

CITY OF GLENDALE

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AGENDA -- PLAN COMMISSION

Tuesday, January 5, 2021

6:00 P.M.

1. Roll Call and Pledge of Allegiance.
2. Adoption of Minutes of the Meeting of December 1, 2020.
3. a. 6:00 P.M. Public Hearing, Connecting Glendale 2020 Bicycle and Pedestrian Plan. Vandewalle & Associates will present the “Connecting Glendale 2020 Bicycle and Pedestrian Plan,” Interested Citizens may make comments, Plan Commission review, discussion, and recommendation to the Common Council to adopt the Connecting Glendale 2020 Bicycle and Pedestrian Plan.
Meredith Perk and Brian Munson, Vandewalle Associates
- b. Petition to Amend Zoning Text, 5544 North Port Washington Road (Louis Meissner's Subd. NE1/4 SEC 32-8-22E Lot 3 Blk 4, Tax Key Parcel 197-0145-000). Review project Concept Plan for parking lot use of 5544 North Port Washington Road to provide parking spaces to serve the adjacent multi-tenant commercial building located at 5530 North Port Washington Road and direct Staff to develop appropriate zoning text for review by the Plan Commission and recommendation to the Common Council.
Mike Garber
- c. Petition to Rezone 555 West Estabrook Parkway (Certified Survey Map No. 6369, SE1/4 SEC. 5-7-22 PARCEL 1, Tax Key Parcel 233-1177-004) from PD-Planned Unit Development District-Forrer Business Interiors Office and Warehouse to PD-Planned Unit Development District-Maglio Food Processing Juice. Applicant to present proposed use and operating plan for the property, Plan Commission review and discussion, and schedule Plan Commission Public Hearing for 6:00 p.m., Tuesday, February 2, 2020.
Sam Maglio

Continued Next Page.

Regular Plan Commission Meeting (Cont.)

- d. Plan Commission Review, Lexus of Milwaukee (Napleton Northshore Imports, LLC), 1415, 1433, and 1515 West Silver Spring Drive. Review and approve proposed changes to site plan and use of the southeast area of the larger Napleton property holdings.
Robert C. Bowman
- e. Plan Commission Use and Occupancy Review, Vishay Dale Electronics, LLC (Milwaukee Resistor), 6585-6591 North Sidney Place. Review and approve proposed specialty resistor manufacturer use and occupancy.
Brian Jonas, Vishay
- f. Plan Commission Review, Illume Cosmetic Surgery & MedSpa (Plastic Surgery Associates, SC), 6000-6010 North Port Washington Road. Review and approve proposed building façade changes, as well as cosmetic surgery medical office and surgical suite use and occupancy.
- g. Signage Review, Cardinal Stritch University, 6801 North Yates Road. Review and approve proposed signage within the Special (Institutional) District internal to the Cardinal Stritch University campus.
Don Pajewski
- h. Planned Sign Program Amendment, Worth Building, 5464 North Port Washington Road. Review and approve proposed Planned Sign Program Amendment.
Robert and Terry Worth
- i. 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
December 1, 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 25, 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 November 10, 2020 Plan Commission Meeting.

Motion was made by Commissioner Cohn, seconded by Commissioner Mack, to adopt minutes from the November 10, 2020 Plan Commission meeting. Ayes: Commissioners Mack, Cohn, Cronwell, Bailey, Seligman, and Wadzinski. Noes: None. Abstain: None. Motion carried.

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.

Mr. Stuebe gave a brief review of Chuck Kappes' request for review and approval for Toppers Pizza to use and occupy a tenant space (former Subway) of about 1,525 square feet in the Worth multi-tenant building located at 5464 North Port Washington Road. 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.

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. 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, requiring businesses 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. 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.

CITY OF GLENDALE — PLAN COMMISSION
December 1, 2020

With the granting 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 property has a total of 88 parking spaces, with 11 in front of the building, nine along the south side, 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 is located at the rear of the property and is properly screened and well managed. It will be important for the tenants and owner to work together to assure compliance is maintained in that regard.

Mayor Kennedy stated he is pleased to see the Worth building rented out to new tenants.

Commissioner Cohn raised the question as to whether Jet's Pizza requested an extension of their business hours from the Plan Commission. Mr. Stuebe stated the business did not request an extension and has not requested extended hours since opening.

Commissioner Seligman questioned if there will be a conflict in asking the drivers to use Port Washington Road entrance and exit but requesting the driver's park in the back of the building to adhere to the signage plan. Mr. Stuebe stated the parking lot has a fair amount of depth and will allow the drivers to have a place to park in the rear of the lot without taking away from customer parking. The business owner has been advised of the recommendations for the Plan Commission, which includes the requirement that drivers utilize the Port Washington Road entrance and exit. Commissioner Seligman asked for clarification regarding the Glendale city limits behind the property. Mayor Kennedy indicated there are approximately four blocks of Glendale before Whitefish Bay begins, and that it will be incumbent upon Toppers management to ensure employees are using Port Washington Road and not the residential area to the back of the property.

Motion was made by Commissioner Cronwell, seconded by Commissioner Mack to 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 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 close and locked (precludes entry by the general public); 4) Delivery vehicles to enter and exit 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

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December 1, 2020

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) Signage requires a Sign Permit(s) 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 per Zoning Code 13.1.144; 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 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 11) Compliance with State of Wisconsin requirements for ADA parking. Motion carried unanimously.

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

Mr. Stuebe gave a brief review of the request from Sherri Luckett to grant 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 (former occupied by Russell A. Bronson Insurance Services). The proposed smoothie restaurant use in the B-1, Sub-Area B, Zoning District require Plan Commission approval.

Proposed hours of operation are Monday through 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 5 employees, with as many as three employees working at the same time. 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 is located at the rear of the property and is properly screened and well managed. It will be important for the tenants and owner to work together to assure compliance is maintained in that regard.

Ms. Sherri Luckett of Planet Smoothie was present to address questions from the Commission. She stated the franchise is currently largely in the southern states but has been gradually moving to the Midwest. The products are fruit and vegetable based, and largely lactose-free. The location in the Worth building was chosen because of the traffic in the area, the location in Glendale but also near Whitefish Bay, and the number of other franchise-style businesses in the area. Ms. Luckett is happy to offer a healthy option for the neighborhood.

Commissioner Mack raised the question on whether this will be Ms. Luckett's first location and if there will be plans to open more locations in the future. Ms. Luckett stated this is her first location, and she does intend to expand in the future.

Motion was made by Commissioner Cohn, seconded by Commissioner Bailey, to 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, with 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

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December 1, 2020

property owner will present to the Plan Commission for review and approval at a future meeting of the Plan Commission; 3) Signage requires a Sign Permit(s) per the approved Planned Sign Program and Glendale Sign Code; 4) Dumpster enclosure per Zoning Code 13.1.144; 5) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities; 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.

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.

Administrator Safstrom gave a brief update on the Bicycle and Pedestrian Plan. Vandewalle and Associates Staff have been working to develop the draft Bicycle and Pedestrian Plan. Excellent feedback has been given by residents during this process, including at the Open House held November 12, 2020. 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 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.

Mayor Kennedy raised the question regarding if Common Council members will be invited to the Public Hearing. Administrator Safstrom stated they are not required; however are welcome to attend, and the draft will be presented to the Council at their second meeting in January 2021.

Commissioner Seligman inquired as to when the Plan Commission members are able to suggest changes to the plan. Administrator Safstrom indicated this can be done at any time, and all suggestions are sent to Vandewalle and Associates for consideration and incorporation into the next draft of the plan. Administrator Safstrom share Commissioner Seligman’s suggestions with the Commission, stating she has asked to include bike racks in future developments, wants to ensure businesses are bicycle friendly, and questioned if there is a possibility of offering a helmet incentive to those who register their bicycles with the City. Administrator Safstrom stated the purpose of the one-time bicycle registration is to assist in returning bicycles to their owners in the event they are lost or stolen. The City does not currently have a funding source to incentivize the registration process.

Commissioner Cohn raised the question of the expected cost of the project over time. Administrator Safstrom stated a cost has not been estimated, as the plan is project-based and will eventually be incorporated into five-year plans, as well as efforts to receive grant funding. It is anticipated that the project will take 8 to 10 years to implement the entire plan. In addition, work will need to be done with Milwaukee County regarding funding and agreements, as Good Hope Road is a County-owned road, which runs through Glendale.

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Motion was made by Commissioner Cohn, seconded by Commissioner Cronwell, to schedule the Public Hearing for review of the draft Bicycle and Pedestrian Plan for Tuesday, January 5, 2021 at 6:00 p.m. Motion carried unanimously.

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 6:20 p.m., until Tuesday, January 5, 2021 at 6:00 p.m.

Megan Humitz, City Clerk

Recorded: December 2, 2020

Meeting is 6:00 PM Tuesday

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City of Glendale Plan Commission

6:00 P.M., Tuesday, January 5, 2021

- Plan Commission Report -



Staff Report to the Plan Commission

Meeting of Tuesday, January 5, 2021

- 3a. **6:00 P.M. Public Hearing, Connecting Glendale 2020 Bicycle and Pedestrian Plan.** Vandewalle & Associates will present the “Connecting Glendale 2020 Bicycle and Pedestrian Plan,” Interested Citizens may make comments, Plan Commission review, discussion, and recommendation to the Common Council to adopt the Connecting Glendale 2020 Bicycle and Pedestrian Plan.

Plan Commissioners please carefully review the revised Connecting Glendale 2020 Bicycle and Pedestrian Plan document. There will be a Public Hearing to obtain citizen input pertaining to the revised Connecting Glendale 2020 Bicycle and Pedestrian Plan document.

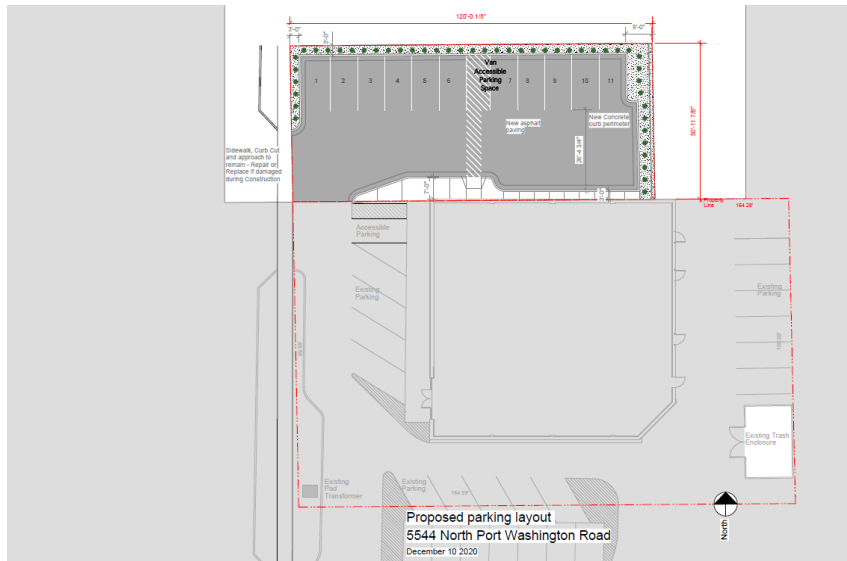
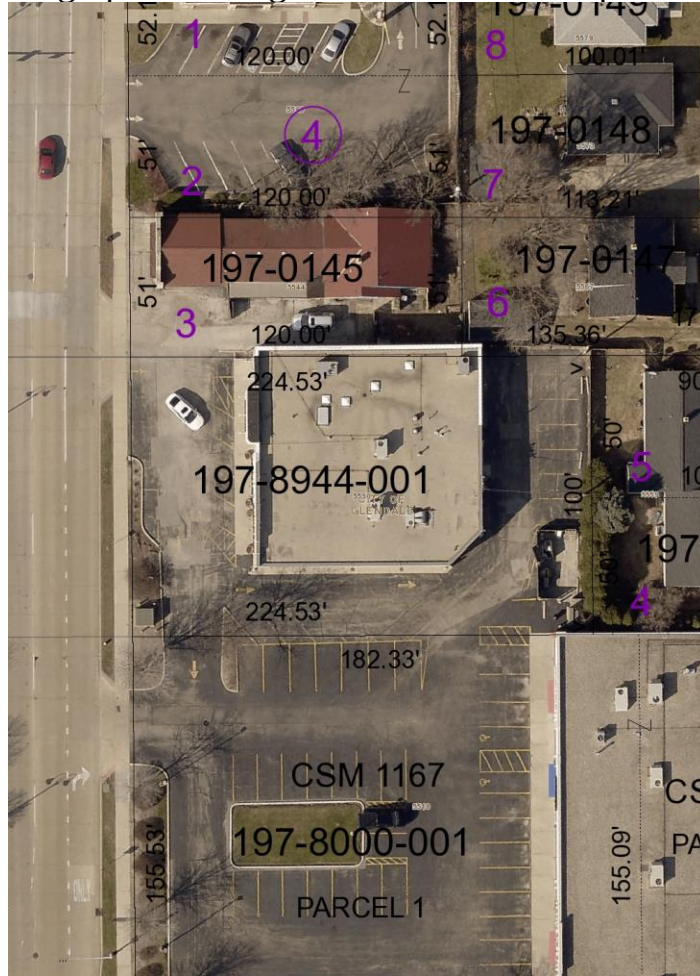
The necessary action by the Plan Commission is to approve the Connecting Glendale 2020 Bicycle and Pedestrian Plan and recommend that Common Council adopt same.

- 3b. **Petition to Amend Zoning Text, 5544 North Port Washington Road (Louis Meissner's Subd. NE1/4 SEC 32-8-22E Lot 3 Blk 4, Tax Key Parcel 197-0145-000).** Review project Concept Plan for parking lot use of 5544 North Port Washington Road to provide parking spaces to serve the adjacent multi-tenant commercial building located at 5530 North Port Washington Road and direct Staff to develop appropriate zoning text for review by the Plan Commission and recommendation to the Common Council.

Stein Management, LLC, or Assigns, seeks a change to the Zoning Code text regulations to provide for parking as a principle use within a property, in this case the property located at 5544 North Port Washington Road, for the particular circumstance of providing parking for an adjacent property, in this case the adjacent property located at 5530 North Port Washington Road. Staff advocated that the 5530 and 5544 be assembled as a single property in order to facilitate the proposed changes. Stein has shared that there is an existing parking agreement with the owner of the property adjacent to the south of 5530 which Stein states will be terminate if the 5530 property were to be assembled with the 5544 property. At present neither the existing Zoning District text nor any other existing districts are suitable to provide for the precise proposed zoning use scenario.

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Aerial Photograph: Existing Environs and Concept Parking Plan (Below)



Staff Report to the Plan Commission

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The 5530 North Port Washington Road property is owned by 5530 Port Washington, LLC. The property includes a multi-tenant commercial building presently with three existing tenants including Board Game Barrister, Belle Nails & Spa, and Wisconsin Vision. The 5544 North Port Washington Road property is presently owned by Daniel M. Flaugh, and the property has been the long-time home for North Shore Wine & Spirits.

The 5530 North Port Washington Road property has a very limited amount of parking spaces available for its multi-tenant use, and Stein Management, LLC, is in the process of purchasing the 5544 North Port Washington Road property, with the goal of razing the existing North Shore Wine & Spirits building and constructing a parking lot, with appropriate landscape beautification, to serve the 5530 North Port Washington Road property. The Aerial Photograph and Concept Plan exhibit indicate the existing environs and the contemplated future parking use.

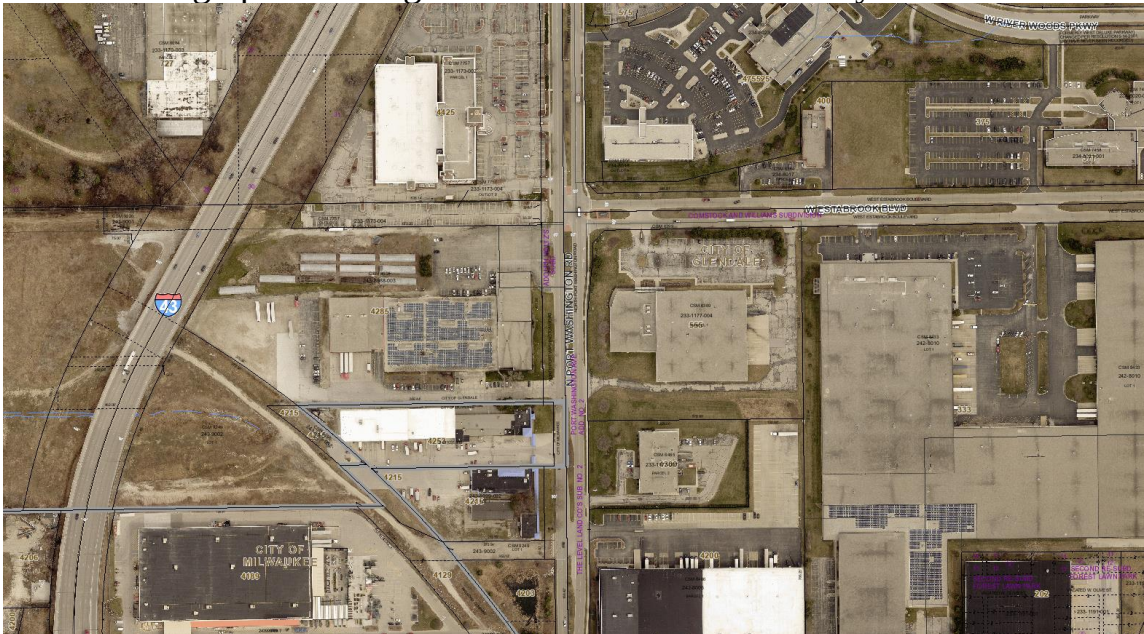
Absent the possibility of assembling the two properties Staff is supportive of the request to amend the Zoning Code regulations to facilitate the proposed changes.

The necessary action of the Plan Commission is to indicate clear support for the Concept Plan and to direct Staff to draft the appropriate changes and to return to the Plan Commission with same for review of the proposed changes. With Plan Commission approval and recommendation the text amendment will then go to the Common Council, which will hold a Public Hearing, prior to adopting same.

- 3c. **Petition to Rezone 555 West Estabrook Parkway (Certified Survey Map No. 6369, SE1/4 SEC. 5-7-22 PARCEL 1, Tax Key Parcel 233-1177-004) from PD-Planned Unit Development District-Forrer Business Interiors Office and Warehouse to PD-Planned Unit Development District-Maglio Food Processing Juice.** Applicant to present proposed use and operating plan for the property, Plan Commission review and discussion, and schedule Plan Commission Public Hearing for 6:00 p.m., Tuesday, February 2, 2020.

The Maglio Family, LLC (dba The Fresh Group, Ltd., Maglio Companies) requests to rezone the 555 West Estabrook Parkway property, formerly occupied by Forrer Business Interiors, to facilitate the purchase and use of the 555 West Estabrook Parkway property by Maglio for refrigerated food production and distribution, more specifically to produce fresh juices. The building and grounds have been vacant since Forrer Interiors ceased to operate.

Aerial Photograph: Existing 555 West Estabrook Parkway Environs



The 555 property is presently zoned PD-Planned Unit Development District specifically for the Forrer Business interiors use and occupancy, and the proposed zoning is PD-Planned Unit Development District specific to the Maglio food production and distribution use and occupancy. Maglio's specific changes to the use are articulated in the submitted narrative. Contemplated future changes to the building and grounds including, but not limited to, rooftop HVAC units and screening requirements, will require future Plan Commission review prior to permitting.

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Necessary Action

The necessary action to rezone the PD-Planned Unit Development District parcel is for the Plan Commission is to schedule a Public Hearing for 6:00 p.m., Tuesday, February 2, 2020

- 3d. **Plan Commission Review, Lexus of Milwaukee (Napleton Northshore Imports, LLC), 1415, 1433, and 1515 West Silver Spring Drive.** Review and approve proposed changes to site plan and use of the southeast area of the larger Napleton property holdings.

Lexus of Milwaukee (Napleton Northshore Imports, LLC), Incorporated, seeks Plan Commission approval to make changes to the existing site plan and use of the southeast area of the Napleton property holdings that include 1415, 1433, and 1515 West Silver Spring Drive. Napleton states that sales increased 25 percent in 2020 as compared to 2019, and that the increased sales translates into a need for increased inventory and, as such, Napleton proposes to modify the site to provide more parking space for inventory to serve the growing customer demand. The property is zoned B-1, L District and new automobile dealership use is permitted with the review and approval of the Plan Commission.

An Aerial Photograph of the 1415, 1433, and 1515 West Silver Spring Drive properties is included with the Plan Commission materials. The 1515 West Silver Spring was previously an Infiniti dealership prior to relocating to North Green Bay Avenue (subsequently Lupient KIA). The 1415 West Silver Spring Drive was most recently occupied by Monark Auto Parts, an automobile parts retail store, which was located in the first floor of a building with two living units occupying the second floor. The Monark and residential building was razed around the time period 2003 to 2005 when the Safro Group entered the North Shore marketplace with Lexus Northshore and then also the Infiniti dealership. Napleton has been utilizing 1433, 1515, and part of the 1415 West Silver Spring Drive exclusively for the Lexus of Milwaukee dealership.

Site Zoning and Use

The B-1, L District permits new automobile dealerships and associated parking of automobile inventory. The automobile dealership accessory storage of automobiles use of some of the 1415 West Silver Spring Drive property has been existent at least since the acquisition of the property by the Safro Group for Northshore Lexus in 2003, and possibly dating back even further in time to Arrow Oldsmobile-GMC.

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Dating back to 1954 there have been a variety of buildings (retail store with two residential dwelling units above, storage buildings, etc.) and uses (Green Thumb Landscape, Appleby Towing, Monark Auto Parts, etc.), including the quonset hut that remains at the far southeast corner of the property.

Site Design and Neighborhood Environs

The larger Lexus of Milwaukee site is bounded along the south side by the Silver Spring Animal Wellness Center (1405 West Silver Spring Drive) and West Silver Spring Drive, along the west and north sides by the Oak Leaf Recreation Trail, and along the east side by an existing single-family residential zone located within the City of Milwaukee, with four single-family properties immediately adjacent to the Lexus properties.

The proposed site design is to provide a 10-foot width landscape buffer utilizing fence (Type and height not specified) and landscape plantings (flowers, shrubs, and trees), with site drainage indicated from east to west (from the single-family residential into the commercial property porous paving area. At the time of writing it has not yet been determined that the proposed drainage/stormwater management design fulfills the City of Glendale requirements for same. Presently the proposed site lighting at 26 feet height (2-foot base plus 24-foot height pole/fixture) exceeds the City of Glendale height limit of 15 feet. Lighting should be carefully designed and include operational controls to minimize impact to the nearby residential properties. There are not any proposed changes to the existing approved/permitted signage.

Proposed Facility Hours and Employment

The facility will operate the same business hours as the Lexus of Milwaukee dealership as follows:

7:00 a.m. to 8:00 p.m.	Monday through Thursday
7:00 a.m. to 6:00 p.m.	Fridays
8:00 a.m. to 5:00 p.m.	Saturdays

Lexus of Milwaukee employs 56 persons and as many as 45 are working there daily.

Staff recommends that the Plan Commission grant approval to modify the site use and site plan for the Lexus of Milwaukee dealership located at 1415, 1433, and 1515 West Silver Spring properties with the following requirements:

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- 1) Comply with City of Glendale requirements concerning drainage/stormwater management per the review and approval of the City Engineer and Director of Public Works;
- 2) Assemble the 1415, 1433, and 1515 West Silver Spring Drive properties with a Certified Survey Map (CSM) such that the principle use and accessory automobile inventory storage is located within the same parcel;
- 3) Proposed site lighting is limited to 15 feet height including the base; Include operational controls to minimize impact to the nearby residential properties;
- 4) Specify fence type (material and style) and height;
- 5) 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.
- 6) Compliance with State of Wisconsin ADA parking requirements.

3e. Plan Commission Use and Occupancy Review, Vishay Dale Electronics, LLC (Milwaukee Resistor), 6585-6591 North Sidney Place. Review and approve proposed specialty resistor manufacturer use and occupancy.

Vishay Dale Electronics, a manufacturer of electrical power resistors, seeks Plan Commission grant of use and occupancy approval to occupy a 14,400 square-foot tenant space located at 6585-6591 North Sydney Place. The property is zoned M-1 Warehouse, Light Manufacturing, Office, and Service District and the proposed use and occupancy requires Plan Commission review and approval.

Vishay Dale business hours are Monday through Friday from 5:30 a.m. to 4:30 p.m. and 6:00 a.m. to noon Saturdays. Vishay Dale will employ 21 persons at this Vishay facility. Parking should not be a problem.

Staff Recommendation: Staff recommends that the Plan Commission grant use and occupancy approval for Vishay Dale (Milwaukee Resistor), a

Staff Report to the Plan Commission

Meeting of Tuesday, January 5, 2021

manufacturer of electrical power resisters, to use and occupy the 6585-6591 North Sidney Place tenant space, with the following requirements:

- 1) Signs are required to conform with the signage program approved for the property and the Glendale Sign Code;
- 2) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities;
- 3) Dumpster enclosure(s) per Zoning Code 13.1.144 of the Zoning Code;
- 4) All City of Glendale building, fire, and health codes being fulfilled to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium;
- 5) Compliance with State of Wisconsin requirements for ADA parking.

3f. Plan Commission Review, Illume Cosmetic Surgery & MedSpa (Plastic Surgery Associates, SC), 6000-6010 North Port Washington Road.

Review and approve proposed building façade changes, as well as cosmetic surgery medical office and surgical suite use and occupancy.

Illume Cosmetic Surgery & Medspa (Plastic Surgery Associates, S.C.), a professional cosmetic specialty medical office and surgical suite use, seeks Plan Commission grant of approval for building façade changes, as well as use and occupancy approval, to occupy a 10,744 square-foot tenant space located at 6000-6010 North Port Washington Road. The property is zoned B-1, F1 District, and the proposed façade changes and use and occupancy requires Plan Commission review and approval.

Illume Cosmetic Surgery & Medspa (Plastic Surgery Associates, S.C.) is presently located at 5201 North Port Washington Road, and will be occupying the former Pier 1 store tenant space. The 6000-6010 North Port Washington Road property will be acquired as well by a related entity.

The proposed building façade changes, which includes Nichiha panels in a black and gray color motif (intended to match the color in the Illume logo) and replacement storefront glass system (black), are indicated in the

Staff Report to the Plan Commission

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elevation image. At this time substantive changes including, but not limited to, painting, are not proposed to the north, south, and west sides of the building.

The clinic employs 25 persons and there will be as many as 40 or 50 people at the clinic. The property has 73 parking spaces and which should be sufficient for Illume. The existing enterprise located at 5201 North Port Washington Road has a total of 61 parking spaces.

