

Staff Report to the Plan Commission

Meeting of Tuesday, December 1, 2020

located within 500 feet of a Residential District to not be open between the hours of 10:00 p.m. and 6:00 a.m.

The text of the 7.15.4 Licensing and Regulation follows below:

7.15.4 RETAIL BUSINESS CLOSING HOURS.

(a) Hours Regulated

(1) No retail business located within five hundred (500) feet of a district zoned residential, except those set forth as follows, shall be open for business between the hours of 10:00 p.m. and 6:00 a.m. except as follows:

- a. Restaurants licensed for the sale and on-premise consumption of beer and liquor, with closing times as governed by applicable state law.
- b.
 1. Restaurants not licensed for the sale and on-premise consumption of beer and liquor, having drive-up windows, may allow only the drive-thru window operation remain open until 11:00 p.m. Sunday through Thursday, and until 12:00 a.m. Saturday and Sunday mornings.
 2. Restaurants not licensed for the sale and on premise consumption of beer and liquor, not having drive-up windows, may, upon application for a conditional use permit, be open until 11:00 p.m. Sunday through Thursday and until 12:00 a.m. Saturday and Sunday mornings, on the following terms and conditions. The increase in hours as allowed by this section shall be deemed a conditional use, and shall be subject to all rules and regulations of the Glendale Code pertaining to the application for and grant of a conditional use. Such conditional use permit, if issued, shall be issued in the sole discretion of the Plan Commission, and be subject to such conditions as imposed. The conditional use permit shall not run with the land, and shall limit the rights granted thereunder to only the specific applicant/grantee of the conditional use permit. Such permit shall be subject to yearly review, and to revocation in the event there is determined to be a health, welfare, or safety risk, or violation, in the discretion of the Plan Commission. In addition, such review and revocation may occur, upon notice and hearing, at such earlier times upon hearing and proceedings commenced in the sole discretion of the Plan Commission. Any such conditional use permit granted shall further be deemed probationary for the first 90 days after issuance, and may be revoked without cause during such time upon notice to the holder thereof, by the Plan Commission.
 3. Notwithstanding the limitations in Section b. 1. and 2. above, a restaurant subject to the closing hours stated therein may apply to the Plan Commission for a Conditional Use Permit to be open an additional 2 hours from the applicable closing time for the sole purpose of taking and delivering orders, provided that during such two hour extension, the business is closed and locked, and precludes entry by the general public. The Conditional Use Permit shall not run with the land. Such Conditional Use Permit, if issued, shall be issued in the sole discretion of the Plan Commission, and be subject to such conditions as imposed. The Conditional Use Permit shall limit the rights granted thereunder to only the specific applicant/grantee of the conditional use permit. Such permit shall be subject to yearly review, and to revocation in the event there is determined to be a health, welfare, or safety risk, or violation, in the discretion of the Plan Commission. In addition, such review and revocation may occur, upon notice and hearing, at such earlier times upon hearing and proceedings commenced in the sole discretion of the Plan Commission. Any such Conditional Use Permit granted shall further be deemed probationary for the first 90 days after issuance, and may be revoked without cause during such time, upon notice to the holder thereof by the Plan Commission.

Staff Report to the Plan Commission

Meeting of Tuesday, December 1, 2020

With grant of a Conditional Use Permit under 7.15.4(a)(1)b.2. Toppers Pizza will be able to remain open until 11:00 p.m. Sunday through Thursday and remain open the evenings of Friday and Saturday until midnight.

With additional or further grant of a Conditional Use Permit under 7.15.4(a)(1)b.3. Toppers Pizza will be able to remain open an additional two hours from the applicable closing time for the sole purpose of taking and delivering orders, provided that during the applicable time the business is closed and locked, and precludes entry by the general public.

Toppers Pizza anticipates having a total of 30 plus employees with as many as 10 employees working at the same time. The 5464 North Port Washington Road property has a total of 88 parking spaces, with 11 spaces in front of the building, nine along the south side of the building, and 68 spaces located in the rear yard of the site.

Presently the Worth Building has an approved Planned Sign Program that the property owner has indicated proposed changes will be advanced to accommodate tenants including Toppers Pizza.

At present the trash enclosure at the rear of the property is properly screened and well managed. With two restaurants and the other uses it will be important for the tenants and owner to work together to assure that compliance is maintained in that regard.

Toppers Pizza will join Worth Realty, Aba Semar, Mail N More, Advanced Hearing Center (former Audibel Hearing Center), Angel Massage, and Planet Smoothie (Refer to next Agenda item), as tenants.

Staff recommends that the Plan Commission grant use and occupancy approval for Toppers Pizza, principally a delivery and take-out specialty pizza restaurant with limited seating, to operate at 5464 North Port Washington Road, and also approve grant of a Conditional Use Permit for Toppers Pizza to operate as provided for under Licensing and Regulation 7.15.4(a)(1)b.2. and 7.15.4(a)(1)b.3. per the stated requirements, per the following requirements:

- 1) Toppers Pizza regular business hours per Licensing and Regulation 7.15.4 are Sunday through Thursday from 11:00 a.m. to 10:00

Staff Report to the Plan Commission

Meeting of Tuesday, December 1, 2020

- p.m., and Friday and Saturday from 11:00 a.m. to 10:00 p.m.;
- 2) Grant of Conditional Use Permit per the requirements of Licensing and Regulation 7.15.4(a)(1)b.2., to remain open Sunday through Thursday from 11:00 a.m. to 11:00 p.m., and Friday and Saturday from 11:00 a.m. to midnight;
 - 3) Grant of additional or further Conditional Use Permit per the requirements of Licensing and Regulation 7.15.4(a)(1)b.3. to remain open an additional two hours from the applicable closing time for the sole purpose of taking and delivering orders, with the business closed and locked (precludes entry by the general public);
 - 4) Delivery vehicles to exit and enter the 5464 North Port Washington Road premises along the west side of the property via existing connections with North Port Washington Road and not via North Iroquois Avenue (a residential neighborhood);
 - 5) Signs consistent with the existing Planned Sign Program or subsequent change(s) that the property owner will present to the Plan Commission for review and approval at a future meeting of the Plan Commission;
 - 6) Signs require a Sign Permit per the approved Planned Sign Program and Glendale Sign Code;
 - 7) Delivery vehicles shall not be parked on the property so as to constitute signage display;
 - 8) Dumpster enclosure(s) per 13.1.144 of the Zoning Code;
 - 9) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities;
 - 10) All City of Glendale building, fire, and health codes being carried out to the satisfaction of the Building Inspector, North Shore Fire Department, and North Shore Health Consortium;

Staff Report to the Plan Commission

Meeting of Tuesday, December 1, 2020

11) Compliance with State of Wisconsin requirements for ADA parking.

3b. Plan Commission Use and Occupancy Review, Planet Smoothie, 5464 North Port Washington Road. Review and approve proposed specialty smoothie restaurant use and occupancy.

Sherri Luckett (Luckeshe Holdings, LLC) seeks Plan Commission grant of approval for Planet Smoothie, a smoothie specialty restaurant, to operate in a tenant space of about 835 square feet in the Worth multi-tenant building (formerly occupied by Russell A. Bronson Insurance Services). The proposed smoothie restaurant use in the B-1, Sub-Area B, Zoning District requires Plan Commission review and approval.

Proposed hours of operation are Monday and Saturday from 7:00 a.m. to 8:00 p.m. and, depending on store traffic, potentially reduced hours between 11:00 a.m. and 5:00 p.m. Sundays.

Planet Smoothie anticipates having a total of five employees with as many as three employees working at the same time. The 5464 North Port Washington Road property has a total of 88 parking spaces, with 11 spaces in front of the building, nine along the south side of the building, and 68 spaces located in the rear yard of the site.

Presently the Worth Building has an approved Planned Sign Program that the property owner has indicated proposed changes will be advanced to accommodate tenants including Planet Smoothie.

At present the trash enclosure at the rear of the property is properly screened and well managed. With two restaurants and the other uses it will be important for the tenants and owner to work together to assure that compliance is maintained in that regard.

Planet Smoothie will join Worth Realty, Aba Semar, Mail N More, Advanced Hearing Center (former Audibel Hearing Center), Angel Massage, and Toppers Pizza (Refer to previous Agenda item), as tenants.

Staff Report to the Plan Commission

Meeting of Tuesday, December 1, 2020

Staff recommends that the Plan Commission grant use and occupancy approval for Sherri Luckett to operate Planet Smoothie, a specialty smoothie restaurant with very limited seating, to operate at 5464 North Port Washington Road, per the following requirements:

- 1) Planet Smoothie regular business hours are Monday through Saturday from 7:00 a.m. to 8:00 p.m. and, depending on store traffic, possibly reduced business hours Sunday from 7:00 a.m. to 5:00 p.m.;
- 2) Signs consistent with the existing Planned Sign Program or subsequent change(s) that the property owner will present to the Plan Commission for review and approval at a future meeting of the Plan Commission;
- 3) Signs require a Sign Permit per the approved Planned Sign Program and Glendale Sign Code;
- 4) Dumpster enclosure(s) per 13.1.144 of the Zoning Code;
- 5) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities;
- 6) All City of Glendale building, fire, and health codes being carried out to the satisfaction of the Building Inspector, North Shore Fire Department, and North Shore Health Consortium;
- 7) Compliance with State of Wisconsin requirements for ADA parking.

3c. Bicycle and Pedestrian Plan Update.

The following is excerpted from the City Administrator Memorandum also found in the Plan Commission materials:

BACKGROUND/ANALYSIS:

Vandewalle and Associates Staff have been working to develop the draft Bicycle and Pedestrian Plan. Included in your packet is the latest draft. We have had excellent feedback from residents during this process, including the Open House held November 12, 2020.

Staff Report to the Plan Commission

Meeting of Tuesday, December 1, 2020

RECOMMENDATION:

This is the draft of the plan. It is recommended the Plan Commission schedule a public hearing for review of this plan. The public hearing will be scheduled via Zoom; however, we will also have City Hall open for anyone that would need to speak to the Plan Commission that does not have access to Zoom.

After the Public Hearing, the Plan Commission may recommend approval of the plan to the Common Council. The Council would have final review of the plan at their January 25, 2021 meeting.

ACTION REQUESTED:

Motion to schedule the Public Hearing for review of the draft Bicycle and Pedestrian Plan for Tuesday, January 5, 2021 at 6:00 p.m.

ATTACHMENTS:

Draft Bicycle and Pedestrian Plan.

PLAN COMMISSION

CITY OF GLENDALE, WI

Due to COVID 19 Global Pandemic this meeting and hearing will be conducted via Zoom

Join Zoom Meeting

<https://us02web.zoom.us/j/83504909249>

Meeting ID: 835 0490 9249

PLEASE TAKE NOTICE that at 6:00 p.m. Tuesday, December 1, 2020, the City of Glendale Plan Commission will meet via ZOOM Virtual Meeting, at which time the following item will be considered:

1. Conditional Use Permit review request submitted by Toppers Pizza to have special business hours within 500 feet of a district zoned residential. Toppers Pizza proposes to be open for dine in until 11:00 p.m. Sunday through Thursday and until 12:00 a.m. (midnight) Friday and Saturday evenings, and be able to deliver daily until 2:00 a.m. Regular retail business closing hours per 7.15.4 of the Glendale Code of Ordinances requires that businesses be closed between the hours of 10:00 p.m. and 6:00 a.m. There is an exception per the terms and conditions stated in 7.15.4(a)(1)b.2., that provides that a restaurant not licensed for the sale and on-premise consumption of beer and liquor, not having drive-up windows, may be open, upon application for a Conditional Use Permit, until 11:00 p.m. Sunday through Thursday and until 12:00 a.m. Saturday and Sunday mornings, and there is another exception per 7.15.4(a)(1)b.3, that a restaurant subject to the closing hours stated herein, may apply to the Plan Commission for a Conditional Use Permit to be open an additional two (2) hours from the applicable closing time for the sole purpose of taking and delivering orders, provided that during such two hour extension the business is closed and locked, and precludes entry by the general public. If both permit exceptions are approved Toppers Pizza will be permitted to remain open to the general public until 11:00 p.m. Sunday through Thursday, and until 12:00 a.m. (midnight) Friday and Saturday evenings (Saturday and Sunday mornings), and will also be permitted to operate an additional two (2) hours from the applicable closing times (business is closed and locked, precludes entry to the general public) for the sole purpose of taking and delivering orders.

Dated this 11th day of November, 2020.

BY ORDER of the PLAN COMMISSION
of the CITY OF GLENDALE

Megan Humitz
City Clerk



CITY OF GLENDALE
COMMUNITY DEVELOPMENT PLANNING DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1744
FAX: (414) 228-1725

CONDITIONAL USE APPLICATION

Application Fee: \$300

APPLICANT INFORMATION

Name of Applicant: CHUCK KAPPES
Legal Name of Business: PIZZA PEOPLE, INC
Name of Business Owner (if different from Applicant): _____
Applicant Address (City, State, and Zip Code): 333 W CENTER ST - WHITEWATER, WI
53190
Office Phone Number: _____ Cell: 262.473.9134 Fax: _____
Applicant E-Mail: _____
Applicant Signature: [Signature] Date: 11.11.2020

PROPERTY INFORMATION

Property Address: SALV N. PORT WASHINGTON RD. Tax Key Number: 1979021000 Zoning District: B-1 'B''
Property Owner (if different from Applicant): ROBERT WORTH
Property Owner Address (City, State, and Zip Code): SALV N. PORT WASHINGTON RD
GLENDALE, WI 53213
Property Owner Phone: 414.963.1600 Cell: 414.687.1606 Fax: _____
Property Owner E-Mail: TERRYWORTH@WORTHREALTY.COM
Property Owner Signature: [Signature] Date: 11/11/20

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): TOPPERS PIZZA
RESTAURANT WITH PINEIN - CURBSIDE PICKUP AND DELIVERY
Total Building Area: 1525 To Be Occupied Area: SU. A1
Lot Size: Depth: 275 Width: 235 Area: 56041
Previous Occupant in To Be Occupied Space: SUBWAY
Other Uses of This Site: WORTH REALTY - ABA DEMAR MAIL N-MORE
Total Number of Parking Spaces: 65 Parking Spaces Available to Tenancy: 6 DEDICATED
Business Hours (Days and Hours of Operation): 11:00 A.M. - 2:00 A.M.
Total Number of Employees: 30+ Maximum Number of Employees at Site at One Time: 10
Primary Contact Person for This Project: CHUCK KAPPES
Primary Contact Phone: _____ Cell: 262.473.9134 Fax: _____
Primary Contact E-Mail: CKAPPES@TOPPERS.COM

Please See Reverse Side of Application for Additional Submittal Requirements

CITY OF GLENDALE USE ONLY

Application Fee: _____ Date of Application: _____ Time: _____ Received by with date: _____ Tentative Hearing Date: _____
G:\COMMON\Community Development Planning Department\Plan Commission Administration (2-4-4)\04 Conditional Uses\01 CU Procedures\CU Application.doc

Plan of Operation Outline

Please submit a detailed cover letter outlining all applicable items provided in the list below.

1. Name of Business, Address
2. Name of Owner, Address
3. Name of Applicant (if different from owner)
4. Legal Description of Property
5. Tax-Key
6. Zoning of Property
7. Lot Size (Depth, Width, Area)
8. Dimensions and all levels (floors) of buildings
9. Total Floor Area
10. Specific uses of the entire property and buildings
11. Minimum and maximum numbers of employees
12. Days of Operation
13. Hours of Operation
14. Signage (Type, Lighted?, Wall, Free-Standing, Monuments, Size, Location, etc)
15. What Conditions has the State or County imposed upon your use of the property
16. Security Fencing
17. Do you feel there will be any problems such as Noise, Odors, Glare, Potential Fire Hazards, or Smoke resulting from the proposed use?
18. Are you proposing food services?
19. Did the State of Wisconsin approve your interior building plans?
20. What provisions are you making for fire protection and human safety?
21. What are your rules and regulations of the property?
22. List the Timetable for completion of building construction and anticipated grand opening date
23. Proposed On-site Security Measures
24. Anticipated maximum number of facility users and viewers at one time (including special events)
25. Any other information you or the Plan Commission feels is pertinent
26. Business Plan
27. Entire Grant Application and County Issued Request for Proposal
28. Your Name, Signature, and Date on the Plan of Operation Document

OTHER INFORMATION REQUIRED

In addition to the information above, the following items are also required:

- ☐ 5 Full size and 15 reduced size sets of building plans (floor plans, elevation drawings, renderings, etc)
- ☐ 5 Full size and 15 reduced size sets of any site and landscaping plans
- ☐ 5 Full size and 15 reduced size sets of any lighting and/or sign plans
- ☐ 20 Copies of a cover letter to include a detailed description of the proposed use and operations.



Name of Business, Address: Pizza People, Inc. (dba: Toppers Pizza)
5464 N Port Washington Rd –Su A1

Name of Owner: Scott Gittrich – 333 West Center Street – Whitewater, WI 53190

Name of Applicant: Chuck Kappes –Dir. Of Design-Construction

Legal Description of Property: City of Glendale 197-9021, Lot 2

Tax-Key: 1979021000

Zoning of Property: B-1 “B”

Lot Size: Depth: 275’ Width: 235’ Area: 56047

Dimensions of Building: Space is 37’-7” D x 36’-10” W

Total Floor Area: 1525 s.f.

Specific Uses: Pizza Restaurant with dine in – Pick up - delivery

Min/Max # Employees: min 2 max 10

Days of Operation: 7 Days per week

Hours of Operation: 11:00 a.m. to 2:00 a.m.

Signage: Wall Mounted Internally Lit (see attached Shop Drawings)

State/County Conditions: No conditions established

Security Fencing: None – this is a tenant space buildout

Noise, Odor, Glare, Fire Hazard: None

Are you proposing Food Service: Yes – Pizza Restaurant

State of Wis Interior Plan App'l:	Plans are not submitted to State Agencies
Fire Protection-Human Safety:	Hood Fire Suppression System, Fire Extinguishers.
What are Rules /Regs of Prop:	Landlord establishes this.
Construction Start /G.O. Date:	November 30, 2020 - January 28, 2021
Proposed on site Security Measures:	Security Cameras w/DVR - Time Delay safe with drop box.
Anticipated Max # of Facility users:	8 (Seating for 8)
Any other information:	None

 10-28-2020

Chuck Kappes

Date

COMMERCIAL OCCUPANCY APPLICATION

CITY OF GLENDALE DEPARTMENT OF BUILDING INSPECTION

5909 N. Milwaukee River Parkway
Glendale, WI 53209-3815
Phone: 414.228.1708 Fax: 414.228.1725
Email: inspections@glendale-wi.gov

For Office Use Only

Certificate #: _____
Date Entered: _____
Occupancy Class: _____
Zoning Approval Date: _____
Insp. Approval Date: _____
NSFD Approval Date: _____

(PLEASE PRINT CLEARLY)

☒ Permanent ☐ Conditional ☐ Temporary – Expires: _____

Date of Application: 10-28-20

Business Address: 5464 N. Port Washington Rd Suite #: A1 Glendale, WI Zip: 53213

Trade or Business Name: Toppers Pizza

Legal Name of Business: Pizza People, Inc
(Name for which the business will be commonly known)

(As registered with the State of Wisconsin)

Bus. Phone: (262) 473 - 6666 Bus. Fax: () - Bus. Email: ckappes@toppers.com

Type of Business: Pizza Restaurant Scope of Business: Pizza, Wings, Soda
(Example: Retail, Office, Restaurant, etc.) (Type of goods sold, manufactured, services provided, etc.)

Area of Building to be Occupied: Main Level Approx. Sq. Ft.: 1525
(Example: Second floor office area incl. basement storage)

Anticipated work or alterations to be performed: Demo of existing Subway fixtures and rebuild interior walls -electrical-plumbing

Owner/Registered Agent Name: Chuck Kappes Phone No: (262) 473 - 9134

Owner/Registered Agent Email: ckappes@toppers.com

Permanent Mailing Address: Toppers Pizza, Inc - 333 W Center Street - Whitewater, WI Zip: 53190

Contact Person Name (if other than owner): _____ Phone: () -

Building Owner: Robert Worth Change in ownership of building? Yes _____ No X

Building Owner's Address: 5464 N Port Washington Rd - Glendale, WI Zip: 53213

Building Owner's Phone: Home: () - Office: (414) 963 - 1600 Cell: (414) 687 - 6406

Certificate of Occupancy will be provided to Occupant, Occupant is responsible for providing copies to building owner/management.

Applicant's Name (Print clearly): Chuck Kappes

Applicant's Signature: Chuck Kappes Date: 10-28-2020

ACKNOWLEDGEMENT: By signing above, applicant acknowledges that they have read and understand the form submittal requirements, inspection requirements, and processes outlined on the reverse side of this form and further understand that it is their SOLE RESPONSIBILITY to submit all necessary documents and forms to the appropriate governmental entity.

Glendale Occupancy Permit Fee

Base Fee.....\$75.00
Administration Fee.....\$30.00
TOTAL FEE.....\$105.00

THIS IS NOT AN OCCUPANCY PERMIT

Occupancy may ONLY take place once approval has been granted by the City of Glendale and a valid Certificate of Occupancy has been issued.

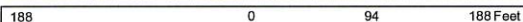
Glendale Use Only

Date Received: _____
Amount: \$105.00
Payment Type: CA / CH / CC / RCPT
Check/Receipt # _____
Received By: _____

*Per City of Glendale Ordinance 5.3.1(c)(2), a permit application for Occupancy Inspection must be submitted to the North Shore Fire Department (NSFD) for occupancy of all residential buildings containing 3 or more housing units, public buildings, places of employment and special events in the City. For questions, call NSFD at (414) 357-0113 x1511 or x1101. Separate payments must be made to the City of Glendale and the North Shore Fire Department.

Rev: 07/17

CONTINUED ON REVERSE SIDE



1: 1,129

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US
© MCAMLIS

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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.

Notes

NOT:
 Toppers PIZZA TOPPERSTIX logo is to be applied to
 the front facade. The logo is to be applied to the
 building facade and not to the window frame.

NOTES: SEE THE
 ARCHITECT'S SPECIFICATIONS FOR
 THE Toppers PIZZA TOPPERSTIX logo.