Based on the parking guidelines one parking stall is required for each employee, and two parking stalls for each examining room, giving a total of about 67 parking stalls. Parking is required for the other building tenant occupancies including Coldwell Banker, the vacant tenant space, and the several existing basement level tenant occupancies, as such, while it appears that the subject site can accommodate the proposed use, the amount of available parking will be somewhat sensitive to actual daily business traffic and time of day usage for all of the tenant occupants, and the type of use that will occupy the vacant tenant space. The parking at 5201 North Port Washington Road, with 61 parking spaces, was not known to be challenged.

Proposed business hours are 7:00 a.m. to 6:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. Saturday.

Illume states that Illume will have a single wall sign on the building façade and that the former Pier 1 Imports Center Master Identification Sign will be repurposed as Illume Cosmetic Surgery and Medspa Center.

Illume states that construction will commence in early 2021 and will be completed December 24, 2021.

Staff recommends that the Plan Commission grant approval of the proposed exterior improvements, as well as use and occupancy approval, for Illume Cosmetic Surgery & Medspa, with the following requirements:

- 1) Signage per the approved signage program for the property and the Glendale Sign Code;
- 2) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities;

Staff Report to the Plan Commission

Meeting of Tuesday, January 5, 2021

- 3) Dumpster enclosure(s) per Zoning Code 13.1.144;
- 4) All City of Glendale building, fire, and health codes being fulfilled to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium;
- 5) Compliance with State of Wisconsin requirements for ADA parking.

3g. Signage Review, Cardinal Stritch University, 6801 North Yates Road.
Review and approve proposed signage within the Special (Institutional) District internal to the Cardinal Stritch University campus.

Cardinal Stritch seeks Plan Commission review and approval of a proposed sign to be installed within the Cardinal Stritch campus. Signage located within the Special (Institutional) District requires Plan Commission review and approval.

Photograph: Cardinal Stritch University Building



Staff Report to the Plan Commission

Meeting of Tuesday, January 5, 2021

The Cardinal Stritch University sign is proposed at the Alfred S. Kliebhan Great Hall, Field House, and Library Building, immediately left of center and to the right of the library wall sign (Refer to exhibit below). The proposed sign will not be visible except from within the Cardinal Stritch University campus and, as such, a Sign Permit will not be required.

Staff recommends that the Plan Commission grant approval of the proposed sign at Cardinal Stritch University.

3h. Planned Sign Program Amendment, Worth Building, 5464 North Port Washington Road. Review and approve proposed Planned Sign Program Amendment.

The Worth's are proposing to modify the existing Worth Building Planned Sign Program that was approved in 2010. The essence of the present proposal is to permit each business to install signage based on corporate requirements at the various prescribed locations on the building façade.

Staff recommend moving forward at this time with the Topper's Pizza and Planet Smoothie signage, however, are not prepared at this time to recommend generally as to the proposed changes to the existing Planned Sign Program. Staff suggests that the Plan Commission approve signage for Topper's Pizza and Planet Smoothie as follows:

Toppers Pizza: Approve a single internally illuminated wall sign on the main tower to replace one of the Worth Building signs. This recommendation would be in lieu of the proposed two Topper's Pizza signs on the main tower. The Plan Commission may approve two Toppers Pizza wall signs on the main tower, both internally illuminated, should it find that design offers a superior quality and character.

Planet Smoothie: Approve an internally illuminated Planet Smoothie wall sign in the location of the former Bronson Insurance wall sign.

Staff does not object to changes that are consistent with the existing Planned Sign program and will continue to work with the Worth's to conclude a revised Planned Sign Program for the complete building.



CONNECTING GLENDALE 2020

BICYCLE AND PEDESTRIAN PLAN

PUBLIC HEARING DRAFT: DECEMBER 2020



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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.

**“(CONNECTING GLENDALE 2020)...MAKES
US PROUD TO BE PART OF GLENDALE.”**

- Glendale Resident Draft Comment Form

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.

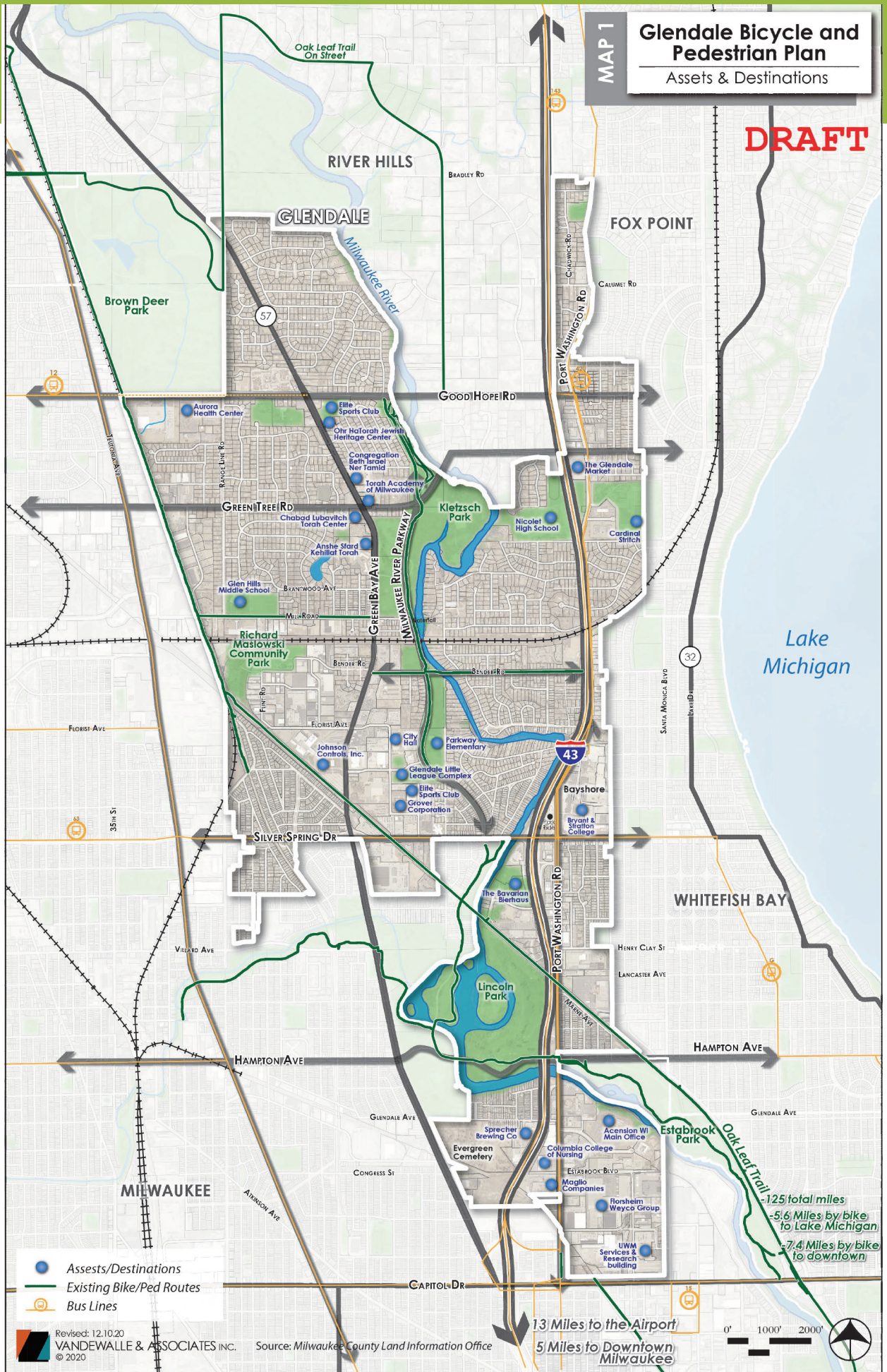
The Zip Line branches off the Milwaukee River Line at Lincoln Park and Milwaukee River Parkway. It utilizes a former railroad line to provide a direct, traffic-free connection from Estabrook Park to Brown Deer Park. This direct connection runs approximately six miles, straight through Glendale. A new 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	January 5

Public Input Opportunities

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."

A presentation 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.

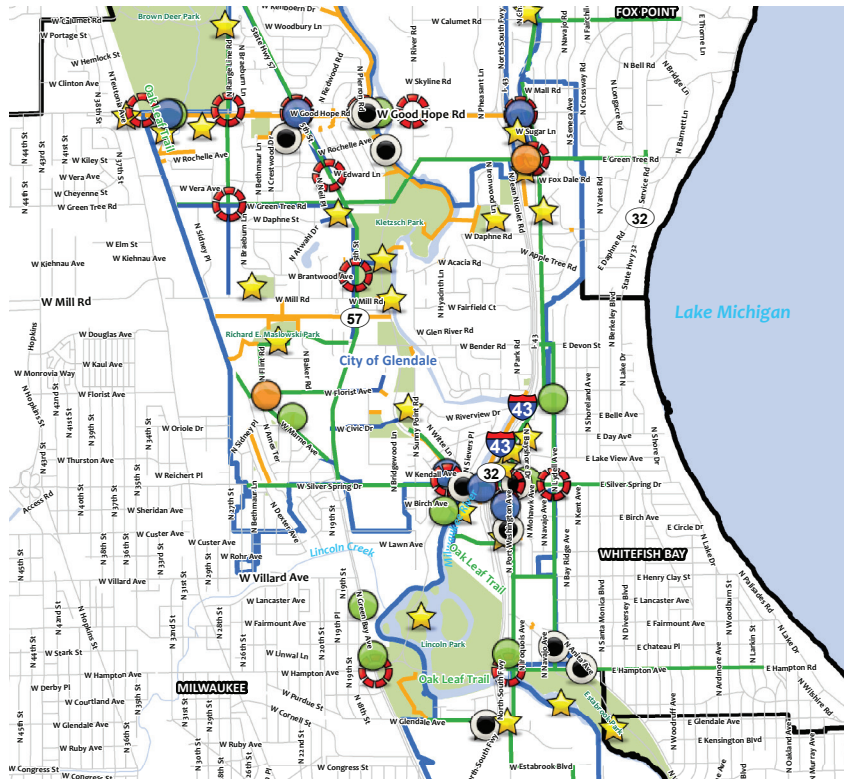
TYPES OF BICYCLE FACILITIES

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

In November 2020 the City of Glendale hosted a Virtual Open House to share an update on the draft Connecting Glendale 2020 plan and its key recommendations. Due to continued public health restrictions due to the COVID-19 pandemic, the Open House was held over Zoom teleconference. More than 20 members of the public attended the meeting which was recorded and uploaded to the City's website. The recording was available online along with a public comment form through early December. Members of the public completed a comment form to share their feedback on the draft Plan. The full comment form results are included in Appendix B.

"AS A RESIDENT OF RANGE LINE ROAD WITH A PRESCHOOLER AND TWO DOGS I WOULD LOVE SIDEWALKS...IT'S NOT SAFE WHEN CARS ARE SPEEDING OR NOT PAYING ATTENTION."

- Glendale Resident Draft Comment Form

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

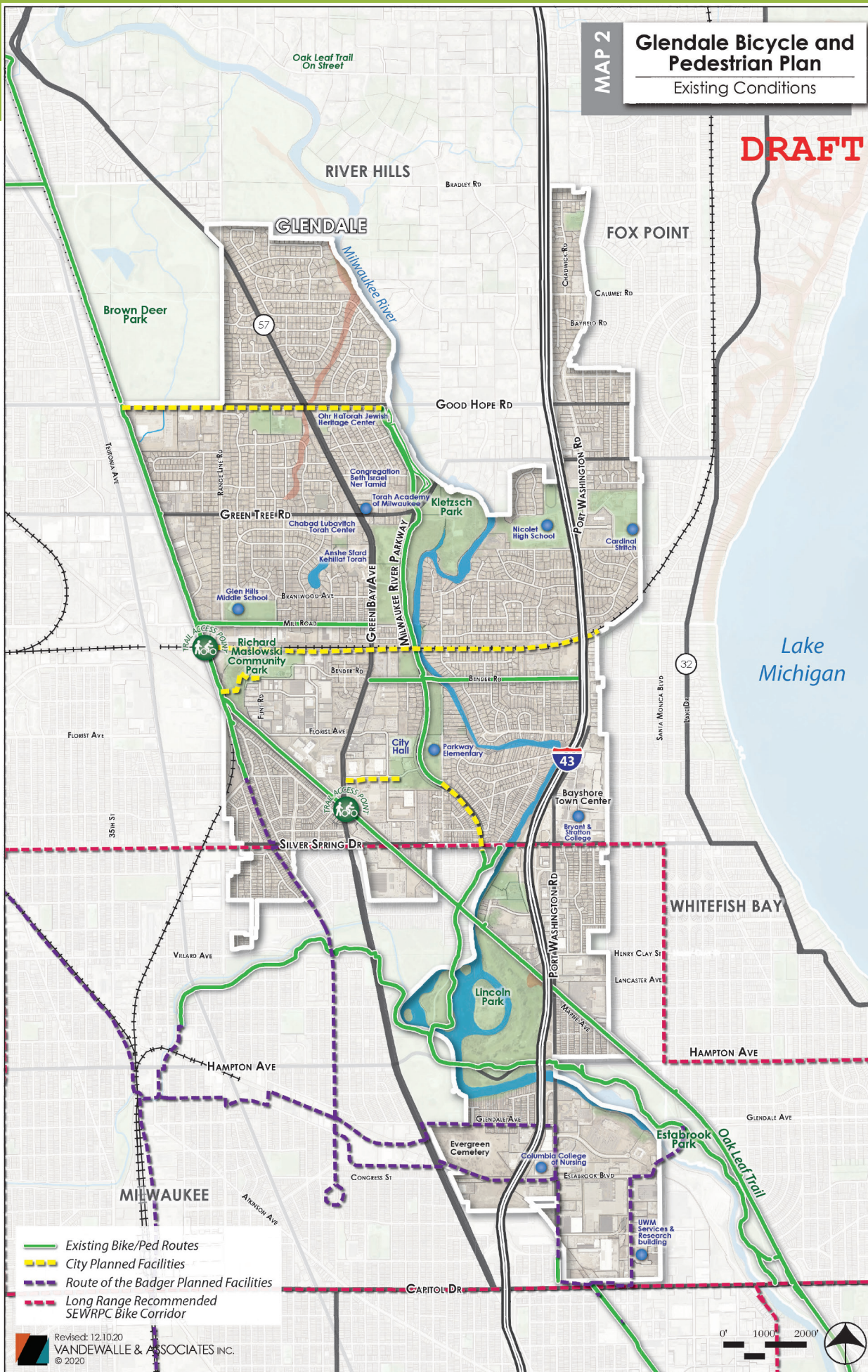
Many neighborhoods and residential areas in Glendale are designed with winding streets and culs-de-sac rather than on a traditional grid. This street design can present challenges for bicycle and pedestrian routing and connecting separate neighborhoods.

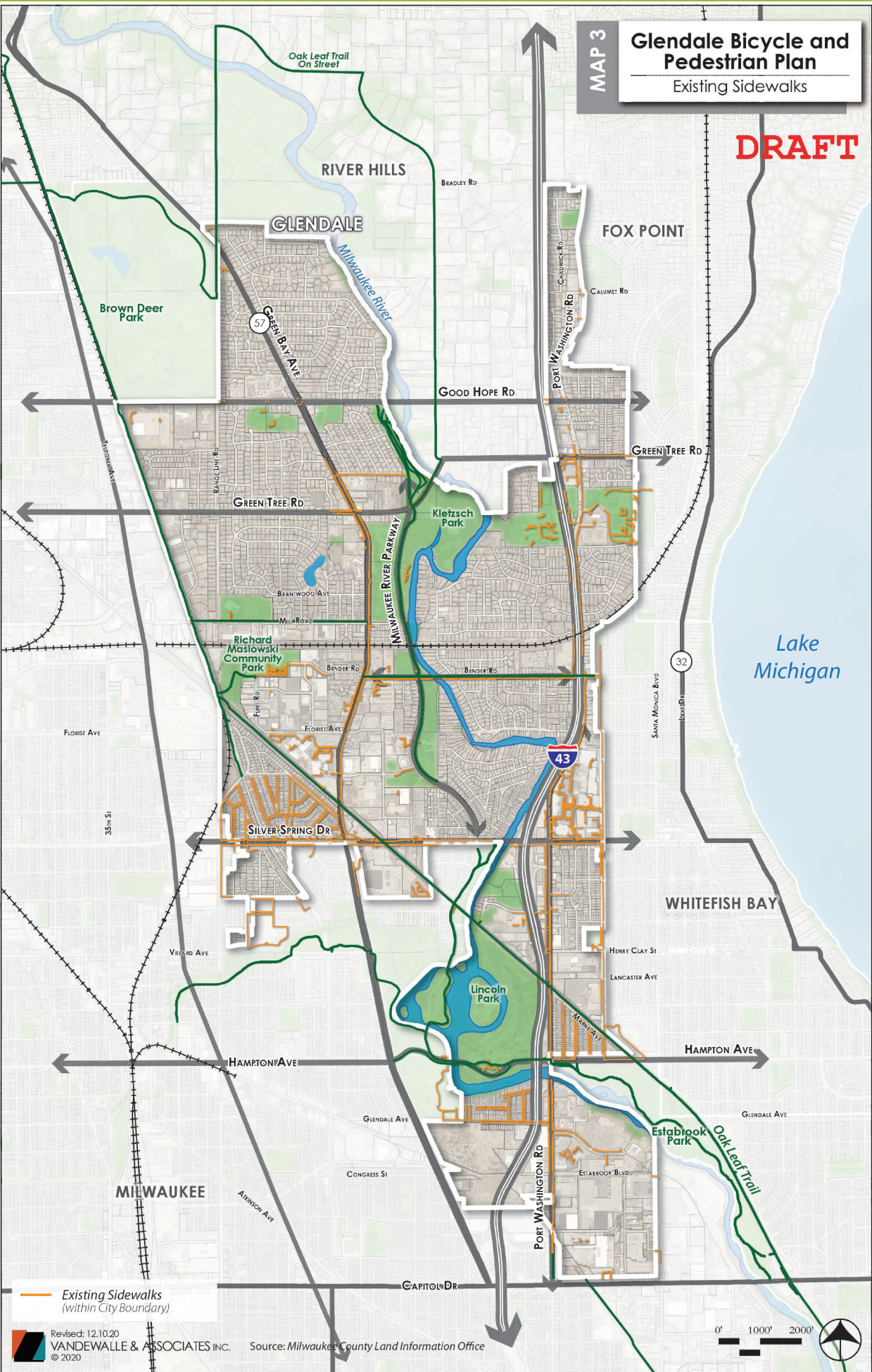
6. DESTINATIONS POSITIONED FOR CONNECTION

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 is 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:

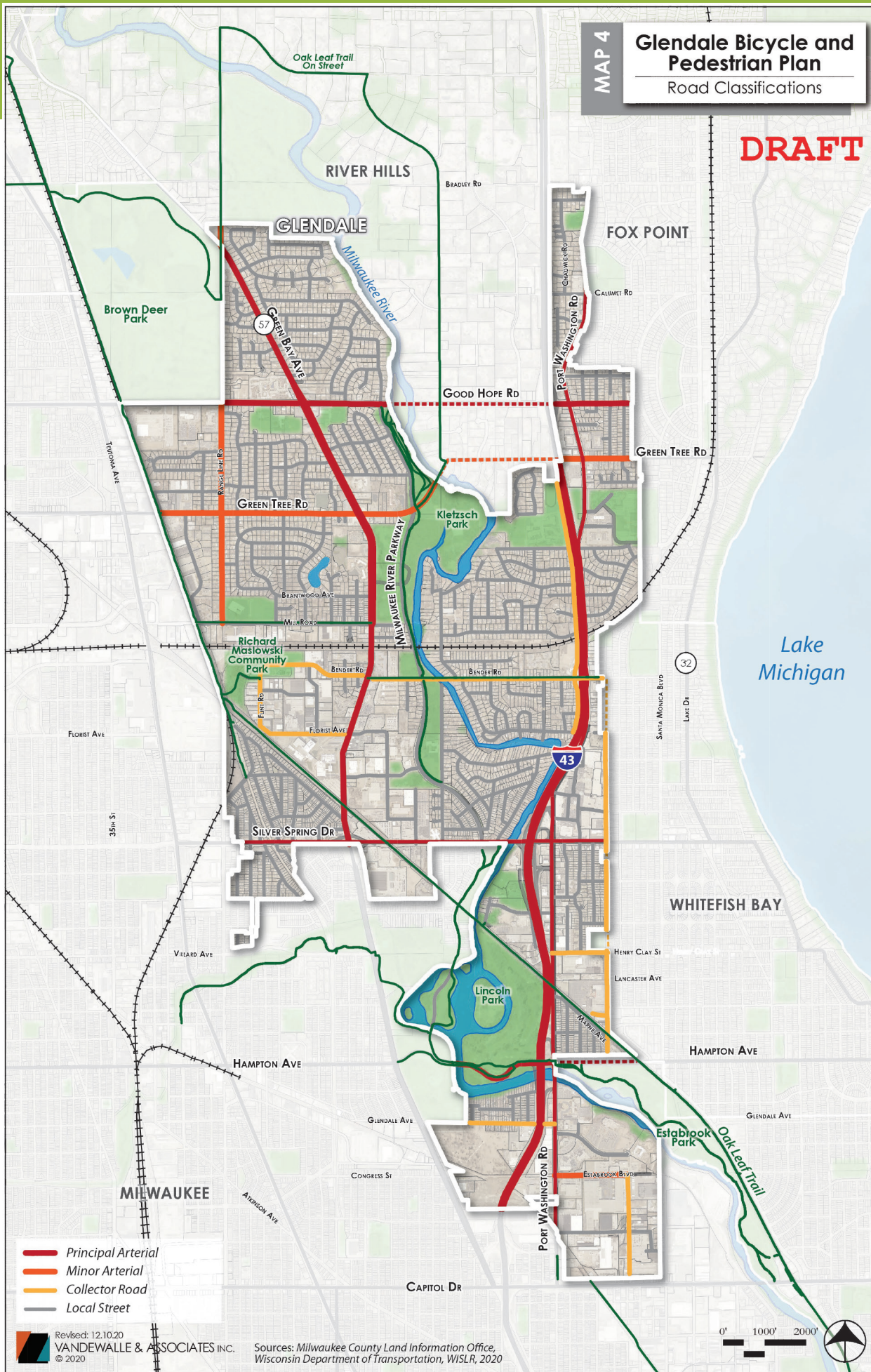
- **Principal Arterial:** Serving major economic activity centers, Principal Arterials are primarily designed to move vehicular traffic, accounting for some of the highest average daily trips (ADT) of the roadway system. Principal Arterials are often the entrance/exit routes into the City and are generally 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.

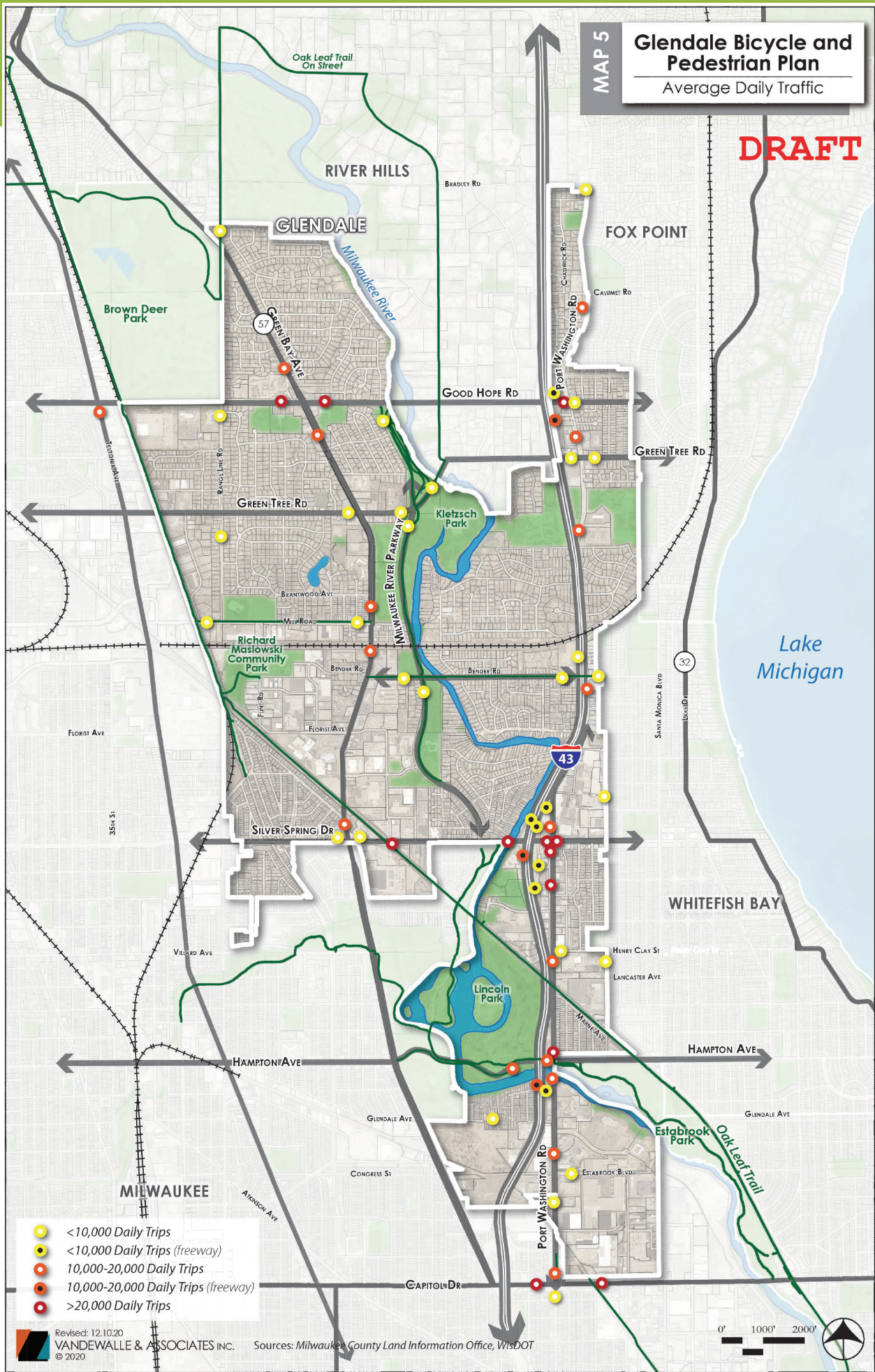
Principal Arterials account for a small amount of the overall roadway system but represent some of the largest obstacles to through travel in the city and a connected, safe bicycle and pedestrian network. These barriers, including I-43 and major corridors like Green Bay Avenue, and Silver Spring Drive, 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.

See the Bicycle and Pedestrian Infrastructure section for additional details on Bicycle Routes and Bicycle Boulevards.

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.





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.

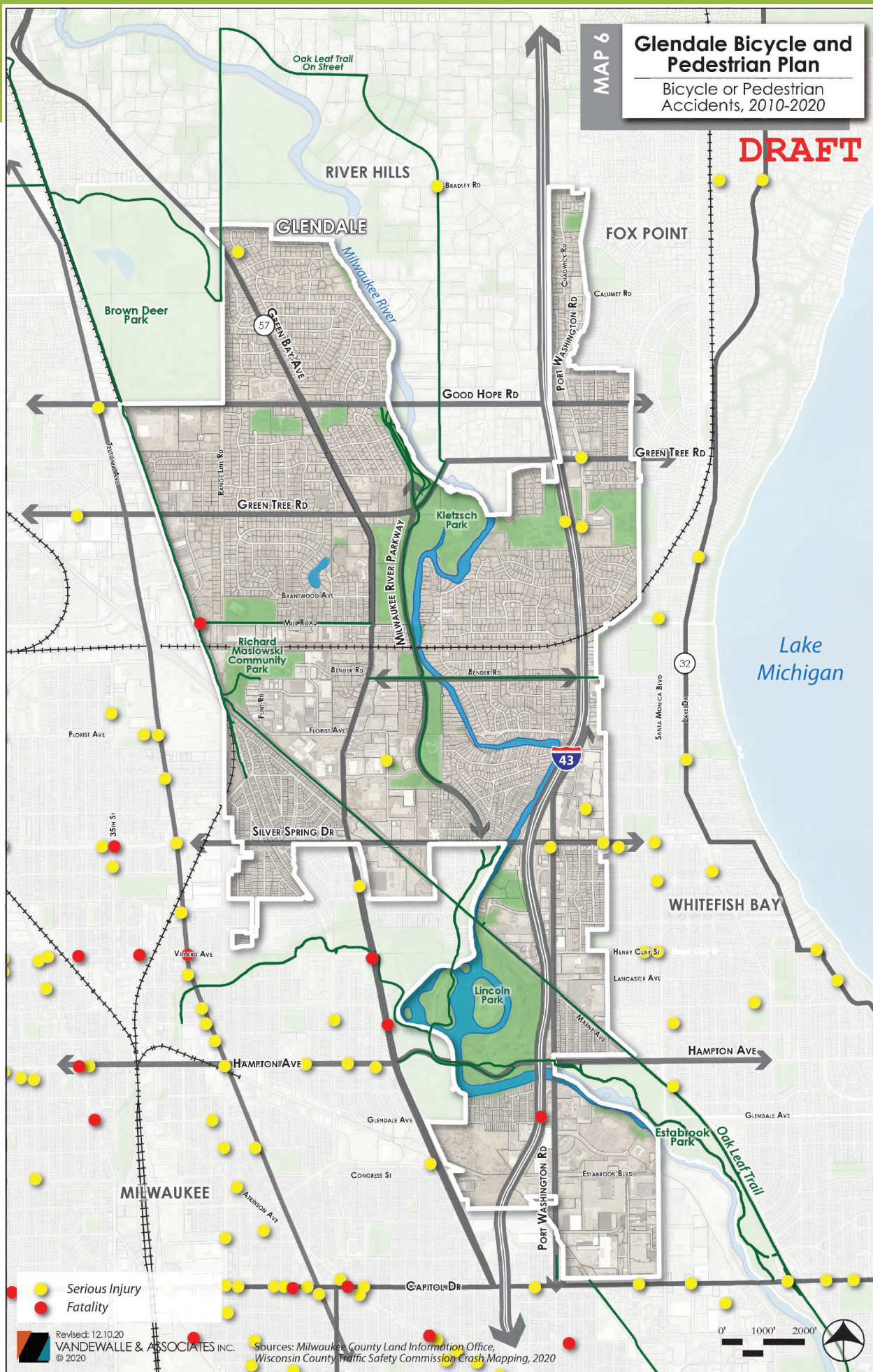
Specifically, residents and City staff have identified particular areas of concern for pedestrians. The area surrounding Green Tree Road, Good Hope Road, and Green Bay Avenue is home to a number of synagogues, temples, schools and community centers serving Glendale's Jewish community. This community 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.
- Work with MCTS and other partners to concurrently grow the transit and bicycle and pedestrian systems in Glendale by closing identified gaps in coverage.
- 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, side-walks, 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.
- Integrate community branding efforts into the design, development, and marketing of bicycle and pedestrian facilities and wayfinding.
- 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 as a traffic-separating buffer. 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, bicycle-activated cameras and signals, 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 BOULE- VARDS, 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 the 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. As Connecting Glendale 2020 is implemented, the City will review the specific environmental factors of each road segment to create detailed engineering and facility design that is safe, effective, and efficient. Final designs may differ from the recommendations found in this Plan. This Plan also includes general recommendations for policies, programs, and initiatives that support Glendale's bicycle and pedestrian goals (page 37).

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.
- Final infrastructure designs will require consideration of the Parkway's mature trees, street lights and other potential obstacles as well as coordination with Milwaukee County who has jurisdiction within the potential path extension.

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 Nicole 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

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.

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

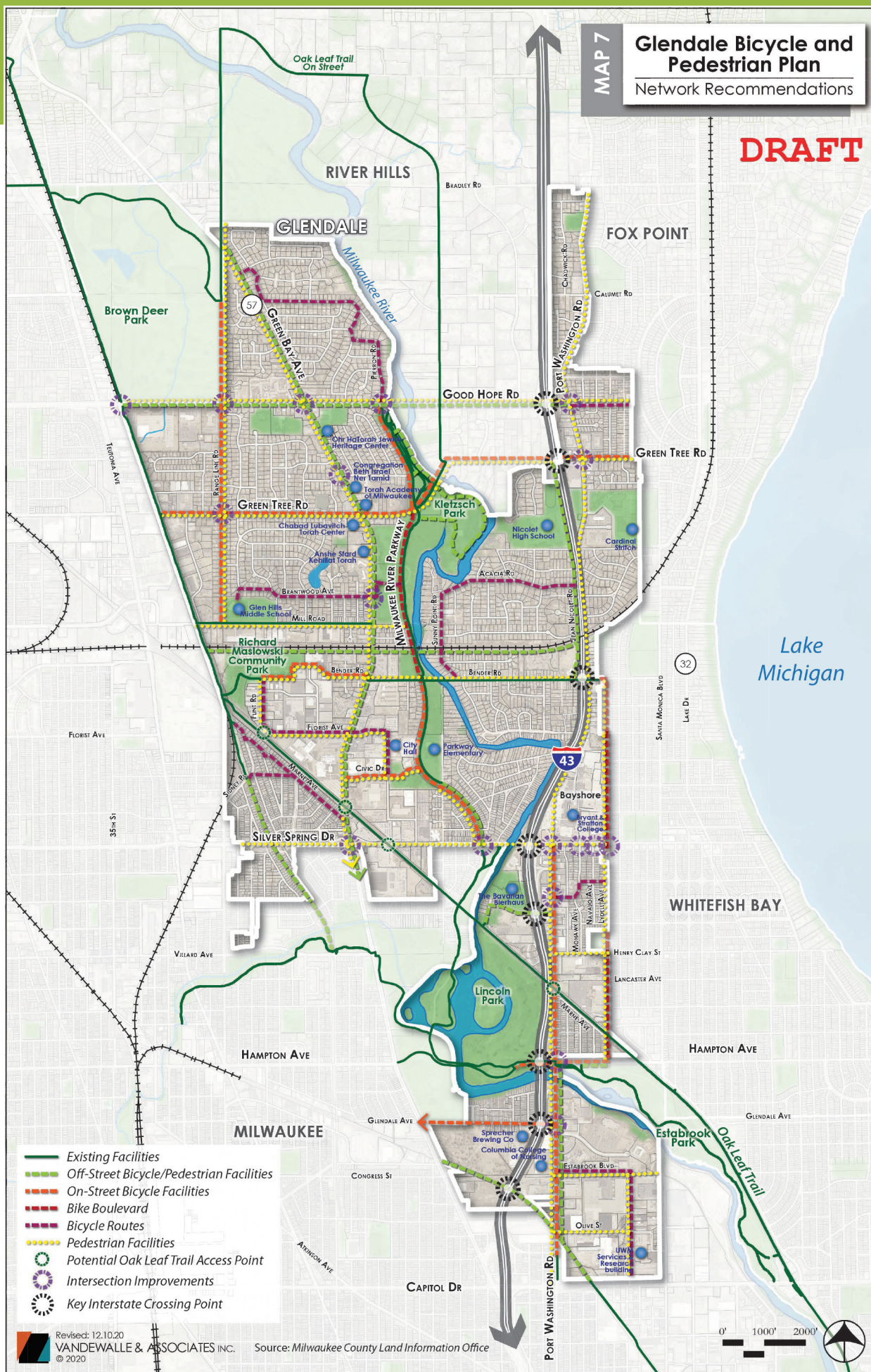
West Civic Drive presents a unique opportunity for high impact bicycle and pedestrian connections, linking Green Bay Avenue to Glendale City Hall, Parkway Elementary School and Milwaukee River Parkway.

- 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.	Kletzsch 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.	Kletzsch 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
- Develop strong infrastructure maintenance protocols to protect the City of Glendale's investment and preserve the bicycle and pedestrian network's safety, efficiency, and integrity
- 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
- Work with Glendale schools on building a strong Safe Routes to School Program
- Expand pedestrian and bike connections at Interstate 43 overpass/underpass locations
- Where bike lanes are constructed with on-street parking and where feasible, utilize the parking lane as the separation barrier between vehicular and bicycle traffic
- 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

BICYCLE AND PEDESTRIAN PERFORMANCE MEASURES AND DATA COLLECTION

Collecting a variety of data and establishing performance metric protocols can help track the implementation of Connecting Glendale 2020 and the City's advancement towards its bicycle and pedestrian goals. The following is a list of potential data points for measuring bicycle and pedestrian investments:

- Baseline totals for existing bicycle and pedestrian infrastructure (linear feet or miles)
- Construction totals per facility type (linear feet or miles)
- Intersection improvements
- ADA compliance
- Bike parking installation
- Signage installation
- Commute data and public mode share
- Access to jobs and community destinations
- Property values
- Crashes
- Vehicle Miles Traveled
- Population access to bicycle and pedestrian facilities
- Community Walk Score

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 or updated multi-family and commercial development to include a minimum number of bicycle parking spaces. This requirement could be integrated into other City building, landscape, or design requirements.
- 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 and adults. 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 and the Safe Routes to School program 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
- Establish and promote bicycle and pedestrian events, including charity rides and walks, National Bike Month and Bike to Work celebrations, that encourage residents and visitors to bike and walk 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

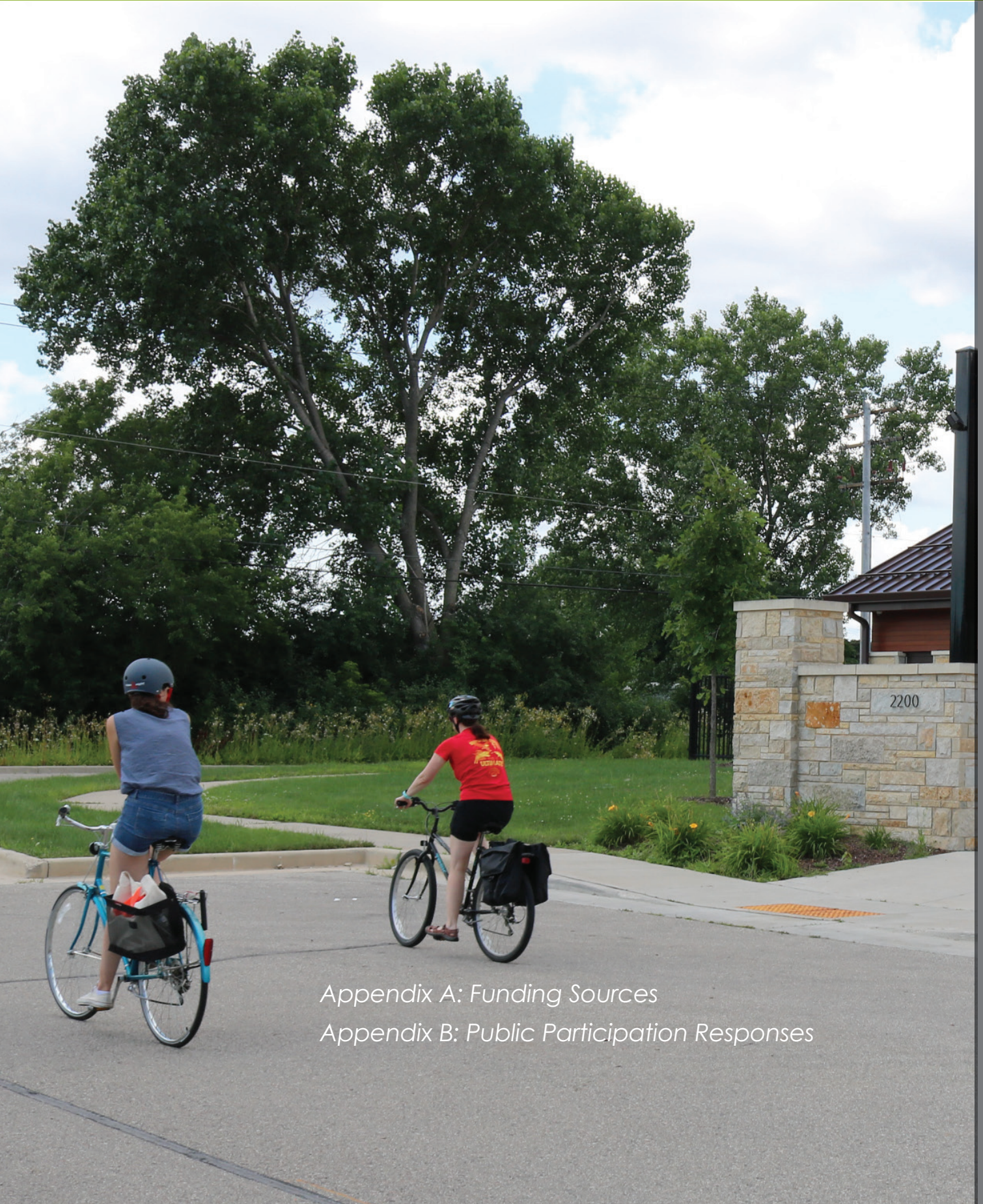
There are several funding sources available to help finance implementation of improvements or expansions of the bicycle and pedestrian network, including include parkland acquisition impact fees and state and federal grant programs. It should be noted that funds from many of these programs are subject 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.

Appendices



Appendix A: Funding Sources

Appendix B: Public Participation Responses

Appendix A: Funding Sources

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
WISCONSIN STEWARDSHIP PROGRAMS						
Aids for the acquisition and development of local parks (ADLP)	To acquire or develop public nature-based outdoor recreation areas and facilities.	50% local match per project. \$4M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Priority for land acquisition of regional/statewide significance. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Greenspace Program (UGS)	To acquire land to provide natural open space and community gardens within or near urban areas, or to protect scenic or ecological features.	50% local match per project. \$1.6M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Acquisition of Development Rights (ADR)	To acquire development rights for nature-based outdoor recreation areas and facilities.	50% local match per project. \$1.6M available each year.	May 1	- Funds are available to acquire development rights (easements) in areas where restrictions on residential, industrial, or commercial development are in place. - May include enhancements of nature-based outdoor recreation.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Rivers Grant Program (UR)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities..	50% local match per project. \$800,000 available each year.	May 1	- A comprehensive outdoor recreation plan is required to participate. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
FEDERAL PROGRAMS						
Land and Water Conversation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities in local communities.	• 50% local match per project. • Land acquisition. • Development of recreational facilities.	May 1	• A comprehensive outdoor recreation plan is required to participate.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Recreational Trails Program (RTP)	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails.	• 50% local match per project. • Maintenance and restoration of existing trails. • Development and rehabilitation of trailside and trailhead facilities and trail linkages. • Construction of new trails (with certain restrictions on federal lands). • Acquisition of easement or property for trails purchase.	May 1	• Funds may only be used on trails which have been identified in or which further a specific goal of a local, county or state trail plan • Funds may be used on trails which are referenced in a statewide comprehensive outdoor recreation plan.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)						
Transportation Alternatives Program (TAP)	Providing facilities for pedestrians and bicyclists. This program includes construction, planning, and design of on-road and off-road trail facilities and infrastructure for safe use by for pedestrians, bicyclists, and other non-motorized forms of transportation.	- Funded through FAST Act. 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	October-January	- Infrastructure projects over \$300,00 - Non-infrastructure projects over \$50,000	WisDOT Regional Transportation Management Area Authority (MPO)	Jacob Varnes Southeast Region (262)548-8789
Surface Transportation Program (STP)	Road improvement funds, which can be spent on a wide variety of projects, including roadway projects, bridges, transit facilities, and bicycle and pedestrian facilities.	- Funded through FAST Act 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	July – 6-year project cycle	- Facilities for pedestrians and bicycles. - System-wide bicycle planning. - Three sub-programs: Urban; Rural; Bridges	WisDOT	Jacob Varnes Southeast Region (262)548-8789
FEDERAL TRANSIT ADMINISTRATION FUNDS						
Capital Investment Grants	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	Discretionary local match	Early spring	Funding for this program is allocated on a discretionary basis and requires a multi-year process.	WisDOT Division of Transportation Investment Management	Aileen Switzer (608)266-5791
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects which will reduce vehicle trips and miles; reduce emissions due to traffic congestion; or reduce the per mile rate of vehicle emissions.	20% local match per project (funds are not awarded upfront but are reimbursed).	April- June	Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties.	Federal Transit Authority WisDOT SEWRPC	Jason Varnes Southeast Region (262)548-8789

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
FEDERAL HIGHWAY ADMINISTRATION SAFETY FUNDS						
Highway Safety Improvement Program (HSIP)	Funds safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly, including intersection improvements.	10% local match per project	August	Communities must include 5 years of crash data.	WisDOT Division of Transportation Investment Management	Jason Varnes Southeast Region (262)548-8789
US DEPARTMENT OF TRANSPORTATION						
Better Utilization Investments to Leverage Development (BUILD)	Investment in road, rail, transit, and port projects. Funding for multi-modal, multi-jurisdictional projects.-	20% local match per project	May	Eligible for transit agencies, port authorities, MPOs, and state and local governments.	US DOT	202-366-0301
OTHER PROGRAMS						
Wisconsin Main Street and Connect Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.	Technical assistance in the planning, management and implementation of downtown development projects	Spring	May benefit trail enhancements through streetscaping.	WEDC	Jason Scott (608) 210-6790
Bicycle Infrastructure & Advocacy Grant	Grants to build infrastructure that makes it easier for all people to ride bikes in their communities, including bike paths, bike lanes, trails, bridges, parking, and storage. Can also fund programs and initiatives that advocate for bikes and transform streets for bikes.	- Up to \$10,000 or up to 50% of project cost - No specific match amount, but leverage required	April and October	Applications should include performance metrics for measuring project success	People for Bikes	Zoe Kircos (702) 726-3335

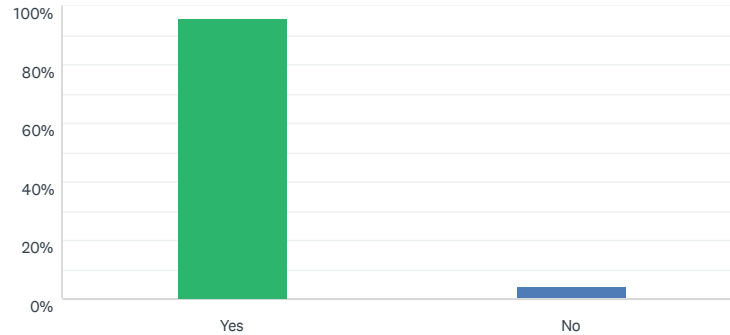
Appendix B: Public Input

City of Glendale 2020 Bicycle and Pedestrian Plan Community Comment Form

SurveyMonkey

Q1 Are you a Glendale resident?

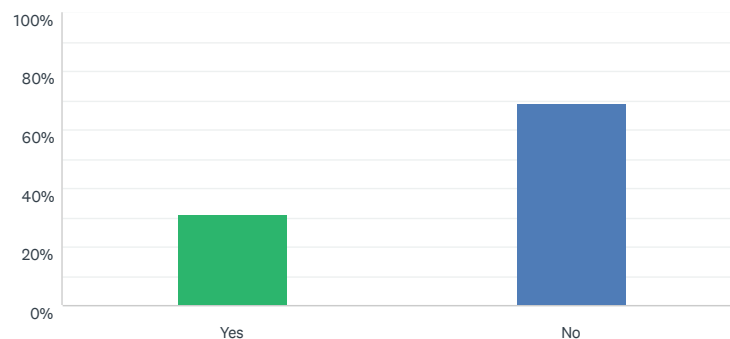
Answered: 48 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	95.83% 46
No	4.17% 2
TOTAL	48

Q2 Did you participate in the September 9th Virtual Public Meeting and complete the polling questions?

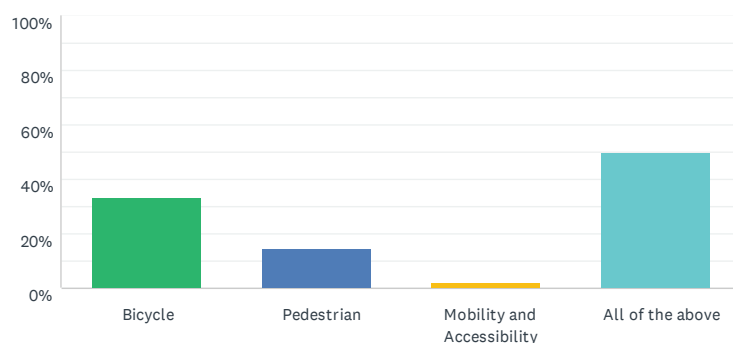
Answered: 48 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	31.25% 15
No	68.75% 33
TOTAL	48

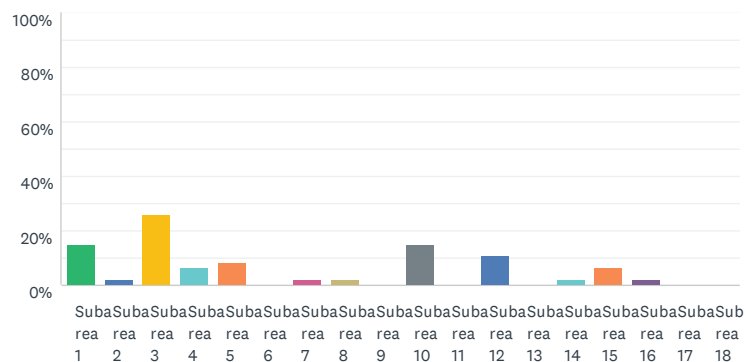
Q3 Which issue in this Plan is of most personal interest to you?

Answered: 48 Skipped: 0



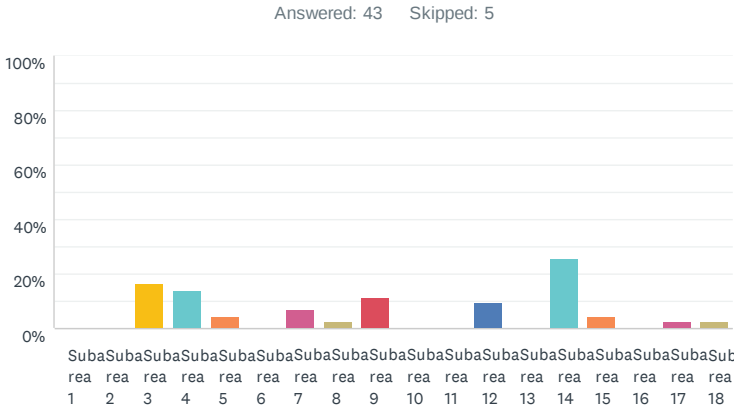
Q4 Please review the Sub-Neighborhood Map. Which subarea do you live in?

Answered: 46 Skipped: 2



ANSWER CHOICES	RESPONSES	
Subarea 1	15.22%	7
Subarea 2	2.17%	1
Subarea 3	26.09%	12
Subarea 4	6.52%	3
Subarea 5	8.70%	4
Subarea 6	0.00%	0
Subarea 7	2.17%	1
Subarea 8	2.17%	1
Subarea 9	0.00%	0
Subarea 10	15.22%	7
Subarea 11	0.00%	0
Subarea 12	10.87%	5
Subarea 13	0.00%	0
Subarea 14	2.17%	1
Subarea 15	6.52%	3
Subarea 16	2.17%	1
Subarea 17	0.00%	0
Subarea 18	0.00%	0
TOTAL		46

Q5 Please review the Sub-Neighborhood Map. Which subarea do you most often try to get to?