A5 FRONT ELEVATION (EAST)

Scale: 1/8" = 1'-0"



A2 FRONT ELEVATION (EAST)

Scale: 1/8" = 1'-0"

NO.	DATE	DESCRIPTION
1	01/15/2024	ISSUED FOR CONSTRUCTION

PROJECT NUMBER: 2024-0024
 DRAWN BY: SK
 CHECKED BY: SK

SHEET TITLE:
 EXTERIOR ELEVATIONS

SHEET NUMBER:
 A200

RACEWAY CHANNEL LETTER SPECIFICATIONS :

Scope of Work : (South Elevation) Remove existing "Worth Building" letters and leave at site. Patch, spot paint, and seal holes. Manufacture and install (1) set of raceway mounted channel letters with tagline cabinet as shown.

Letters : Routed .080" aluminum backs, .040" x 5" tall returns, flanged & crimped construction.

Colors : Letter interiors prefinished White, returns prefinished Wrisco "Black".

Faces : Routed 3/16" "White" acrylic (#7328), finished with 1" Jewelite "Black" trimcap.

Raceways : (2) SignComp (8" Narrow), 114" Length, extruded aluminum, internal mounting brackets, exteriors primed and painted to match wall color, bottom raceway installed upside down for access.

Tagline Cabinet : Routed .090" aluminum, .090" x 5" returns, returns welded to backside of face, exterior and face painted "Black", interior painted white. 1/8" white translucent acrylic backer. "Crown" to have a layer of Gerber translucent "Cardinal Red" (230-53) as a vinyl border, acrylic installed from backside using studs welded to rear of face. (Studs welded to backside of face prior to welding of returns)

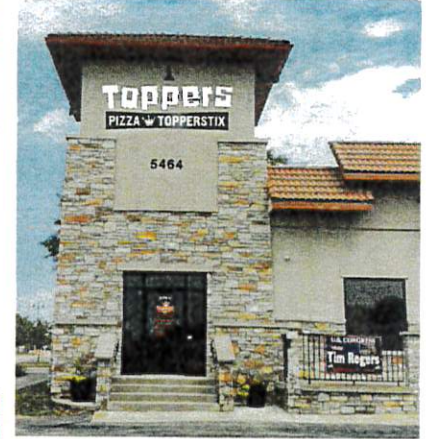
Lighting : Letters and cabinet internally-lit using Hanley PF2080 "White" LED modules.

Electrical : 120 volt, UL listed & labeled, power supplies in raceways.

Location : Sign centered left to right, up and down in the sign band as shown.



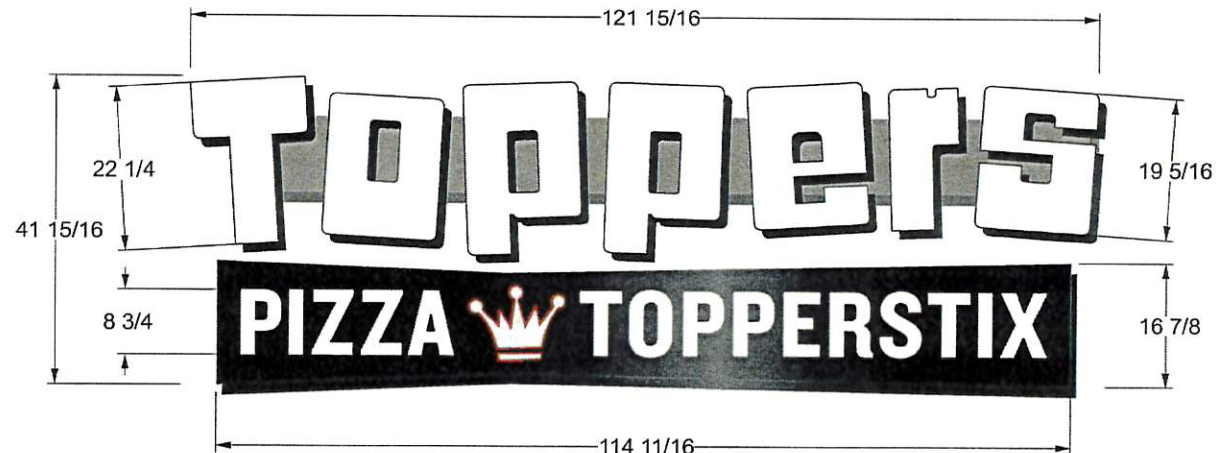
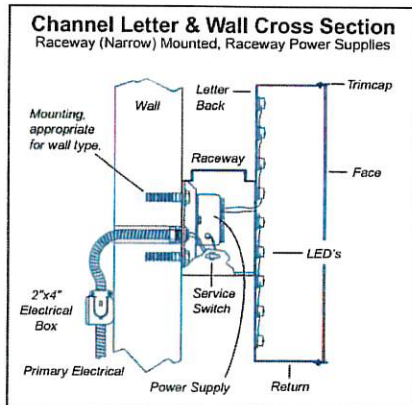
Existing Sign in Place



New Sign in Place

PRODUCTION APPROVAL		
Please Initial	PRODUCTION	SALES

VOLTAGE	
☒ 120 Volts	☐ 277 Volts



Side View

	This sign and its associated design is copyrighted and the property of JNB Signs, Inc. and is not to be copied, altered or reproduced in whole or in part without written permission. All sizes and dimensions are shown for identification of a current product and are not to be understood as being exact and are subject to change.			
	CLIENT Toppers Pizza	SALESMAN Kevin Cook	JOB SITE Glendale, WI	
ARTIST Kaitlin	DATE 09/30/20	DRAWING 08401-01a	CUSTOMERS SIGNATURE X _____ DATE _____	
JNB SIGNS INCORPORATED 1221 Venture Drive, Suite 1, Janesville, WI 53546 Phone: 1-800-243-7997 Fax: 1-608-754-7822 Listed Copyright				

RACEWAY CHANNEL LETTER SPECIFICATIONS :

Scope of Work : (West Elevation) Remove existing "Worth Building" letters and leave at site. Patch, spot paint, and seal holes. Manufacture and install (2) sets of raceway mounted channel letters with tagline cabinets as shown.

Letters : Routed .080" aluminum backs, .040" x 5" tall returns, flanged & crimped construction.

Colors : Letter interiors prefinished White, returns prefinished Wisco "Black".

Faces : Routed 3/16" "White" acrylic (#7328), finished with 1" Jewelite "Black" trimcap.

Raceways : (4) SignComp (8" Narrow), 114" Length, extruded aluminum, internal mounting brackets, exteriors primed and painted to match wall color, bottom raceway installed upside down for access.

Tagline Cabinet : Routed .090" aluminum, .090" x 5" returns, returns welded to backside of face, exterior and face painted "Black", interior painted white. 1/8" white translucent acrylic backer. "Crown" to have a layer of Gerber translucent "Cardinal Red" (230-53) as a vinyl border, acrylic installed from backside using studs welded to rear of face. (Studs welded to backside of face prior to welding of returns)

Lighting : Letters and cabinet internally-lit using Hanley PF2080 "White" LED modules.

Electrical : 120 volt, UL listed & labeled, power supplies in raceways.

Location : Signs centered left to right, up and down in the sign bands as shown.



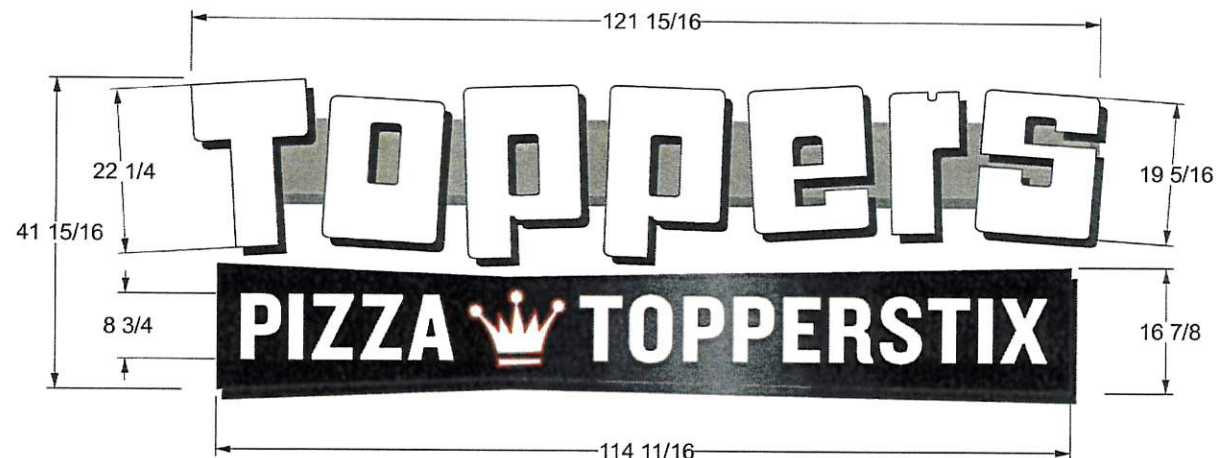
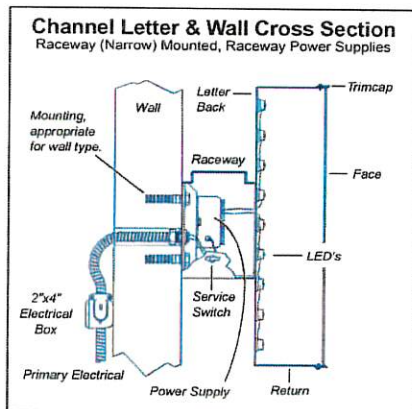
Existing Sign in Place



New Signs in Place

PRODUCTION APPROVAL		
Please Initial	PRODUCTION	SALES

VOLTAGE	
☒ 120 Volts	☐ 277 Volts



Side View

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	ARTIST	Kaitlin	DATE	09/30/20	DRAWING	08401-02a	
CUSTOMERS SIGNATURE						X	DATE

VINYL GRAPHICS SPECIFICATIONS :

Scope of Work : (South Elevation) Manufacture and install (1) new set of vinyl graphics as shown.

Graphics : Applied first surface vinyl, Gerber "Cardinal Red" (220-53), "Metallic Gold" (220-131), & "White" (220-10).

Installation : Graphics will be separated by colors, apply white graphic layer to window first then apply red and gold vinyls using white graphics as a guide, Gold vinyl will overlap white graphic by 1/8" to allow for shrinkage.



New Graphics in Place

PRODUCTION APPROVAL		
Please Initial	PRODUCTION	SALES

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	ARTIST	Kaitlin	DATE	09/30/20	DRAWING	08401-03a
CUSTOMERS SIGNATURE						X <i>Chuck Kappes</i> 10-18-20 DATE

VINYL GRAPHICS SPECIFICATIONS :

Scope of Work : (South Elevation) Manufacture and install (2) new set of vinyl graphics as shown.

Graphics : (2nd surface application) Gerber opaque "black" (220-12) vinyl, reverse weeded from panel and applied to windows 2nd surface, along with second layer of Gerber opaque "White" (220-10) vinyl lettering applied (1/8" overlap for shrinkage).

Installation : Install each graphic at the top of the window as shown.

PRODUCTION APPROVAL		
Please Initial	PRODUCTION	SALES



New Graphics in Place



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	ARTIST	Kaitlin	DATE	09/30/20	DRAWING	08401-04a
CUSTOMERS SIGNATURE						X <i>Chuck Kappes</i> 10-18-20 DATE

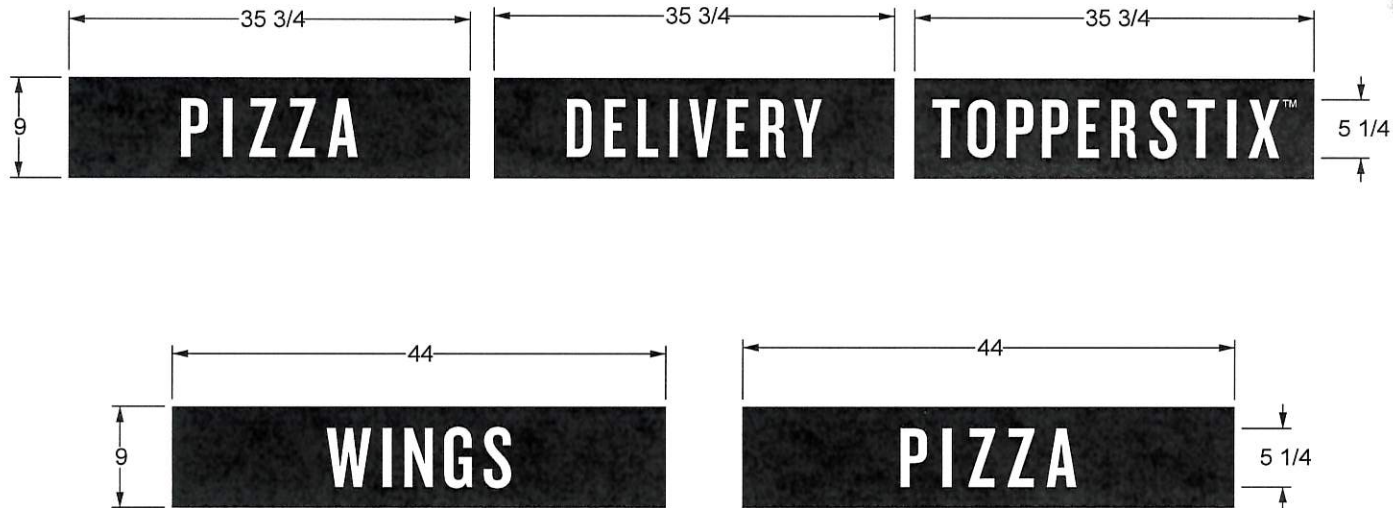
VINYL GRAPHICS SPECIFICATIONS :

Scope of Work : (West Elevation) Manufacture and install (5) new set of vinyl graphics as shown.

Graphics : (2nd surface application) Gerber opaque "black" (220-12) vinyl, reverse weeded from panel and applied to windows 2nd surface, along with second layer of Gerber opaque "White" (220-10) vinyl lettering applied (1/8" overlap for shrinkage).

Installation : Install each graphic at the bottom of the top windows as shown.

PRODUCTION APPROVAL		
Please Initial	PRODUCTION	SALES



New Graphics in Place



New Graphics in Place

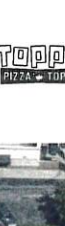
This original and unpublished design is copyrighted and the exclusive property of JNB Signs, Inc. and is not to be exhibited, copied or reproduced in whole or in part without written permission. All sizes and dimensions are shown for clients conception of a current project and are not to be understood as being exact size or exact scale. JNB Signs is not responsible for differences in colors between this print and final product, we will attempt to match colors as closely as possible but final choices will be made by using vinyl and paint samples when possible, but we cannot guarantee exact color matches due to differing surfaces, materials and paints being applied. JNB SIGNS INCORPORATED 1221 Venture Drive, Suite 1, Janesville, WI 53546 Phone: 1-800-243-7997 Fax: 1-608-754-7822 Listed Copyright	CLIENT	Toppers Pizza	SALESMAN	Kevin Cook	JOB SITE	Glendale, WI
	ARTIST	Kaitlin	DATE	09/30/20	DRAWING	08401-06a
CUSTOMERS SIGNATURE						10-18-20 DATE

OWNER VENDOR LIST	
RETIRED EQUIPMENT SUPPLIER	
COMPANY NAME	THE BUCKLER COMPANIES, INC.
CONTACT NAME	JEFF KESINGER
ADDRESS	4200 N. FIVE WINDMILLS CIRCLE GLENDALE, MO 63121-2
PHONE	816-416-4268
EMAIL	j.ckesinger@buckler.com
HAULING SUPPLIER	
COMPANY NAME	ATCO CRUSH-BUILD, INC.
CONTACT NAME	DAVID FORDY
ADDRESS	4800 Virginia Lane Des Moines, IA 50311
PHONE	515-281-1801
EMAIL	David.Fordy@atco-build.com
SPRINKLE SUPPLIER	
COMPANY NAME	AND SONS
CONTACT NAME	KEVIN CUNY
PHONE	850-214-4233
EMAIL	Kevin.Cuny@and-son.com

ers
PPERSTI

Washington
53213

An aerial photograph of a large, multi-story building complex, likely a government or institutional facility. The building has a light-colored roof and is surrounded by a parking lot with several vehicles, including a white car and a red truck. A line points from the text 'Washington 53213' to a specific area of the building.

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	A1
	A2
	A3
	A4
	Q1
PLUMBING	
METMECHANICAL	
ELECTRICAL	
	
	

I FREELY SUPPLY ALL INFO
SIGNATURE
REGISTRATION
DATE
REMARKS
REMARKS
CO
THREAT
MARKS

SHEET INDEX	
ITEM	TITLE
01	TITLE SHEET
02	GENERAL NOTES AND ACCESS/PERMIT DETAILS
03	ACCESSIBILITY REFERENCE PLAN
04	CONSTRUCTION PLAN & DOOR SCHEDULE
05	WALL FINISHES
06	CEILING FINISH
07	FINISHED CEILING PLAN
08	FLOOR FINISHES
09	FLOOR PLAN
10	MECHANICAL PLUMBING
11	MECHANICAL PLUMBING & OFFICE PLAN
12	EQUIPMENT PLAN
DESIGN FIELD	
DESIGN FIELD	
DESIGN FIELD	

STATEMENT OF COMPLIANCE	
I CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF THEY COMPLY WITH ALL APPLICABLE LAWS, CODES & ORDINANCES.	
BY: 	MECHANICAL ENGINEER
LICENSE NO. _____	A LICENSEE UNDER _____
DATE: 06/13/2022	

BUILDING INFORMATION	
BUILDING CODE:	2015'S INTERNATIONAL BUILDING CODE
MECHANICAL CODE:	2015'S INTERNATIONAL MECHANICAL CODE
PLUMBING CODE:	2015'S INTERNATIONAL PLUMBING CODE
ELECTRICAL CODE:	2015'S NATIONAL ELECTRIC CODE
ACCESSIBILITY CODE:	2010 AIA ACCESSIBILITY CODE
APPROVALS:	
BUILDING DEPARTMENT REVIEW	INSPECTION FPM
NOT SUBMITTED	
SCOPE OF WORK:	OFFICE BUILD OUT
LAKE AREA:	375 SQ FT
ARE PROJECTIONS PORTABLE AND ERECTIONARY?	
NO. OF IMPROVEMENTS:	OCCUPANCY:

CONSTRUCTION PHASES	

[illegible]

TITLE: KINSHIP/PROLOGUE OF GARDING		
01	RECORD	115F
11	RECORD-PROTAL	115F
12	RECORD-PROTAL	115F
13	RECORD-PROTAL	115F
14	RECORD-PROTAL	115F
15	RECORD-PROTAL	115F
16	RECORD-PROTAL	115F
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	3	1.1	NO-INT 1000000
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	96	10.0	NO-INT 1000000
	97	10.0	NO

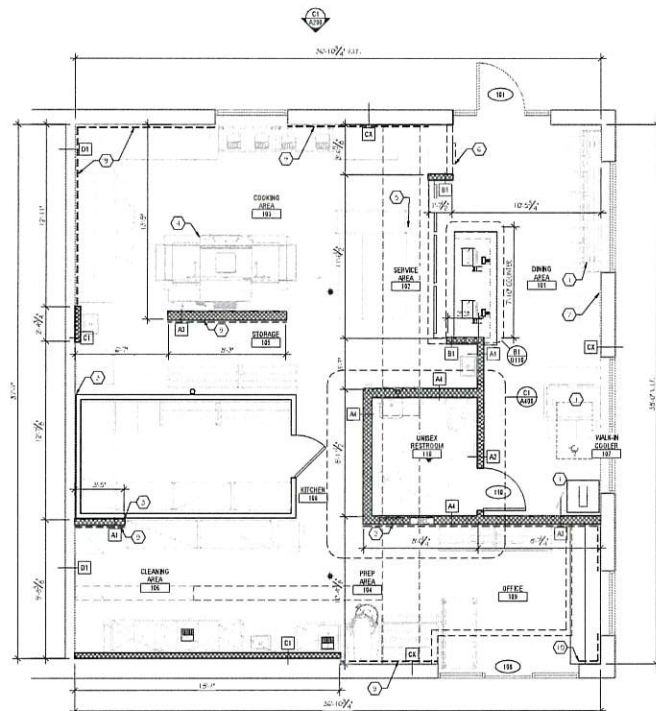
[illegible][illegible][illegible]

THE CONTRACTOR IS NOT REQUIRED TO FURNISH MATERIALS AND EQUIPMENT UNLESS SPECIFICALLY SO INDICATED BY THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.

INTERNATIONAL CONFERENCE									
DATE									
TIME									
NAME									
ADDRESS									
TELEPHONE									
TELETYPE									
TELEFAX									
TELEGRAM									
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CONSTRUCTION PLAN



GENERAL NOTES

- OVERALL DIMENSIONS ARE FROM FACE OF WALL TO FACE OF WALL UNLESS NOTED OTHERWISE.
- GENERAL CONTRACTOR SHALL VERIFY ALL FINAL CONNECTIONS TO EXISTING EQUIPMENT INCLUDING BUT NOT LIMITED TO PLUMBING, TYPING, ELECTRICAL, GAS, EXHAUST, ETC.
- CONTRACTOR TO COORDINATE ALL HARDWARE WITH OWNER REQUIREMENTS, AND SHALL VERIFY UNLESS NOTED OTHERWISE, REQUIREMENTS ARE FEASIBLE.
- CONTRACTOR SHALL VERIFY THAT ALL EXISTING MATERIALS, FINISHES, AND EQUIPMENT NOTED OTHERWISE ARE IN GOOD CONDITION WITH NO APPROPRIATE LOCAL, STATE AND FEDERAL CODES.
- ALL EXISTING HEIGHTS SHALL COMPLY WITH ALL LOCAL AND STATE ACCESSIBILITY, AND BUILDING CODE REQUIREMENTS AND EQUIPMENT.
- ALL FINISHES INCLUDING TO BE PAINT RESTAURANT TYPICAL, AS NECESSARY, UNFINISHED BUILDINGS, CLASS C UNLESS NOTED OTHERWISE.
- REFER TO A115 FOR WALL TYPES AND FINISHES.
- E.G. TO DEMO EXISTING SPACE TO ACCOMMODATE NEW MATERIAL, EQUIPMENT & MATERIALS, E.G. TO PARTIAL, TOTAL, & REPAIRING, CONTRACTOR SHALL BE RESPONSIBLE. ALL EXISTING UNDESIRABLE FINISHES TO BE REMOVED AND CAPTIVE TO DEMO (REFER TO A115 FOR WALL TYPES AND FINISHES).