ANSWER CHOICES	RESPONSES	
Subarea 1	0.00%	0
Subarea 2	0.00%	0
Subarea 3	16.28%	7
Subarea 4	13.95%	6
Subarea 5	4.65%	2
Subarea 6	0.00%	0
Subarea 7	6.98%	3
Subarea 8	2.33%	1
Subarea 9	11.63%	5
Subarea 10	0.00%	0
Subarea 11	0.00%	0
Subarea 12	9.30%	4
Subarea 13	0.00%	0
Subarea 14	25.58%	11
Subarea 15	4.65%	2
Subarea 16	0.00%	0
Subarea 17	2.33%	1
Subarea 18	2.33%	1
TOTAL		43

#	PLEASE PROVIDE THE MAIN REASON FOR TRAVELING TO THIS SUBAREA (WORK, RECREATION, SHOPPING, ETC.).	DATE
1	Shopping	9/28/2020 9:19 AM
2	Shopping	9/25/2020 6:07 AM
3	recreation	9/24/2020 4:03 PM
4	Shopping and visiting friends	9/24/2020 1:47 PM
5	Access to the River walkway	9/24/2020 6:56 AM
6	I live in Subarea 12, but I like to bike in every direction. I would like to bike for shopping to the east on Silver Spring, but that corridor is a death trap. I go almost every direction for recreation (mostly to visit parks).	9/23/2020 8:29 PM
7	Recreation	9/23/2020 5:17 PM
8	Walking or biking to the parkway and Kletczh Park for recreation.	9/22/2020 9:24 PM
9	Kletczh Park is in subarea 4. It's a great spot for recreation -- we bike there and walk our dog there from our neighborhood in subarea 1.	9/22/2020 7:58 PM
10	Heading to Bayshore and WAC from my house on Glendale Ave. , also for going north on Port Washington Road for bike rides to Cedarburg, Oak Leaf Trail both directions .	9/21/2020 11:08 AM
11	Safe accessibility to ALL 18 Subareas for a variety of purposes	9/17/2020 11:29 PM
12	Recreation, shopping, library access.	9/17/2020 4:28 PM
13	access to Maslowski	9/16/2020 12:32 PM
14	Dining, shopping and entertainment	9/14/2020 7:07 PM
15	As a year-round bike commuter, Subarea 3 provides the safest access to the Oak Leaf Trail.	9/14/2020 7:06 PM
16	Recreation. My husband and I both like to bike on the oak leaf trail both south and north bound.	9/14/2020 4:59 PM
17	Shopping	9/14/2020 11:16 AM
18	Shopping for food, garments, recreational goods, books and so on.	9/14/2020 9:30 AM
19	shopping	9/12/2020 6:05 PM
20	Shopping, e.g. the Bayshore Trader Joe's for groceries.	9/12/2020 4:04 PM
21	Shopping, recreation, family visits	9/12/2020 10:35 AM
22	Recreation	9/11/2020 9:17 PM
23	shopping	9/11/2020 7:26 PM
24	Recreation	9/11/2020 6:19 PM
25	Parks	9/11/2020 4:45 PM
26	Library! Bay shore is a close secons	9/11/2020 3:02 PM
27	Parkway School, Kletzsck Park	9/11/2020 1:47 PM
28	to connect with bus for work	9/11/2020 1:35 PM
29	Parkway school/ playground.	9/11/2020 10:47 AM
30	Recreation - general cycling around different areas towards downtown and the Hank Aaron trail-head.	9/11/2020 10:39 AM
31	We like to ride our bikes to The Brick. We actually like to ride our bikes everywhere, including into Whitefish Bay, but Silver Spring is NOT bike friendly at all, and is in fact dangerous with the speeders.	9/11/2020 10:23 AM
32	recreation	9/11/2020 9:56 AM
33	Visiting friends	9/11/2020 9:55 AM
34	Access Maslowski park for recreation.	9/11/2020 9:50 AM
35	I ride my bike to go food shopping, library and some businesses there.	9/11/2020 9:33 AM
36	This is my way of getting from my neighborhood to Kletzsck Park.	9/11/2020 9:01 AM

37	shopping	9/10/2020 2:49 PM
38	Shopping and recreation, Bayshore, Silver Spring shops, Port Washington shops	9/10/2020 11:25 AM
39	The parks along the river. Biking to school (Parkway: tricking Milwaukee River Parkway section) Glenhills: smooth sailing on the OakLeaf once the detour is gone) and Nicolet: dangerous on Jean Nicolet Rd.	9/10/2020 8:13 AM
40	Middle School	9/9/2020 8:21 PM
41	Shopping at Bayshore and also on my way to work	9/9/2020 7:12 PM
42	Home	9/9/2020 7:10 PM
43	Community connection, Friday night dinners, Shabbath services and connecting with friends Saturday afternoons and during holidays	9/9/2020 7:05 PM

Q6 What, if anything, keeps you from getting there? Do you experience any barriers to walking or biking to your desired destination?

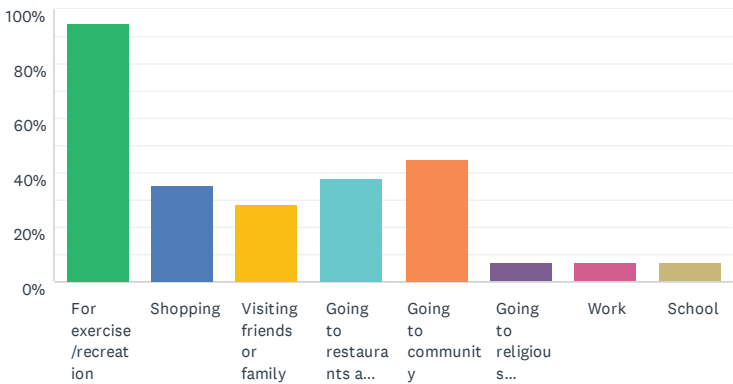
Answered: 43 Skipped: 5

#	RESPONSES	DATE
1	Bayshore is difficult to get to on a bike, have to use sidewalks to not get hit by a car. Would love a dedicated path from oak leaf throughout bayshore	9/28/2020 9:19 AM
2	Have to go out of the way. Too much traffic to ride bike on main roads.	9/25/2020 6:07 AM
3	walking/running on Range Line with no sidewalks is a bit scary	9/24/2020 4:03 PM
4	I prefer to bike or walk. The lack of a sidewalk is very troubling, especially considering how fast people drive on Range Line Road.	9/24/2020 1:47 PM
5	Jaywalking Goodhope	9/24/2020 6:56 AM
6	Unestablished bike/pedestrian corridors are the main barrier. Safety along the route is number two concern. Traffic is most important if the first two are missing.	9/23/2020 8:29 PM
7	Crossing Good Hope Road is sometimes a challenge due to the high volume of traffic. Crossing on foot can be a challenge.	9/23/2020 5:17 PM
8	Crossing Good Hope Road from Pierron Road. It's a gauntlet!	9/22/2020 9:24 PM
9	Crossing Good Hope Road at Pierron Road is treacherous. Whether on bike or on foot, crossing six lanes of traffic that's often moving at 55 mph is dangerous. Adding a crosswalk here to help people safely exit the neighborhood and access subarea 4 and ultimately Kletzch Park is needed.	9/22/2020 7:58 PM
10	Port Washington Road north of Glendale Ave has at least 3 intersections that can be difficult or dangerous from cars - Hampton@Port Washington Road, Silver Spring @Port Washington Road, Good Hope Road @ Port Washington Road. I try to fully avoid Hampton @ GreenBay Ave, but I think this is City of Milwaukee Intersection.	9/21/2020 11:08 AM
11	No bicycle or pedestrian paths	9/17/2020 11:29 PM
12	No sidewalks, lack of crosswalks at key intersections, deteriorating curbs and roads.	9/17/2020 4:28 PM
13	The RR track is a large barrier which could make more frequent access to the park possible. Recently completed access from the OLT is a huge benefit because Green Bay Ave is just not an option with kids on bikes	9/16/2020 12:32 PM
14	There should be pedestrian sidewalk all along Port Washington Road.	9/14/2020 7:07 PM
15	Nothing prevents me from accessing this Subarea, however, crossing the Green Bay Rd heading east can be challenging because many drivers are unaware that cyclists are not required to hug the curb if going across Green Bay Rd.	9/14/2020 7:06 PM
16	Concerns going North on the oak leaf trail from River's Edge (Sub Area 1): 1. It is TOO dangerous to ride a bike on Good Hope, so I bike up Green Bay (also VERY dangerous, but not as bad as Good Hope) and catch the trail in Brown Deer park. I do not feel comfortable or safe riding my bike on Green Bay Road either. It would be ideal to have an off street path for both pedestrians and bikers. Otherwise a designated bike lane would be nice. Concerns going southbound on the Oak Leaf trail (sub area 1 to sub area 18). 1. There's no convenient way to catch the trail near River's Edge when trying to go south on the Oak Leaf trail. Because it is too dangerous to ride west bound on Good Hope I have to bike through Kletzsch park, down the parkway and cross silver spring (not safe either) and catch the trail entrance near Lincoln park. For those living in River's Edge there is no convenient way to get to any park we live by. There are no side walks on Green Bay or Good Hope, so you cannot safely walk to either park. We pay a lot in taxes and cannot fully utilize the amenities in our neighborhood. If I want to walk my dog or run in any of the parks I have to drive there.	9/14/2020 4:59 PM
17	Traffic	9/14/2020 11:16 AM
18	Pedestrian or bicycle travel through the Silver Spring, I-43, Port Washington road and Milwaukee river is far from easy. The sidewalk over the river bridge is only on the South Side and is narrow. The road crossings are not pedestrian friendly. I suggest a pedestrian and bike bridge from Silver Spring west of the Milw. River to the Bayshore area. Elevated and isolated from traffic, locate on the north side of Silver Spring.	9/14/2020 9:30 AM
19	having to cross a 6 lane intersection from a road that has sidewalks that end.	9/12/2020 6:05 PM
20	There aren't a ton of issues for me personally as I'm a daily urban cyclist, but in accessing this subarea from the south, Lydell Ave. seems like it could benefit from some improvements at the intersection of the OLT (lighting, perhaps additional stop signs) and possibly some bike boulevard type treatments to make it more comfortable to a broader range of users, especially with the redevelopment of Bayshore with more residential units.	9/12/2020 4:04 PM

21	Crossing Port Washington/Silver Spring is a death trap	9/12/2020 10:35 AM
22	Green Bay and bender intersection	9/11/2020 9:17 PM
23	walking and biking are both difficult on port washington heading north from bayshore. Going to / from home to Bayshore another way, Silver spring drive is very difficult for walking and riding a bike.	9/11/2020 7:26 PM
24	Green Bay road needs sidewalks.	9/11/2020 6:15 PM
25	Crossing Green Bay road	9/11/2020 4:45 PM
26	Yes, biking on port Washington feels very dangerous, either to library or bay shore. Feels very inaccessible by bike or by foot. A protected bike lane would a great add on, even better would be a bridge or underpass to bay shore or over port	9/11/2020 3:02 PM
27	I have young children. Bender is a busy road. I wish they could safely bike or walk to school at Parkway, but there is no way to get there without crossing a busy road	9/11/2020 1:47 PM
28	walking along Good Hope Road is not safe - sidewalk would help, or better yet a bus down Good Hope to connect to Pt Washington Rd or Teutonia - after all, isn't Glendale part of MKE County that deserves better public transportation?	9/11/2020 1:35 PM
29	There is not a good bike path to get to parkway. We have to go down to Lydell to pick up the oak leaf trail. Then come back up to get around 43, then ride up MKE river parkway. Since riding on silver spring is not safe for kids.	9/11/2020 10:47 AM
30	No barriers currently. Would be nice to have marked bike lanes and improved pothole repairs that could positively impact cycle riding.	9/11/2020 10:39 AM
31	Getting to The Brick, there is no sidewalk on that side of the street. We have to cross at an unconventional location. Also, using the Oak Leaf trail to go North is a mess. When is the sink hole going to get fixed? It is ridiculous how much time it is taking.	9/11/2020 10:23 AM
32	Intersection of Bender and Green Bay is not bike friendly.	9/11/2020 9:56 AM
33	the traffic lane on Green tree is too narrow for bikes to ride safely	9/11/2020 9:55 AM
34	Damage to Oak Leaf Trail	9/11/2020 9:50 AM
35	Green Tree in Riverhills is dangerous because it's so narrow and there's a sign at Green Tree Court Rd stating no bikes on the sidewalk, but what choice do biker have if traffic is bad, also that stretch is where I've seen the most drivers leaving their lane, probably due to cell phone usage .	9/11/2020 9:33 AM
36	Heavy & sometimes reckless traffic on Good Hope. I understand this is a county road but even with River Hills heavy patrolling of this road motorist often push the speed limits and then speed up when they clear River Hills. This makes crossing Good Hope a big challenge and a traffic light or pedestrian crossing would be much appreciated at Pierron.	9/11/2020 9:01 AM
37	Highway, river, traffic	9/10/2020 11:25 AM
38	No room on Jean Nicolet. street riding with no marked spaces enroute to Parkway.	9/10/2020 8:13 AM
39	It's not safe for my kids to walk alone in the street to get to school on Range Line Rd.	9/9/2020 8:21 PM
40	Safety along Silver Spring, need sidewalks on both side of the street and a need for an off street path along Milwaukee River Parkway from Silver Spring to Sunny Point for safety because traffic backs up a lot on Milwaukee River Parkway from Kendall to Silver Spring.	9/9/2020 7:12 PM
41	n/a	9/9/2020 7:10 PM
42	except a few lights on Green Tree West of Green Bay and on dark nights, it's really pitch black, there are no sidewalks and frequently cars come up Green Tree quite fast and don't see pedestrians, so we step to the side and wait until they pass. We wear safety vests. Once, during a winter night, walking back I was followed by a car up to Crestwood and Green Tree. I stopped, turned around and looked at the driver (or where the driver would have been, couldn't see anything) after several seconds, the car slowly passed by and I realized, likely thanks to an open garage door at the nearby house. It was very scary and made me realize the safety vest can also make us a target. So, I don't always wear it anymore.	9/9/2020 7:05 PM
43	No problems accessing the Bike Path. However, once the path connection through Maslowski Park was established it's important to maintain it. There is already a severe bump at both sides of the bridge. Experience with similar conditions along the bike path up thru Grafton are very rarely addressed even over a ten year time span.	9/9/2020 7:00 PM

Q7 For what purposes do you walk? Select all that apply

Answered: 42 Skipped: 6



ANSWER CHOICES	RESPONSES	
For exercise/recreation	95.24%	40
Shopping	35.71%	15
Visiting friends or family	28.57%	12
Going to restaurants and bars	38.10%	16
Going to community events	45.24%	19
Going to religious services	7.14%	3
Work	7.14%	3

Q8 Choose the top 3 locations that you would like to see better pedestrian connections to.

Answered: 39 Skipped: 9



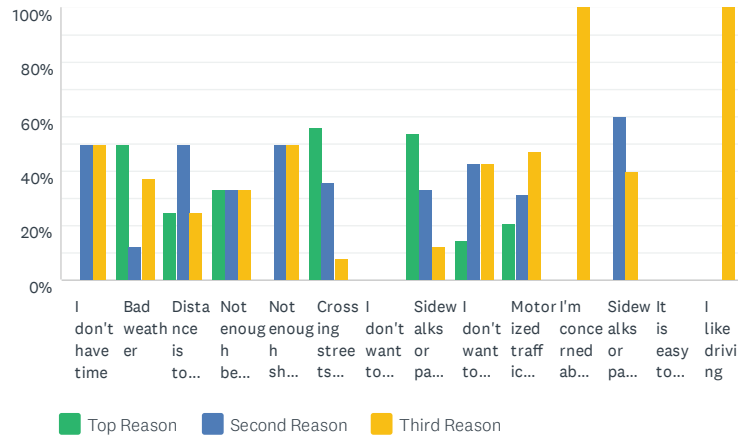
	FIRST CHOICE LOCATION	SECOND CHOICE LOCATION	THIRD CHOICE LOCATION	TOTAL	WEIGHTED AVERAGE
Schools	54.55% 6	27.27% 3	18.18% 2	11	1.64
Public Library	41.67% 5	8.33% 1	50.00% 6	12	2.08
Shopping	27.78% 5	44.44% 8	27.78% 5	18	2.00
Restaurants and Bars	15.79% 3	42.11% 8	42.11% 8	19	2.26
Parks and Trails	53.57% 15	35.71% 10	10.71% 3	28	1.57
Homes or Apartments	40.00% 2	40.00% 2	20.00% 1	5	1.80
Work/Employment in Glendale	50.00% 1	0.00% 0	50.00% 1	2	2.00
Work/Employment outside Glendale	40.00% 2	0.00% 0	60.00% 3	5	2.20

#	COMMENTS FOR "SCHOOLS"	DATE
1	schools have pretty good access already	9/28/2020 9:23 AM
2	Glen Hills	9/24/2020 4:05 PM
3	Glen Hills School	9/24/2020 1:50 PM
4	Parkway	9/11/2020 9:19 PM
5	Parkway	9/11/2020 9:51 AM
6	Milwaukee River Parkway from Silver Spring to Sunny Point	9/9/2020 7:17 PM
#	COMMENTS FOR "PUBLIC LIBRARY"	DATE
1	North Shore Library	9/23/2020 8:31 PM
2	North shore library	9/11/2020 9:19 PM
#	COMMENTS FOR "SHOPPING"	DATE
1	Bayshore Mall	9/23/2020 8:31 PM
2	Bayshore	9/21/2020 11:11 AM
3	Bay Shore	9/17/2020 11:34 PM
4	Bayshore	9/14/2020 7:09 PM
5	Bayshore area from the west	9/14/2020 9:32 AM
6	bayshore	9/11/2020 7:28 PM
7	Bayshore	9/11/2020 4:47 PM
8	Pick & save, Aldi	9/11/2020 1:40 PM
9	Sidewalks on birch and Mowhawk. There is lots of traffic. And I don't feel safe walking on them.	9/11/2020 10:52 AM
10	Our new and improved BAYSHORE.	9/11/2020 10:43 AM
11	Bayshore	9/10/2020 11:29 AM
12	Sidewalks on both sides of Silver Spring east of Milwaukee River Parkway to Port Washington Road	9/9/2020 7:17 PM

#	COMMENTS FOR "RESTAURANTS AND BARS"	DATE
1	need sidewalks on greenbay both sides	9/28/2020 9:23 AM
2	Silver Spring stretch	9/23/2020 8:31 PM
3	Bayshore area from the west	9/14/2020 9:32 AM
4	Bayshore area	9/11/2020 1:40 PM
5	The Brick	9/11/2020 10:25 AM
6	Bayshore	9/11/2020 9:51 AM
7	The Brick, Bayshore	9/10/2020 11:29 AM
8	Area along Green Bay Avenue from Bender to Mill Road needs to be safer	9/9/2020 7:17 PM
#	COMMENTS FOR "PARKS AND TRAILS"	DATE
1	Better access to maskloski from greenbay with sidewalks west side of greenbay	9/28/2020 9:23 AM
2	Brown Deer Park	9/24/2020 1:50 PM
3	Kletczh Park	9/22/2020 9:27 PM
4	to Oak Leaf Trail	9/21/2020 11:11 AM
5	Kletzsck	9/14/2020 7:09 PM
6	Sidewalk access on Green Bay Rd between Good Hope Rd and Edward Ave.	9/14/2020 7:08 PM
7	North Entrance of Kletzsck (Good Hope and Milwaukee River Parkway)	9/14/2020 5:03 PM
8	Anywhere east of subarea 10	9/14/2020 9:32 AM
9	Oak leaf south of silver spring	9/11/2020 9:19 PM
10	Maslowski and kletzsck	9/11/2020 4:47 PM
11	Oak Leaf Trail - all of it.	9/11/2020 10:25 AM
12	Maslowski Park	9/11/2020 9:51 AM
13	Path to Lake, Down town, other northshore communities	9/10/2020 11:29 AM
#	COMMENTS FOR "HOMES OR APARTMENTS"	DATE
1	Range Line/Green Tree Area	9/24/2020 1:50 PM
2	Greenwood Road	9/22/2020 9:27 PM
3	Sidewalks on Mohawk and birch. The roads are very busy. And I don't feel safe walking. On those streets.	9/11/2020 10:52 AM
4	Green Tree Rd West of Green Bay Rd	9/9/2020 7:09 PM
#	COMMENTS FOR "WORK/EMPLOYMENT IN GLENDALE"	DATE
1	Access to Bayshore	9/9/2020 7:17 PM
2	400 W river woods pkwy	9/9/2020 7:13 PM
#	COMMENTS FOR "WORK/EMPLOYMENT OUTSIDE GLENDALE"	DATE
1	Mequon	9/24/2020 6:59 AM
2	Brown Deer	9/22/2020 9:27 PM
3	to connect to bus	9/11/2020 1:40 PM

Q9 Choose the top 3 reasons that keep you from walking.

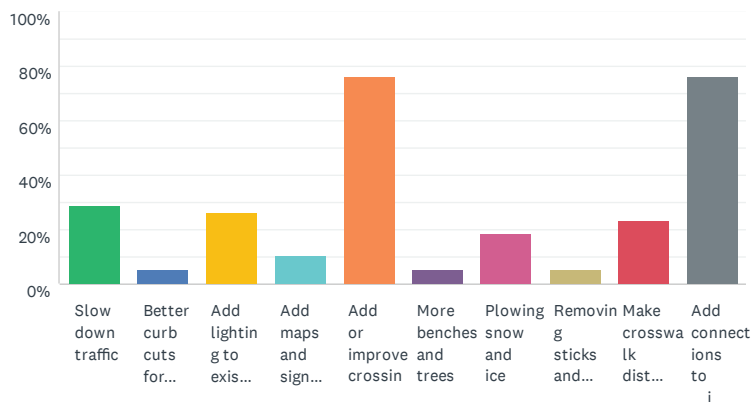
Answered: 38 Skipped: 10



	TOP REASON	SECOND REASON	THIRD REASON	TOTAL	WEIGHTED AVERAGE
I don't have time	0.00% 0	50.00% 2	50.00% 2	4	2.50
Bad weather	50.00% 4	12.50% 1	37.50% 3	8	1.88
Distance is too far	25.00% 1	50.00% 2	25.00% 1	4	2.00
Not enough benches or places to rest	33.33% 1	33.33% 1	33.33% 1	3	2.00
Not enough shade or trees	0.00% 0	50.00% 1	50.00% 1	2	2.50
Crossing streets feels dangerous	56.00% 14	36.00% 9	8.00% 2	25	1.52
I don't want to go by myself	0.00% 0	0.00% 0	0.00% 0	0	0.00
Sidewalks or paths don't connect to where I need to go	54.17% 13	33.33% 8	12.50% 3	24	1.58
I don't want to walk on snow and ice	14.29% 1	42.86% 3	42.86% 3	7	2.29
Motorized traffic isn't safe	21.05% 4	31.58% 6	47.37% 9	19	2.26
I'm concerned about crime	0.00% 0	0.00% 0	100.00% 2	2	3.00
Sidewalks or paths are too dark at night	0.00% 0	60.00% 3	40.00% 2	5	2.40
It is easy to get lost	0.00% 0	0.00% 0	0.00% 0	0	0.00
I like driving	0.00% 0	0.00% 0	100.00% 1	1	3.00

Q10 Choose the top 3 things that would improve your walking experience.
Please only select three options.

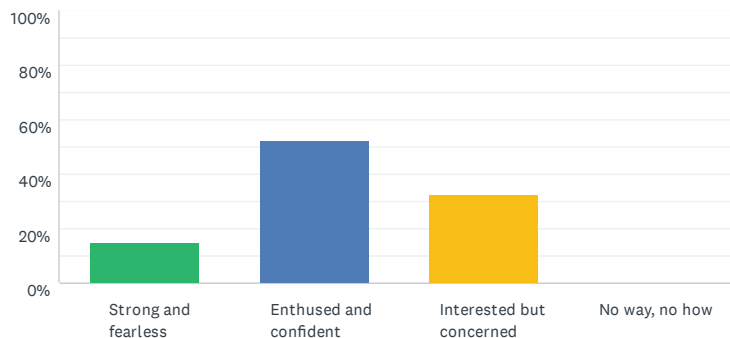
Answered: 38 Skipped: 10



ANSWER CHOICES	RESPONSES	
Slow down traffic	28.95%	11
Better curb cuts for handicap or stroller access	5.26%	2
Add lighting to existing sidewalks and paths	26.32%	10
Add maps and signs that give directions	10.53%	4
Add or improve crossing signals that make crossing busy roads easier	76.32%	29
More benches and trees	5.26%	2
Plowing snow and ice	18.42%	7
Removing sticks and leaves from surface	5.26%	2
Make crosswalk distances shorter so crossing is easier	23.68%	9
Add connections to existing sidewalks and paths	76.32%	29
Total Respondents: 38		

Q11 How would you describe yourself as a bicyclist?

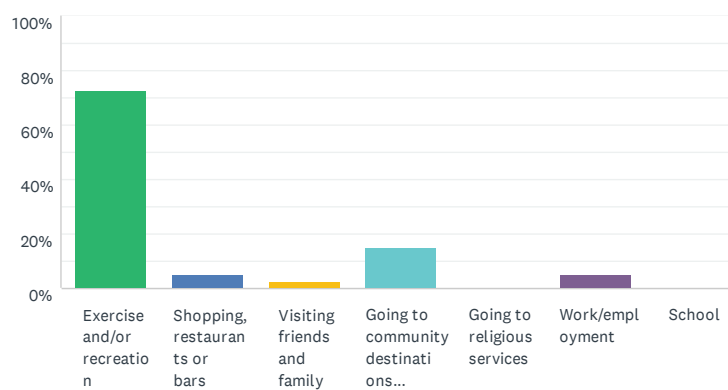
Answered: 40 Skipped: 8



ANSWER CHOICES	RESPONSES	
Strong and fearless	15.00%	6
Enthusied and confident	52.50%	21
Interested but concerned	32.50%	13
No way, no how	0.00%	0
TOTAL		40

Q12 What is your primary purpose for biking?

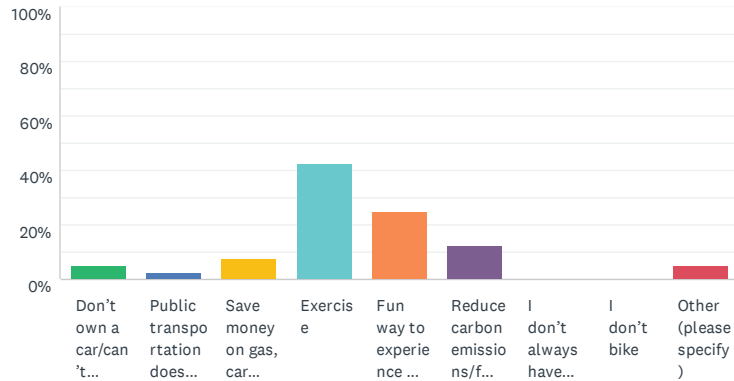
Answered: 40 Skipped: 8



ANSWER CHOICES	RESPONSES	
Exercise and/or recreation	72.50%	29
Shopping, restaurants or bars	5.00%	2
Visiting friends and family	2.50%	1
Going to community destinations (parks, library, etc.)	15.00%	6
Going to religious services	0.00%	0
Work/employment	5.00%	2
School	0.00%	0
TOTAL		40

Q13 What reason do you choose to ride a bike over other modes of transportation?

Answered: 40 Skipped: 8

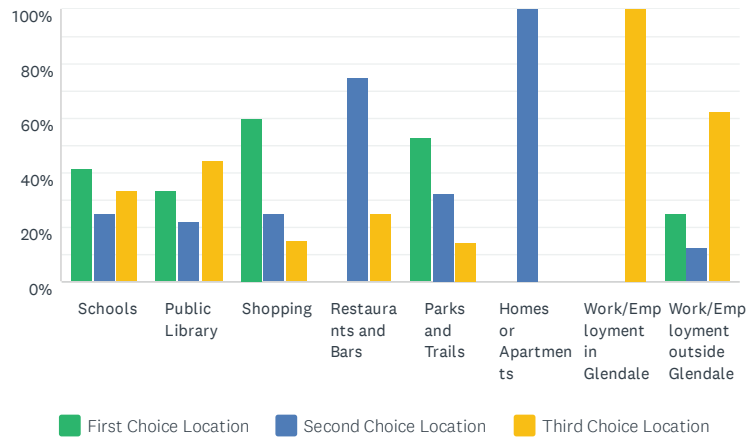


ANSWER CHOICES		RESPONSES	
Don't own a car/can't drive		5.00%	2
Public transportation does not connect to desired destinations		2.50%	1
Save money on gas, car insurance, transportation expenses		7.50%	3
Exercise		42.50%	17
Fun way to experience the community		25.00%	10
Reduce carbon emissions/footprint		12.50%	5
I don't always have access to car (1-car household, share car, or not always available)		0.00%	0
I don't bike		0.00%	0
Other (please specify)		5.00%	2
TOTAL			40

#	OTHER (PLEASE SPECIFY)	DATE
1	A life-long cyclist. Grew up in 60's and we rode everywhere as children!	9/21/2020 11:53 AM
2	Several reasons apply: Exercise, reduce carbon emissions, fun.	9/14/2020 7:21 PM

Q14 Choose the top 3 locations that you would like to see better bicycle connections to.

Answered: 40 Skipped: 8



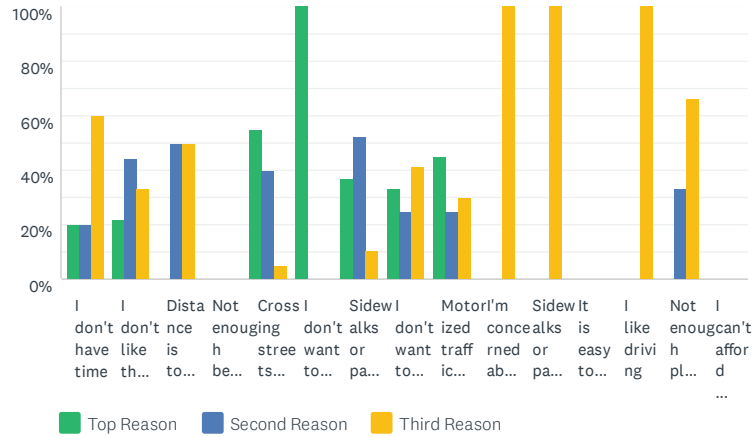
	FIRST CHOICE LOCATION	SECOND CHOICE LOCATION	THIRD CHOICE LOCATION	TOTAL	WEIGHTED AVERAGE
Schools	41.67% 5	25.00% 3	33.33% 4	12	1.92
Public Library	33.33% 3	22.22% 2	44.44% 4	9	2.11
Shopping	60.00% 12	25.00% 5	15.00% 3	20	1.55
Restaurants and Bars	0.00% 0	75.00% 9	25.00% 3	12	2.25
Parks and Trails	52.94% 18	32.35% 11	14.71% 5	34	1.62
Homes or Apartments	0.00% 0	100.00% 2	0.00% 0	2	2.00
Work/Employment in Glendale	0.00% 0	0.00% 0	100.00% 2	2	3.00
Work/Employment outside Glendale	25.00% 2	12.50% 1	62.50% 5	8	2.38

#	COMMENTS FOR "SCHOOLS"	DATE
1	Glen hills	9/11/2020 9:27 PM
2	Parkway	9/11/2020 11:07 AM
3	Parkway	9/11/2020 9:55 AM
#	COMMENTS FOR "PUBLIC LIBRARY"	DATE
1	North Shore Library	9/14/2020 9:44 AM
2	North shore library	9/11/2020 11:07 AM

#	COMMENTS FOR "SHOPPING"	DATE
1	bayshore access	9/28/2020 9:41 AM
2	Bayshore	9/21/2020 11:53 AM
3	Bayshore area from the west	9/14/2020 9:44 AM
4	Bayshore	9/11/2020 9:27 PM
5	bayshore	9/11/2020 7:36 PM
6	Bayshore	9/11/2020 4:52 PM
7	Bayshore Mall	9/11/2020 11:02 AM
8	Bayshore	9/11/2020 10:31 AM
#	COMMENTS FOR "RESTAURANTS AND BARS"	DATE
1	Silver Spring stretch	9/23/2020 8:42 PM
2	Port Washington/Bayshore Mall area	9/14/2020 5:20 PM
3	Bayshore area from the west	9/14/2020 9:44 AM
4	Both The Brick and Whitefish Bay Restaurants/Bayshore	9/11/2020 10:31 AM
#	COMMENTS FOR "PARKS AND TRAILS"	DATE
1	More dedicated bike trails are always nice	9/28/2020 9:41 AM
2	Kletczh Park	9/22/2020 9:39 PM
3	Oak Leaf trail	9/21/2020 11:53 AM
4	Facilities that clearly designate bike lanes, esp. at intersections.	9/14/2020 7:21 PM
5	Northern entrance of Kletzsck Park (Good Hope and Mke River Parkway	9/14/2020 5:20 PM
6	Kletzch	9/11/2020 4:52 PM
7	Additional access to oak leaf trail East of port Washington.	9/11/2020 11:07 AM
8	That stupid sink hole on the trail.	9/11/2020 10:31 AM
9	Oak Leaf Trail, Maslowski Park	9/11/2020 9:55 AM
10	oak leaf	9/10/2020 2:57 PM
#	COMMENTS FOR "HOMES OR APARTMENTS"	DATE
1	Greenwood Road	9/22/2020 9:39 PM
#	COMMENTS FOR "WORK/EMPLOYMENT IN GLENDALE"	DATE
1	400 W river woods pkwy	9/9/2020 7:27 PM
#	COMMENTS FOR "WORK/EMPLOYMENT OUTSIDE GLENDALE"	DATE
1	Mequon	9/24/2020 7:09 AM
2	Oak Leaf Trail Zip Line connection	9/23/2020 8:42 PM
3	Brown Deer	9/22/2020 9:39 PM
4	Safe east-west access	9/14/2020 7:21 PM
5	Oak leave trail south	9/11/2020 9:27 PM
6	Bus #12 to downtown (Good Hope Rd/Teutonia stop)	9/9/2020 8:53 PM

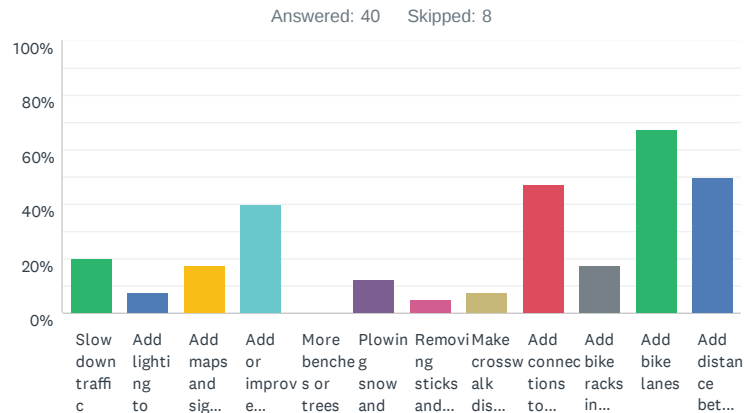
Q15 Choose the top 3 reasons that keep you from riding a bicycle.

Answered: 36 Skipped: 12



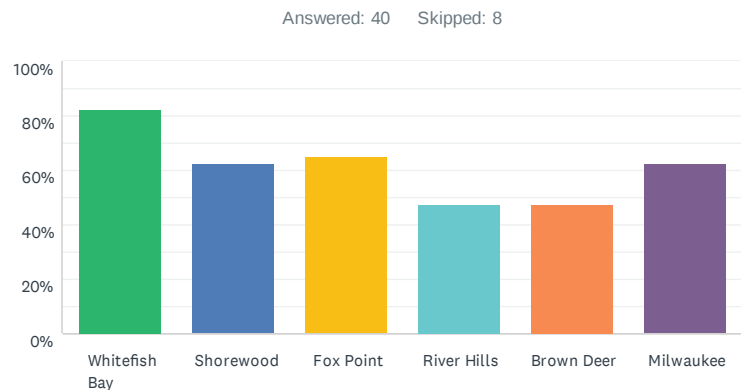
	TOP REASON	SECOND REASON	THIRD REASON	TOTAL	WEIGHTED AVERAGE
I don't have time	20.00% 1	20.00% 1	60.00% 3	5	2.40
I don't like the weather	22.22% 2	44.44% 4	33.33% 3	9	2.11
Distance is too far	0.00% 0	50.00% 1	50.00% 1	2	2.50
Not enough benches or trees	0.00% 0	0.00% 0	0.00% 0	0	0.00
Crossing streets feels dangerous	55.00% 11	40.00% 8	5.00% 1	20	1.50
I don't want to go by myself	100.00% 1	0.00% 0	0.00% 0	1	1.00
Sidewalks or paths don't connect to where I need to go	36.84% 7	52.63% 10	10.53% 2	19	1.74
I don't want to ride on snow and ice	33.33% 4	25.00% 3	41.67% 5	12	2.08
Motorized traffic isn't safe	45.00% 9	25.00% 5	30.00% 6	20	1.85
I'm concerned about crime	0.00% 0	0.00% 0	100.00% 2	2	3.00
Sidewalks or paths are too dark at night	0.00% 0	0.00% 0	100.00% 1	1	3.00
It is easy to get lost	0.00% 0	0.00% 0	0.00% 0	0	0.00
I like driving	0.00% 0	0.00% 0	100.00% 1	1	3.00
Not enough places to lock my bike	0.00%	33.33%	66.67%		

Q16 Choose the 3 top things that would improve your bicycle experience.
Please only select three options.



ANSWER CHOICES	RESPONSES	
Slow down traffic	20.00%	8
Add lighting to existing sidewalks and paths	7.50%	3
Add maps and signs that give directions	17.50%	7
Add or improve traffic lights that make crossing busy roads easier	40.00%	16
More benches or trees	0.00%	0
Plowing snow and ice	12.50%	5
Removing sticks and leaves from surface	5.00%	2
Make crosswalk distances shorter so crossing is easier	7.50%	3
Add connections to existing sidewalks and paths	47.50%	19
Add bike racks in certain locations	17.50%	7
Add bike lanes	67.50%	27

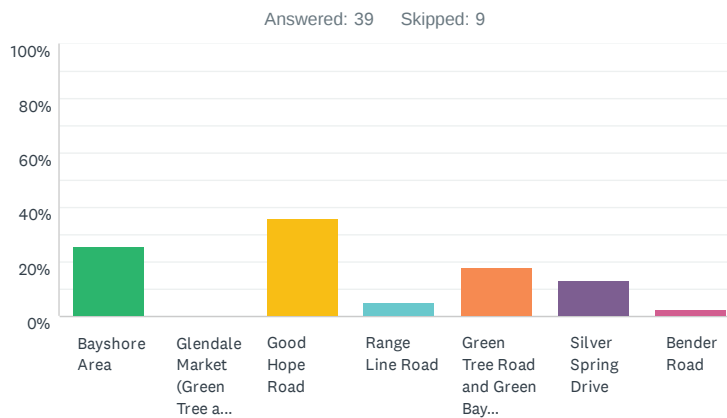
Q17 Which of the following communities do you bike to, or would you bike to if a safe bicycle connection was made? Select all that apply.



ANSWER CHOICES	RESPONSES	
Whitefish Bay	82.50%	33
Shorewood	62.50%	25
Fox Point	65.00%	26
River Hills	47.50%	19
Brown Deer	47.50%	19
Milwaukee	62.50%	25
Total Respondents: 40		

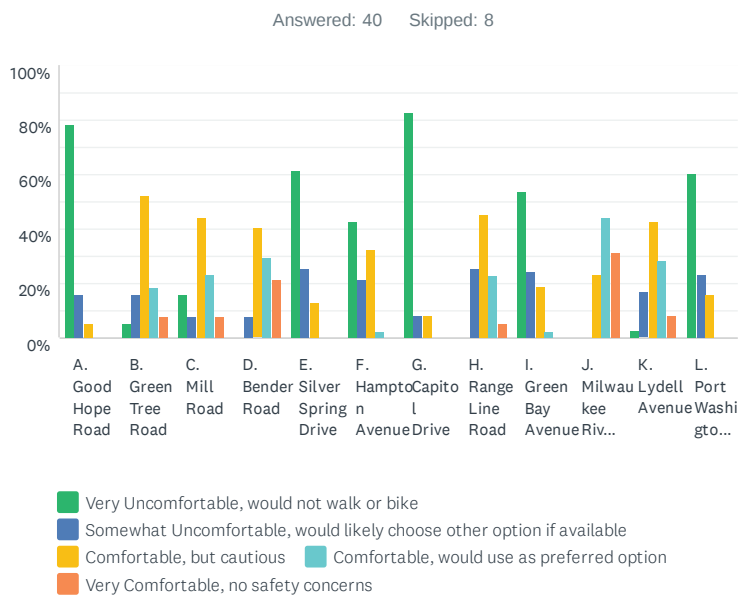
#	CAN YOU IDENTIFY SPECIFIC DESTINATIONS IN OTHER COMMUNITIES THAT YOU WOULD BIKE TO?	DATE
1	biking to lake at doctors park and klode park would be great to have trails	9/28/2020 9:41 AM
2	River Point Shopping Center	9/25/2020 6:25 AM
3	Mequon city market	9/24/2020 7:09 AM
4	Schlitz Audobon, Klode/Silver Spring/Big Bay Parks, Riverside Urban Ecology Center, Havenwoods State Forest	9/23/2020 8:42 PM
5	Lake shore drive, Oakland ave, River Road in river hills, Brown Deer Park, Brady Road to Oak leaf trail near 92nd street	9/22/2020 9:39 PM
6	WAC North Shore. Downtown MKE, Lakeshore area	9/21/2020 11:53 AM
7	Parks along the lake.	9/17/2020 4:40 PM
8	Access west - currently the closest trail is the Hank Aaron.	9/14/2020 7:21 PM
9	Mequon (Mequon Public Market)	9/14/2020 5:20 PM
10	Parks, shops, restaurants.	9/14/2020 9:44 AM
11	Klode, Doctors park, St Eugene's, Rite Hite YMCA, Milwaukee downtown, Atwater	9/11/2020 9:27 PM
12	Whitefishbau/shorewood lakefront Parks	9/11/2020 3:09 PM
13	Klode Park, Shops on Silver Spring Dr in WFB, Brown Deer Park, my work place on the south side of MKE	9/11/2020 1:58 PM
14	Bayshore Mall	9/11/2020 1:51 PM
15	Brookfield and beyond.	9/11/2020 11:02 AM
16	I bike to the lakefront, but the Oak Leaf Trail is fine going south. The detour going north is a pain. Totally ridiculous how long it is taking to fix that sink hole.	9/11/2020 10:31 AM
17	list the most common destinations where fold drive to and those are most likely the ones i bike to. I find access/parking/hassles easier with my bike than car.	9/11/2020 10:14 AM
18	Lakefront, Shops on Silver Spring in Whitefish Bay, Brown Port in Bayside. Library and Brown Deer park.	9/10/2020 11:38 AM
19	Bus #12 to downtown (Good Hope Rd/Teutonia stop)	9/9/2020 8:53 PM
20	Purple Door ice cream in any location. Lakefront.	9/9/2020 7:27 PM
21	Thiensville, Grafton, Lion's Den National Park and other Parks	9/9/2020 7:19 PM
22	Cedarburg, Grafton, Port Washington, western Milwaukee via Hank Aaron trail	9/9/2020 7:10 PM

Q18 Which part of Glendale needs pedestrian and/or bicycle improved facilities the most? Choose one option.



ANSWER CHOICES	RESPONSES	
Bayshore Area	25.64%	10
Glendale Market (Green Tree and Port Washington)	0.00%	0
Good Hope Road	35.90%	14
Range Line Road	5.13%	2
Green Tree Road and Green Bay Avenue	17.95%	7
Silver Spring Drive	12.82%	5
Bender Road	2.56%	1
TOTAL		39

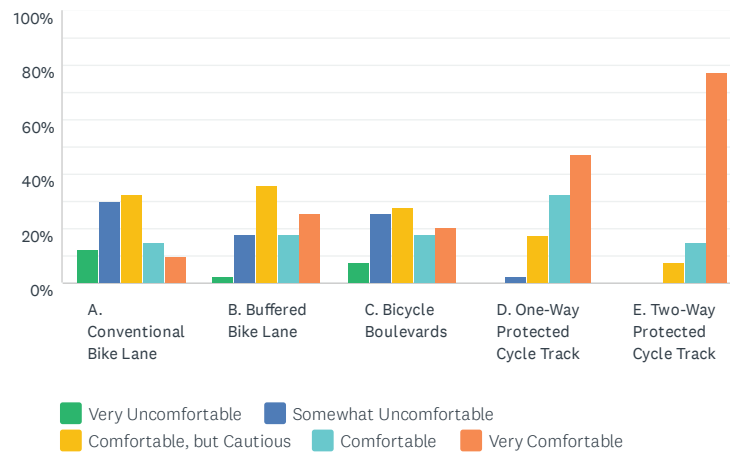
Q19 Rate your comfort biking on the corridors identified on the Major Corridors Map.



	VERY UNCOMFORTABLE, WOULD NOT WALK OR BIKE	SOMEWHAT UNCOMFORTABLE, WOULD LIKELY CHOOSE OTHER OPTION IF AVAILABLE	COMFORTABLE, BUT CAUTIOUS	COMFORTABLE, WOULD USE AS PREFERRED OPTION	VERY COMFORTABLE, NO SAFETY CONCERNS	TOTAL	WEIGHT AVERAGE
A. Good Hope Road	78.38% 29	16.22% 6	5.41% 2	0.00% 0	0.00% 0	37	
B. Green Tree Road	5.26% 2	15.79% 6	52.63% 20	18.42% 7	7.89% 3	38	
C. Mill Road	15.79% 6	7.89% 3	44.74% 17	23.68% 9	7.89% 3	38	
D. Bender Road	0.00% 0	8.11% 3	40.54% 15	29.73% 11	21.62% 8	37	
E. Silver Spring Drive	61.54% 24	25.64% 10	12.82% 5	0.00% 0	0.00% 0	39	
F. Hampton Avenue	43.24% 16	21.62% 8	32.43% 12	2.70% 1	0.00% 0	37	
G. Capitol Drive	82.86% 29	8.57% 3	8.57% 3	0.00% 0	0.00% 0	35	
H. Range Line Road	0.00% 0	25.71% 9	45.71% 16	22.86% 8	5.71% 2	35	
I. Green Bay Avenue	54.05% 20	24.32% 9	18.92% 7	2.70% 1	0.00% 0	37	
J. Milwaukee River Parkway	0.00% 0	0.00% 0	23.68% 9	44.74% 17	31.58% 12	38	
K. Lydell Avenue	2.86% 1	17.14% 6	42.86% 15	28.57% 10	8.57% 3	35	
L. Port Washington Road	60.53% 23	23.68% 9	15.79% 6	0.00% 0	0.00% 0	38	

Q20 Review the photos of on-street bicycle infrastructure and facilities.
Rate your level of comfort using the following.

Answered: 40 Skipped: 8



	VERY UNCOMFORTABLE	SOMEWHAT UNCOMFORTABLE	COMFORTABLE, BUT CAUTIOUS	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHT AVERAG
A. Conventional Bike Lane	12.50% 5	30.00% 12	32.50% 13	15.00% 6	10.00% 4	40	2
B. Buffered Bike Lane	2.56% 1	17.95% 7	35.90% 14	17.95% 7	25.64% 10	39	3
C. Bicycle Boulevards	7.69% 3	25.64% 10	28.21% 11	17.95% 7	20.51% 8	39	3
D. One-Way Protected Cycle Track	0.00% 0	2.50% 1	17.50% 7	32.50% 13	47.50% 19	40	4
E. Two-Way Protected Cycle Track	0.00% 0	0.00% 0	7.50% 3	15.00% 6	77.50% 31	40	4

Q21 What Glendale destinations would you like to see highlighted on wayfinding or signage in the City or along regional trails (i.e., restaurants, parks, shopping)?

Answered: 27 Skipped: 21

#	RESPONSES	DATE
1	kletzsck Park, masklowski, bayshore, the brick, kopps, bavarian, chic fil a	9/28/2020 9:41 AM
2	Restaurants, parks	9/24/2020 7:09 AM
3	Bayshore Mall, North Shore Library (might be moving though...), Lincoln Park, Kletsch Park, Zipline connection, Milwaukee River Parkway	9/23/2020 8:42 PM
4	Bayshore, City Hall, Police Station, Library.	9/23/2020 5:31 PM
5	I do not have a good answer for this- have not generally seen this used on trails on have not noticed it. But I think it is a good idea. For sure there should be more easy to use maps to direct people to frequent destinations and popular areas.	9/21/2020 11:53 AM
6	Parks, the library, public buildings like City Hall, schools, shopping destinations.	9/17/2020 4:40 PM
7	We don't really have that many besides Kletch, OTL, Maslowski, Parkway, Nicolet and Bayshore.	9/16/2020 12:43 PM
8	Parks, restaurants	9/14/2020 8:56 PM
9	Shopping, restaurants, parks, businesses	9/14/2020 11:25 AM
10	Parks, shopping, bicycle shop, restaurants	9/14/2020 9:44 AM
11	I'm an east side Milwaukee resident, but I find myself biking up the OLT between downtown and Mequon 3-4 days a week, but generally unless I'm stopping at Bayshore for groceries I don't find myself in Glendale much. This isn't because I don't want to stop in or visit Glendale, but I don't have much of an idea of possible destinations outside of that. I know the county recently went through a design process and is now implementing new wayfinding for the OLT system; has Glendale considered working with the county or adjacent municipalities on wayfinding in a similar manner? In short, tell us (non-Glendale or North Shore residents) what's out there.	9/12/2020 4:30 PM
12	Bayshore, the Brick, Parkway school	9/11/2020 9:27 PM
13	Restaurants attractiond	9/11/2020 4:52 PM
14	Bay shore, archery ranger library	9/11/2020 3:09 PM
15	Maslowski Park, Glen Hills Middle School, Parkway Elementary school, Bayshore Mall	9/11/2020 1:58 PM
16	not needed - you should plan out your destination before starting out	9/11/2020 1:51 PM
17	Maslowski park, parkway school, bayshore.	9/11/2020 11:07 AM
18	I know where everything is, so I don't think signs are necessary.	9/11/2020 10:31 AM
19	shortcuts off of a dead end road.	9/11/2020 10:14 AM
20	not applicable	9/11/2020 10:09 AM
21	Sprecher Brewery	9/11/2020 9:55 AM
22	County & City Park, City Hall, Schools, and shopping.	9/11/2020 9:12 AM
23	Oak leaf and other trails, Bayshore, Library, Parks, Schools	9/10/2020 11:38 AM
24	Waterfall and Archery Range	9/9/2020 8:53 PM
25	Maslowski Park. Kletsch Park. Nicolet. Bayshore. Downtown Whitefish Bay. Lincoln Park	9/9/2020 7:27 PM
26	Bayshore, Kletzsck Park, Milwaukee River Parkway	9/9/2020 7:23 PM
27	parks, access to water (river, lake), restaurants, countryside	9/9/2020 7:19 PM

Q22 Is there anything else you would like to share regarding biking and walking in Glendale?

Answered: 37 Skipped: 11

#	RESPONSES	DATE
1	can't go wrong building 6ft multiuse paths all over the city, critical to have physical barriers to cars due to dangerous driving. Also where crossing need physical barrier in median because drivers most often do not stop so need place to pause	9/28/2020 9:41 AM
2	Would like bike lanes on Green Tree Road.	9/25/2020 6:25 AM
3	In general I do not find Glendale to be a particularly pedestrian friendly city. I live on Range Line. People drive way too fast for me to be comfortable walking or bike riding with my kids. Sidewalks would be a huge help with this.	9/24/2020 1:53 PM
4	Our kids are land locked to our subdivision (rivers edge) since there is no safe way for them to cross Good Hope or Greenbay without jaywalking.	9/24/2020 7:09 AM
5	I believe there's great opportunity for biking and walking in Glendale away from some of the main corridors. If you can tackle the beasts of Silver Spring, Green Bay, and Port Washington, I think Glendale could very well become a leader in the North Shore. Taking advantage of the Rails to Trails program would be amazing. Would love if sprawling intersections became a priority in tackling pedestrian and biking connectivity.	9/23/2020 8:42 PM
6	Add Signage that it is illegal to ride bicycles on traditional Sidewalks in the state of Wisconsin if over the age of 16. Set speed limits on Multi-use trails for cyclists as some do not slow down for pedestrians. Have police enforce said speed limits on trails. Add signage to the multi-use recreation trails about etiquette for pedestrians and bicyclists. Add signage about dogs on multi-use recreation trails as there are many people who allow their dogs to roam freely along trails and sidewalks. Add signage about how traffic laws apply to all cyclists over the age of 16 once they leave a trail and ride on the road. Have Police enforce traffic laws equally when encountering Cyclists on Public Roads.	9/23/2020 5:31 PM
7	Good hope road is like a freeway. It would be great to be able to cross over it safely on the way to the Milwaukee River Parkway or when riding a bike from Greentree Road to River Road in River Hills	9/22/2020 9:39 PM
8	Crossing Good Hope Road at Pierron Road is treacherous. Whether on bike or on foot, crossing six lanes of traffic that's often moving at 55 mph is dangerous. Adding a crosswalk here to help people safely exit the neighborhood and access subarea 4 and ultimately Kletzch Park is needed. Additionally, I recommend leveraging methods to slow traffic on Good Hope Road and make biking on that road safer. Rarely, if ever, are all six lanes in use; it would seem that there's an opportunity to add bike lanes (road diet) that also would help slow traffic so it's moving closer to the speed limit.	9/22/2020 8:06 PM
9	Hello - In no particular order - here are some of my observations - 1. Lighting around Bay-Shore mall area needs improvement, especially to see pedestrians/ cyclists at night (even outside of crosswalks) or bad weather. 2. Lots of foot traffic from local hotels on Port Washington Road to Bay Shore but streets/ sidewalks and crossings not set up to handle this foot traffic safely. 3. I stay on the sidewalk mostly when biking thru Glendale except for the Parkway and Oak Leaf Trail - then back on the road when I get further north. 4. A big concern of mine would be reckless driving (passing on right etc by drivers) if bike lanes were installed on major arteries. 5. Merge of drivers from Hampton West I43 exit to Port Washington Road South-Bound is very dangerous to cyclists going south-bound on Port Washington Road. 6. No one as far as drivers seems to be able to figure out how the marked crosswalks on Hampton / Lydell / Mill Road should work - maybe need blinking lights etc as I have seen done in Madison area. Good thing on these is that they are not really multi-lane which can make for very dangerous trails vs. road crossings (e.g. if one driver yields to pedestrians or cyclists and the others do not is very hazardous). Thank You, George Barker 722 West Glendale Ave #4 Glendale WI 53209	9/21/2020 11:53 AM