CODED NOTES

- CASHIERS OF WINDOW. SEE MEASUREMENT SHEET DRAWINGS.
- ELECTRICAL PANEL. SEE ELECTRICAL SHEETS.
- ALUMINUM 1" GAP AROUND FRAME BY CODE. COORDINATE WITH MANUFACTURE SPECIFICATIONS.
- REGION 1000. SEE SHEET A115 FOR DIMENSIONED LOCATION.
- POWER PANEL.
- LOCATION OF CEILING MOUNTED MONITOR.
- LOCATION OF WOOD RAIL - SEE CASHIERS FOR BLOCKING REQUIREMENT.
- NOT USED.
- SEE REGION THREE SHEET A115 FOR UP TO 100.
- SEE REGION THREE SHEET A115 FOR UP TO 100.

- NOTES:
- PROVIDE BATT INSULATION AT 2 RALS WHERE SCHEDULED ON A115 TYPES.
 - EXTERIOR WALLS ARE FACE OF WALL TO FACE OF WALL, UNLESS NOTED OTHERWISE.
 - REFER TO A115 FOR WALL TYPES.
 - ALL GLASSING SHALL BE SUPPORTED ON ALL FOUR EDGES.
 - WALL TYPES - SEE SHEET A115.
 - DOOR TAG - SEE SHEET A115.

WALL LEGEND	
	INDICATES EXISTING WALL, COLUMN, OR CONSTRUCTION TO REMAIN
	INDICATES NEW WALL. SEE WALL TYPES ON A115
	INDICATES NEW WALL BLOCKING. REFER TO CODED NOTES ON A115 FOR SIZE AND FINISHES

DOOR SCHEDULE

DOOR	NO.	SIZE	TITLE	WALL	FINISH	FRAME	FINISH	REMARKS
101	ENTRY	3'-0" x 7'-0" + 1/2"	A	ALUMINUM	RED	EXISTING	EXISTING	1. SEE TO PART DOOR AND TO MATCH A115. 2. POSSIBLE REPAIR FROM SEAM GAGES.
102	FRAM. SCHEDULE	3'-0" x 7'-0" + 1/2"	A	EXISTING	EXISTING	EXISTING	EXISTING	3. VERIFY REPAIRS REQUIRED.
103	SHOWER ENTRY	3'-0" x 7'-0" + 1/2"	C	MARBLE, SC	NATURAL, STAIN	POLISHED	METAL	P3

NOTE: EQUIPMENT PRODUCTS FROM OTHER MANUFACTURERS MAY BE SUBSTITUTED IF APPROVED BY THE OWNER.

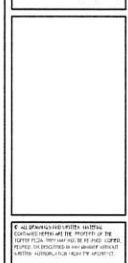
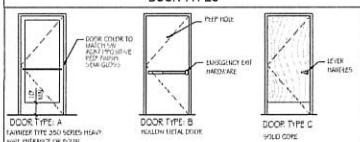
HARDWARE NOTES

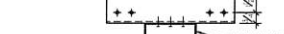
DOOR	NO.	TYPE	FINISH	REMARKS
101	ENTRY	DOOR	ALUMINUM	DOOR REQUIREMENTS: 1. SEE TO PART DOOR AND TO MATCH A115. 2. POSSIBLE REPAIR FROM SEAM GAGES.
102	FRAM. SCHEDULE	DOOR	EXISTING	DOOR REQUIREMENTS: 1. SEE TO PART DOOR AND TO MATCH A115. 2. POSSIBLE REPAIR FROM SEAM GAGES.
103	SHOWER ENTRY	DOOR	MARBLE, SC	DOOR REQUIREMENTS: 1. SEE TO PART DOOR AND TO MATCH A115. 2. POSSIBLE REPAIR FROM SEAM GAGES.

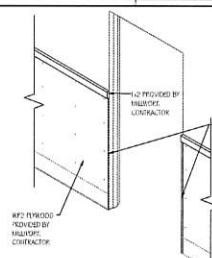
HARDWARE NOTES

- ALL DOOR TAGS SHALL HAVE A LIST OF HARDWARE NOTED OTHERWISE.
- DOOR TAGS SHALL PROVIDE SIZE, FINISH, AND LIST OF HARDWARE NOTED OTHERWISE.
- AT ALL DOOR TAGS NOTED IN THIS LIST, THE CONTRACTOR SHALL VERIFY THAT EXISTING HARDWARE IS IN GOOD CONDITION WITH NO APPROPRIATE LOCAL, STATE AND FEDERAL CODES.
- DOOR TAGS SHALL PROVIDE SIZE, FINISH, AND LIST OF HARDWARE NOTED OTHERWISE.
- DOOR TAGS SHALL PROVIDE SIZE, FINISH, AND LIST OF HARDWARE NOTED OTHERWISE.
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DOOR TYPES



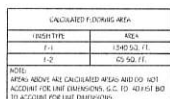




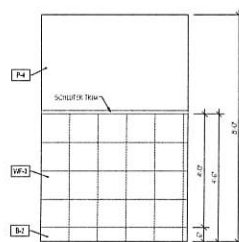
TYPICAL WF2 (PLYWOOD) DETAIL @ DOOR



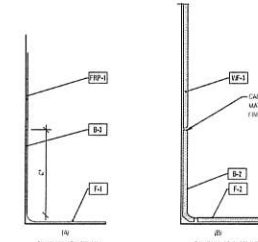
TYP. KITCHEN CORNER GUARD DETAIL



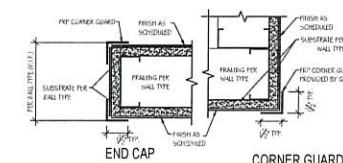
FINISH PLAN



WALL TILE DETAIL @ RESTROOMS



R4 TYP. TILE TRANSITION DETAIL



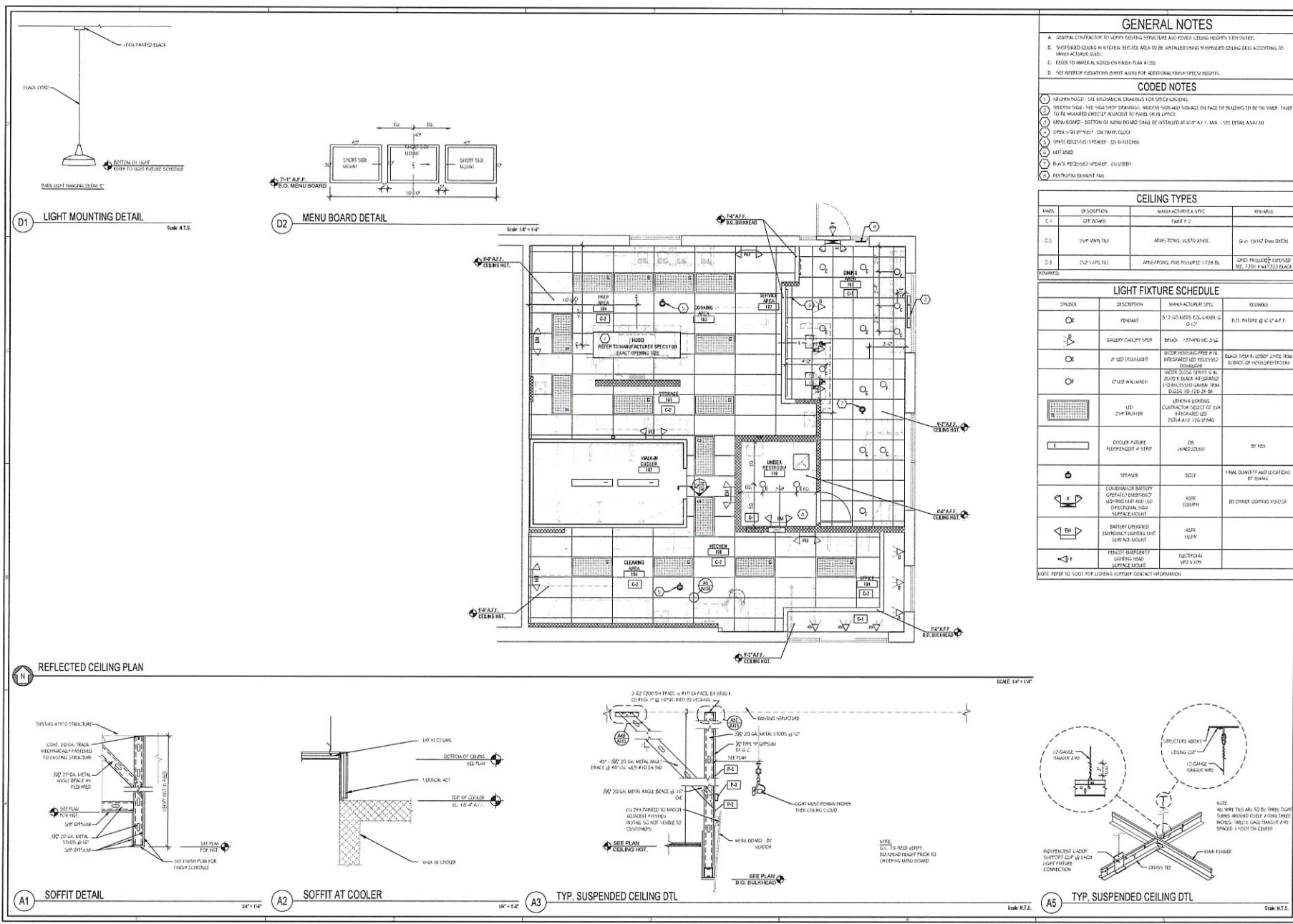
5 TYP. CORNER GUARD DETAIL

[illegible]

1 GC TO INSTALL MARINE MFG (PVC CORNER GUARDS OR EQUAL ON ALL OUT SIDE CORNERS WITH FIP WALL FINISH. REFER TO DETAIL AG ON SHEET A120

2 STAINLESS STEEL ANGLE CAP TO 2" x 1/2" - SEE DETAIL D44120

[illegible]



GENERAL NOTES			
A. GENERAL CONTRACTOR TO VERIFY EXISTING STRUCTURE AND PROVIDE CEILING HEIGHTS WITH OWNER.			
B. SUSPENDED CEILING IN KITCHEN SERVICE AREA TO BE INSTALLED USING SUSPENDED CEILING GRID ACCORDING TO MANUFACTURER'S GUIDE.			
C. REFER TO MATERIAL NOTES ON FINISH PLAN A-100.			
D. SEE INTERIOR ELEVATIONS (FIRST FLOOR) FOR ADDITIONAL FINISH SPECIFICATIONS.			
CODED NOTES			
1	KITCHEN FLOOR - SEE MECHANICAL DRAWINGS FOR SPECIFICATIONS.		
2	INTERIOR WALL - SEE MECHANICAL DRAWINGS, WINDOW SIZES AND SPACING ON FACE OF WALLS TO BE ON TRAIL. TRAIL TO BE MEASURED DIRECTLY ADJACENT TO WINDOW OR IN LIFT.		
3	MENU BOARD - BOTTOM OF MENU BOARD SHALL BE INSTALLED AT 6'-0" A.F.F. - MAX. - SEE DETAIL A-100.		
4	OPEN - 1/2" BY 1/2" - ON TRAIL CLACK.		
5	WALL MOUNTED SPEAKER - (2) IN KITCHEN.		
6	NET USED.		
7	BLACK POLYESTER SPOONER - (1) USED.		
8	PASTORAL BURNING FAN.		
CEILING TYPES			
MARK	DESCRIPTION	MANUFACTURER'S SPEC	REMARKS
C-1	GRID BOARD	TABLE 1-2	
C-2	24"X24" VINYL TILE	MANUFACTURER'S SPEC	6'-0" A.F.F. (SEE DETAIL)
C-3	24"X24" VINYL TILE	MANUFACTURER'S SPEC	6'-0" A.F.F. (SEE DETAIL)
REMARKS: 1. 24"X24" VINYL TILE - 1/2" BY 1/2" - ON TRAIL CLACK.			
LIGHT FIXTURE SCHEDULE			
SYMBOL	DESCRIPTION	MANUFACTURER'S SPEC	REMARKS
	RECESSED	5'-2" X 6" RECESSED LED RECESSED LED 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	GALLERY CHANTRY SPOT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	1" LED DOWNLIGHT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	2" LED DOWNLIGHT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	2" LED DOWNLIGHT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	2" LED DOWNLIGHT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	2" LED DOWNLIGHT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	2" LED DOWNLIGHT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.
	2" LED DOWNLIGHT	BRICK - 1/2" X 1/2" X 1/2"	BLACK POLYESTER SPOONER - (1) USED.

THE TASK COMPANY, INC.
DESIGN • CONSTRUCTION • INTERIOR

WISCONSIN STATE ARCHITECT

TOPPERS PIZZA • TOPPERSTIX

PROJECT NUMBER: 20-001-1
SHEET NO.: 13
DATE: 10/1/2020

REFLECTED CEILING PLAN

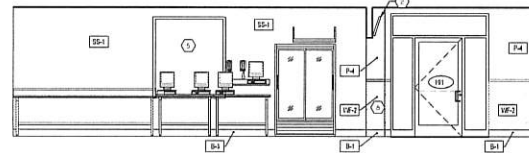
A130

SHEET NOTES

- ALL FINISHING FEATURES SHALL COMPLY WITH ALL LOCAL AND STATE ADA AND PASSING CREEPS REQUIREMENTS AND REQUIREMENTS.
- THE GC SHALL HAVE ALL SMOKE AND HEAT DETECTORS IN THE KITCHEN AREA, AS FOLLOWS: SMOKE DETECTORS SHALL BE LOCATED DIRECTLY OVER THE COOK AND PREP TOWNSHIP DETECTORS SHALL BE LOCATED TO THE RIGHT SIDE OF THE HALL, WITH REACHING DISTANCE, BUT NOT EXCEED 10 FEET.
- PREP TO SCHEDULE FOR ADDITIONAL INFORMATION ON HALL AND COOKING PREP.
- ALL WALL SHALL BE INSTALLED WITH STAINLESS STEEL PANELS.
- ALL PREPARED AND COOKING PREP SHALL RECEIVE AT LEAST TWO COATS OF PAINT. AT ADDITIONAL WALLS OF A BRICK COLORED PROVIDE A BRICK BASE COAT FOLLOWED BY TWO FINISH COATS. SEE THE BOOK SCHEDULE FOR THE COOKING PREP.
- ALL FINISHES SHALL COMPLY WITH THE FINISH SCHEDULE AND SHALL BE GENERATED RAINBOW.
- REFER TO MATERIAL NOTES ON A-100.
- ALL GIBBS BOX COATS, SHIRT AND MOUNTED TACKLEBOXES ETC SHALL BE PAINTED SAME AS THE RESIDENT WALL FINISH.

CODING NOTES

1. GC TO VERIFY IF WINDOW SIGN CAN BE SALES/RENT AT A HOOKUP SAFETY.
2. CHURNING ORDER MONITOR.
3. HALLWAY, BY HALLWAY, VENDOR. SEE HALLWAY VIEW EXPANSION.
4. STAINLESS STEEL EXHAUST FAN. SEE MECHANICAL EXPANSION.
5. VINYL GRAPHIC ON EXISTING WINDOW BY SIGN. HOOKUP.
6. NOT USED.
7. BUSINESS LICENSE FORKNEY.
8. REFER TO DETAIL BY ON SHEET ALSO FOR FLOOR SIGN PARTITION. STAGGER COATS @ HALL HOOKUP FORKNEY.
9. DELIVERY CASH BOX. COORDINATE LOCATION BY FLOOR SIGN.
10. NOT USED.
11. GC TO PROVIDE STAINLESS STEEL BACKLASH/BRUSH/PAINT SIGN.
12. WOOD WALL. GC TO PROVIDE BLOCKING.
13. STAINLESS STEEL SIGN. B.D. FINISH @ 4" X 4" A.F.F. COLORED ON COLORED.
14. FUNCTIONAL SIGN (SIGN). SEE SIGN PROVIDED BY VENDOR. GRAPHICS BY SHIRT SIGN. B.D. FINISH @ 4" X 4" A.F.F.
15. HOOKUP SIGN (SIGN). HOOKUP FINISH BY VENDOR. GRAPHICS BY SHIRT SIGN.



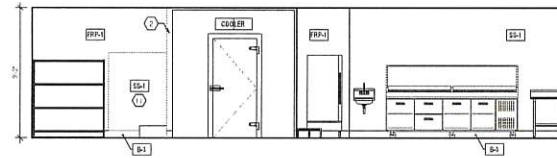
D4 ELEVATION @ DINING AREA (101) & COOKING AREA (103)

Scale 1/4" = 1'-0"



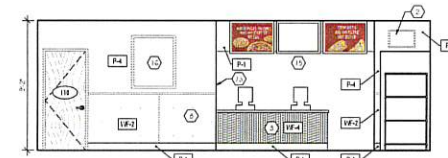
D2 ELEVATION @ DINING AREA (101)

Scale 1/4" = 1'-0"



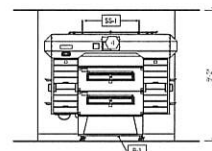
C4 ELEVATION @ COOKING AREA (103) & CLEANING AREA (106)

Scale 1/4" = 1'-0"



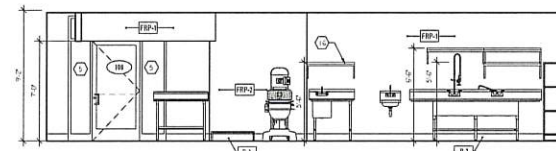
C2 ELEVATION @ DINING AREA (101) & SERVICE AREA (102)

Scale 1/4" = 1'-0"



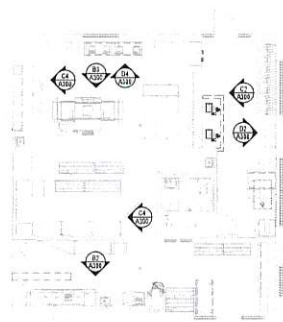
B3 ELEVATION @ COOKING AREA (103)

Scale 1/4" = 1'-0"



B2 ELEVATION @ OFFICE (109), PREP (104) & CLEANING AREA (106)

Scale 1/4" = 1'-0"



KEY PLAN

SCALE: N.T.S.

A400



CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1744
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

PLAN COMMISSION REVIEW APPLICATION

Application Fee: \$300

APPLICANT INFORMATION

Name of Applicant: Planet Smoothie
Legal Name of Business: Luckeshe Holdings, LLC
Name of Business Owner (if different from Applicant): Sherri Luckett
Applicant Address (City, State, and Zip Code): P.O. Box 11534 Shorewood, WI 53211

Office Phone Number: 414-931-9024 Cell: 414-931-9024 Fax: _____
Applicant E-Mail: luckesheholdings@gmail.com

Applicant Signature: *Sherri Luckett* Date: 11/9/2020

PROPERTY INFORMATION

Property Address: 5464 N Port Washington Rd, Suite A2 Tax Key Number: 1979021 Zoning District: _____
Property Owner (if different from Applicant): Robert Worth, Worth Realty
Property Owner Address (City, State, and Zip Code): 5464 N Port Washington Rd Glendale, WI 53217

Property Owner Phone: 414-963-1600 Cell: 414-687-6406 Fax: _____
Property Owner E-Mail: terryworth@worthrealtywi.com
Property Owner Signature: _____ Date: _____

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): _____
Planet Smoothie (Name), Smoothie shop (Type/Use)

Total Building Area: 835 SqFt To Be Occupied Area: 835 SqFt
Lot Size: Depth: _____ Width: _____ Area: _____
Previous Occupant in To Be Occupied Space: Bronson Insurance
Other Uses of This Site: _____

Total Number of Parking Spaces: _____ Parking Spaces Available to Tenancy: _____
Business Hours (Days and Hours of Operation): 7AM-8PM
Total Number of Employees: 5 Maximum Number of Employees at Site at One Time: 3
Primary Contact Person for This Project: Sherri Luckett (Business Owner), Terry Worth (Property Manager)
Primary Contact Phone: _____ Cell: 414-931-9024 Fax: _____
Primary Contact E-Mail: luckesheholdings@gmail.com

CITY OF GLENDALE USE ONLY

Application Fee: _____ Date of Application: _____ Time: _____ Received by with date: _____ Tentative Hearing Date: _____
G:\COMMON\Community Development Planning Department\Plan Commission Administration (2-4-4)\001 Conditional Uses\01 CU Procedures\CU Application.doc

Plan of Operation Outline

Please submit a detailed cover letter outlining all applicable items provided in the list below.

1. Name of Business, Address
2. Name of Owner, Address
3. Name of Applicant (if different from owner)
4. Legal Description of Property
5. Tax-Key
6. Zoning of Property
7. Lot Size (Depth, Width, Area)
8. Dimensions and all levels (floors) of buildings
9. Total Floor Area
10. Specific uses of the entire property and buildings
11. Minimum and maximum numbers of employees
12. Days of Operation
13. Hours of Operation
14. Signage (Type, Lighted?, Wall, Free-Standing, Monuments, Size, Location, etc)
15. What Conditions has the State or County imposed upon your use of the property
16. Security Fencing
17. Do you feel there will be any problems such as Noise, Odors, Glare, Potential Fire Hazards, or Smoke resulting from the proposed use?
18. Are you proposing food services?
19. Did the State of Wisconsin approve your interior building plans?
20. What provisions are you making for fire protection and human safety?
21. What are your rules and regulations of the property?
22. List the Timetable for completion of building construction and anticipated grand opening date
23. Proposed On-site Security Measures
24. Anticipated maximum number of facility users and viewers at one time (including special events)
25. Any other information you or the Plan Commission feels is pertinent
26. Business Plan
27. Entire Grant Application and County Issued Request for Proposal
28. Your Name, Signature, and Date on the Plan of Operation Document

OTHER INFORMATION REQUIRED

In addition to the information above, the following items are also required:

- ☐ 5 Full size and 15 reduced size sets of building plans (floor plans, elevation drawings, renderings, etc)
- ☐ 5 Full size and 15 reduced size sets of any site and landscaping plans
- ☐ 5 Full size and 15 reduced size sets of any lighting and/or sign plans
- ☐ 20 Copies of a cover letter to include a detailed description of the proposed use and operations.