10	Bicyclists or Pedestrians > Field Of Dreams..."Build it they will come". Making accommodations for bicycling and walking may well increase the numbers of people participating. On this survey - there are no demographic questions relating to the number of people in households, by age, by gender, by number of bicyclists or pedestrians and the multiple purposes for which each person bicycle. On this survey - where people live in Glendale is not all that important - being a bicyclist, pedestrian or motor vehicle driver it can be assumed that wherever people live they want full safe access to all locations in the community for any purpose listed in this survey. 1. Bicycle Lanes or not - Bicyclists are invisible on the roads we blend into the environment. 2. Non-Bicyclist Motor Vehicle Drivers do not know bicycling traffic laws and require additional training. 3. Non-Bicyclist Motor Vehicle Drivers are clueless about legal bicycle riding behaviors and how very different it is from driving an automobile. 4. Non-Bicyclist Motor Vehicles Drivers are dangerous because they do not know how to interact and engage with Bicyclists on the roads. 5. No European type traffic laws that protect Bicyclists from Motor Vehicles Drivers. 6. Non-Bicyclist Motor Vehicle Drivers do not know how to engage with bicycle lanes. 7. Many bicyclists need to be educated about the traffic laws and safety. 8. Motor Vehicle Operators can be aggressive...riding within 3 feet of the curb or in a bicycle lane I and others have been told to get off the their roads. 9. Handicap Plaques and other items hanging from rear view mirrors block driver's visual field and are dangerous. 10. For Motor Vehicle Operators increase of bicyclist awarenesses signage...more Oak Leaf Trail connections - directional signage - other bicyclists have ask me how to get to the trail. Whether I ride my bicycles or walk for recreation or go to a destination for purpose - it is for me all about the fun and exercise and its benefits of which results in reduction of carbon foot print.	9/17/2020 11:44 PM
11	Add some design element(s) like a city logo or symbol to signposts and/or the sidewalks/bike lanes to unite the sub-neighborhoods. Thanks for the opportunity to add input! :)	9/17/2020 4:40 PM
12	We have got to get sidewalks on Green Bay Avenue & Good Hope so our religious populations can get to/from their houses of worship safely. It will be tragic WHEN something does happen that doesn't need to.	9/16/2020 12:43 PM
13	Not at this time	9/14/2020 8:56 PM
14	Striping at intersections that clearly designate bike right of way. Education - for drivers, cyclists, and pedestrians - that focuses on the rights and safety for all users.	9/14/2020 7:21 PM
15	Like I mentioned before the people who live in Rivers Edge are not able to safely walk or bike to the 2 near by parks. Ideally, there would be improvements made on either Good Hope Rd or Green Bay.	9/14/2020 5:20 PM
16	Make sure all mobile people - cars, trucks, motorcycles and bicyclists, know the rules of the road. And, indicate their moves. There are only three hand signals for bicycle riders but most people don't use them. Bicyclists usually don't stop at stop signs, or stop lights, they yell and make rude gestures at residents of the area who are doing the right hung but the cyclist thinks the resident is wrong.	9/14/2020 11:25 AM
17	Repair needed on the bike trail NW of Green Bay road. There is a partial collapse of an aged tunnel, and repairs are still to come. Need an innovative low cost yet safe repair.	9/14/2020 9:44 AM
18	elevated trails like the one that goes over capitol is the way of the future	9/12/2020 6:11 PM
19	This is probably outside the scope of this project, but has Glendale considered opportunities for placemaking along these bike/pedestrian corridors? As an example, further north along the OLT at Brown Deer Rd. (https://goo.gl/maps/b96t6tbAbfz3i3R9) there has for the past year or so existed an outdoor popup beer garden hosting food trucks, live music, etc. on what is normally a vacant gravel lot, and from my observation biking by several days a week seems to draw a significant amount of people.	9/12/2020 4:30 PM
20	I would like to see a bikeconnection between Milwaukee River and Mill Rd running throug Kletzch. Would make kids biking to Glen Hills safer. Also, would be nice to have a sidewalk in front of Nicolet now that the path is there just north of the school.	9/11/2020 9:27 PM
21	Please especially improve Green Bay. Also Silver Spring and Port Road leading to Bayshore. Great job doing this plan!	9/11/2020 7:36 PM
22	Glendale has so many great trails but currently it is very much a car centered destination. Trails that connect to oak leaf are great but in order to connect parts of city and take advantage of all Glendale has to offer, protected bike lanes on busy thoroughfares are a MUST	9/11/2020 3:09 PM
23	Thank you for this project. It is so important. Despite being very close to parks, I am nervous biking or walking becasue my neighborhood (Clovernook) is boxed in by Port Washington Road and Green Bay Ave, both very non-bike-friendly roads. Also, my kids go to Parkway and Glen Hills but I have never felt comfortable having them bike or walk to school because there are not clear bike paths on Greenbay and crossing Bender is hard for kids. Also, if we had better access to the Oak Leaf trail, without having to cross Silver Spring to get there, we'd have access to a lot more destinations in WFB, Shorewood and Milwaukee.	9/11/2020 1:58 PM

24	I want to bike more with my kids. We love oak leaf. But it can be tough to get there. The sidewalks in WFB are safer for my kids on resining wheels. So we stay in WFB. Instead of riding to places in Glendale. We live close to bayshore and walk most places, since it's easier than finding parking and loading/unloading 3 kids. The pedestrian crossing for silver spring and Mohawk could be longer. For my kiddos to get across. And I would love a better pedestrian crossing at Navajo and silver spring (flashing crosswalk) and also across richter and port Washington. (Which also needs a light and protected crossing)	9/11/2020 11:07 AM
25	This is fantastic. Thank you for taking the time to compile this survey. Making Glendale more cycle-friendly will reap the rewards of happier, healthier, friendlier residents and given how disastrous this year has turned out so far, we desperately need happier residents. I would vote yes on a referendum to spend taxpayer money on building and improving our cycle infrastructure. If Miller Park can access a 1/2 percent sales tax for county stadium, why can't we do the same to finance this endeavor?	9/11/2020 11:02 AM
26	I wish there were more police to stop the speeders on Silver Spring. It makes crossing to get to the Oak Leaf Trail dangerous. It makes riding anywhere on Silver Spring unenjoyable.	9/11/2020 10:31 AM
27	If any tunnels under the freeway near Builders Square a planned, I don't think it should be done, too expensive, none to little of bike & walking traffic. I believe because Glendale is a richer on average community most biking is recreational by adults and the interurban trail along the old railroad right of way seems to fill that purpose (downtown to Sheboygan). I wish it would have been around when I went to UWM, it would have been of great use. But it seems when the Glendale kids have to go somewhere, their parents drive them instead of making them bike. Recreational biking adults with kids seems to be within Sub-neighborhoods due to busy roads, blocked off by freeway or river. I believe that if a survey question would have had as a question, does your bike have baskets, you would have had a count of less than 10. Maybe everyone uses backpacks now instead? I believe Glendale's used of bikes is least about utilitarian. Will bikes be used more for utility if the economy gets worse, probably? A question about bike use by task would have maybe been a pointer. Since I believe most of Glendale biking is by \$1000+ bikes with no baskets, mostly for recreation, I don't see a need for Glendale to spend money on intercity trails, since I believe only a few will use them, mostly to get to the Oak Leaf and Interurban. So I think the best use is of shorter paths, to let both walkers and bikers leave a dead end road to make a shot hope to another sidewalk/street, which would also create a short cut. Most walkers would look for these. As to bikers, I think it cost prohibitive to get the parents/kids in one sub-neighborhood to travel to another sub-neighborhood, a cheap shortcut might help a little. The more popular destinations might be worth the added cost. I still see parents taking their kids to the library, but Maslowski Park might attract more people if access from across the RR tracks was available.	9/11/2020 10:14 AM
28	a major education program needs to be instituted as pedestrians have no idea to face traffic when walking and to carry a flashlight when dark. I cannot tell you the close encounters I have had with dog walkers not being aware of cars as not able to see the approach and wearing dark clothing. Before putting a ton of money into creating safer lanes educate folks on the proper way to walk without sidewalks. I like that we have no sidewalks but I see no effort to enforce the safety rules. This is especially important as the daylight hours shrink.	9/11/2020 10:09 AM
29	Improve pedestrian and bicyclist crossing safety at Port Wash via Bender.	9/11/2020 9:55 AM
30	Where today my primary reason for biking is for exercise (a result of a global pandemic) I would also love to see more bike access for the whole community. The carbon footprint reduction by biking is a big pay off and we have the opportunity as a community to really connect our different neighborhoods & business in a wonderful way is we had more bike lanes and safe passage across major roads.	9/11/2020 9:12 AM
31	For safety sake I would like to see a sidewalk from Range Line rd to Green Bay ave. There are many people walking on the street to get to temple, rec walkers and students going to Glen Hills school. In addition there are very few street lights on Green Tree which adds to the danger. I feel it is only a matter of time until someone gets hurt or worse.	9/10/2020 2:57 PM
32	Thank you.	9/10/2020 11:38 AM
33	Sidewalks and bike trails need to work with existing public transportation to provide more and better access.	9/9/2020 8:53 PM
34	Biggest bang for the buck now would be to improve signal sensitivity to bikes. Especially crossing Green Bay Road in particular and the signals at Bender and Port. Given long term effect of trail closure sign a detour from Maslowski spur using MRP to trail junction south of Silver Spring.	9/9/2020 7:27 PM
35	Want to see better connections between areas with off street walkways and paths for safety	9/9/2020 7:23 PM
36	Really happy and grateful that the City is taking such a holistic approach to the planning of an active, healthy community. Would be nice if all this could lead to less segregation, more interaction between neighborhoods, too.	9/9/2020 7:19 PM
37	Sculpting bike trails for when Nicolet HS adds a Mountain Biking team (like Shorewood HS).	9/9/2020 7:10 PM



To: Vandewalle Staff
From: Meredith Perks, Vandewalle & Associates
Date: Monday, December 14, 2020
Re: *Connecting Glendale 2020* Bicycle and Pedestrian Plan Summary of Changes

The information below reflects changes and updates made to the draft *Connecting Glendale 2020* Bicycle and Pedestrian Plan prior to the Public Hearing. These changes and updates reflect comments received from City staff, elected officials and members of the public through the Open House and public comment opportunity.

Completed Draft Changes

- Added a description of the Virtual Open House held November 12, 2020 (p.9):

On November 12, 2020 the City of Glendale hosted a Virtual Open House to share an update on the draft *Connecting Glendale 2020* plan and its key recommendations. Due to continued public health restrictions due to the COVID-19 pandemic, the Open House was held over Zoom teleconference. More than 20 members of the public attended the meeting which was recorded and uploaded to the City's website. The recording was available online along with a public comment form through early December. Members of the public completed a comment form to share their feedback on the draft Plan. The full comment form results are included in Appendix B.
- Addition of resident comment form quotes in Introduction (p. 1) and Planning Process and Public Input (p.9).
- Addition of Objective to Goal 1 (p.22): Work with MCTS and other partners to concurrently grow the transit and bicycle and pedestrian systems in Glendale by closing identified gaps in coverage.
- Addition of Objective to Goal 5 (p. 24): Integrate community branding efforts into the design, development, and marketing of bicycle and pedestrian facilities and wayfinding.
- Addition to Recommendations chapter introduction (p.30): As *Connecting Glendale 2020* is implemented, the City will review the specific environmental factors of each road segment to



create detailed engineering and facility design that is safe, effective, and efficient. Final designs may differ from the recommendations found in this Plan.

- Addition to Recommendation for Milwaukee River Parkway (p. 31): Final infrastructure designs will require consideration of the Parkway's mature trees, street lights and other potential obstacles as well as coordination with Milwaukee County who has jurisdiction within the potential path extension.
- Addition to Implementation Policy recommendation (p. 37): Where bike lanes are constructed with on-street parking and where feasible, utilize the parking lane as the separation barrier between vehicular and bicycle traffic.
- Addition of suggested Performance Metric and Data Collection list to Implementation Policy recommendation (p. 37).
- Addition to the Implementation Policy Recommendation (p. 37): Work with Glendale schools on building a strong Safe Routes to School Program.
- Addition to Implementation Policy recommendation (p.37): Develop strong infrastructure maintenance protocols to protect the City of Glendale's investment and preserve the bicycle and pedestrian network's safety, efficiency, and integrity.
- Addition to Parking Program Recommendation (p. 38): Establish a policy that requires all new or updated multi-family and commercial development to include a minimum number of bicycle parking spaces. This requirement could be integrated into other City building, landscape, or design requirements.
- Edit to Education and Enforcement Recommendation (p. 39): Work with the Police Department to develop bicycle education training sessions for children and adults. 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 and the Safe Routes to School program to teach bicycle safety as part of the curriculum.



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- Addition to the Economic Development and Marketing recommendation (p. 39): Establish and promote bicycle and pedestrian events, including charity rides and walks, National Bike Month and Bike to Work celebrations, that encourage residents and visitors to bike and walk in Glendale.
- Addition of River Glen Mountain Bike Trail in Kletzsch Park as an existing condition to all maps.
- Edits to grammar and language for clarity and accuracy.



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GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1742
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

APPLICATION FOR CHANGE OF ZONING
Application Fee: \$250 (\$500 for Planned Development)

APPLICANT INFORMATION

Name of Applicant: Stein Management LLC or Assigns
Name of Business Owner (if different from applicant): _____
Business Name: N/A
Address of Applicant: 1800 E. Capitol Drive
City, State, Zip: Milwaukee, WI 53211
Office Phone Number: 414-332-3131 Cell: N/A Fax: 414-332-2251
Applicant E-Mail: dstein413@gmail.com & /or betty@steinoffice.com
Applicant Signature: *[Signature]* Date: 12/11/2020

PROPERTY INFORMATION

(Please use additional application forms if re-zoning more than one parcel)

Current Zoning of Property: B - 1B Proposed Zoning of Property: _____
Current Use of Property: liquor store/home Proposed Use of Property: parking lot
Property Address (or addresses): 5544 N. Port Washington Rd., Glendale WI 53217
Property Owner (s) (if different from applicant): Daniel Flaugh
Property Owner Address: 5544 N. Port Washington Road
City, State, Zip: Glendale, WI 53217
Property Owner Phone: N/A Cell: 414-629-8401 Fax: N/A
Tax Key Number: 197-0145-000
Lot Size: Depth: 120' Width: 50' 11 7/8" Area: 5,981 SF / 0.14 acres

PROPOSAL INFORMATION

Type of Business: Parking lot adjacent to existing shopping center at
Reason for Seeking a Change in Zoning: 5530 N. Port Washington Rd.
SEE ATTACHED

Who is the Primary Contact for This Project: Michael Garber or Betty Miller
Mike Garber: 414-748-3290 (cell) mikegarber@wi.rr.com
Betty Miller: 414-332-3131 (office) betty@steinoffice.com

Please See Reverse Side of Application for Additional Submittal Requirements

CITY OF GLENDALE USE ONLY

Total Fee: _____ Application Date: _____ Hearing Date: _____ Time: _____

STEIN MANAGEMENT, LLC

ATTACHMENTS FOR APPLICATION FOR CHANGE OF ZONING

PROPERTY INFORMATION

Current Property Owner: Daniel M. Flaugh
Laura Pavilionis
5544 N. Port Washington Road
Glendale, WI 53217
414-629-8401

Proposed Property Owner: Stein Management LLC
1800 E. Capitol Drive
Milwaukee, WI 53211
414-332-3131 (phone)
414-332-2251 (fax)

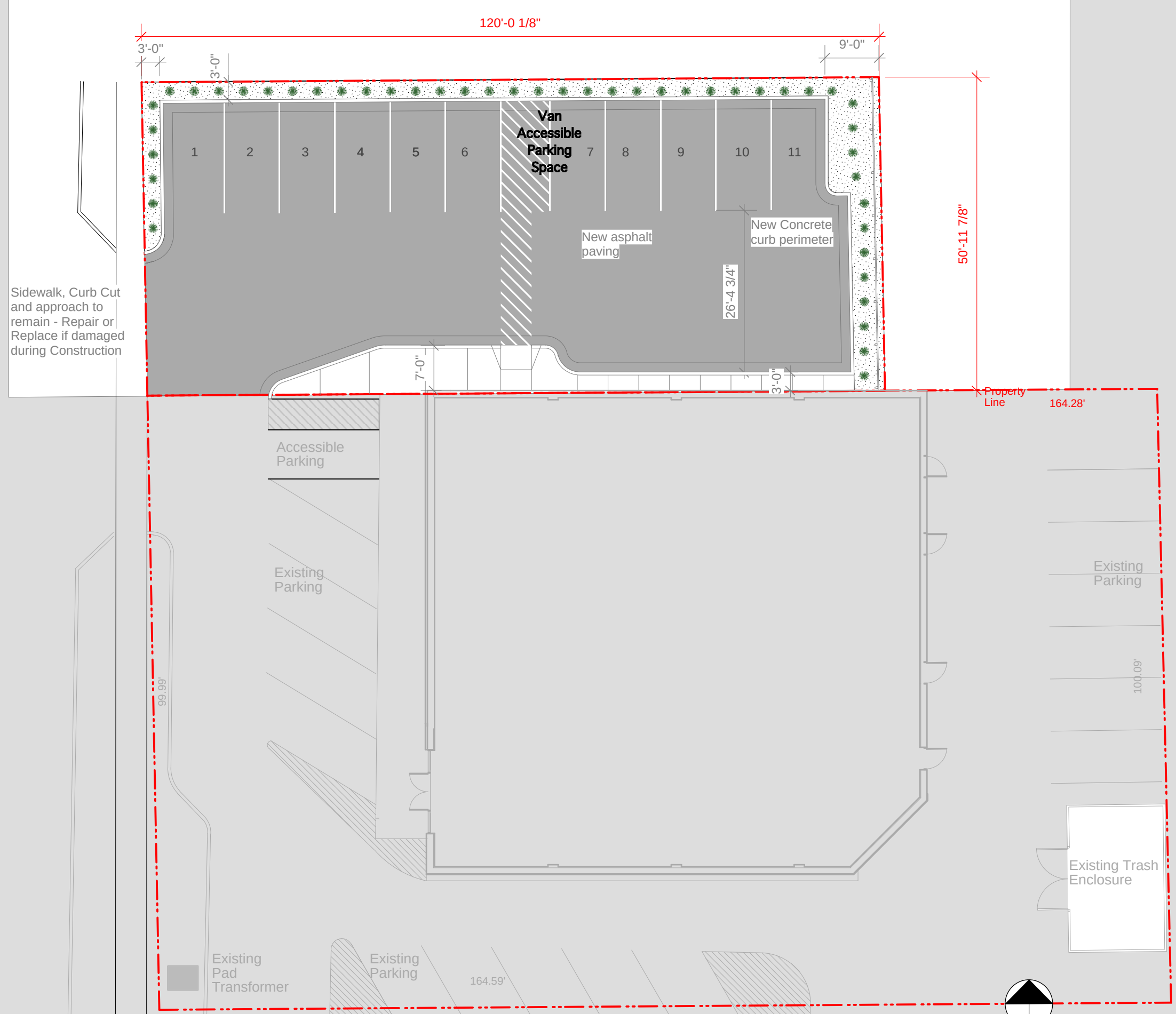
PROPOSAL INFORMATION

Reason for Requesting a Change in Zoning:

We are seeking a change in the zoning requirements to allow 5544 N Port Washington Road to function as a parking lot for 5530 N Port Washington Road. The goal is to create additional parking for the businesses' customers and employees of 5530 N Port Washington Road. Attached is a proposed site plan of the lot.

In addition, due to the existing Reciprocal Easement Agreement between 5530 and the property to the south, we are requesting that the ownership of 5544 be separate from 5530; but are willing to have an agreement with the City to have the two (2) properties (5530 & 5544) linked together for conveyance purposes.

1800 EAST CAPITOL DRIVE
MILWAUKEE, WI 53211-2371
PHONE: (414) 332-3131
FAX: (414) 332-2251



Proposed parking layout
5544 North Port Washington Road
December 10 2020



5544 and 5530 N Port Washington Rd



Projection
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03_Ft_US



1: 564

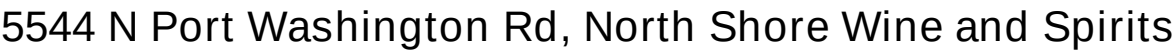
94 0 47 94 Feet

Notes

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Projection NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US  1: 282	Notes	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.
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Legal Description for 5544 N. Port Washington Road, Glendale WI 53217

Lot 3, in Block 4, in Louis Meissner's Subdivision, being a part of the Northeast $\frac{1}{4}$ of Section 32, Town 8 North, Range 22 East, in the City of Glendale, County of Milwaukee, State of Wisconsin.

Tax Key No: 197-0145

Address: 5544 N. Port Washington Road

Property Address:
5560 N. Port Washington Road, Glendale WI 53217

Tax Key #: 197-8941-001

Billing Address:
ETD Development LLC
111 W. 39th St., Vancouver WA 98660-1974

Property Address:
505 W. Silver Spring Dr., Glendale WI 53217

Tax Key #: 197-8940-001

Billing Address:
505 Partners LLC
17125 W. Bluemound Rd., Brookfield, WI 53005

Property Address:
5518-24 N. Port Washington Road, Glendale WI 53217

Tax Key #: 197-8000-001

Billing Address:
5520 TIC B LLC
325 East LLC
c/o Boulder Venture
311 E. Chicago St., #210, Milwaukee, WI 53202-5896

Property Address:
5579 N. Iroquois Ave., Glendale WI 53217

Tax Key #: 197-0149

Billing Address:
Gholamreza Radvarzangensh
5579 N. Iroquois Ave., Glendale WI 53217

Property Address:
5573 N. Iroquois Ave., Glendale WI 53217

Tax Key #: 197-0148

Billing Address:
James C. & Patricia J. Payne JT Revocable Trust
1319 Wedgewood Lane, Neenah, WI 54956-4430

Property Address:
5567 N. Iroquois Ave., Glendale WI 53217

Tax Key #: 197-0147

Billing Address:
Kathleen Klocko
5567 N. Iroquois Ave., Glendale WI 53217

Property Address:
5559 N. Iroquois Ave., Glendale WI 53217

Tax Key #: 197-0146

Billing Address:
Virbenum LLC
5559 N. Iroquois Ave., Glendale WI 53217



CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1742
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

APPLICATION FOR CHANGE OF ZONING
Application Fee: \$250 (\$500 for Planned Development)

APPLICANT INFORMATION

Name of Applicant: The Maglio Family, LLC
Name of Business Owner (if different from applicant): The Fresh Group, Ltd.
Business Name: Maglio Companies
Address of Applicant: 4287 N. Port Washington Rd.
City, State, Zip: Glendale, WI 53212
Office Phone Number: 414-906-8800 Cell: 262-671-2129 Fax: 414-906-8810
Applicant E-Mail: sjm@maglioproduce.com
Applicant Signature:  Date: 12/16/2020

PROPERTY INFORMATION

(Please use additional application forms if re-zoning more than one parcel)

Current Zoning of Property: PD Proposed Zoning of Property: PD
Current Use of Property: Office Furniture Whse Proposed Use of Property: Fresh Food Facility
Property Address (or addresses): 555 W. Estabrook Blvd
Property Owner (s) (if different from applicant): URSF WI GLENDALE, LLC
Property Owner Address: 10350 Bren Rd W
City, State, Zip: Minnetonka, MN 55343
Property Owner Phone: 952-656-4642 Cell: _____ Fax: _____
Tax Key Number: 233-1177 004
Lot Size: Depth: _____ Width: _____ Area: 6.8 acres

PROPOSAL INFORMATION

Type of Business: Refrigerated food production and distribution
Reason for Seeking a Change In Zoning: Change of use from office furniture showroom and warehouse to refrigerated food production and distribution.
"PD Planned Unit Development-Forrer Interiors Office and Warehouse" to
"PD-Planned Unit Development District-Maglio Office and Food Processing Juice."
Who is the Primary Contact for This Project: Sam Maglio
Contact Phone Number: 262-671-2129 Cell: _____ Fax: 262-671-2129
Contact E-Mail: sjm@maglioproduce.com

Please See Reverse Side of Application for Additional Submittal Requirements

CITY OF GLENDALE USE ONLY

Total Fee: _____ Application Date: _____ Hearing Date: _____ Time: _____

555 W. Estabrook Blvd. (former Forrer building)

The building at 555 W. Estabrook Blvd was originally built in 1997 for Forrer Business Interiors. Forrer abruptly closed the business on August 2, 2019 and vacated the facility. It has been empty since.

The facility was designed with a working showroom of 19,175 square feet facing Port Washington Rd. To the rear is a warehouse space of 58,775 square feet with 26' high ceilings and six loading docks. This combination of high bay warehouse with 25% class A office space is rarely seen in the industrial real estate market. The current Covid situation exacerbates the excessive office space.

Maglio Companies has occupied the building directly across the street since 1997. It has steadily expanded its reach throughout the Midwest, supplying primarily the foodservice market. In a strategic initiative [pre-covid], the Company made investment into retail oriented product lines (cold pressed juice, packaged salsa, and freshcut fruits and vegetables). The demand for those items has risen faster than anticipated in 2020.

Maglio desires to remain in Glendale and expand its operations in a prudent manner. The opportunity to move the office function to the 555 site as well as build out refrigerated manufacturing and storage within the high bay warehouse will quickly provide the additional space needed to satisfy the consumer demand for fresh products.

We are seeking approval from the City of Glendale to rezone the subject property from "PD Planned Unit Development-Forrer Interiors Office and Warehouse" to "PD-Planned Unit Development District-Maglio Office and Food Processing Juice." The property is further described as Certified Survey Map No. 6369, SE1/4 SEC. 5-7-22 PARCEL 1 (section 5, town 7N, range 22E).

With that approval Maglio will need to make interior revisions to the warehouse area, creating refrigerated manufacturing space where fruits and vegetables will be sliced, diced, pressed, mixed and blended. Refrigeration condensing units (similar to the outdoor AC units at a residence, but larger) will be placed on the rooftop and the remaining exterior of the building will be left as is. As with our current operations, there will be no negative impacts to the neighborhood (sound, smell, noise). All equipment brought into the site will be specifically designed for our exact operation and installed by professionals trained in such work.

The facility will operate with our office staff of approximately 20 plus a manufacturing team of approximately 40 working over 2 shifts. There are 119 automobile stall available and 6 loading doors. We would envision limited truck traffic of 3-5 units per day of which 50% would be arriving from our building across the street.



555 W Estabrook Pkwy



188 0 94 188 Feet

1:1,129

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Notes



555 W Estabrook Pkwy



376 0 188 376 Feet

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US
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1:2,257

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Notes



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: Lexus of Milwaukee
Legal Name of Business: Napleton Northshore Imports LLC
Name of Business Owner (if different from Applicant): _____
Applicant Address (City, State, and Zip Code): 1433 W Silver Springs Drive, Glendale, WI 53209

Office Phone Number: (414) 386-5749 Cell: _____ Fax: (414) 351-3586

Applicant E-Mail: rick@napleton.

Applicant Signature: _____ Date: 03/06/2020

PROPERTY INFORMATION

A:195-8995 B:189-8996
C:195-8997

Property Address: 1433 W Silver Springs Dr Tax Key Number: _____ Zoning District: B-1, L

Property Owner (if different from Applicant): EFN Northshore Property, LLC

Property Owner Address (City, State, and Zip Code): One Oakbrook Terrace 6th Floor
Oakbrook Terrace IL 60181

Property Owner Phone: (630) 530-3955 Cell: _____ Fax: (630) 321-1190

Property Owner E-Mail: _____

Property Owner Signature: Katherine Napleton Date: 12/11/2020

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): Lexus of Milwaukee
Automotive Sales and Service

Total Building Area: N/A (Existing) To Be Occupied Area: N/A (Existing)

Lot Size: Depth: A:718.23' B:554.97' C:328.48' Width: A:318.13' B:259.83' C:350.37' Area: A:2.465 AC B:2.634 AC C:1.329 AC

Previous Occupant in To Be Occupied Space: N/A

Other Uses of This Site: N/A

Total Number of Parking Spaces: 457 (Exist) Parking Spaces Available to Tenancy: N/A

Business Hours (Days and Hours of Operation): M-Th:7AM-8PM / Fri:7AM-6PM / Sat:8AM-5PM

Total Number of Employees: 56 Maximum Number of Employees at Site at One Time: 45

Primary Contact Person for This Project: Robert Bowman

Primary Contact Phone: (630) 455-2923 Cell: (708) 533-7708 Fax: (630) 321-1190

Primary Contact E-Mail: bob@napleton.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)\04 Conditional Uses\01 CU Procedures\CU Application.doc

**Napleton Group**

One Oakbrook Terrace, Suite 600
 Oakbrook Terrace, Illinois 60181
 PH: (630) 530-3955 Fax: (630) 530-9981

PLAN OF OPERATIONS LETTER

City of Glendale

Community Development Department

5909 North Milwaukee River Parkway
 Glendale, WI 53209

The proposed scope of work for the proposed project is the expansion of parking to the south undeveloped portion of the easterly parcel.

Lexus of Milwaukee is a growing auto dealership and has an immediate need for additional parking. In 2020 we have battled the COVID pandemic and the dealership has been under construction for a significant part of the year. Despite those challenges, the dealership has generated \$11,000,000 more in sales YTD through October than it did in 2019. That translates to almost 25% more sales than the previous year.

The more cars that we sell, the more inventory that we need, which translates directly into needing additional parking. Our request to build additional parking on the property is imperative to help our business continue to grow.

The following is the detailed project/building data:

1. Name of Business, Address:

Lexus of Milwaukee
 1433 Silver Spring Drive
 Glendale, Wisconsin 53209

2. Name of Owner, Address:

Napleton Northshore Imports LLC
 One Oakbrook Terrace, Suite 600
 Oakbrook Terrace, IL 60181

3. Name of Applicant, Address:

Same as Owner

4. Legal Description:

See attached

5. Tax Key

1415 W. Silver Spring Dr. , Milwaukee	Parcel A - 195-8995-000
1433 W. Silver Spring Dr., Milwaukee	Parcel B - 195-8996-000
1515 W. Silver Spring Dr., Milwaukee	Parcel C - 195-8997-000

6. Zoning of Property:

B-1"L"

7. Lot Size (Depth, Width, Area):

Parcel A: 718.23' (D) x 318.13' (W) Area = 2.465 AC
Parcel B: 554.97 (D) x 259.83' (W) Area = 2.634 AC
Parcel C: 328.48' (D) x 350.37' (W) Area = 1.329 AC

8. Dimensions and all levels (floors) of building:

No changes proposed to buildings on site.

9. Total Floor Area:

N/A

10. Specific Uses of Entire property and Buildings:

Existing Automotive Sales and Service Building with separate Remote Detail and Unoccupied Sales Buildings.

11. Minimum and Maximum numbers of employees:

45 Minimum – 65 Maximum (Currently there are 56 employees)

12. Days of Operation:

Monday – Saturday

13. Hours of Operation:

Monday – Thursday (7 AM – 8 PM)

Friday (7 AM – 6 PM)

Saturday (8 AM – 5 PM)

14. Signage (Type, Lighted? Wall, Free-Standing, Monuments, Size, Location, Etc.)

There is one existing monument sign and existing building signage to remain with no are proposed alterations

15. What Conditions have the State or county imposed upon the use of your property?:

None

16. Security Fencing:

New fencing and gates are proposed. Refer to Civil drawings

17. Do you feel there will be any problems such as Noise, Odors, Glare, Potential Fire Hazards, or Smoke resulting from proposed use?

No, there are no proposed changes that will impact the existing conditions regarding the above concerns.

18. Are you proposing food services?

No

19. Did the State of Wisconsin approve your interior building plans?

Not required, all proposed work is exterior civil alterations.

20. What provisions are you making for fire protection and human safety?

N/A.

21. What are the rules and regulations of the property?

There are no special rules or regulations for the property.

22. List the Timetable for completion of building construction and anticipated grand opening date.

We are anticipating a construction start of Spring 2021 pending weather with estimated completion of Fall, 2021.

23. Proposed On-site Security Measures?

Onsite security cameras, gates, security alarms and locking the building off hours.

New site security lighting will be installed in the new proposed parking area.

24. Anticipated maximum number of facility users at one time (including special events).

150 people for special events spread though out public areas of building and site.

25. Any other information you or the plan Commission feels is pertinent.

None that we are aware of.

26. Business Plan.

Not required as this is an existing operating business.

27. Entire Grant Application and County Issued Request for Proposal

Not applicable.

Respectfully submitted by

The Napleton Group

A handwritten signature in black ink, appearing to read 'Robert C. Bowman', with a long horizontal line extending to the right.

Robert C Bowman, NCARB

Project manager

PROJECT NAME

LEXUS OF
MILWAUKEE
PARKING LOT
ADDITION

PROJECT LOCATION

1433 W. SILVER SPRING DRIVE
CITY OF GLENDALE, WI

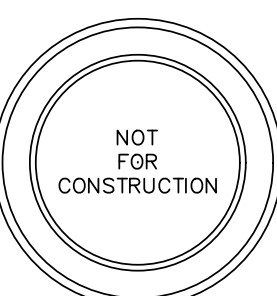
CLIENT NAME & ADDRESS

SHEET TITLE

LANDSCAPE PLAN-
OVERALL

REVISIONS

Date By



PROFESSIONAL SEAL

Signature Date

USE OF INFORMATION

THESE DRAWINGS, AS INSTRUMENTS
OF SERVICE, REMAIN THE PROPERTY
OF PARAGON DESIGN GROUP, LLC.
ANY CHANGES, PUBLICATION OR
UNAUTHORIZED USE IS PROHIBITED
UNLESS EXPRESSLY APPROVED.

FILE NAME Lexus of Milw LA

DRAWN BY BJB

CHECKED BY BJB

PDG PROJECT # 20-843

DATE 12-8-2020

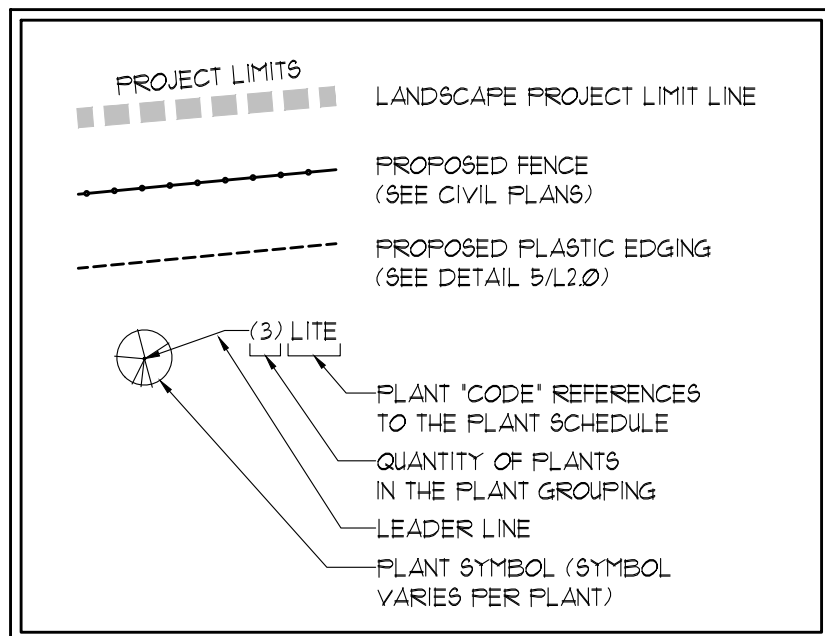
SHEET NO.

L1.0

LANDSCAPE NOTES:

- LOCATE ALL PRIVATE AND PUBLIC UNDERGROUND UTILITIES PRIOR TO THE COMMENCEMENT OF ANY DIGGING/CLEARING OPERATIONS. REPAIR ANY DAMAGE TO ANY SYSTEM THAT IS CAUSED BY THE CONTRACTOR AT NO COST TO THE OWNER.
- DEVIATIONS FROM THESE PLANS SHALL BE NOTED ON THE RECORD DRAWING BY THE CONTRACTOR AND ONLY WITH PRIOR APPROVAL OF THE ARCHITECT, LANDSCAPE ARCHITECT, ENGINEER AND OWNER. VERBAL AGREEMENTS OR REVISIONS WITHOUT A CHANGE ORDER WILL NOT BE RECOGNIZED BY ARCHITECT, LANDSCAPE ARCHITECT, ENGINEER AND OWNER.
- CONTRACTOR IS RESPONSIBLE FOR FURNISHING ALL MATERIALS, TOOLS, EQUIPMENT, LABOR AND PLANTS NECESSARY FOR PROPER PLANTING AND INSTALLATION OF ALL LANDSCAPE MATERIALS.
- KEEP DRIVEWAYS, PARKING LOTS AND ENTRANCES SERVING THE PREMISES CLEAR AND AVAILABLE AT ALL TIMES UNLESS AREAS ARE INDICATED FOR STORAGE AND STAGING. DO NOT USE THESE AREAS FOR PARKING OR STORAGE OF MATERIALS. SCHEDULE DELIVERIES TO MINIMIZE SPACE AND TIME REQUIREMENTS FOR STORAGE OF MATERIALS AND EQUIPMENT ON SITE.
- (IF APPLICABLE) CONTRACTOR TO VERIFY LOCATIONS OF EXISTING TREES AND SHRUBS TO REMAIN AND CLEARLY TAG THEM WITH MARKING TAPE AND 4" TALL ORANGE CONSTRUCTION FENCE TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION. TREE PROTECTION FENCE SHALL BE PLACED A MINIMUM OF 1 FOOT FOR EACH DIAMETER AT BREAST HEIGHT (DBH) OF THE TREE TO BE PROTECTED. IT IS ASSUMED ALL EXISTING TREES AND SHRUBS WITHIN THE PROJECT LIMIT LINE WILL BE REMOVED. (SEE CIVIL PLANS)
- CONTRACTOR IS RESPONSIBLE FOR ALL ESTIMATING AND BIDDING. ALL AREAS AND QUANTITIES OF MATERIALS SHALL BE FIELD VERIFIED WITH SITE CONDITIONS.
- WHERE DISCREPANCIES OCCUR BETWEEN THE LANDSCAPE PLAN AND/OR CIVIL DRAWINGS, (AND ANY OTHER SITE DRAWING) THE DISCREPANCIES MUST BE BROUGHT TO THE ARCHITECTS/ENGINEERS ATTENTION FOR COORDINATION AND RESOLUTION.
- THE PLANT SCHEDULE IS ON SHEET L1.1. PLANT QUANTITIES INDICATED IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. PLANT QUANTITIES SHALL BE VERIFIED BY THE CONTRACTOR. WHEN DISCREPANCIES BETWEEN THE SCHEDULE, LABELS AND THE PLAN OCCUR, THE QUANTITY DRAWN ON THE PLAN SHALL BE THE OFFICIAL QUANTITY.
- PROTECT PUBLIC FROM CONSTRUCTION WITH BARRIERS AND BARRICADES.
- REMOVE ALL EXISTING TREES, SHRUBS, PLANTS, SOD, MULCH, WEED BARRIER, DEBRIS, ETC. TO PERMIT THE INSTALLATION OF NEW PLANT MATERIAL. REMOVE ALL GRAVEL TO WHATEVER DEPTHS ENCOUNTERED IN AREAS THAT ARE BEING CONVERTED TO LANDSCAPE AREAS. REPLACE GRAVEL WITH TOPSOIL. DO NOT PLANT OVER GRAVEL BASE.
- EXISTING TOPSOIL SHALL BE STRIPPED AND STOCKPILED TO BE RE-SPREAD BY OTHERS AFTER GRADING WORK IS COMPLETED. PROVIDE ADDITIONAL TOPSOIL IF QUANTITY OR QUALITY OF STRIPPED TOPSOIL IS INSUFFICIENT. TOPSOIL SHALL HAVE A PH RANGE OF 6.0-7.5, BETWEEN 3 AND 8 PERCENT ORGANIC MATERIAL CONTENT WITH A LIBERAL AMOUNT OF HUMUS FREE OF STONES 1 INCH OR LARGER IN ANY DIMENSION, WEED SEEDS, ROOTS AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH. TOPSOIL SHALL BE SUITABLE FOR THE GROWTH OF GRASS AND PLANTS.
- ALL AREAS THAT WERE DISTURBED DURING CONSTRUCTION AND AREAS NOT COVERED WITH PAVEMENT, BUILDING, PLANTING BEDS OR TREE PITS ARE TO RECEIVE RE-SPREAD TOPSOIL TO A MINIMUM DEPTH OF 6 INCHES AND SHALL BE SEEDED WITH SPECIFIED LAWN GRASS OR APPROVED EQUAL IF APPLICABLE. LANDSCAPE CONTRACTOR SHALL INCLUDE COST FOR ADDITIONAL SEED OPERATIONS TO RE-ESTABLISH ADJACENT TURF GRASS AREAS WHICH MAY BECOME DAMAGED DURING THE CONSTRUCTION PROCESS OR TO REPAIR DAMAGE DONE BY OTHERS.
- ALL PLANTING AREAS SHALL SLOPE TO DRAIN PER THE CIVIL PLANS. NO PONDING STORM WATER IS PERMITTED IN LANDSCAPE AREAS OUTSIDE OF THE STORM WATER MANAGEMENT POND(S) IF APPLICABLE. PONDING AREAS SHALL BE REPAIRED TO BE FREE DRAINING.
- FINISH GRADES OF LANDSCAPE AREAS SHALL BE 1/2 INCH BELOW THE TOP OF ADJACENT PAVEMENTS AND CURBS UNLESS OTHERWISE NOTED ON THE PLANS.
- PLANTING SOIL FOR PLANTING BEDS TO BE BLENDED CONSISTING OF A RATIO OF 3 PARTS TOPSOIL TO 1 PART COMPOST. TOPSOIL TO HAVE A PH RANGE OF 6.0-7.5, BETWEEN 3 AND 8 PERCENT ORGANIC MATERIAL CONTENT, FREE OF STONES 1 INCH OR LARGER IN ANY DIMENSION AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH. COMPOST TO BE WELL-COMPOSTED, STABLE, AND WEED-FREE ORGANIC MATTER, PH RANGE OF 5.5 TO 6.5, MOISTURE CONTENT OF 5 TO 10 DECIBEL(S), NOT EXCEEDING 0.5 PERCENT INERT CONTAMINANTS, FREE OF SUBSTANCES TOXIC TO PLANTINGS AND ORGANIC CONTENT OF BETWEEN 50 TO 60 PERCENT DRY WEIGHT. PLANTING SOIL TO BE INSTALLED 6 INCHES DEEP. TILL PLANTING BEDS TO A MINIMUM DEPTH OF 8 INCHES PRIOR TO PLANTING.
- TREES AND SHRUBS SHALL BE INSTALLED PER THE PLANTING DETAILS. SEE PLANTING DETAILS ON SHEET L2.0 FOR PLANT INSTALLATION REQUIREMENTS.
- MAINTAIN A 1-INCH PER WEEK NATURAL OR AUGMENTED WATERING REGIME FOR ALL PLANTINGS. OPTIONALLY PROVIDE AUTOMATIC LAWN OR TREE/SHRUB WATERING DEVICES DURING INITIAL TREE AND SHRUB ESTABLISHMENT.
- THE LANDSCAPE SHALL BE MAINTAINED BY THE CONTRACTOR DURING CONSTRUCTION AND FOR 30 DAYS FOLLOWING SUBSTANTIAL COMPLETION DATE WHICH WILL BE DEFINED BY THE ARCHITECT/ENGINEER. NEW PLANTINGS SHALL BE WATERED, DAMAGE REPAIRED AND WEEDS SHALL BE REMOVED FROM THE TIME OF PLANTING AND CONTINUED THROUGH THE END OF THE 30 DAY MAINTENANCE PERIOD. NO EXCEPTIONS WILL BE GRANTED UNLESS APPROVED BY THE OWNER.
- ALL PLANTING BEDS NOT ADJACENT TO ASPHALT, CONCRETE OR CURBS SHALL HAVE A PLASTIC BED EDGE AS INDICATED ON THE PLAN. ALL PLANTING BEDS SHALL BE TOPDRESSED WITH DOUBLE SHREDDED HARDWOOD BARK MULCH TO A DEPTH OF 3 INCHES.
- THE CONTRACTOR SHALL PROVIDE A 1-YEAR GUARANTY ON THE ENTIRE LANDSCAPE INSTALLATION STARTING FROM THE DATE OF SUBSTANTIAL COMPLETION.
- LIGHT POLES AND UNDERGROUND UTILITIES INDICATED ON THIS PLAN ARE SHOWN FOR CONVENIENCE ONLY. SEE SITE LIGHTING PLAN FOR OFFICIAL LIGHT POLE LOCATIONS AND SURVEY/CIVIL PLANS FOR OFFICIAL UNDERGROUND UTILITY LOCATIONS. ADJUST TREE LOCATIONS IN THE FIELD AS NECESSARY TO AVOID LIGHT POLES AND UTILITIES.
- CONFINE OPERATIONS TO AREAS WITHIN THE PROJECT LIMIT LINE INDICATED. PORTIONS OF THE SITE BEYOND AREAS IN WHICH CONSTRUCTION OPERATIONS ARE INDICATED ARE NOT TO BE DISTURBED.
- CONTRACTOR SHALL LEAVE THE SITE FREE OF ALL CONSTRUCTION DEBRIS AND WASTE.

LANDSCAPE LEGEND



LANDSCAPE DETAILS ON SHEET L2.0.
PLANT SCHEDULE ON SHEET L1.1.
LANDSCAPE CALCULATIONS ON
SHEET L1.1.

SEE SHEET L1.1
FOR DETAIL OF THE
PROJECT AREA

ABBREVIATION	FULL WORDS
B&B	Balled and burlapped
CAL.	Caliper
DBH	Diameter at breast height (Measured 4'-6" above finish grade)
DIA.	Diameter
EVGRN.	Evergreen
EX.	Existing
HTT	Height to tip
LF	Linear feet
O.C.	On center
SQ. FT. - or - SF	Square feet
TR	Trees



TO OBTAIN LOCATION OF
PARTICIPANTS' UNDERGROUND
FACILITIES BEFORE YOU
DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511

TOLL FREE

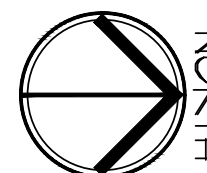
WIS. STATUTE 182.0175(1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

INFORMATION SHOWN ON THIS DRAWING IS BASED ON A SITE
PLAN DEVELOPED BY ELLENA ENGINEERING CONSULTANTS, LLC
AND TOPOGRAPHIC SURVEY COMPLETED BY OTHERS. THE
LANDSCAPE ARCHITECT MAKES NO WARRANTIES OR
REPRESENTATIONS AS TO THE ACCURACY AND COMPLETENESS OF
THE SITE PLAN, SURVEY AND CIVIL DRAWINGS. ALL INFORMATION
SHOWN ON THE DRAWINGS SHALL BE FIELD VERIFIED BY THE
CONTRACTOR.

INDEX OF SHEETS

SHEET	TITLE
L1.0	LANDSCAPE PLAN - OVERALL
L1.1	LANDSCAPE PLAN - SOUTHEAST AREA
L2.0	LANDSCAPE DETAILS

SCALE 1" = 40'-0"



CHICAGO & NORTHWESTERN
TRANSPORTATION CO. RAIL ROAD
(OAK LEAF TRAIL)

PROJECT LIMITS

RAZE EX.
METAL BUILDING
(SEE CIVIL PLANS)

TYPICAL PROPOSED LIGHT POLE
(SEE SITE LIGHTING DRAWINGS)

TYPICAL PROPOSED OPAQUE VINYL FENCE
(SEE CIVIL DRAWINGS)

(1) GLTDR
(1) FIGLD

(10) JUCHM
(1) GLTDR

(1) GLTDR
(1) STYCU

4
L2.0

(1) CEOPC
(1) THOS

EXISTING RESIDENCE

EXISTING GARAGE

EXISTING GARAGE

EXISTING RESIDENCE

EXISTING GARAGE BRICK BUILDING

EXISTING ASPHALT

PROPOSED CAR DISPLAY LOT

PROPOSED POROUS PAVING (SEE CIVIL PLANS)

PROPOSED CAR DISPLAY LOT

EXISTING RESIDENCE

CALL DIGGERS HOTLINE

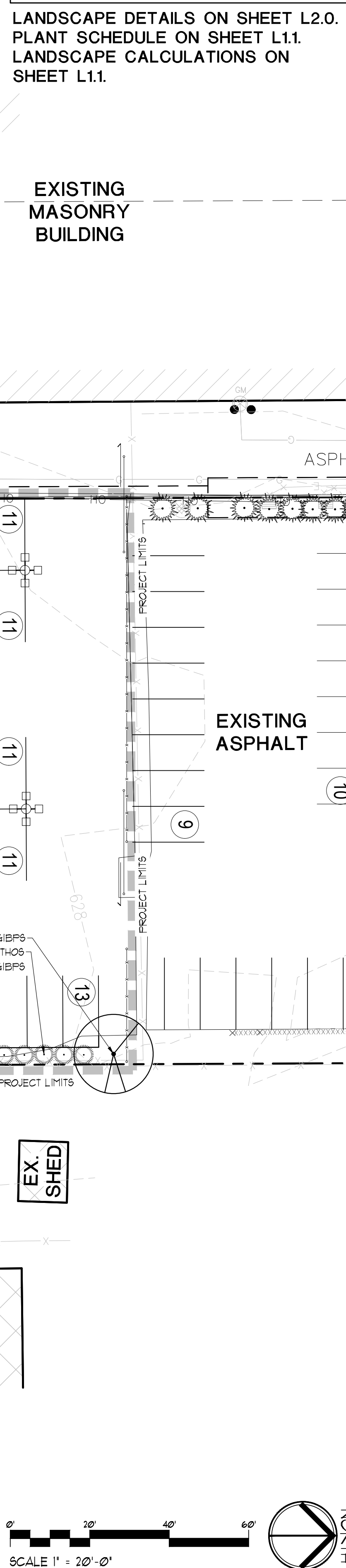
TO OBTAIN LOCAL PARTICIPANTS' UNDER FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE

1-800-242-8777

TOLL FREE

WIS. STATUTE 182.0175(1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE



NOT FOR
CONSTRUCTION
PRELIMINARY PRINT

PROJECT NAME

LEXUS OF
MILWAUKEE
PARKING LOT
ADDITION

PROJECT LOCATION

1433 W. SILVER SPRING DRIVE
CITY OF GLENDALE, WI

CLIENT NAME & ADDRESS

SHEET TITLE

LANDSCAPE DETAILS

REVISIONS

Date	By

NOT FOR CONSTRUCTION

PROFESSIONAL SEAL

Signature _____ Date _____

USE OF INFORMATION

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FILE NAME Lexus of Milw LA

DRAWN BY BJB

CHECKED BY BJB

PDG PROJECT # 20-843

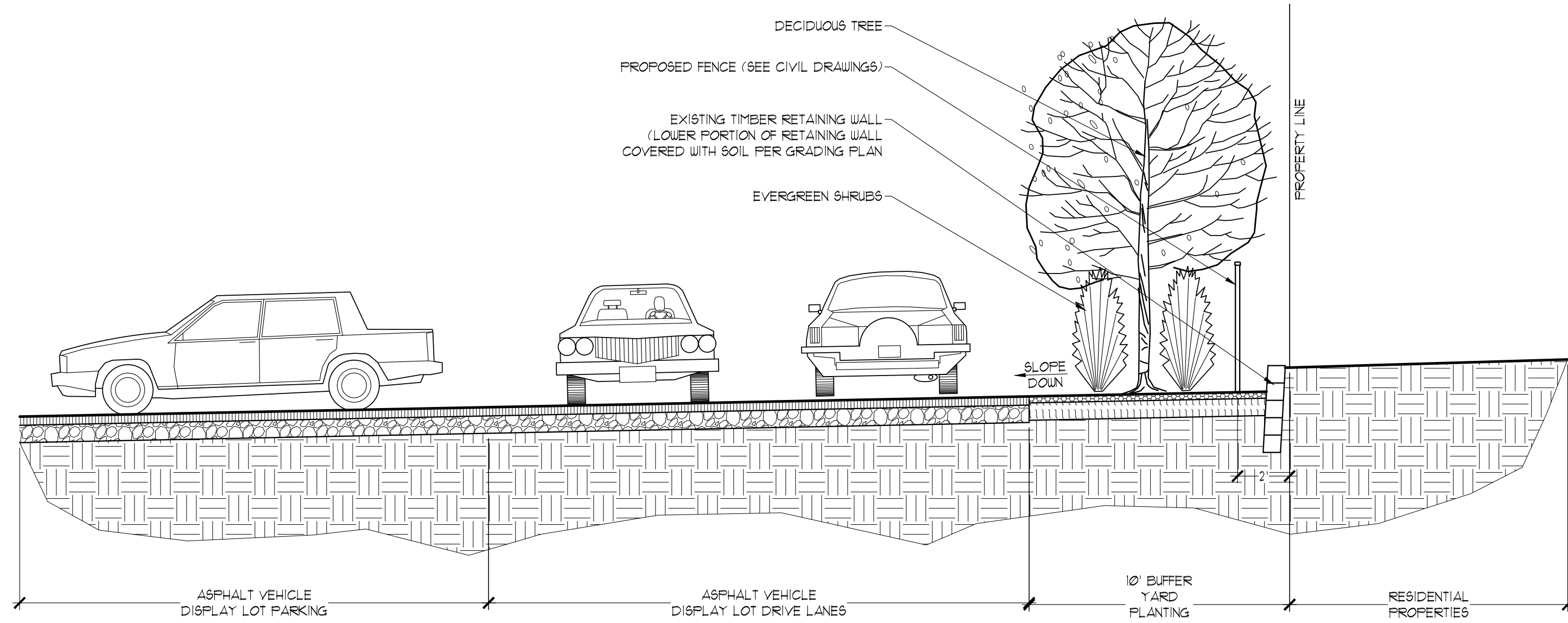
DATE 12-8-2020

SHEET NO.