Planning Commission Review Cover Letter / Questionnaire

1. Planet Smoothie
2. Sherri Lockett, P.O. Box 11534 Shorewood, WI 53211
3. Same
4. 5464 N. Port Washington Rd, Suite A2, Glendale, WI 53217
5. Tax Key: 1979021
6. Restaurant
7. -
8. -
9. 835 SqFt
10. Restaurant
11. 2 - 5 employees
12. 6-7 days of operation
13. 7AM - 8PM
14. Options attached
15. -
16. No
17. No problems with noise, odors, glare, fire hazards or smoke as a result of proposed use.
18. Yes, smoothie (drinks) & packaged snacks
19. Franchise approved interior building plans
20. Following franchise guidelines
21. Following franchise guidelines
22. Anticipated grand opening: May 2021
23. Security system
24. -
25. (open)
26. -
27. -

Completed by business owner:

Sherri Lockett

November 9, 2020



COMMERCIAL OCCUPANCY APPLICATION

CITY OF GLENDALE
DEPARTMENT OF BUILDING INSPECTION
5909 N. Milwaukee River Parkway
Glendale, WI 53209-3815
Phone: 414.228.1708 **Fax:** 414.228.1725
Email: inspections@glendale-wi.gov

For Office Use Only

Certificate #: _____
Date Entered: _____
Occupancy Class: _____
Zoning Approval Date: _____
Insp. Approval Date: _____
NSFD Approval Date: _____

(PLEASE PRINT CLEARLY)

☐ Permanent ☐ Conditional ☐ Temporary – Expires: _____

Date of Application: 11/9/2020

Business Address: 5464 N Port Washington Rd Suite #: A2 Glendale, WI Zip: 53217

Trade or Business Name: Planet Smoothie

(Name for which the business will be commonly known)

Legal Name of Business: Luckeshe Holdings, LLC

(As registered with the State of Wisconsin)

Bus. Phone: (414) 931 - 9024 **Bus. Fax:** () - **Bus. Email:** luckesheholdings@gmail.com

Type of Business: Restaurant **Scope of Business:** Smoothie Shop
(Example: Retail, Office, Restaurant, etc.) (Type of goods sold, manufactured, services provided, etc.)

Area of Building to be Occupied: Enter suite area **Approx. Sq. Ft.:** 834 SqFt
(Example: Second floor office area incl. basement storage)

Anticipated work or alterations to be performed: Paint, flooring, restaurant layout, lighting

Owner/Registered Agent Name: Sherri Luckett **Phone No:** (414) 931 - 9024

Owner/Registered Agent Email: luckesheholdings@gmail.com

Permanent Mailing Address: P.O. Box 11534 Shorewood, WI **Zip:** 53211

Contact Person Name (if other than owner): _____ **Phone:** () - _____

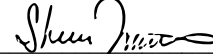
Building Owner: Robert Worth **Change in ownership of building?** Yes _____ No X

Building Owner's Address: 5464 N Port Washington Rd Glendale, WI **Zip:** 53217

Building Owner's Phone: Home: () - _____ Office: (414) 963 - 1600 Cell: () - _____

Certificate of Occupancy will be provided to Occupant. Occupant is responsible for providing copies to building owner/management.

Applicant's Name (Print clearly): Sherri Luckett

Applicant's Signature:  **Date:** 11/9/2020

ACKNOWLEDGEMENT: By signing above, applicant acknowledges that they have read and understand the form submittal requirements, inspection requirements, and processes outlined on the reverse side of this form and further understand that it is their **SOLE RESPONSIBILITY** to submit all necessary documents and forms to the appropriate governmental entity.

Glendale Occupancy Permit Fee

Base Fee.....\$75.00
Administration Fee.....\$30.00
TOTAL FEE.....\$105.00

Glendale Use Only

Date Received: _____
Amount: \$105.00
Payment Type: CA / CH / CC / RCPT
Check/Receipt # _____
Received By: _____

THIS IS NOT AN OCCUPANCY PERMIT

Occupancy may **ONLY** take place once approval has been granted by the City of Glendale and a valid Certificate of Occupancy has been issued.

**Per City of Glendale Ordinance 5.3.1(c)(2), a permit application for Occupancy Inspection must be submitted to the North Shore Fire Department (NSFD) for occupancy of all residential buildings containing 3 or more housing units, public buildings, places of employment and special events in the City. For questions, call NSFD at (414) 357-0113 x1511 or x1101. Separate payments must be made to the City of Glendale and the North Shore Fire Department.*

Rev: 07/17

Business Occupancy Inspection

Compliance Requirements

Dear Business Owner, Agent or Contractor:

If you are engaging in any type of construction, this form must be submitted along with your building permit application. You are provided this notice because you are/have submitted an application for a Certificate of Occupancy for a proposed business in the City of Glendale. If you have not yet submitted a SEPARATE Construction/Occupancy (*Form PF-116*) application to the North Shore Fire Department, you must do so **IMMEDIATELY**.

The process of obtaining a Certificate of Occupancy (CO) requires compliance with various building, plumbing, electrical, HVAC and Life Safety code requirements. Upon completion of any building/renovating and/or PRIOR to occupying any area, the following inspections must occur and permission must be granted to occupy.

1. **Inspection AND approval of all building, plumbing, electrical, HVAC, fire alarm and fire sprinkler installations (where necessary).**
2. **City Occupancy Inspection**
3. **Fire Department Occupancy Inspection**

Each of the inspections is completed by a different person. It is **YOUR RESPONSIBILITY** to submit the necessary applications and related fees for EACH and to SCHEDULE each inspection with the appropriate person. Be aware that availability may be several days or weeks out, so plan accordingly, call immediately.

Any delay in submitting permit application forms, building plans, or scheduling inspections, may result in delaying your project, your opening or the potential for the illegal operation of your business.

It is your (and your contractors) responsibility to ensure that all inspections are completed **PRIOR to occupying, opening or operating** your business.

Links to each of the forms are included below:

Glendale Occupancy Application Form:

<http://www.glendale-wi.org/DocumentCenter/View/200>

NSFD – Construction/Alteration/Occupancy Application Form:

<http://www.nsfire.org/cmsAdmin/uploads/Construction-and-Occupancy-PF-116.pdf>

Please contact the following with any questions regarding respective applications:

City of Glendale – Building and Occupancy Inspections

Tod Doeblar - Building Inspector

Phone: 414.228.1708

Email: inspections@glendale-wi.org

North Shore Fire Dept. (NSFD) – Building, Occupancy, and Fire Alarm/Sprinkler Inspections*

Matt Mertens - Fire Inspector

Office: 414.357-0113 x1511 or x1101 (assistant)

Mobile: 414.788.8183

Email: mmertens@nsfire.org

***NOTE:** The NSFD inspects fire alarm systems for conformance with National Fire Protection Association (NFPA) installation and operation requirements ONLY. A licensed Master Electrician who will provide power to and supervise the installation of the fire alarm system must submit an electrical permit to the City of Glendale. The City must also inspect the fire alarm system to ensure compliance with National Electrical Code (NEC) installation requirements.

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The Best Tasting Smoothie on the Planet!



Welcome to Planet Smoothie

It takes a lot to be called “the best tasting smoothie on the planet” and we’re proud of our history, team members and product innovations. Planet Smoothie is dedicated to the proposition that all smoothies are not created equal. We are focused on delivering great tasting products in a wide variety of options to fit the unique needs that our guest’s taste and lifestyle demand.



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REAL. FRUIT.



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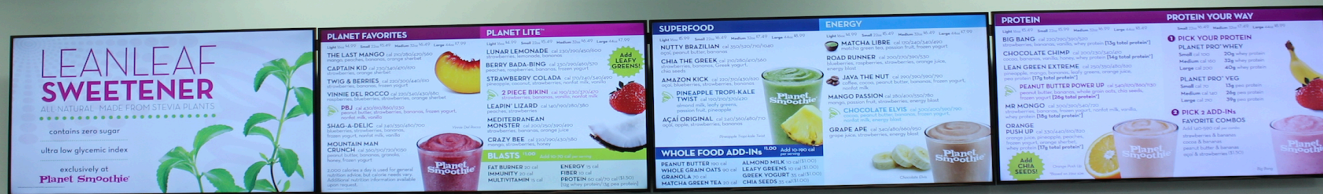
WHAT'S IN YOUR
SMOOTHIE

Real Fruit • Taste • Nutrition • Made-To-Order Freshness

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Smoothie®**

Our Menu

Planet Smoothie®



The best tasting smoothie on the planet!



Continuing Innovation: Taste and Nutrition

PLANET SMOOTHIE **GOOD HEALTH**

has everything you need to meet your goals for



GREEK YOGURT

add it to any smoothie
for a creamy, healthy snack



PEA PROTEIN

Planet Pro-Veg plant-based protein
to power up your day



LEAFY GREENS

boost the nutrients in your favorite smoothie - full of vitamins!



SUPERFRUIT

delicious flavors
packed with antioxidants

**Planet
Smoothie®**

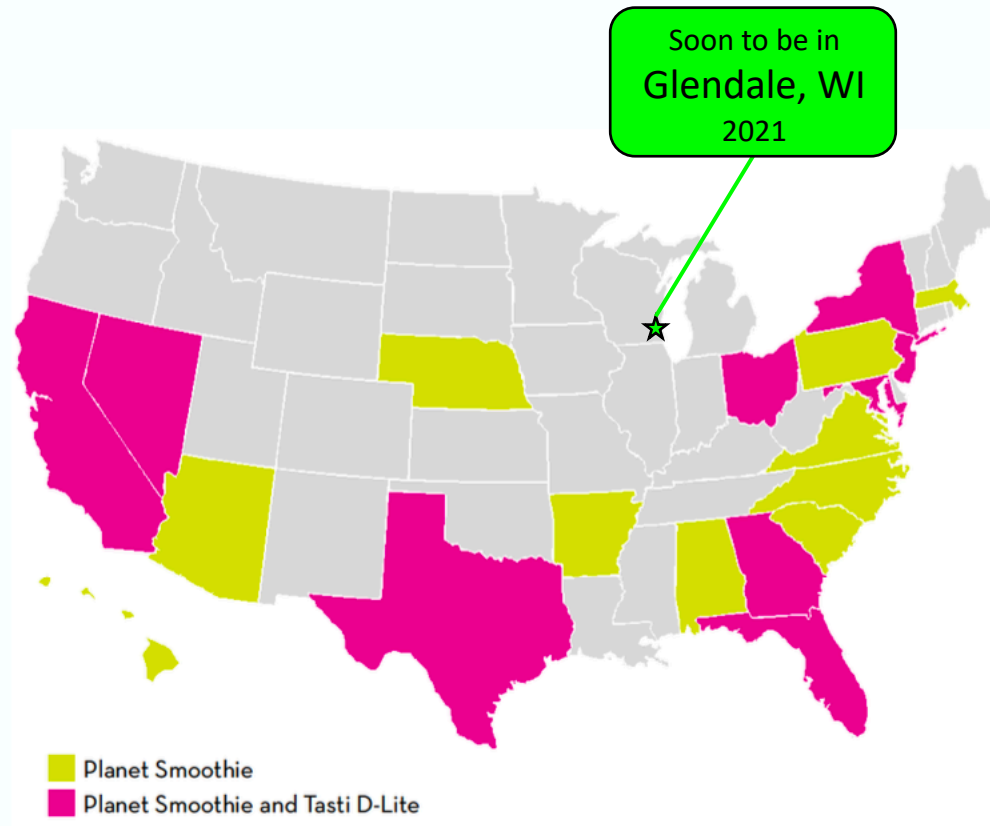
Continuing Innovation: Taste and Nutrition



**Planet
Smoothie®**

Domestic and International Growth

- 111 operating franchise units and growing every day!
- Open in 19 US States



Planet Smoothie®

Store Design



Simplicity of Operation

- Business operating system based on evolution of best practices
- Training and support
- Store staff 2-3 FTE's, scales with traffic
- Food preparation, no cooking
- Organized distribution for most products
- Low waste



Simplicity of Operation

Glendale Hours of Operation

- 7AM – 8PM, Monday – Saturday
- Potentially reduced hours on Sundays, depending on traffic (*11AM – 5PM*)



Thank You!



**Planet
Smoothie®**



5909 North Milwaukee River Parkway
Glendale, WI 53209

SUBJECT: Bicycle and Pedestrian Plan Update.

FROM: Rachel Safstrom, City Administrator

MEETING DATE: December 1, 2020

FISCAL SUMMARY:

Budget Summary:	Capital Projects
Budgeted Expenditure:	\$40,000
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

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

BACKGROUND/ANALYSIS:

Vandewalle and Associates Staff have been working to develop the draft Bicycle and Pedestrian Plan. Included in your packet is the latest draft. We have had excellent feedback from residents during this process, including the Open House held November 12, 2020.

RECOMMENDATION:

This is the draft of the plan. It is recommended the Plan Commission schedule a public hearing for review of this plan. The public hearing will be scheduled via Zoom; however, we will also have City Hall open for anyone that would need to speak to the Plan Commission that does not have access to Zoom.

After the Public Hearing, the Plan Commission may recommend approval of the plan to the Common Council. The Council would have final review of the plan at their January 25, 2021 meeting.

ACTION REQUESTED:

Motion to schedule the Public Hearing for review of the draft Bicycle and Pedestrian Plan for Tuesday, January 5, 2021 at 6:00 p.m.

ATTACHMENTS:

1. Draft Bicycle and Pedestrian Plan.



CONNECTING GLENDALE 2020

BICYCLE AND PEDESTRIAN PLAN

DRAFT: OCTOBER 2020



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Acknowledgements

Plan Commission

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Bryan Kennedy, Mayor
Kyle Mack
Amanda Seligman
Joshua Wadzinski

City Council

James Daugherty
John Gelhard
Bryan Kennedy, Mayor
Steve Schmelzling
JoAnn Shaw
Tomika Vukovic
Richard Wiese

City Staff

Rachel Safstrom, City Administrator
Shawn Lanser, Deputy City Administrator
Megan Humitz, City Clerk
Todd Stuebe, Director of Community Development
Charlie Imig, Director of Public Works

Planning and Design Assistance by:

VANDEWALLE & ASSOCIATES
Scott Harrington, AICP, Principal Planner
Meredith Perks, Primary Author
Jackie Mich, AICP, Associate Planner
Dan Eckberg, GIS Analyst
Susan Hansen, Communications Specialist
Nicole Anderson, Planning Assistant

247 West Freshwater Way
Suite 530
Milwaukee, WI 53204
(608) 988-8631
www.vandewalle.com

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Introduction



The City of Glendale is well situated in Milwaukee's North Shore region – major infrastructure and transportation connections as well as proximity to major destinations, like Lake Michigan and downtown Milwaukee, provide residents with high levels of accessibility and a high quality of life. Glendale's diverse mix of land uses provide residents with employment opportunities, commercial and retail options, and attainable housing. These qualities make Glendale an attractive place to live and visit in the region, but they also bring vehicular traffic. The street network relies on major arterial corridors to connect different areas of the city; this infrastructure also creates barriers for bicyclists and pedestrians, resulting in unsafe conditions and an experience of isolation as some areas of Glendale become disconnected from others.

Members of the public as well as elected officials and community leaders repeatedly raised the issue of bicycle and pedestrian safety and connectivity in the 2040 Comprehensive Master Plan planning process, which was completed in August 2020. The desire to create a more connected and bicycle and pedestrian friendly community led to the creation of this Plan, Connecting Glendale 2020. Many community members expressed that encouraging walking and biking in Glendale would support active lifestyles, increase recreation options, reduce car use, and encourage interaction among neighbors. This Plan builds on these ideas and identifies a number of community benefits associated with walking and biking.

A Bicycle and Pedestrian Plan is an important tool for the community to strategically upgrade and fund its bicycle and pedestrian system. In addition to identifying overarching goals and objectives, this Plan identifies specific strategies to achieve those goals. Whether they are site-specific, large-scale, bicycle, pedestrian, or multi-use recommendations, all enhance Glendale's status as a well-connected and attractive community. Connecting Glendale 2020 will guide infrastructure investments over the next five to 10 years, thus positioning the City to apply for grant funding to implement these projects in the coming months and years.

BENEFITS OF WALKING AND BIKING:

- **Safety:** Improved roadway, sidewalk, and bicycle facility design and an expanded network of bicycle and pedestrian infrastructure reduces conflicts with motor vehicles and improves safety for all road users.
- **Public Health and Well Being:** Improving the physical environment for biking and walking enables increased physical activity provide residents with numerous health benefits, including reducing obesity and the risk of cardiovascular disease while increasing the mental health benefits of exercise and physical activity.
- **Equity:** Bicycling and walking are less expensive and more readily available forms of transportation than cars, providing an alternative to low income individuals who cannot afford a car as well as those who are unable or choose not to drive. Providing access to well-designed bicycle and pedestrian facilities across all areas of the city increases personal freedom to users of all ages, races, incomes, and abilities.
- **Quality of Life:** Increasing the walkability and bikeability of Glendale ultimately increases its livability. Well designed and maintained infrastructure such as sidewalks, bike lanes, and bike paths increases residents' ability to connect with their community and encourages social interaction. In addition, providing bicycle and pedestrian facilities and designing streets that are safe for all modes of transportation helps to rebalance land and road use patterns, prioritizing the people of Glendale, rather than the cars.
- **Economic Development and Tourism:** Public investments in walking and biking infrastructure are often shown to be efficient and effective uses of public funds, as they have large impacts on the community with a relatively small investment. Glendale has the opportunity to leverage its regional assets, particularly the Oak Leaf Trail, to attract visitors and encourage them to shop, dine and stay in Glendale.
- **Environmental:** Increasing active transportation options such as biking, walking, and public transportation alternatives and decreasing the number of vehicular trips has a measurable impact on reducing greenhouse gas emissions, which contribute to climate change and poor air quality.

1: Community Background

The City of Glendale, Wisconsin is a vibrant, full-service community located in Milwaukee's North Shore. Glendale is distinguished in the region for its high quality of life, offering residents attainable housing, strong public and private schools, employment centers, and commercial and retail destinations that serve residents and attract visitors.

Asset Rich

Unlike other communities in the North Shore, Glendale has a broad mix of land uses, from residential to commercial and industrial. This diversity has created a variety of assets in Glendale that serve residents and attract visitors, making them key destinations for future bicycle and pedestrian connections. Glendale's strongest community assets include:

- Bayshore
- Nicolet High School
- Cardinal Stritch University
- Milwaukee River
- Kletzsch Park
- Lincoln Park
- Richard E. Maslowski Community Park
- Oak Leaf Trail
- Private Businesses like Sprecher Brewery and Bavarian Bierhaus
- Aurora Health
- Ascension Wisconsin
- Johnson Controls, Inc.

These assets are depicted on Map 1.

Regional Positioning

Located just seven miles from Downtown Milwaukee and less than one mile from Lake Michigan, Glendale is nestled in the heart of the North Shore and provides residents with a small-town feeling while accessing exciting regional amenities. Glendale residents and visitors can travel through the region via strong infrastructure connections, including Interstate 43 and State Highway 57 (Green Bay Avenue). While these thoroughfares provide accessibility and connection to the region, they can also act as impediments to connectivity within the City.

Glendale is also fortunate to be positioned along a major regional active transportation and recreational asset: the Oak Leaf Trail. The Oak Leaf Trail is maintained by Milwaukee County and is a multi-use trail system with over 125 miles of trails for bicycling, roller blading, walking, and running around Milwaukee County. The Oak Leaf Trail is divided into seven main “branch lines”; two branch lines pass through Glendale, connecting bicyclists and pedestrians to the rest of the region.

The Milwaukee River Line of the Oak Leaf Trail is approximately 14 miles; beginning in Downtown Milwaukee at Juneau Park, it travels along the lakefront before connecting with the Milwaukee River. The line follows the Milwaukee River through the North Shore, winding north through Lincoln and Kletzsch Parks in the City of Glendale, before continuing to Brown Deer Park, northwest of the City.

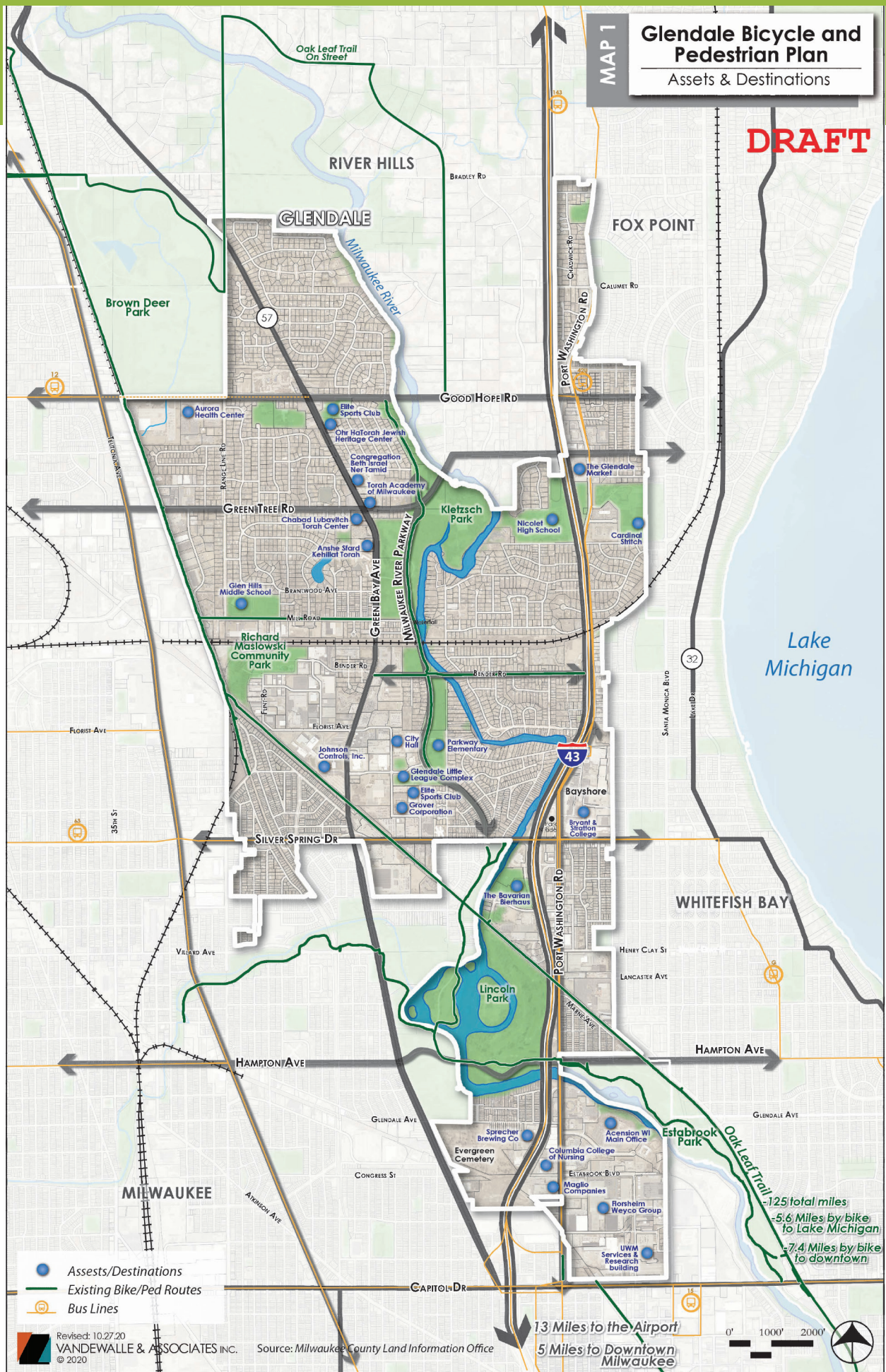
The Zip Line branches off the Milwaukee River Line at Lincoln Park and Milwaukee River Parkway. It utilizes a former railroad line to provide a direct, traffic-free connection from Estabrook Park to Brown Deer Park. This direct connection runs approximately six miles, straight through Glendale. A new trail access point to the Zip Line was constructed at Richard E. Maslowski Community Park in 2019 and provides direct on-off access at one of Glendale’s most desirable public assets and event spaces.

At the time of writing this Plan, a portion of the Zip Line along the west side of Glendale is closed due to a growing sinkhole and unstable conditions on the trail segment. The sinkhole is caused by a collapsing stone culvert, built over 100 years ago, beneath the trail. Milwaukee County Parks is focusing on maintaining safety and has received a grant to make the approximately \$600,000 repair. The timeframe for repairs is not known at this time.

**24% OF
GLENDALE WORKERS
HAVE ACCESS TO ONE
VEHICLE OR LESS**

**4% OF GLENDALE RESIDENTS
USE ACTIVE TRANSPORTATION TO
COMMUTE TO WORK**

(Including Public Transportation, Walking,
Biking, or Non-Automobile Modes)



2: Planning Process and Public Input



Connecting Glendale 2020 was launched based on public input and interest in bicycle and pedestrian issues and included several opportunities for public input in the Planning process. Consultants worked with City Planning, administration, public works, and public safety staff to develop Plan recommendations that meet community goals and align with the Plan vision. Public input opportunities included:

PUBLIC INPUT OPPORTUNITY	DATE
Stakeholder Focus Groups	August 26
Plan Outreach Table at Richard E. Maslowski Community Park & Oak Leaf Trail	August 29
Virtual Public Meeting	September 9
Public Comment Form/Survey	September 10-23
Digital Interactive Map	September 10-23
Public Open House	DATE TBD

Stakeholder Focus Groups

Four issue-focused stakeholder focus groups were convened to discuss bicycle and pedestrian concerns and interests. These groups included leaders in education, faith communities, small business and economic development, and non-profit advocacy. Issues raised in these discussions included the importance of pedestrian safety and the current lack of continuous sidewalks, particularly to popular destinations like schools and synagogues. The importance of regional trail connections to trails like the Oak Leaf and Beerline were also discussed. The small business and economic development focus group pointed out the economic opportunities that having a more walkable and bikeable community can bring as well as the potential to attract visitors and hotel users to bike in Glendale and the region.

PLAN OUTREACH TABLE

Outreach was completed by Plan consultants at the entrance to the Oak Leaf Trail at Richard E. Maslowski Community Park as well as at other points along the Oak Leaf Trail in Glendale. Consultants discussed bicycle and pedestrian issues with trail and park users to get their input and ideas on existing and proposed facilities, as well as to inform them of the Plan and other public input opportunities. Of the walkers and bikers that consultants engaged, many commented on how much they use the Oak Leaf Trail, the benefit of the new trail access point at Richard E. Maslowski Community Park, and the great park and recreation options in Glendale. Concerns about safety and the lack of sidewalks and bike lanes on Good Hope Road and Green Bay Avenue were shared by many users.

VIRTUAL PUBLIC MEETING

Due to public health restrictions during the COVID-19 pandemic, the City hosted a virtual meeting via Zoom that replicated the in-person workshop experience. Nearly 40 members of the public logged in to the virtual meeting. Plan consultants provided a presentation of the Plan's purpose and observations regarding existing conditions. Consultants also reviewed the potential facility recommendations that might be included in the Plan. The meeting was recorded and posted to the City's website for other members of the public to view. Following the meeting, input materials were provided to collect feedback from the public, including a Public Comment Form/Survey and Digital Interactive Map. Both the Map and the Comment Form were available to the public on the City's website for a period of two weeks to allow additional public feedback and to solicit input from residents who were unable to attend the live virtual meeting. Input gathered by these resources is described below.

PUBLIC COMMENT FORM/SURVEY

The City of Glendale conducted an online survey for the Bicycle and Pedestrian Plan from September 9 to 23, 2020. The survey was posted on the City's website and built on the content of the Virtual Public Meeting. The survey was partially or completely filled out and submitted by 39 respondents. A summary of survey responses is included below, and full survey results are found in the Appendix of this Plan. Overall, the survey results reveal that survey respondents strongly support bicycle and pedestrian facilities that make traveling along and across busy corridors safer and more comfortable, that address missing connections between existing facilities, and that connect key destinations such as shopping areas, schools, and parks.

When asked which issue in the Plan is of most personal interest, about 30 percent selected "bicycle," about 12 percent selected "pedestrian," about two percent selected "mobility and accessibility," while about 53 percent selected "all of the above."

Map ___ delineated 18 sub-neighborhoods within the City. Survey participants tended to come from the west side of the City. About 24 percent of respondents live in subarea 3, which encompasses the area west of Green Bay Avenue and north and south of Green Tree Road. Nearly 19 percent of respondents live in subarea 10, which is the area west of Green Bay Avenue and north of Silver Spring Drive. When asked with subareas they often travel to, Bayshore was the most commonly selected area (subarea 14), with about 26 percent of the responses. Subarea 3, a westside neighborhood just north of the railroad tracks, was the next most common destination, with 17 percent of responses. Shopping at Bayshore, general recreation, parks, trails, and Parkway Elementary School were identified as common destinations.

With regards to existing barriers to walking or biking to desired destinations, respondents commonly identified major corridors such as Green Bay Avenue, Good Hope Road, Port Washington Road, and others. Challenging intersections or street crossings were also identified, with some examples being Hampton Avenue at Port Washington Road, Silver Spring Drive at Port Washington Road, and Good Hope Road at Port Washington Road.

WALKING IN GLENDALE

When asked to name the reason or purpose they choose to walk, 93 percent of participants indicated they walk for exercise/recreation. About 48 percent walk to community events, 42 percent walk for shopping, nearly 40 percent walk to restaurants and bars, and 30 percent walk to visit friends or family. (Respondents could select as many options that applied to them.) When asked to select the top three locations that needed better pedestrian connections, the top response was parks and trails. The next most-selected responses were shopping and restaurants/bars. Respondents were asked to select the top three reasons that they do not walk. Top responses included the fact that crossing the street feels dangerous (receiving 24 percent of all votes), the sidewalks or paths don't connect to where they want to go (23 percent), and that motorized traffic isn't safe (17 percent). Respondents were asked to select the top three things that would improve their walking experience. Top responses included adding or improving crossing signals that make crossing busy roads easier (receiving 28 percent of all votes), adding connections to existing sidewalks and paths (27 percent), and slowing down traffic (nine percent).

BIKING IN GLENDALE

Most respondents identified themselves as "enthused and confident" bicyclists (53 percent), while 34 percent considered themselves "interested but concerned." About 12 percent described themselves as "strong and fearless." No respondents selected the "no way, no how" option, although not every respondent answered this question. When asked to name the reason or purpose they choose to bike, 75 percent indicated they bike for exercise/recreation. About 15 percent bike to community destinations (parks, library, etc.). Respondents indicated that they choose bicycling over other modes of transportation for exercise (37 percent), for a fun way to experience the community (28 percent), and to reduce their carbon footprint (12 percent).

When asked to select the top three locations that needed better bicycle connections, the top response was parks and trails. The next second most-selected response was shopping, and the third most-selected was schools. These responses were in alignment with a similar question asked about walking, above. Respondents were asked to select the top three reasons that they do not ride a bicycle. Top responses included the fact that crossing the street feels dangerous (receiving 20 percent of all votes), motorized traffic isn't safe (19 percent), and paths don't connect to where they need to go (17 percent). These responses were similar to responses to a similar question above about barriers to walking. Respondents were asked to select the top three things that would improve their bicycling experience. Top responses included adding bike lanes (receiving 22 percent of all votes), adding connections to existing sidewalks and paths (17 percent), and adding or improving traffic lights that make crossing busy roads easier (13 percent).

Good Hope Road was identified as the part of Glendale most in need of improved pedestrian and/or bicycle facilities, with 32 percent of votes. The Bayshore area (26 percent) and Green Tree Road/Green Bay Avenue area (22 percent) were also top choices. When asked to rate their comfort biking on corridors in Glendale. The most comfortable corridors were Bender Road, Milwaukee River Parkway, and Lydell Avenue. The least comfortable were Capitol Drive, Good Hope Road, and Silver Spring Drive.

REGIONAL DESTINATIONS

Respondents were provided with a list of nearby communities and were asked to select which they would bike to if a safe bicycle connection was made. Of these, respondents identified Whitefish Bay, Shorewood, and Milwaukee as top destinations. Shopping on Silver Spring in Whitefish Bay was identified as desirable destination.

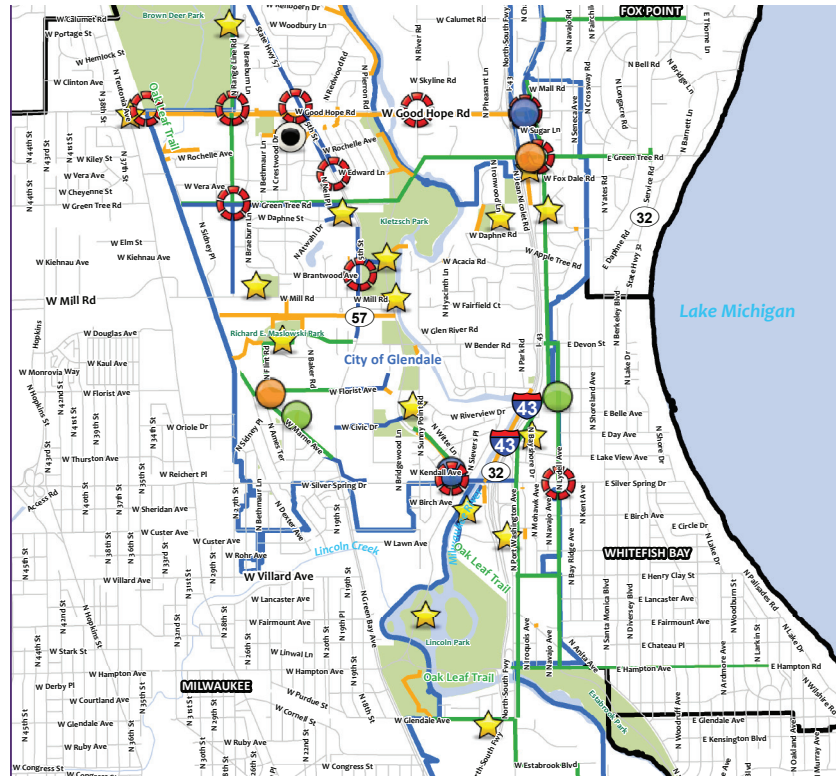
TYPES OF BICYCLE FACILITIES

Respondents generally viewed more protected bicycle facilities as more comfortable to use. Two-way protected cycle tracks were considered to be “Comfortable” or “Very Comfortable” by nearly 94 percent of respondents. One-way protected cycle tracks were considered to be “Comfortable” or “Very Comfortable” by 78 percent of respondents. Nearly 42 percent of respondents felt the same way about buffered bike lanes, and over 38 percent felt that way about bicycle boulevards. Only 28 percent of respondents rated conventional bike lanes as “Comfortable” or “Very Comfortable.”

Digital Interactive Map

A digital interactive map was also presented on the City of Glendale website to solicit public feedback on specific locations in the City. The map enabled members of the public to collectively add numerous features to the map to highlight areas of concern where walking, biking, and crossing the street feels dangerous, as well as areas where they would like to see new infrastructure, including on- and off-street bicycle facilities and pedestrian paths. More than 159 comments were received from contributors. The map below highlights the features added to the map.

- On- and off-street bicycle lanes and paths were recommended for major traffic corridors, including Good Hope Road, Green Bay Avenue, Silver Spring Drive, and Green Tree Road
- Bicycle facilities were also recommended for lower traffic and lower stress areas like Lydell Avenue, Hampton Avenue, and Bender Road which could help fill in connections to the bicycle network.
- Good Hope Road was identified as a dangerous place for walking with numerous unsafe intersections. This corresponds with other feedback received in the stakeholder focus groups and comment form.
- Residents also identified important destinations in Glendale where they would like to walk and bike. A few top destinations included Bayshore, schools like Nicolet High School, Parkway Elementary, and Glen Hills Middle School. Religious destinations including the synagogues and schools on Green Tree Road. Parks and recreation destinations like Richard E. Maslowski Community Park. This information is important for the recommendations of this Plan to make sure it prioritizes network connections that can take people where they want to go. Additionally, these destinations are important for consideration in the City's bicycle wayfinding and signage system.



PUBLIC OPEN HOUSE

TO BE COMPLETED FOLLOWING MEETING.

3: Existing Conditions

Public input and discussions with City staff coupled with fieldwork and data collection form the basis for the review of existing bicycle and pedestrian conditions in Glendale. Reviewing the existing roadway network, major infrastructure, recent investments, existing bikeways and paths, existing sidewalk networks, traffic and crash patterns, and community land use patterns, provided the following key observations. These observations are used to develop Connecting Glendale 2020's vision and goals, as well as the Plan's recommendations.

Key Observations:

1. NO ON-STREET BIKE NETWORK

Glendale's streets primarily serve cars and are oriented for the efficient movement of vehicles. The City's largest active transportation asset, the Oak Leaf Trail, is primarily an off-street trail, and the City currently lacks an extensive, connected network of on- or off-street bicycle facilities.

2. RECENT INVESTMENTS ARE A GREAT STARTING PLACE

The City of Glendale has recently installed bike lanes on Mill Road and Bender Road. These investments improve east-west connections through the City and are great examples of safe, comfortable, context sensitive bike facilities.

3. DISCONNECTED SIDEWALK NETWORK PRESENTS SAFETY CONCERNS

Unlike some of its North Shore neighbors, Glendale was not initially designed with a network of sidewalks. Gaps in connection leave areas of major roads without sidewalks, leaving pedestrians, including families, to walk in the street or in other unsafe situations.

4. MAJOR REGIONAL INFRASTRUCTURE PREVENTS CONNECTIVITY

Interstate 43, H 57, the Union Pacific rail corridor, and other major corridors connect the City of Glendale to the greater Milwaukee region and enable it to be a diverse, economically vibrant community. However, this infrastructure can increase traffic volume and create barriers within the community, preventing connectivity and through travel across these areas, particularly where local streets run into I-43.

5. SUBURBAN NEIGHBORHOOD STREET DESIGN

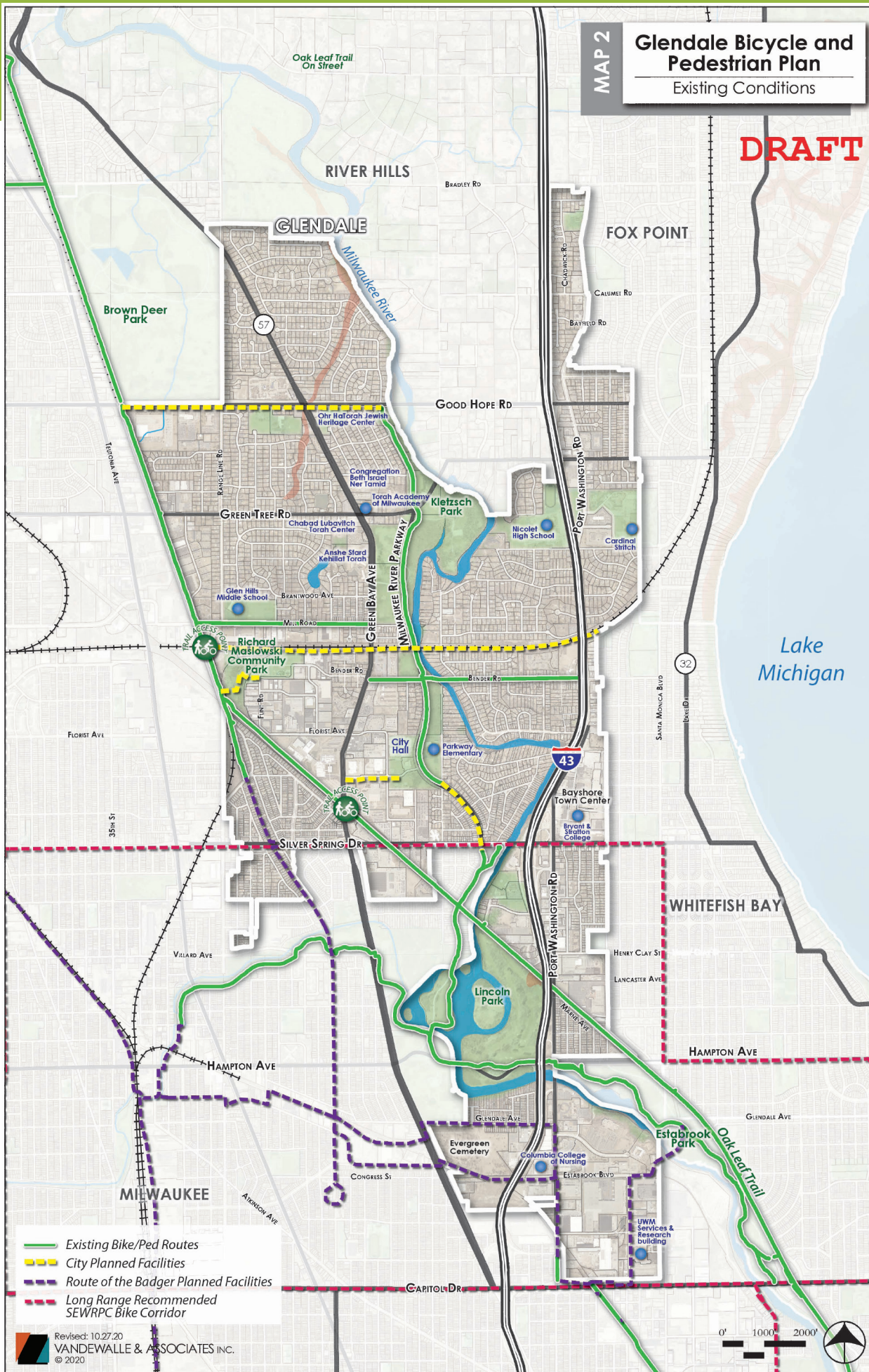
Many neighborhoods and residential areas in Glendale are designed with winding streets and culs-de-sac rather than on a traditional grid. This street design can present challenges for bicycle and pedestrian routing and connecting separate neighborhoods.

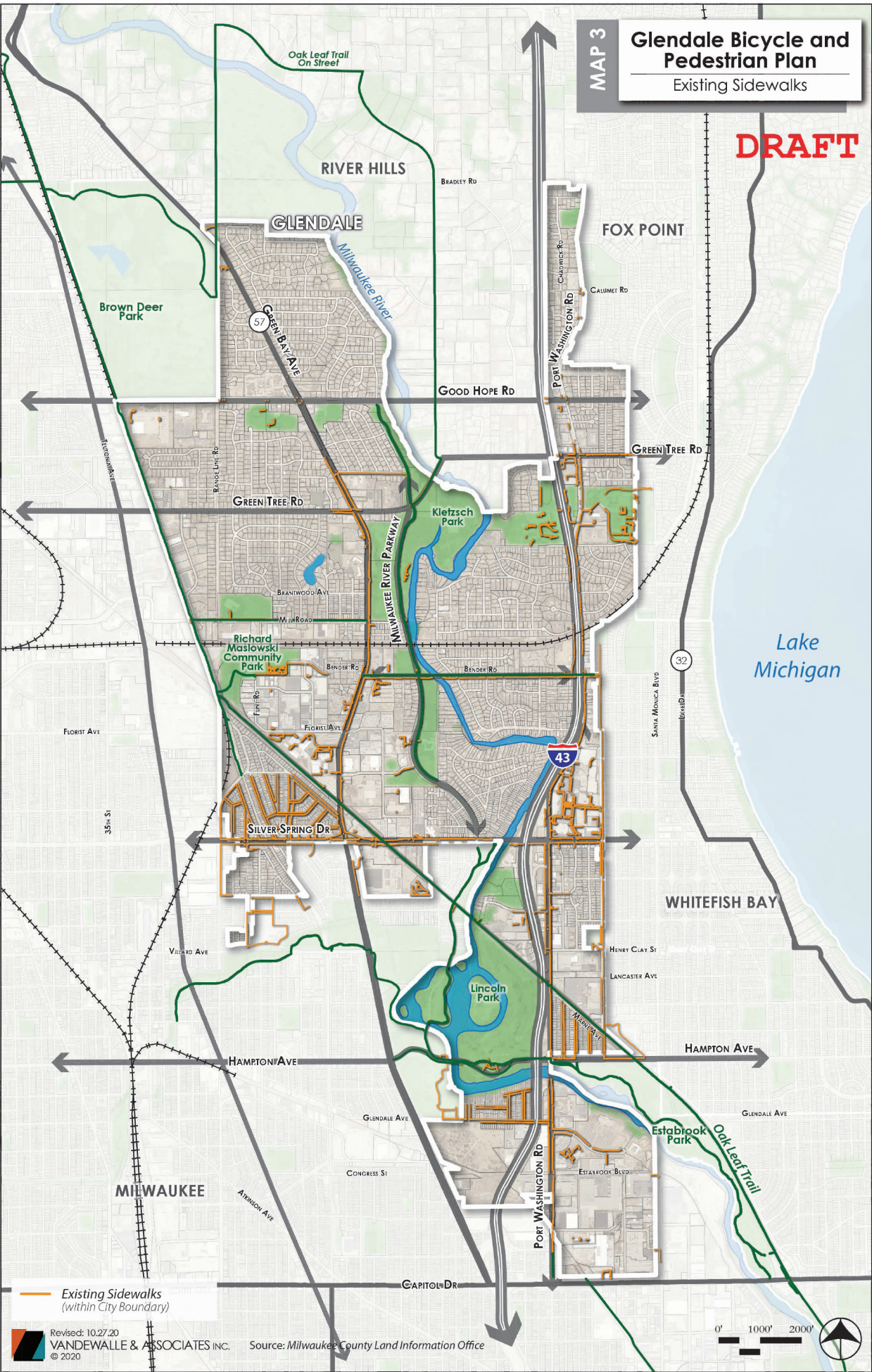
6. DESTINATIONS POSITIONED FOR CONNECTION

Glendale's commercial and entertainment opportunities, from regional shopping centers like Bayshore to restaurants and breweries like Sprecher and the Bavarian Bierhaus, are well positioned to be connected by bicycle and pedestrian facilities. These destinations are trip-generators for visitors from around the region. Wayfinding, mapping, and signage with key destinations will be useful to bringing bicycle and pedestrian traffic to Glendale businesses.

7. POTENTIAL IN GLENDALE'S PARKS AND PARKWAY

Glendale has several parks within its borders that provide residents with invaluable green space and access to nature. These parks also act as destinations for visitors from around the region, particularly Richard E. Maslowski Community Park and its new playground, ball fields, and amphitheater. These parks and the Milwaukee River Parkway present new opportunities for bicycle and pedestrian connections and should be considered as key destinations for Plan recommendations.





Transit in Glendale

Transit and public transportation are important components of the overall transportation system and is an important consideration in the development of a bicycle and pedestrian plan. Transit and bicycle and pedestrian systems present opportunities for integration. Often transit trips involve another mode of travel, including biking or walking to or from transit stops.

The Milwaukee County Transit System (MCTS) provides local public transit to the City. A grid of east-west and north-south transit routes provides effective and efficient transit options to many City residents. However, a gap in service in the north central portion of the community leaves some residents without access to transit. Bicycle and pedestrian facilities can help address ‘first/last mile connection’ issues, providing a safe way for transit users to travel from their home to transit stops or from transit stops to their final destination, effectively closing coverage gaps for some users.

All MCTS buses are equipped with bike racks on the front for riders to easily switch between transit and bicycling. While most of the MCTS bus stops in Glendale are located in areas with sidewalks in the immediate area, breaks in the continuity of the sidewalk network can impact accessibility between bus stops and desired destinations.

ROAD CLASSIFICATION	MILES	PERCENT OF TOTAL
Principal Arterial	4	6%
Minor Arterial	2	4%
Collector	5	8%
Local Street	51	82%
Total	62	

Source: Wisconsin Department of Transportation WISLR, 2020

Traffic and Streets

As previously noted, the City of Glendale is fortunate to have a variety of infrastructure and transportation assets that connect it to the region and enable varied economic opportunities within the city. These transportation assets include I-43 and other major corridors that connect primarily vehicular traffic across the city.

Street classifications, as identified and defined by the Wisconsin Department of Transportation include the following:

- **Principal Arterial:** Serving major economic activity centers, Principal Arterials are primarily designed to move vehicular traffic, accounting for some of the highest average daily trips (ADT) of the roadway system. Principal Arterials are often the entrance/exit routes into the City and are generally extensions of the highest roadway classifications.
- **Minor Arterial:** Serving both intra-community and local traffic, Minor Arterials are designed for traffic mobility, but primarily serve intercommunity trips, connecting traffic to desired land uses and economic activity centers.
- **Collector:** Providing direct access to neighborhoods, commercial and industrial areas, Collectors serve moderate to low daily traffic. These roads collect and distribute traffic between Local Streets and Arterials.
- **Local Street:** Local Streets are designed to primarily provide access to adjacent land uses; they are often the beginning and end segments of trips.

Principal Arterials account for a small amount of the overall roadway system but represent some of the largest obstacles to through travel in the city and a connected, safe bicycle and pedestrian network. These barriers, including I-43 and major corridors like Green Bay Avenue, and Silver Spring Drive, can have the effect of splitting Glendale into isolated subareas – neighborhoods or areas of the community that are difficult to move between – hindering at times a unified sense of community.

Collector and Local Streets represent 90 percent of the roadway system in Glendale. These roads have some of the greatest potential for bicycle and pedestrian facilities and the expansion of the bicycle and pedestrian network throughout the community. Bicycle Routes and Bicycle Boulevards may be some of the most appropriate bicycle facilities for local streets that connect neighborhoods and different subareas. These streets are well suited for these improvements because of their low traffic counts and emphasis on access to land uses, particularly residential and community uses like parks.

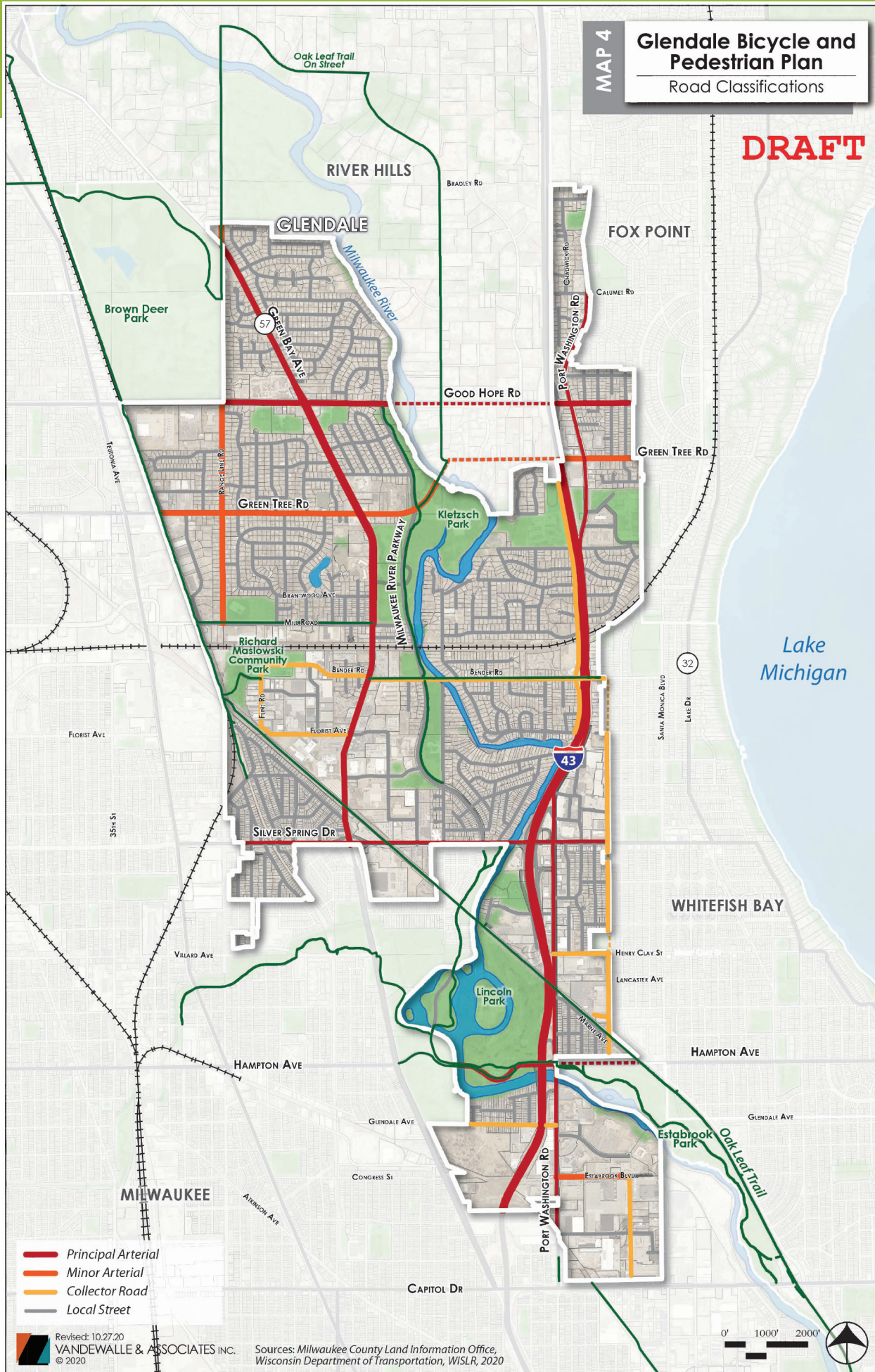
Estimated Daily Traffic Counts for the City of Glendale are shown on Map 5. This data provides insight into the level of stress a pedestrian or bicyclist may experience on the street segment and how comfortable they might feel traveling outside a car on that road. Major corridors like Silver Spring Drive and Good Hope Road can see 20,000 and 37,000 estimated daily vehicular trips. The map also includes estimates of daily traffic on the I-43 off/on ramps, demonstrating the volume of vehicles entering the Glendale roadway system from the highway.

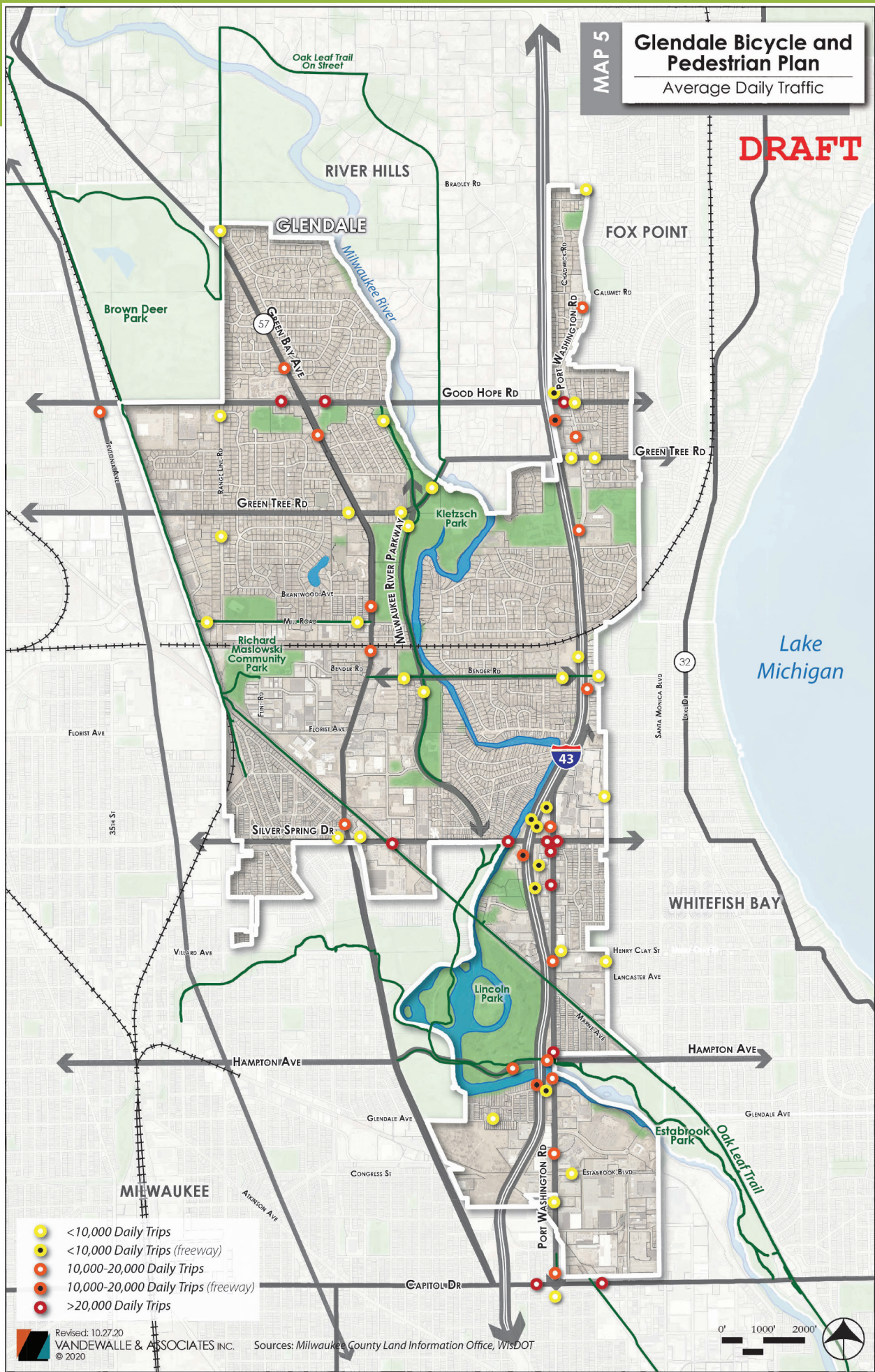
MAP 4

Glendale Bicycle and Pedestrian Plan

Road Classifications

DRAFT





Safety Issues in Glendale's Existing Transportation Network

Safety is among the top concerns residents in Glendale raised while creating Connecting Glendale 2020. Safety issues, lack of safe or comfortable infrastructure, and traffic levels and traffic speeds on key corridors were the top reasons residents choose not to walk and bike in Glendale. Refer to Map 6 for documented bicycle and pedestrian accidents since 2010.

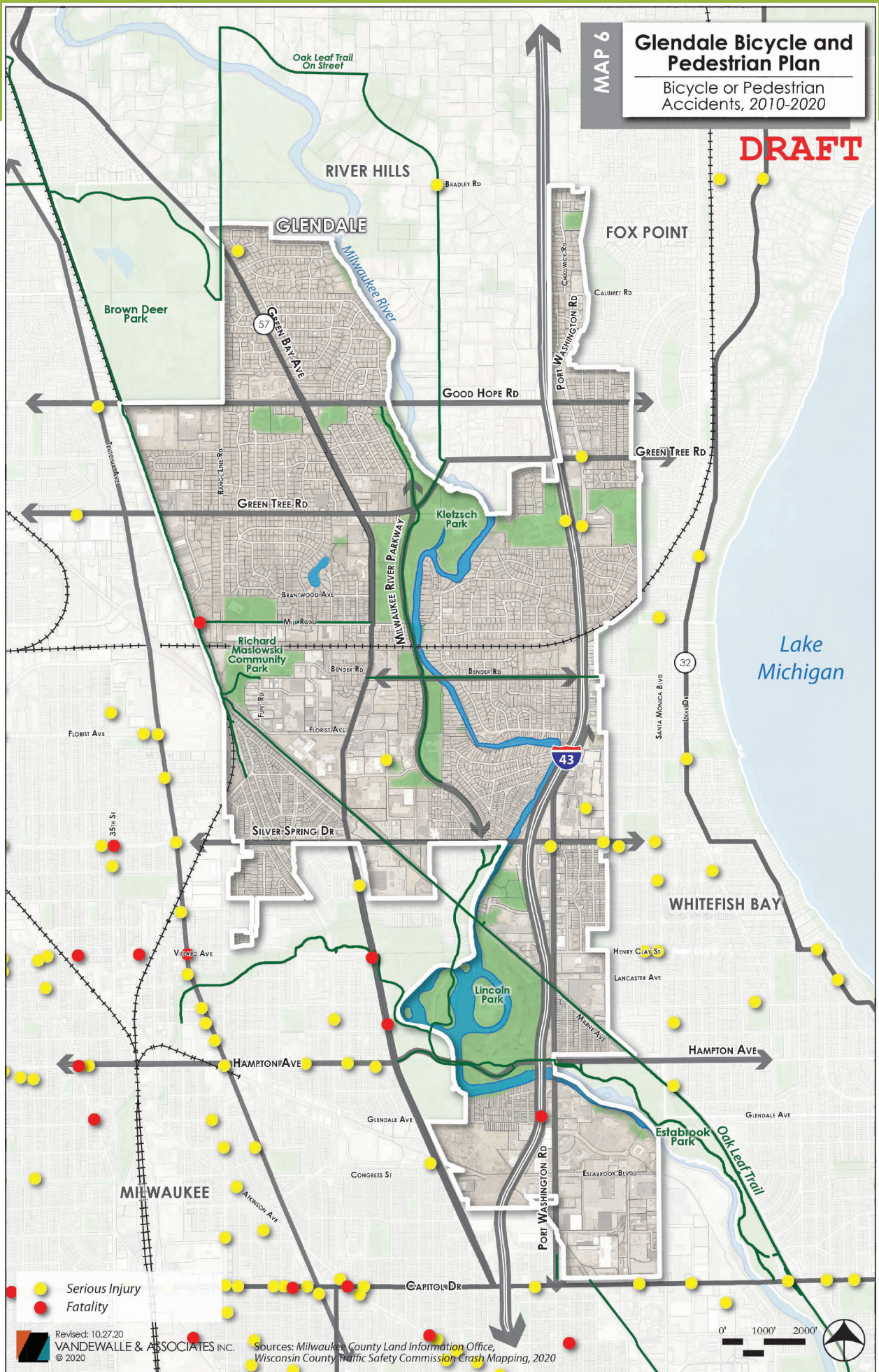
Specifically, residents and City staff have identified particular areas of concern for pedestrians. The area surrounding Green Tree Road, Good Hope Road, and Green Bay Avenue is home to a number of synagogues, temples, schools and community centers serving Glendale's Jewish community. This community is particularly at risk as pedestrians, often walking to evening religious services each week and on holidays. North Green Bay Avenue lacks sidewalks on either side of the street north of West Bernard Lane and Good Hope Road lacks sidewalks on both sides of the road while pedestrians are required to cross seven lanes of traffic.

Vulnerable pedestrian populations also include families with young children, seniors, and residents with disabilities and mobility issues. Expanding the sidewalk network to provide continuous, well-maintained walking paths will serve to expand accessibility and safety in Glendale. These improvements are also an opportunity to increase facilities compatible with the Americans with Disabilities Act (ADA), including curb ramps and intersection signals.

**HOUSING
COST BURDEN –
HOUSEHOLDS SPEND MORE
THAN 30% OF THEIR INCOME
ON HOUSING**

36% CITY OF GLENDALE

**39% MILWAUKEE
COUNTY**



Existing Plans and Concurrent Efforts

2040 Glendale Comprehensive Master Plan

In 2020, the City of Glendale completed an update to its Comprehensive Master Plan which guides future policies and prioritizes future investment for land use, transportation, natural resource preservation, recreational opportunities, and many other topics that are directly related to this Plan.

The Comprehensive Master Plan provides goals, objective, strategies, recommendations, and implementation action items for each of these topic areas. In fact, the development of this Plan was both a recommendation and action item outlined in the Comprehensive Master Plan.

Some of the most relevant goals, objectives, and policies as detailed in the Comprehensive Master Plan include:

- Glendale will pursue a transportation system that is safe, reliable, efficient, convenient, equitable, affordable, and includes infrastructure for transit and active transportation alternatives.
- Utilize scheduled transportation improvements, including resurfacing or reconstruction to enhance pedestrian and bicycle infrastructure to create context-sensitive Complete Streets that serve all users, regardless of age, ability, and mode.
- Expand safe biking and walking routes in the City to serve all neighborhoods, schools, parks, playgrounds, places of worship, and activity centers
- Consider pedestrian and bicycle accessibility when selecting sites for new public facilities such as schools, parks, libraries, and community centers.
- Work with local, county, and state agencies to provide the highest quality regional bike and pedestrian trails and connections, including the Oak Leaf Trail.

City of Glendale Comprehensive Outdoor Recreation Plan (2018)

The 2018 Comprehensive Outdoor Recreation Plan (CORP) outlines Glendale's existing park system, including its path and trail system. The City of Glendale is home to a total of 436.5 acres of parkland, including 365 acres of county owned parkland. The park system also includes 26 acres of municipal parks, including five mini parks, one neighborhood park and its community park, Richard E. Maslowski Community Park. School district recreation and parkland represents nearly 45 acres of the Glendale system. CORP recommendations relevant to the Connect Glendale Plan include:

- Make the Milwaukee River the focal part of the community by developing a river walk Plan to provide access where possible as well as a Plan for biking/walking trails and river walkways in the City.
- Provide safe accessibility to existing parks through connections to the Oak Leaf Trail, providing safe, high visibility crossings at roads adjacent to parks, provide an east-west pedestrian route for the north of the City, complete trail gaps in the Oak Leaf Trail to complete a loop around the City.

SEWRPC Vision 2050

The City of Glendale is located within the area served by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). As the region's Planning commission, SEWRPC produces regional land use and transportation Plans for the seven counties that make up southeast Wisconsin. Vision 2050 is exactly that. It provides a long-range vision to help shape and guide land use development and transportation improvements including public transit, arterials streets and highways, freight, and bicycle and pedestrian facilities. In total, it provides a regional vision, alternative development scenarios, and recommendations for implementation. Many of Vision 2050's goals, objectives, and recommendations have been reflected and mirror those of this Plan in relation to both on-street and off-street bicycle and pedestrian facilities, improvements, and development over the next 20 years.

Milwaukee River Greenway Master Plan (2010)

The Milwaukee River runs through Glendale and has large sections of greenways along its banks throughout the Metro Area. The Milwaukee River Greenway Master Plan focuses on a seven-mile section that runs from Lincoln County Park south to North Avenue in the City of Milwaukee. The Plan establishes a vision, priorities, and direction for future work along this stretch of the river and sets forth an action Plan for a river renaissance. A significant element of the Plan explores the trail system to connect the entire corridor through a loop and link along each side of the banks of the river. Two of the action items in the Plan outline action items for Glendale. They include streetscaping on Silver Spring Drive and North Edgewater Lane and streetscaping on West Glendale Avenue and West Estabrook Boulevard.

Milwaukee County Parks Trail Network Plan (2007)

In 2005, the Milwaukee County Trails Council was established to provide long-term Planning, policy recommendations, and help in identifying existing and future users. They act as an advisory committee to the Milwaukee County Department of Parks, Recreation, and Culture. The Plan details the benefits of trails, goals and objectives, different types of facilities, proposed trail corridors, completed projects, trail development guidelines, and funding, construction, and maintenance approaches. Of importance to Glendale, this Plan prioritizes the development a new trail corridor on the existing rail line that runs partially through the City on the southern end from Estabrook to Brown Deer as a connection to the Oak Leaf Trail.

Interstate 43 Expansion

Running north-south through Glendale and connecting the community to the greater Milwaukee Metro Area and beyond is Interstate 43. The Wisconsin Department of Transportation (WisDOT) has recently announced Plans to reconstruct the interstate between Milwaukee and Grafton because the roadway was built over 50 years ago and is no longer feasible to maintain. As part of the reconstruction, an interstate expansion is planned to bring the roadway to six lanes (now only four) in addition to interchange improvements, bridge replacements, and an expansion of Port Washington Road in Glendale from two lanes to four lanes. Construction is likely to begin in the fall of 2021. It is important that these roadway projects be considered and planned for through the lens of future bicycle and pedestrian connections, improvements, and accessibility both during construction and following it.

Route of the Badger

The Route of the Badger is a vision to strive for healthy, thriving communities in Southeast Wisconsin centered around a world-class, 700+ mile regional trail system connecting people across towns and counties to provide opportunities for physical activity, tourism, recreation, and economic development. When complete, the trail system will stretch from Milwaukee to Dousman and from Sheboygan to Kenosha. The initiative aims to expand transportation options, fuel strong economies, improve health and wellness, enhance regional competitiveness, and promote social equity. Rails to Trails and the Wisconsin Bike Fed are leading these efforts. Glendale has the potential to make numerous connections to the Route of the Badger vision through expansion of its on- and off-street network.

4: Vision, Goals, and Objectives

Connecting Glendale 2020 Vision

Led by a sustained commitment to expanding bicycle and pedestrian facilities, Glendale is a well-connected city for all modes of transportation – serving all people of all ages and abilities; providing safe and comfortable access to all areas of the community; and offering expansive opportunities for recreational walking and biking. By fostering a culture of walking and biking in the community, Glendale is known throughout the region as a biking, walking, and recreation destination.

Goals and Objectives

GOAL 1: BUILD AND MAINTAIN A CONNECTED BICYCLE AND PEDESTRIAN NETWORK THAT SERVES ALL GLENDALE RESIDENTS AND USERS

Objectives:

- Address the needs of all users of various ability levels.
- Increase both walking and bicycle ridership for recreation and transportation.
- Add bicycle parking to existing destinations.
- Provide pedestrian and bicycle access to all parks and recreational facilities.
- Enhance bicycle and pedestrian safety with upgraded intersections, signaling, signage, and paint.
- Provide safe and convenient bike connections between park and open space facilities should be emphasized in ongoing City Planning and acquisition efforts and should follow State and AASHTO design standards.
- Preserve railroad corridors for future recreational trails.
- During the Certified Survey Map (CSM) review process, require right-of-way dedication for all Planned trails.
- Establish a policy to review transportation improvement and maintenance projects for opportunities to implement bicycle and pedestrian infrastructure.
- Continue to update and implement the City's capital improvement program to help ensure funding for upgrading and expanding the bicycle and pedestrian network.
- Maintain existing bicycle and pedestrian facilities.

EQUITY AND THE VISION FOR CONNECTING GLENDALE 2020

Key to the central vision for Connecting Glendale 2020 is providing a bicycle and pedestrian system for all residents of Glendale, all street users in Glendale, and in all areas of the City. Equity considerations are necessary in this Planning process because it can help alleviate disparity in allocation of active transportation infrastructure for all people regardless of age, race or ability. This Plan looks at the transportation system and its impacts and connections to users holistically and aims to consider broad user experiences, destinations, and needs to create a system that works for all users.

Understanding historical patterns of development and their impacts on vulnerable populations can help reduce existing barriers to safe, comfortable, and accessible biking and walking for all users and create safe streets. The concept of safe streets goes beyond infrastructure and traffic calming; it is about all people feeling safe to be on the street, one of society's critical public spaces, without fear of violence, profiling, or mistrust. The Glendale community must work together, beyond the scope of this Plan, to ensure safe streets for all.

GOAL 2: BUILD LOCAL CONNECTIONS TO REGIONAL ASSETS AND DESTINATIONS

Objectives:

- Focus on creating safe connections to regional assets like the Oak Leaf and Beerline Trails.
- Create community-wide wayfinding and signage that is engaging and informs bicyclists and pedestrians about their location and how to connect to Glendale's destinations.
- Prioritize connections between regional destinations and institutions such as libraries, community centers, schools, churches and temples, jobs, shopping, and dining.
- Pursue partnerships with neighboring jurisdictions, agencies, and organizations to develop bicycle facilities among and through multiple communities and jurisdictions.

GOAL 3: IMPROVE AND EXPAND THE EXISTING SIDEWALK NETWORK, FOCUSING ON KEY CONNECTIONS

Objectives:

- Improve pedestrian crossings, particularly in areas of high traffic or where safety issues are present.
- Connect gaps in the sidewalk network to ensure a safe, continuous pedestrian experience, particularly on Good Hope Road, Green Tree Road, and Green Bay Avenue.
- Work with local pedestrian stakeholders and interest groups to discuss on going needs and experiences.
- Improve the pedestrian experience in Glendale through lighting, public art and streetscaping with trees and benches.
- Require infill development projects to provide sidewalks where presented in this Plan.

GOAL 4: ESTABLISH GLENDALE'S IDENTITY AS A BIKING & WALKING-FRIENDLY COMMUNITY

Objectives:

- Leverage regional facilities to expand Glendale's bicycle and pedestrian facilities.
- Work with regional partners to connect Glendale residents to regional assets and infrastructure, including regional trails and infrastructure in adjacent municipalities.
- Support continued investment in neighborhoods through transportation alternatives such as bike lanes, sidewalks, and regional trail access points.
- Use bicycle and pedestrian infrastructure to connect residents across community barriers, both physical and social, to bring Glendale together.
- Coordinate with partner organizations in the region to provide bicycle and pedestrian safety education to Glendale residents.
- Promote bicycle and pedestrian activities and safety in Glendale schools and with other civic organizations.
- Provide safe opportunities for bicycling and walking as an alternative to vehicular travel and to promote a healthy lifestyle.

GOAL 5: CONNECT BICYCLING AND TOURISM AS AN ECONOMIC DEVELOPMENT TOOL

Objectives:

- Connect recreational and tourist destinations such as Bayshore, Richard E. Maslowski Community Park, Kletzsch Park, Lincoln Park and destination businesses like the Bavarian Bierhaus, Sprecher Brewery, Glendale Market and Fairfield and Residence Inns.
- Consider establishing a bikeshare program to serve Glendale users.
- Host cycling, running, and walking events in the City.
- Create a user-friendly bike map for residents and tourists and distribute it to local businesses and destinations.
- Encourage public awareness of the City's parks, trails, outdoor recreational facilities, and other bicycle and pedestrian facilities by promoting them through maps, signage, and other materials.

5: Bicycle and Pedestrian Facilities and Infrastructure

This section describes the various types of bicycle and pedestrian facilities – both on-street and off-street – that were reviewed and considered in developing the recommendations contained in this Plan. This facility typology forms the basis for recommendations in Connecting Glendale 2020 and present a starting place for design and implementation.

On-Street Facilities

Bike Routes and Sharrows

Bike Routes are preidentified and preferred streets for bicycle travel along existing streets with low daily traffic volume. These are roadways where bicycling already occurs or is currently comfortable for most riders. Bike routes typically require no additional infrastructure other than signage that identifies the route. Sharrows are painted markings on the pavement to indicate to motorists that bicycles may use the full travel lane and can be incorporated into bike route design. Overall, these facilities help divert cyclists away from high-speed roads through quiet neighborhoods.



Bike Boulevards

Bike boulevards are also facilities placed on low-volume, neighborhood streets and give bicycle travel priority in which signs, pavement markings, and speed and volume management measures are put in place to discourage through trips by motor vehicles. Specific speed and volume management design elements might include median islands, channelized right-in/right-out islands, speed cushions or speed humps, curb bump outs, and raised crosswalks.



Bike Lanes

On-Street Bike Lanes are located on the side of the road and are identified with a painted stripe and bicycle symbols on the pavement. Bike lanes must be at least five feet wide. Existing streets are often able to accommodate bike lanes without resurfacing. The designated space provided by bike lanes reduces bicycle-vehicle conflicts and gives bicyclists room to stop in case of a breakdown or safely bike uphill at a slow speed without worrying about rear end collisions. Where bike lanes are provided, head-on crashes, sideswipe crashes, fixed object crashes, and pedestrian crashes are all greatly reduced compared to narrow roads with no bike lanes. In some cases, pedestrians may also use bike lanes when no sidewalks are present. Bike lanes should not contain rumble strips or other obstacles.

Bike lanes are typically identified with a painted stripe, bicycle symbols on the pavement, signage, and sometimes are painted completely in a distinct, easily identifiable color such as green. Additional elements that can be added to on-street bike lanes to increase safety include painted buffer stripping, bollards, or on-street vehicle parking. Typically, these on-street features are located on the right side of the roadway to accommodate bicycle traffic flow in the same direction as vehicle travel, however in some cases they can be used on the left side of one-way vehicle travel roadways to accommodate counter bicycle travel flow. See the Cycle Track description below for more information.



Cycle Tracks

Cycle tracks are dedicated on-street facilities for two-way bicycle flow through a separated infrastructure often in the form of painted lines, buffer stripping, bollards, and/or signage. They provide even greater safety by physically separating bicycle and vehicular traffic, reducing conflicts with vehicles, thereby encouraging use by more intermediate level riders. Cycle tracks can also be elevated from the vehicle roadway surface or curbed to further separate bicycle and vehicle travel.



Intersection Improvements

Intersection improvements include a variety of design features that increase safety when crossing the street. Examples include curb bump-outs, improved crosswalk paint, and pedestrian-activated crossing signals. Curb bump-outs reduce the distance a pedestrian must walk from one end of a crosswalk to another. They reduce the perceived width of a street from a motorist's perspective, and therefore cause traffic to move more slowly than it otherwise would. Finally, pedestrian-activated crossing signals feature signs and strobing lights that warn motorists to stop for pedestrians in a crosswalk.

The specific intersection improvement selected for a given intersection will depend on the unique characteristics and needs of each intersection which will need to be evaluated on a case by case basis. Additional treatments could include paint, signage, pedestrian-activated signals, raised crosswalks, high visibility crosswalk markings, curb extensions or bump-outs, prominent pedestrian islands, sidewalk connections where missing, mid-block crossings in busy pedestrian areas, advance stop/yield lines.

INDUSTRY BEST PRACTICES AND REFERENCE GUIDES: AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

The Guide for the Development of Bicycle Facilities from the American Association of State Highway and Transportation Officials (AASHTO) provides guidance to roadway designers and planners through a range of recommended design values and approaches that balance safety and mobility for all street users. While it is an industry standard bearer, this guide does not attempt to dictate design solutions or serve as an engineering manual. Instead it encourages sufficient flexibility to find safe, convenient, well-designed facility solutions to accommodate and encourage bicycling. Source: https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf

NACTO URBAN BIKEWAY DESIGN GUIDE

National Association of City Transportation Officials (NACTO) produces industry-leading facility design guidelines in their Urban Bikeway Design Guide. The NACTO Urban Bikeway Design Guide's purpose is to "provide cities with state-of-the practice solutions that help create complete streets that are safe and enjoyable for bicyclists." The Guide recognizes the complex contexts of urban streets and advocates a tailored treatment and recommendation for each street segment. Source: <https://nacto.org/publication/urban-bikeway-design-guide/>

Off-Street Facilities

Multi-Use Paths



Off-Street Multi-Use Paths, (sometimes referred to more generally as “trails”), accommodate two-way bicycle and pedestrian traffic on a paved or gravel surface.

As paths are completely separated from vehicular

traffic, they are among the safest

facilities and tend to be the preferred choice of recreational users and users of all ages or abilities. Multi-use paths are typically 10 to 14 feet wide, may share a right-of-way with a nearby road, or may be located entirely within its own right-of-way. A center stripe may be added to the center of these paths, and careful design should minimize the number of dangerous road crossings that path users will encounter. In combination with the on-street facilities described above, it is key to connect on- and off-street facilities throughout the community in order to provide an interconnected system for bicycle and pedestrian travel.

Trailheads

Trailheads can provide visible access points to major off-street paths in the community’s system and help connect off-street and on-street facilities. They generally provide a parking area, locational and directional maps or other information about the trail system. Some might contain restroom facilities, picnic tables, or benches for snacks or breaks. Such facilities should be sited with easy and direct access to the trail system.

Sidewalks

Sidewalks are the primary pedestrian infrastructure, providing safe separation for pedestrians from vehicular traffic. Paved sidewalks help make pedestrians more visible to motorists and keep pedestrians out of the roadway. Well maintained and designed sidewalks are crucial to the mobility of users in the community, particularly those with disabilities and individuals who require mobility aids, like wheelchairs. ADA compliant sidewalks must be at least 6 feet wide, including the curb, although 8 feet width in areas of higher pedestrian traffic can help accommodate larger volumes safely. Careful design must be considered at street corners and intersections as well as mid-block conflict points like residential and commercial driveways.

The table below provides a brief summary of the described on- and off-street facilities and their critical design elements:

WHAT IS A ROAD DIET?

A road diet is a technique used to provide improve how a road functions, commonly to improve safety and provide additional bicycle and pedestrian infrastructure. While there are many variations, it typically involves re-striping a stretch of road to remove at least one vehicular lane in order to create space for facilities such as bike lanes or multi-use trails.



ON-STREET FACILITIES	
BIKE ROUTES, BIKE BOULEVARDS, AND SHARROWS	GENERAL DESCRIPTION: • Preidentified and preferred routes for bicycle travel on existing streets • Low-speed and low-volume streets under 2,000 vehicles per day
	ELEMENTS: • Signage • Speed and volume management measures to discourage through trips by motor vehicles • Painted pavement markings (Sharrows)
BIKE LANES	GENERAL DESCRIPTION: • Defined portion of the roadway designed and designated for one-way bicycle travel only • Must be a minimum of 5 feet wide on roadways of at least 32 feet in width • When used with on-street parking, must be a minimum of 12 feet wide combined
	ELEMENTS: • Signage • Stripping, painted lanes, or bicycle symbols • Painted buffer stripping, bollards, or on-street parking buffer (sometimes)
CYCLE TRACKS	GENERAL DESCRIPTION: • Defined portion of the roadway designed and designated for two-way bicycle travel only • Must be a minimum of 5 feet wide per travel lane
	ELEMENTS: • Signage • Stripping, painted lanes, or bicycle symbols • Painted buffer stripping, bollards, or on-street parking buffer
INTERSECTION IMPROVEMENTS	GENERAL DESCRIPTION: • Design features to increase safety when crossing roadways for pedestrians and bicyclists • Typically, customized per intersection
	ELEMENTS: • Bump-out curbs or painted bike boxes • Crosswalk paint, raised surface, or alternative materials used on roadway surfaces to call attention to the crosswalk • Signaled crossings, pedestrian-activated flashing beacons and signage • Pedestrian crossing islands • Mid-block crossings

OFF-STREET FACILITIES	
MULTI-USE PATHS	GENERAL DESCRIPTION: • Dedicated off-road facility for two-way bicycle and pedestrian travel on a paved or crushed rock surface • Safest facility for recreational users of all ages and abilities • Typically, 10-14 feet wide
	ELEMENTS: • Paved or crushed rock surface • Center stripe to separate oncoming traffic • Typically, within its own dedicated right-of-way
TRAILHEADS	GENERAL DESCRIPTION: • Direct access points to major off-street paths and trails • Helps connect on-street facilities with off-street facilities
	ELEMENTS: • Signage • Vehicle and bike parking area • Maps, kiosk, or other information materials are provided • Restrooms, picnic tables, benches, or shelters (sometimes)
SIDEWALKS	GENERAL DESCRIPTION: • Off-street, pedestrian-oriented facilities • Minimum of 6 feet wide
	ELEMENTS: • Paved surface • Accessible and marked intersection crossings • Typically, a portion of the right-of-way

6: Recommendations

Recommendations for infrastructure improvements were considered based on best practices and industry design standards as well as the specific context of individual street sections. The following factors were considered in making facility recommendations:

- Road Width
- Traffic Volume
- Destinations and Community Context
- Adjacent Land Use
- Connections to Major Corridors or Regional Assets

Major corridor-level recommendations for Glendale's future bicycle and pedestrian network are shown in Map 7. Additional details on recommendations for street segments are found in the section below. Following the major corridor-level recommendations, a full list of all recommendations shown on Map 7 (including smaller street segments and recommended intersection improvements) are provided in Figure 1. Recommendations corresponding to Glendale's corridors are organized in this Plan as North-South and East-West. These recommendation descriptions include both bicycle and pedestrian recommendations, as these should ideally work in conjunction to create a more complete street that serves all users. This Plan provides facility recommendations, but further analysis of each street segment and intersection will be required to determine the detailed design and engineering feasibility. This Plan also includes general recommendations for policies, programs, and initiatives that support Glendale's bicycle and pedestrian goals.

North-South Corridors

Range Line Road

As a lower volume road with primarily residential land uses, Range Line Road presents an opportunity to create a north-south connection between Mill Road and Good Hope Road. Range Line Road is also important because it provides access to Glen Hills Middle School.

SEGMENT RECOMMENDATIONS:

- Construct a sidewalk along the east right-of-way of North Range Line Road to provide access to Glen Hills Middle School.
- Create an on-street bike lane on North Range Line Road from the Middle School to the Oak Leaf Trail in Brown Deer Park.

Green Bay Avenue

West Green Bay Avenue is a critical thoroughfare in Glendale. As a principal arterial, it is chiefly designed to move vehicles as quickly as possible. However, it also represents an important opportunity to connect bicyclists and pedestrians to important community destinations. Challenges in this corridor include high traffic volumes and speeds, missing sidewalks beneath train bridge overpasses, and gaps in the sidewalk network.

SEGMENT RECOMMENDATIONS:

- Complete the sidewalk on both sides of the entire Green Bay Avenue corridor.
 - Explore options to create a sidewalk under railroad overpasses, specifically on the west side of the street.
 - For the length of the corridor, replace the sidewalk along the east right-of-way with a 10-foot wide multi-use path to serve both bicyclists and pedestrians.

- Close missing sidewalk gaps:
 - West Side: Marne Avenue to Florist Avenue
 - West Side: North of Bender Road to Green Tree Road
 - West Side: North of Bernard Lane to Glendale City Limit
 - East Side: North of Edwards Lane to City Limit
- Explore a trail access point to the Oak Leaf Trail north of Marne Avenue.

Milwaukee River Parkway

Milwaukee River Parkway is not only a green boulevard through residential areas and Kletzsch Park, it also connects residents to destinations like City Hall and Parkway Elementary and is an on-street segment of the Oak Leaf Trail. Milwaukee River Parkway's wide vehicular travel lanes, green median, low speeds, and low traffic volume make it ideal for a number of bicycle and pedestrian investments.

SEGMENT RECOMMENDATIONS:

- Work with the City of Milwaukee to extend the Oak Leaf Trail to Silver Spring Drive
- Extend the existing off-street path or sidewalk from North Sunny Point Road to Silver Spring Drive on both sides of the street.
 - Widen the existing Oak Leaf Trail path from Bender Road to North Sunny Point Road on east side of the road.
- Construct on-street bike lanes from Silver Spring Drive to Good Hope Road.
 - To create space for bike lanes, remove parking on the east side, with an exception for existing parking bump outs.
 - Designate the segment from Bender Road to Green Tree Avenue as a Bike Boulevard.

Jean Nicolet Road

Nicolet High School is an important destination in Glendale and in the region. Providing safe access to Nicolet High School and its facilities should be a top priority for the City of Glendale. With better bicycle and pedestrian access, students, families, and residents can safely bike or walk to school or school events, providing transportation options without the need for regular access to a car. Enabling biking and walking to school facilities will also reduce parking demand and congestion on school grounds. Continuing or enhancing existing sidewalks, including the emergency access path north of the school driveway, and providing bicycle route signage to navigate the surrounding neighborhood area will better connect Glendale to its high school.

SEGMENT RECOMMENDATIONS:

- Extend existing off-street path from Nicolet High School to Bender Road along the west side of North Jean Nicolet Road, creating a 10-foot multi-use path. In locations where the existing path is narrower, widen the path to 10 feet in width.

Port Washington Road

Interstate 43 presents a major barrier in Glendale, effectively separating the eastern and western portions of the City. North Port Washington Road is a parallel alternative to the interstate, providing north-south arterial access on the eastern side of the City. High traffic volumes, high traffic speeds, and changing street composition present strong challenges to providing safe bicycle and pedestrian connections. However, incorporating multi-modal infrastructure in the corridor is necessary for equitable distribution of investment and connecting residents to transit as well as shopping destinations like Bayshore.

SEGMENT RECOMMENDATIONS:

- Complete the sidewalk network on Port Washington Road by closing gaps in sidewalks on both sides of the street, except for segments where a west side sidewalk would run adjacent to Interstate 43. In these segments, the sidewalk should stop at a location to provide a safe crossing and continue on the east side of the street
 - Close missing sidewalk gaps:
 - West side: West Olive Street to West Estabrook Boulevard
 - West side: West Sugar Lane to West Bradley Road
 - West side: West Coventry to mid-block
 - East side: West Green Tree Avenue to West Calumet Road
- Explore a connection to the Oak Leaf Trail north of West Marne Avenue
- Extend on-street bike lanes from Capitol Drive to Silver Spring Drive
- In locations where Port Washington Road is four lanes, explore the feasibility of a road diet, which would reduce the road to three lanes and create space for a multi-use path along the east side of the road

Lydell Road

North Lydell Road is one of Glendale's best opportunities for a north-south bicycle connection due to its very low traffic volumes. It could provide excellent access to Bayshore for those looking to avoid busier corridors like Silver Spring Drive and North Port Washington Road. Creating a bike boulevard will provide a designated route for bicyclists, preserve existing on-street parking, and create traffic calming effects. Constructing the recommended facilities will require communication and coordination with the Village of Whitefish Bay, as North Lydell Road is a community boundary.

SEGMENT RECOMMENDATIONS:

- Create a bike boulevard on North Lydell Road from West Hampton Avenue to West Bender Road
- Maintain one-way southbound traffic on segment along Union Cemetery but allow contra-flow bicycle traffic (i.e., allow bicycles to travel in both directions)
- Complete the sidewalk network by closing missing sidewalk gaps:
 - West side: West Marne Avenue north to midblock
 - West side: West Lancaster Avenue to West Henry Clay Street
 - West side: West Lexington Boulevard to Silver Spring Drive
 - West Side: Silver Spring Drive to Union Cemetery

East-West Corridors

Good Hope Road

Public input during the Connecting Glendale 2020 planning process identified Good Hope Road as one of the corridors most in need of safety improvements, including critical sidewalks. The lack of sidewalks on Good Hope Road represents a major hole in Glendale's networks and walkability as a community. Good Hope Road's lack of sidewalks, high traffic speeds and wide road design also make it a barrier to bicyclists and pedestrians trying to cross its numerous intersections, either from residential areas to the north or at the Oak Leaf Trail. The wide right-of-way does provide the City opportunities to build substantial infrastructure while still accommodating vehicular traffic. The critical role that Good Hope Road plays in the regional transportation system presents a unique opportunity for multi-jurisdiction collaboration to pursue grant funds or other resources to construct continuous infrastructure across multiple municipalities.

SEGMENT RECOMMENDATIONS:

- Create a regional multi-use path along south side of Good Hope Road, west of Port Washington Road. This could be a cycle track and sidewalk pair depending on right-of-way availability. Putting the path on the south side of Good Hope reduces the number of conflict points with residential driveways
- Establish a bike route east of Port Washington Road
- Explore constructing a sidewalk on the north side of the road from Range Line Road to Milwaukee River Parkway
- Construct sidewalks on either side of the street east of Port Washington Road
- Improve intersection facilities with pedestrian crossing, pedestrian actuated signals, and refuge islands at the Oak Leaf Trail, Range Line Road, Green Bay Avenue, and Milwaukee River Parkway intersections

Green Tree Road

Green Tree Road is an accessible east-west corridor with lower traffic volumes than Good Hope Road and Silver Spring Drive, making it a useful alternative for on-street bicycle facilities as well as sidewalks. Green Tree Road's intersection with Green Bay Avenue has a high number of community and commercial uses that attract large numbers of pedestrians, including schools, synagogues, apartment complexes, and businesses. Providing safe, clearly designated space for pedestrians is critical to improving the City's walkability.

SEGMENT RECOMMENDATIONS:

- Create sidewalk connections along either side of Green Tree Road from the Oak Leaf Trail to the Glendale city limits
- Construct on-street bike lanes from the Oak Leaf Trail to Glendale city limits and east of North Port Washington Road

Silver Spring Drive

Silver Spring Drive serves Glendale as a major arterial that provides access to a number of commercial nodes, including Bayshore, and includes a heavily trafficked I-43 interchange where intra-regional traffic enters the community and the local street network. Numerous segments of Silver Spring Drive see more than 20,000 average daily vehicle trips, and its large number of businesses and homes create significant conflict points for bicyclists and vehicles. Much of Silver Spring Drive's cross-section has two traffic lanes in each direction, but numerous bridges and highway underpasses and overpasses restrict the street width, making on-street facilities unfeasible without a substantial road redesign. For these reasons, Connecting Glendale 2020 recommends positioning Silver Spring Drive as a pedestrian corridor, focusing investments on pedestrian access and identifying safer parallel alternatives for bicyclists, like Bender Road.

SEGMENT RECOMMENDATIONS:

- Extend the sidewalk network along both sides of the street where feasible, connecting all gaps in the existing network
- Review intersection safety at Green Bay Avenue, Milwaukee River Parkway, the I-43 interchange underpass and interchange, North Port Washington Road and at pedestrian access points to Bayshore like Mohawk Avenue, Navajo Avenue, and Lydell Avenue. Potential intersection improvements include pedestrian signaling, pedestrian refuge islands, and speed reduction efforts
- Explore new Oak Leaf Trail access points south of Silver Spring Drive

Bender Road

Bender Road provides an east-west corridor through the center of Glendale and connects key north-south corridors including Green Bay Avenue, Milwaukee River Parkway, and Port Washington Road. The City of Glendale invested in on-street bike lanes on Bender Road that serve as a model for implementing Connecting Glendale 2020 and constructing future bicycle and pedestrian facilities. The existing facilities on Bender Road include painted bike lanes with parking lanes on both the north and south sides of the street. While the current facilities stretch from east of Green Bay Avenue to Jean Nicolet Road, Connecting 2020 recommends completing the bicycle connection to the west to fully serve destinations along Bender, including Richard E. Maslowski Community Park and Port Washington Road.

SEGMENT RECOMMENDATIONS:

- Construct on-street bike lanes from Green Bay Avenue west to Flint Road
- Add sidewalk along the north side of Bender Road between Green Bay Avenue and Interstate 43

Civic Drive

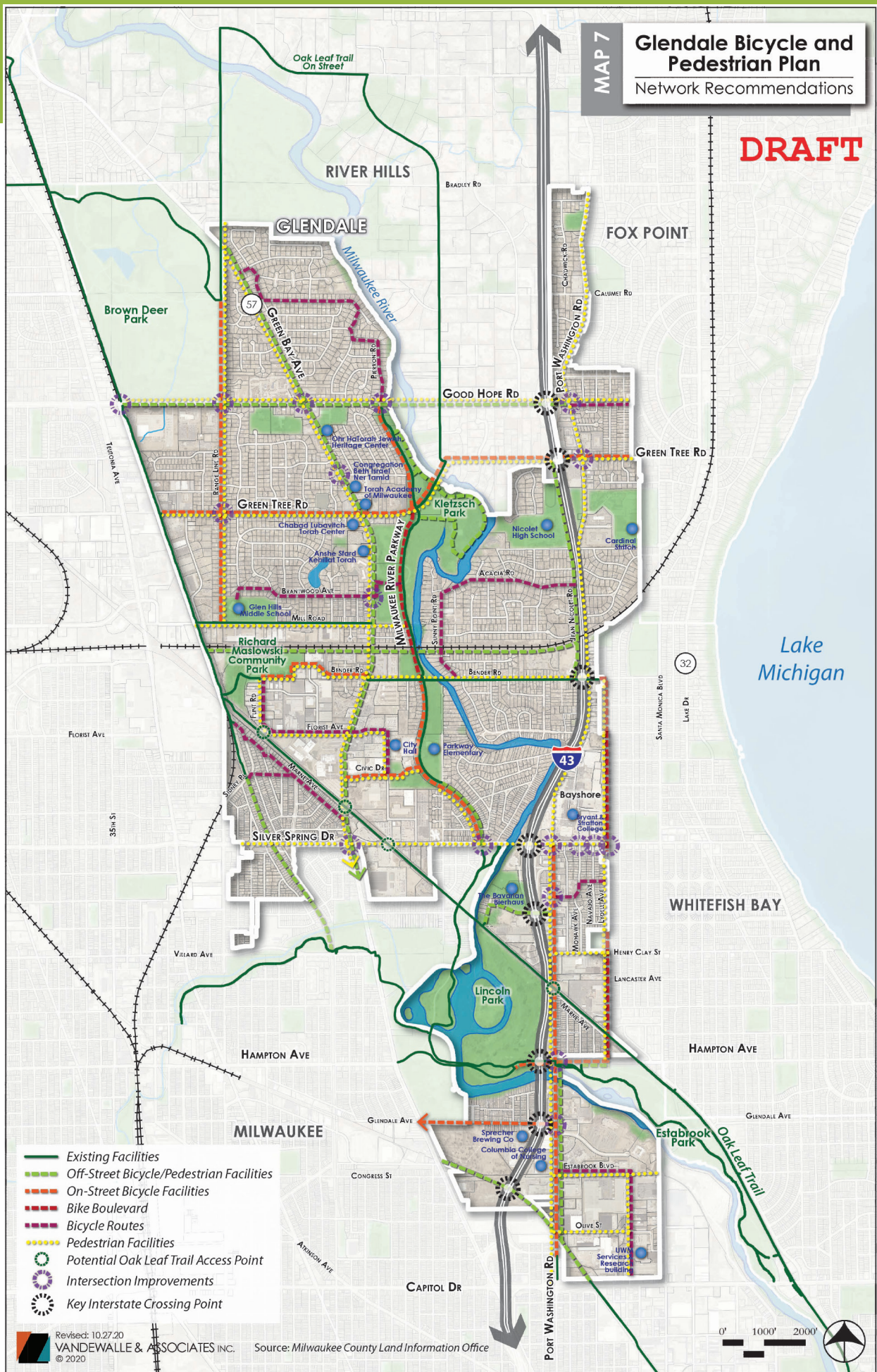
West Civic Drive presents a unique opportunity for high impact bicycle and pedestrian connections, linking Green Bay Avenue to Glendale City Hall, Parkway Elementary School and Milwaukee River Parkway.

- Extend the sidewalk along the south side of Civic Drive from Green Bay Avenue to Milwaukee River Parkway
- Construct on-street bike lanes from Milwaukee River Parkway to Glen Park Road
- Construct on-street bike lanes with on-street parking from Glen Park Road to Green Bay Avenue

Figure 1 contains the bicycle and pedestrian facility recommendations outlined in this chapter as well as those featured on Map 7. This table can be used as a quick reference guide for future implementation.

FIGURE 1. BICYCLE AND PEDESTRIAN FACILITY RECOMMENDATIONS

PEDESTRIAN FACILITIES	I-43 Interchange Areas: Evaluate Conflict Points
Major Pedestrian Corridor: Complete Sidewalk on Both Sides	Good Hope Rd.
Green Bay Ave.	Silver Spring Dr.
Good Hope Rd.	Hampton Ave.
Silver Spring Dr.	ON-STREET BICYCLE FACILITIES
Port Washington Rd.	Low Stress Collectors: Bike Boulevard
Neighborhood Pedestrian Corridor: Complete Sidewalk on One Side	Lydell Rd.
Range Line Rd.	New Bike Corridors: Bike Lanes (Various Facilities)
Green Tree Rd.	Range Line Rd.
Mill Rd.	Green Tree Rd.
Bender Rd.	Bender Rd.
Henry Clay St.	Civic Dr.
Florist Ave.	Green Bay Ave.
Flint Rd.	Hampton Ave.
Lydell Rd.	Milwaukee River Parkway
Civic Dr.	Florist Ave.
INTERSECTION IMPROVEMENTS	Port Washington Rd.
Major Corridor Crossings: Evaluate Safety Improvements	Glendale Ave.
Good Hope Rd. & Oak Leaf Trail (West)	Neighborhood Bicycle Connections: Bike Routes
Good Hope Rd. & Range Line Rd.	Acacia Rd. to Sunny Point Rd.
Good Hope Rd. & Green Bay Ave.	Marne Ave. to Sidney Pl. & Oak Leaf Trail
Good Hope Rd. & Milwaukee River Parkway/Perrion Rd.	1st St./Lydell Rd. to Estabrook Blvd.
Good Hope Rd. & Port Washington Rd.	Birch Ave & Richter Pl.
Port Washington Rd. & Green Tree Rd.	Flint Rd. to Florist Ave. to Glen Park Rd.
Port Washington Rd. & Hampton Ave.	Perrion Rd. to Green Bay Ave.
Port Washington Rd. & Glendale Ave.	Kletzsck Park to Glen Hills Middle School
Silver Spring Dr. & Milwaukee River Parkway	OFF-STREET BICYCLE FACILITIES
Silver Spring Dr. & Lydell Rd.	Major Corridors: Multi-Use Off-Street Path
Silver Spring Dr. & Green Bay Ave.	Jean Nicolet Rd.
Silver Spring Dr. & Port Washington Rd.	Lexington Blvd.
Silver Spring Dr. & Mohawk Ave.	Milwaukee River Parkway
Green Bay Ave. & Hampton Ave.	Hampton Ave. to Lydell Ave.
Mid-Block Crossings: Evaluate Crossing Improvements	Good Hope Rd.
Range Line Rd. & Green Tree Rd.	Kletzsck Park
Green Bay Ave. & Edward Ln.	Oak Leaf Trail/WE Energies ROW Extension
Green Bay Ave. & Brantwood Ave.	Port Washington Rd. I-43 Underpass
Silver Spring Dr. & Navajo Ave.	Rails to Trails Railroad Trail
Port Washington Rd. & Richter Pl.	



General Recommendations

Adopt Implementation Policies

Taking the recommendations of Connecting Glendale 2020 from plan to construction will require the City to take a number of implementation steps. Incorporating progressive policies that facilitate bicycle and pedestrian friendliness sends a message that the City prioritizes this form of transportation and helps develop a culture of promoting biking and walking trips. Establishing procedures and policies for the implementation of the City's bicycle and pedestrian priorities will consistently advance projects and provide criteria for identifying implementation opportunities. These policies should be developed in collaboration with the City's leadership, elected officials, administration, and department heads.

RECOMMENDED ACTIONS:

- Develop a Complete Streets Policy that promotes the inclusion of bicycle and pedestrian safety measures and infrastructure in all new roadway maintenance and reconstruction projects
- Improve sidewalks as recommended on Map 7 in concert with road reconstruction or expansion whenever feasible
- Evaluate key road segments for independent project initiatives
- Explore grant funding and multi-jurisdictional partnership opportunities to expand network
- Expand pedestrian and bike connections at Interstate 43 overpass/underpass locations
- Evaluate detailed road designs for the recommended segment improvements to determine specific road cross sections and infrastructure designs
- Establish data collection and performance metric protocols to track progress in implementing Connecting Glendale 2020's recommendations
- Seek designation as a Bicycle Friendly Community by the League of American Bicyclists

Develop a Community Wayfinding and Signage Plan

The ability to navigate a community safely and effectively is just as important as providing infrastructure to facilitate travel. A key to improving bicycle and pedestrian navigation throughout Glendale can be accomplished by increased signage, particularly through wayfinding signage that directs users to key destinations. Bicycle and pedestrian-oriented signage assists not only users in finding and navigating bike routes, bike lanes, trails, and trailheads, it also helps notify drivers of areas where those users are more prevalent. Additionally, providing important destination-oriented signage gives all people the ability to find key locations within the City, which increases safe travel along designated routes, boosts economic activity at key locations, and provides the community with opportunities to brand itself through unique signage.

RECOMMENDED ACTIONS:

- Develop a signage plan that identifies key locations for bicycle and pedestrian signage, in addition to being focused on key destinations in the community
- Work with Welcome Glendale to develop the signage plan and identify key destinations to include in the wayfinding plan
- Work with the Milwaukee County Parks Department to find opportunities for the Glendale signage plan to align with the County-wide signage plan
- Following the completion of the City's branding and identity-planning process, pursue development of unique and distinct wayfinding signage that includes aspects of the community's new brand

Establish a Communitywide Bike Racks and Parking Program

Without the ability to park a bicycle, it is nearly impossible to make daily trips, recreational trips, or commute to work via a bicycle. Just like a motor vehicle, parking is a key component of accessibility. Bike racks are a simple, inexpensive addition to private development, institutional locations, and even the right-of-way that can go a long way to promoting bicycle trips and increasing accessibility. Additionally, bike racks not only serve a utilitarian use, but also can be employed to increase public art or be integrated into existing public art. Installing and integrating bike racks throughout Glendale is one of the easiest and most effective ways to promote increased ridership, stimulate economic development, and increase the streetscaping aesthetic of the community.

RECOMMENDED ACTIONS:

- Establish a policy that requires all new multi-family and commercial development to include a minimum number of bicycle parking spaces
- Work with local artists to develop public art that can also be used as a bike rack.
- During streetscaping or street repaving projects along key corridors, install bike racks
- Purchase and install City-branded bike racks throughout Glendale. For example, the City of West Allis utilized grant funding and private donations to purchase and install over 50 bike racks throughout the community at key locations between 2013-2016.

Create an Education and Enforcement Program

Another way for the City to increase bicycle and pedestrian trips and make them as safe as possible is through enhanced education and enforcement. Prioritizing and developing programming to increase bicycle safety, especially with children, is one of the most effective ways to promote bicycle trips and keep riders safe on the road. Additionally, without enforcement of roadway laws for both bicycles and vehicles, an unsafe environment persists. There are several different methods that can be leveraged and utilized to increase education and enforcement that promote safe, efficient, and smart bicycle, pedestrian, and vehicle travel throughout the City.

RECOMMENDED ACTIONS:

- Work with the Police Department to develop bicycle education training sessions for children. The most common approach is through a bicycle rodeo hosted in a local parking lot that features education and application-based training. Another approach could be through a partnership with the School District to teach bicycle safety as part of the curriculum.
- Increase enforcement of both bicycle and vehicle traffic on key roadways. Informing users of the right and wrong way to travel cohesively on local roadways is a key first step to increasing safety for all users.
- Collaborate with regional communities to build on existing education and enforcement strategies and practices to increase bicycle and pedestrian safety across the North Shore

Work with Local Partners to Develop Economic Development and Marketing Programs Connected to Bicycle and Pedestrian Opportunities in Glendale

Increased bicycle and pedestrian trips are a proven and effective economic development strategy that is being applied throughout the Milwaukee Metro Area and the state. People who bike or walk tend to spend more time at certain destinations which can promote business expansion, retention, and attraction along key routes or near trailheads. Marketing the bicycle and pedestrian opportunities, amenities, and connections in the community is a crucial component of encouraging more trips and ultimately sparking economic development in the City.

RECOMMENDED ACTIONS:

- Partner with Welcome Glendale and other tourism entities to highlight bicycle and pedestrian opportunities within existing and future visitor and tourism marketing efforts
- Work with hotels and other lodging businesses to provide bicycle and pedestrian maps and information about key local destinations as well as establish bike share or bike rental programs for hotel guests and visitors
- Explore establishing a bike share program in Glendale
- Develop an interactive online tourism map that highlights destinations, provides route details, and functions as a guide to biking or walking throughout the City
- Provide printed bicycle map brochures to local businesses and civic destinations to increase knowledge of Glendale's bicycle and pedestrian assets among residents and tourists

Project Prioritization and Implementation

The recommendations presented in this Connecting Glendale 2020 will be implemented over time, rather than occurring all at once. In some cases, the timing of implementation will be based on the City priorities detailed below. In other cases, phasing will be dictated by several factors, including private landowner decisions to redevelop or sell their property, planned road reconstruction, and the availability of City funding or grants to make necessary system expansions or improvements.

In general, bicycle and pedestrian investments should be prioritized as follows:

1. Improve the existing bicycle and pedestrian system by closing gaps in the network.
2. Expand the existing bicycle and pedestrian system by developing new connections to other local destinations.
3. Improve the existing bicycle and pedestrian system by addressing ongoing safety issues, particularly dangerous intersections and Interstate 43 overpasses and underpasses.
4. Expand the existing bicycle and pedestrian system to align with economic development and tourism efforts.

Short-term Recommendations

Short-term recommendations address immediate safety concerns or gaps in the existing bicycle and pedestrian network. Bike routes and signage related recommendations are all short-term recommendations because they can be implemented relatively quickly and at lower cost. High-priority short-term recommendations include:

- Green Bay Avenue
- Lydell Road
- Green Tree Road
- Bender Road
- Jean Nicolet Road

Long-term Recommendations

Long-term recommendations involve implementing projects as opportunities arise, which may require cooperation with surrounding jurisdictions and regional trails. State laws prohibit the City from condemning land like it historically could to improve public facilities, so it is important to take advantage of every opportunity possible to acquire land for expanding the public right-of-way to improve the bicycle and pedestrian network. High-priority long-term recommendations include:

- Good Hope Road
- Port Washington Road
- Silver Spring Drive
- Milwaukee River Parkway

Costs and Funding

TYPICAL COSTS OF BICYCLE AND PEDESTRIAN FACILITIES

Typical costs, depicted in Figure 2, were developed based on a combination of real-world examples and industry averages. These costs are provided in 2020 dollars, rounded to the nearest thousand. They include only the cost of the infrastructure investment, (including engineering, design, and contingency) and do not include costs for right-of-way acquisition, additional amenities (signs, kiosks, bike racks, etc.) or other improvements specific to a given project.

FIGURE 2. TYPICAL FACILITY COSTS

FACILITY	ESTIMATED COST PER MILE (2020 DOLLARS) ¹
On-Street Bike Route ²	\$17,000
On-Street Bike Lane ³	\$102,000
Off-Street Multi-Use Path ⁴	\$140,000
Concrete Sidewalk ⁵	\$162,000 (\$31 per linear foot)

1. Costs include engineering (25%), design (20%), and contingency (15%) allowances.
2. Assumes signage every 400 feet in each direction.
3. Assumes lanes are five feet wide.
4. Assumes paths are eight feet wide.
5. Assumes sidewalks are five feet wide and four inches thick.

On-street and off-street facilities will require regular maintenance and repair. On-street facilities are often maintained as part of a community's regular roadway maintenance program. In some cases, additional maintenance will be needed such as plow in the winter, clear of debris from the bike lanes, or trim overgrown vegetation. In general, asphalt paths will need repaving every seven to 15 years; concrete paths will require replacement every 25 years.

FUNDING SOURCES AND STRATEGIES

There are several funding sources available to help finance implementation of improvements or expansions of the bicycle and pedestrian network, including include parkland acquisition impact fees and state and federal grant programs. It should be noted that funds from many of these programs are subject to change due to fluctuations with current federal, state, and local budgets. The City may qualify for grant funds through the Federal Land and Water Conservation Fund (LAWCON), the State Acquisition and Development of Local Parks Program (ADLP), and the State of Wisconsin the Knowles-Nelson Stewardship Program. A listing of available grant programs is found in Appendix A.

The bicycle and pedestrian infrastructure improvements recommended in this Plan should continue to be incorporated into the City's biennial capital improvement plan and programming. The City has successfully maintained and improved its existing bicycle and pedestrian network by outlining the general schedule within which public improvements are proposed to be undertaken.

The City of Glendale should continue to utilize its existing planning framework and regulations and develop new procedures as recommended in this Plan to implement Connecting Glendale 2020.

Finally, the City should coordinate efforts with other units of government (ex. Milwaukee County, adjacent municipalities, etc.), governmental departments and public agencies (ex. school districts, Wisconsin Department of Transportation, and Wisconsin Department of Natural Resources), and private and non-profit agencies to help fund, leverage funds, and implement the recommendations presented in the Connecting Glendale 2020 Plan.