FOR OWNER REVIEW - NOT FOR CONSTRUCTION

L2.0

NOT FOR
CONSTRUCTION
PRELIMINARY PRINT



NOTE
-THE SIZES OF TREES AND SHRUBS SHOWN ARE AT THE TIME OF PLANTING.

TYPICAL BUFFER YARD SECTION ADJACENT TO RESIDENTIAL

SCALE: 1"= 10'-0"

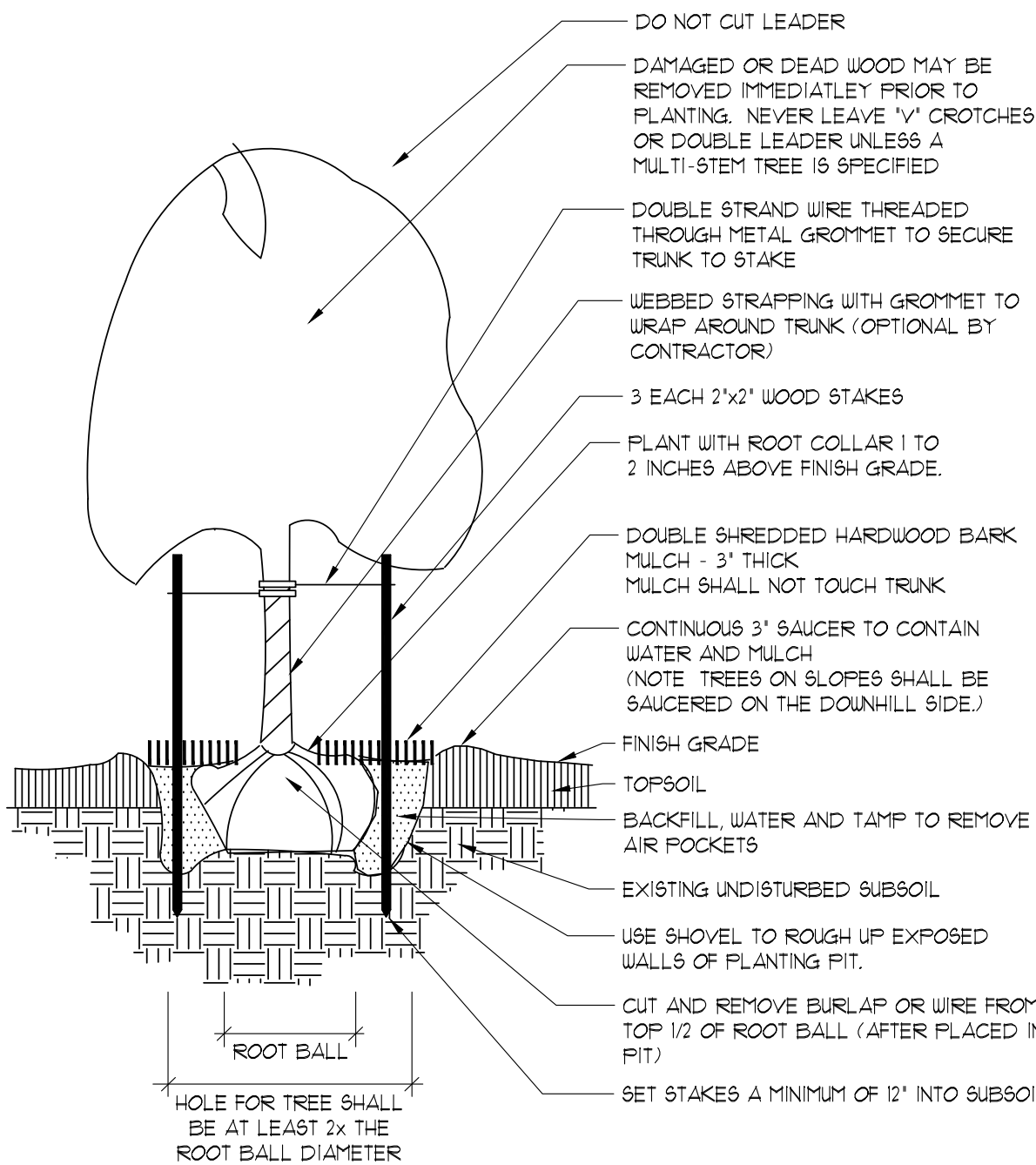
TREE STAKING AND PLANTING NOTES

1. STAKING - ONLY TREES THAT ARE UNABLE TO REMAIN UPRIGHT AFTER PLANTING SHALL BE STAKED. TREES WILL BECOME STRONGER FASTER WHEN THE TOP 2/3 OF THE TREE IS FREE TO SWAY. TIE WEBBED STRAPPING TO THE TREE 1/3 UP THE TRUNK AND WIRE TO THREE STAKES POSITIONED EVENLY AROUND THE TREE. STAKES SHOULD BE DRIVEN DEEPLY INTO THE GROUND TO PREVENT DISLODGING. CHECK AT LEAST EVERY THREE MONTHS FOR BINDING OR OTHER PROBLEMS. STAKES AND TIES SHOULD BE REMOVED SIX MONTHS TO ONE YEAR AFTER PLANTING.

2. PRUNING - CLEANLY PRUNE DAMAGED BRANCHES AND ROOTS AT THIS TIME. ADDITIONAL PRUNING SHOULD BE ONLY FOR SHAPING PURPOSES.

3. PLANTING - ALL SYNTHETIC MATERIAL SHOULD BE REMOVED FROM THE ROOTS, TRUNK, OR CROWN OF PLANT. SET THE PLANT SO IT WILL BE AT ITS ORIGINAL DEPTH SLIGHTLY ABOVE EXISTING GRADE. BACKFILL WITH SPECIFIED SOIL MIX.

4. WATERING - THE BACKFILL AND ROOTS OF ALL NEWLY SET PLANT MATERIAL SHOULD BE WATERED AS BACKFILLING IS DONE SO THE SOIL AND ROOTS ARE THOROUGHLY SOAKED.



DECIDUOUS TREE PLANTING

SCALE: NOT TO SCALE

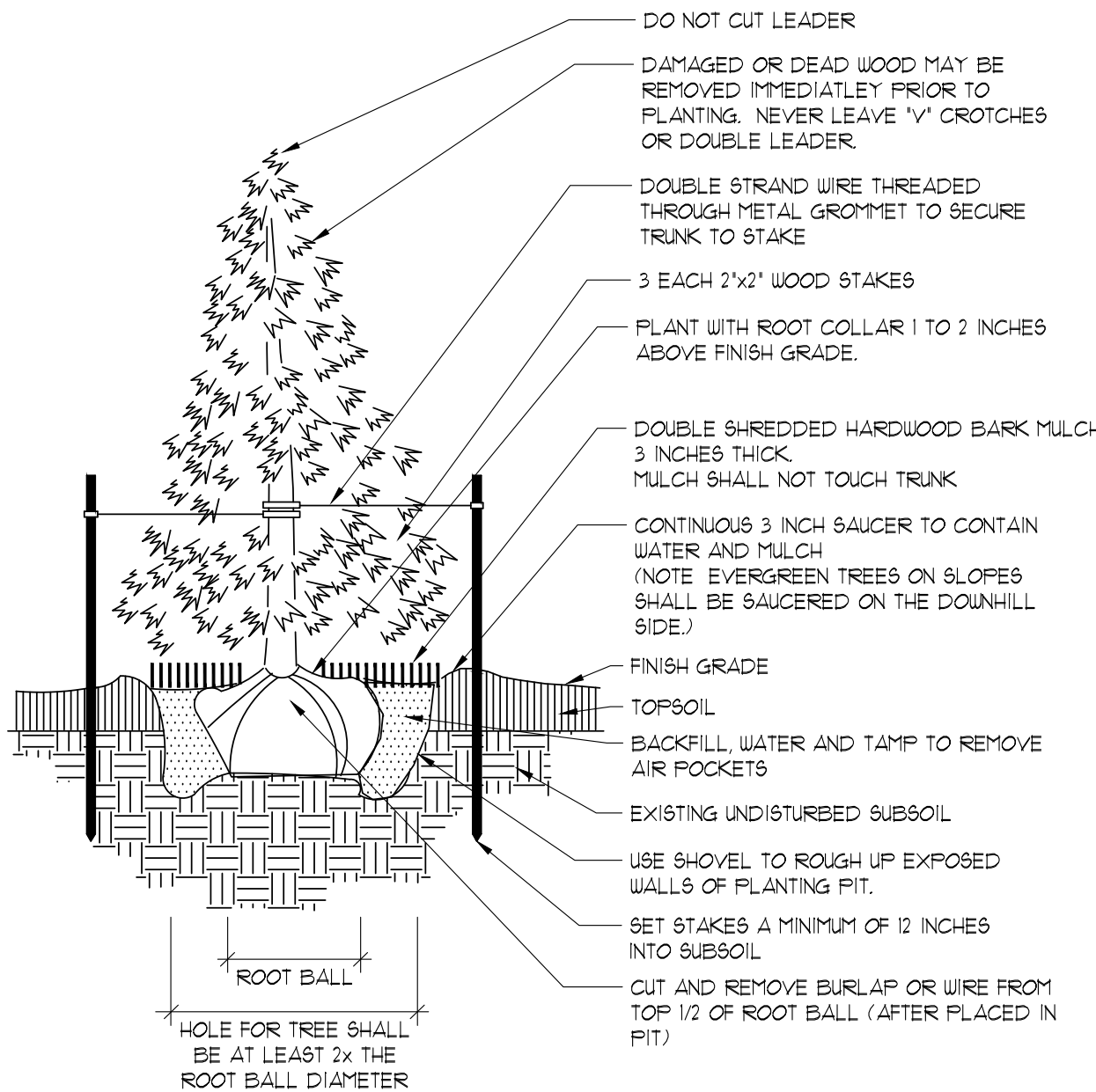
EVERGREEN TREE STAKING AND PLANTING NOTES

1. STAKING - ONLY EVERGREEN TREES THAT ARE UNABLE TO REMAIN UPRIGHT AFTER PLANTING SHALL BE STAKED. EVERGREEN TREES WILL BECOME STRONGER FASTER WHEN THE TOP 2/3 OF THE EVERGREEN TREE IS FREE TO SWAY. TIE WEBBED STRAPPING TO THE TREE 1/3 UP THE TRUNK AND WIRE TO THREE STAKES POSITIONED EVENLY AROUND THE EVERGREEN TREE. STAKES SHOULD BE DRIVEN DEEPLY INTO THE GROUND TO PREVENT DISLODGING. CHECK AT LEAST EVERY THREE MONTHS FOR BINDING OR OTHER PROBLEMS. STAKES AND TIES SHOULD BE REMOVED SIX MONTHS TO ONE YEAR AFTER PLANTING.

2. PRUNING - CLEANLY PRUNE ONLY DAMAGED BRANCHES AND ROOTS AT THIS TIME. ADDITIONAL PRUNING SHOULD BE ONLY FOR SHAPING PURPOSES.

3. PLANTING - ALL SYNTHETIC MATERIAL SHOULD BE REMOVED FROM THE ROOTS, TRUNK, OR CROWN OF PLANT. SET THE PLANT SO IT WILL BE AT ITS ORIGINAL DEPTH SLIGHTLY ABOVE EXISTING GRADE. BACKFILL WITH SPECIFIED SOIL MIX.

4. WATERING - THE BACKFILL AND ROOTS OF ALL NEWLY SET PLANT MATERIAL SHOULD BE WATERED AS BACKFILLING IS DONE SO THE SOIL AND ROOTS ARE THOROUGHLY SOAKED.



EVERGREEN TREE PLANTING

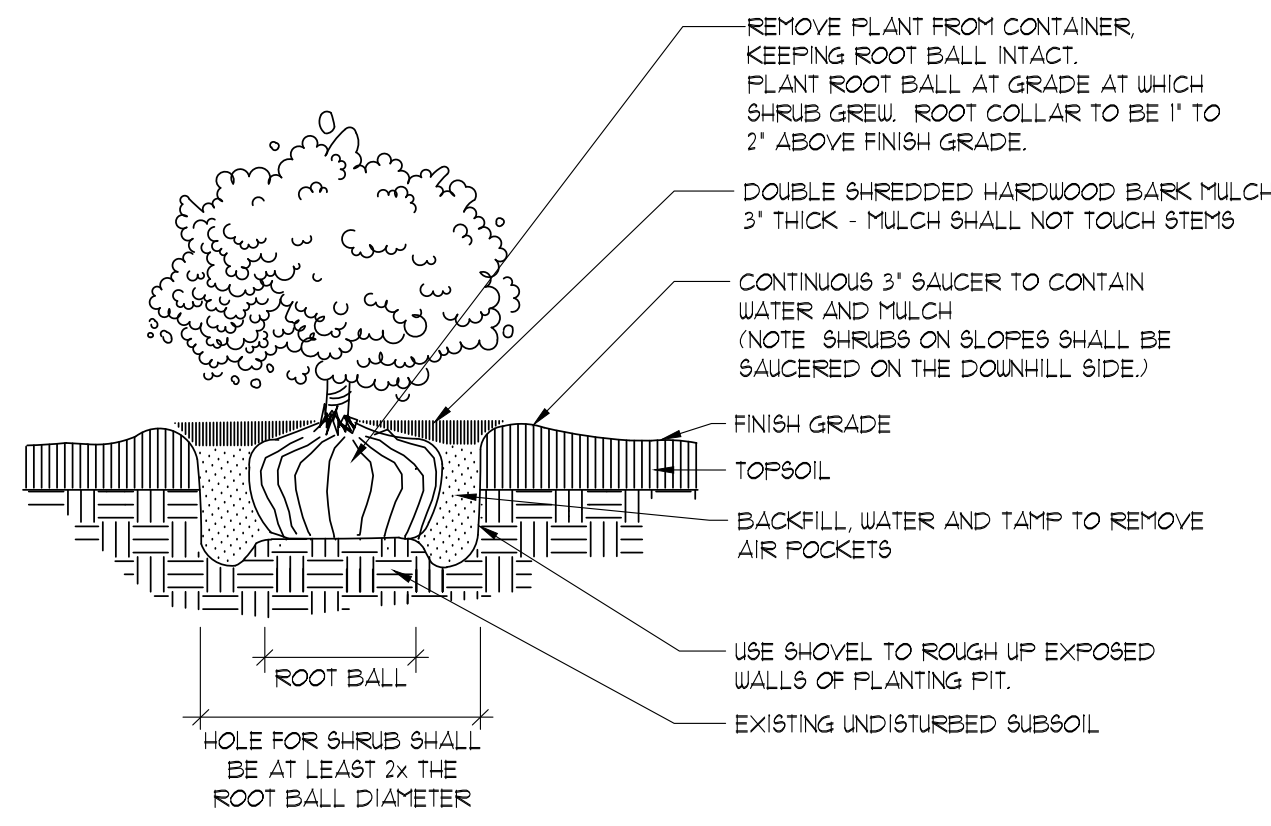
SCALE: NOT TO SCALE

SHRUB PLANTING NOTES

1. PRUNING - CLEANLY PRUNE DAMAGED BRANCHES AND ROOTS AT THIS TIME. ADDITIONAL PRUNING SHOULD BE ONLY FOR SHAPING PURPOSES.

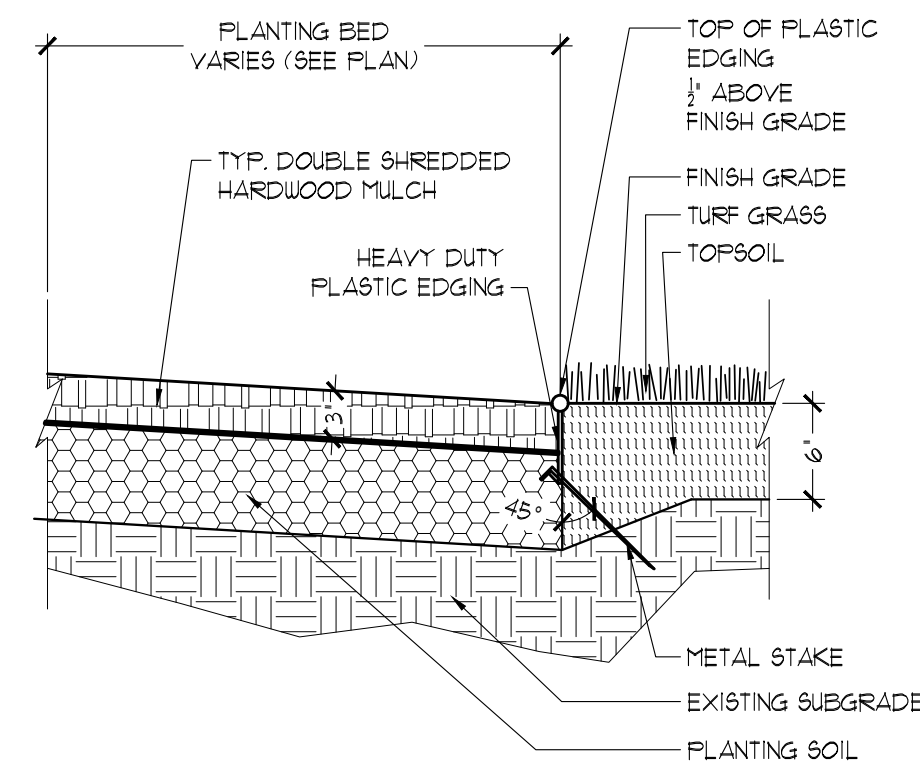
2. PLANTING - ALL SYNTHETIC MATERIAL SHOULD BE REMOVED FROM THE ROOTS, TRUNK, OR CROWN OF PLANT. SET THE PLANT SO IT WILL BE AT ITS ORIGINAL DEPTH SLIGHTLY ABOVE EXISTING GRADE. BACKFILL WITH SPECIFIED SOIL MIX.

3. WATERING - THE BACKFILL AND ROOTS OF ALL NEWLY SET PLANT MATERIAL SHOULD BE WATERED AS BACKFILLING IS DONE SO THE SOIL AND ROOTS ARE THOROUGHLY SOAKED.



SHRUB PLANTING DETAIL

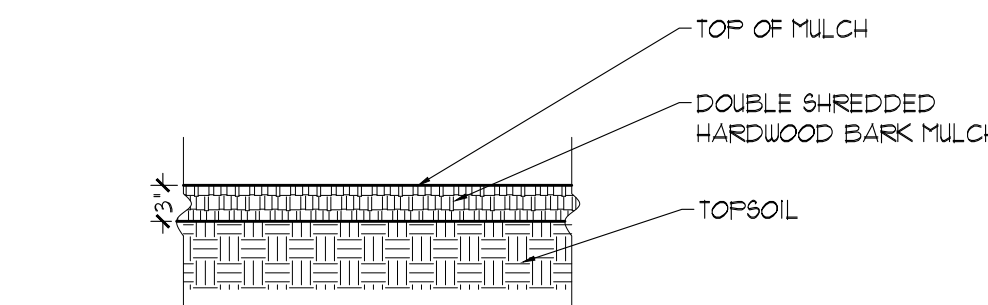
SCALE: NOT TO SCALE



TYPICAL PLASTIC EDGE SECTION

SCALE: 1"= 1'-0"

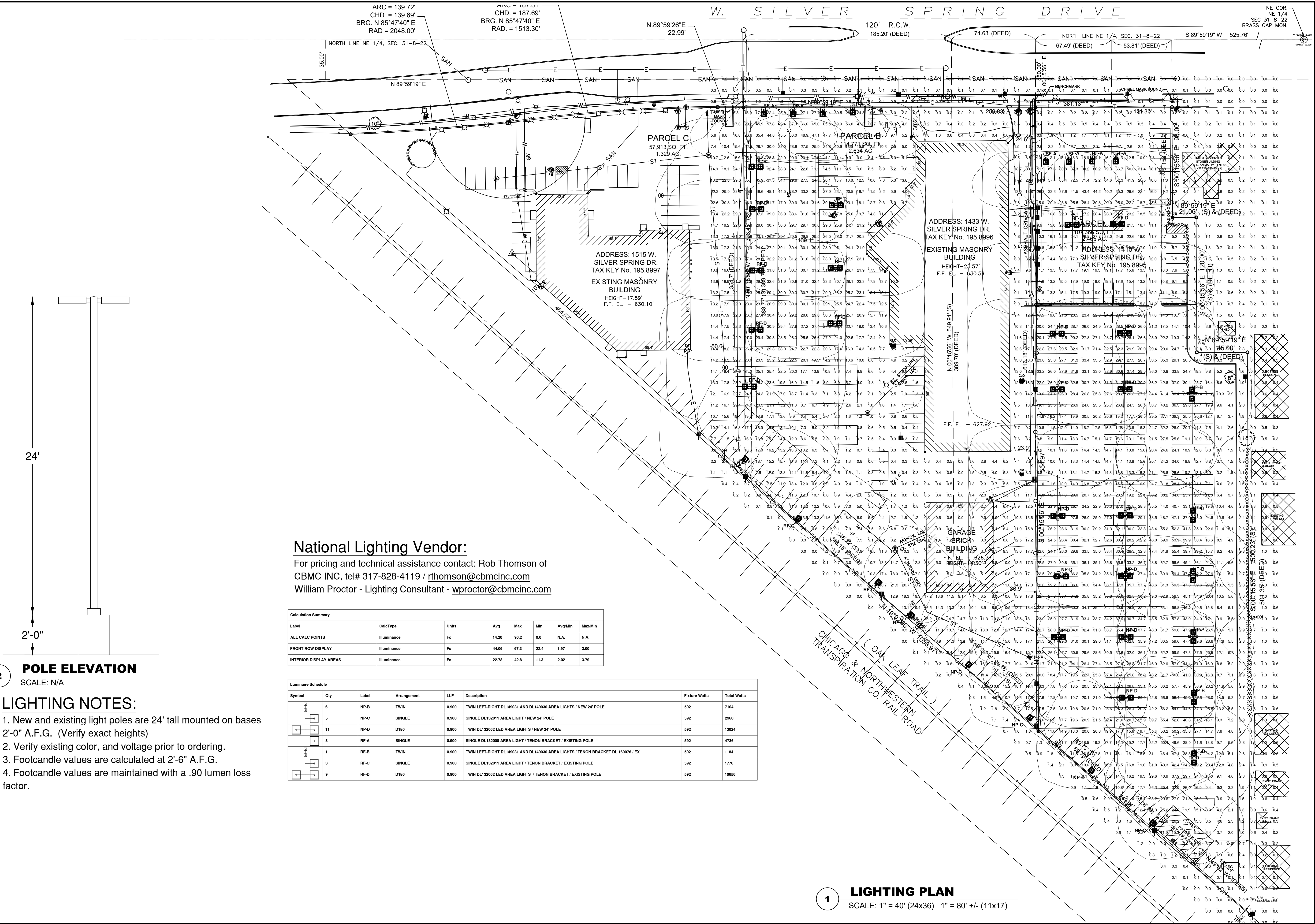
5
L2.0



TYPICAL SHREDDED HARDWOOD MULCH SECTION

SCALE: 3/4"= 1'-0"

4
L2.0

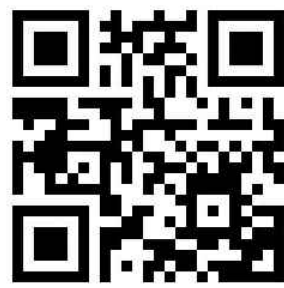


All electrical work shall comply with National, State, and Local codes including and not limited to the National Electric Code, NFPA 101 Life Safety Code, ASHREA and/or IECC Energy Codes.

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CBMC • LIGHTING SOLUTIONS

5855 KOPETSKY DR. SUITE G. | INDIANAPOLIS, IN 46217
317-780-8350 | WWW.CBMCINC.COM



This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with IESNA approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and LED lumen package, location adjustments, and other variable field conditions.

Contractor to check and verify all dimensions on site before commencing any work shown.

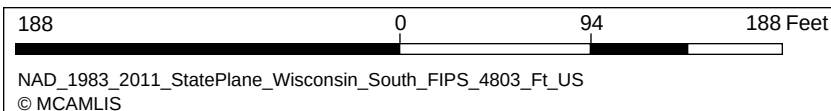


LEXUS OF MILWAUKEE Site Lighting Plan Calculations

Scale:	NTS	Project No:	CB1762	Revision
Date:	11/18/20	Drawing No:		
Drawn By:	WP			
Checked By:	RT			

E01

-



1: 1,129

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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Notes



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

APPLICANT INFORMATION

Name of Applicant: Brian Jonas
Legal Name of Business: Vishay Dale Electronics, LLC, a Delaware limited liability company
Name of Business Owner (if different from Applicant): Vishay Dale Electronics, LLC, a Delaware
Applicant Address (City, State, and Zip Code): 8920 W Heather Ave, Milwaukee, WI 53224

Office Phone Number: 414-434-1715 Cell: 414-399-0895 Fax: _____
Applicant E-Mail: brian.jonas@vishay.com
Applicant Signature: _____ Date: 12/11/2020

Jonas, Brian
Dec 11 2020 10:08 AM

PROPERTY INFORMATION

Property Address: 6591 N Sidney Pl Tax Key Number: 136-8021 Zoning District: M-1
Property Owner (if different from Applicant): Hakaduli Properties, LLC c/o MRED
Property Owner Address (City, State, and Zip Code): _____
13890 Bishops Dr #205, Brookfield, WI 53005
Property Owner Phone: 262-439-4220 Cell: 262-227-7403 Fax: 262-439-4201
Property Owner E-Mail: rrnachtigall@mghi.net
Property Owner Signature: _____ Date: 12/7/2020

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): Vishay Dale Electronics, LLC
Light manufacturer power resistors and also use warehouse and office.
Total Building Area: 36,000 To Be Occupied Area: 14,400
Lot Size: Depth: _____ Width: _____ Area: 14,400
Previous Occupant in To Be Occupied Space: Mickey's Linen
Other Uses of This Site: Bayer Performance, ClassOne Air, Better Earth Textiles
Total Number of Parking Spaces: Ample Parking Spaces Available to Tenancy: 20+
Business Hours (Days and Hours of Operation): Monday through Friday, 6 AM - 5 PM
Total Number of Employees: 21 Maximum Number of Employees at Site at One Time: 21
Primary Contact Person for This Project: Brian Jonas
Primary Contact Phone: 414-434-1715 Cell: 414-399-0895 Fax: _____
Primary Contact E-Mail: brian.jonas@vishay.com

CITY OF GLENDALE USE ONLY

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



December 10, 2020

City of Glendale, Wisconsin
Attn: Plan Commission, Todd Stuebe
5909 North Milwaukee River Parkway
Glendale, WI 53209

Dear Mr. Stuebe,

1. Name of Business, Address
Vishay Dale Electronics, LLC., DBA Vishay Milwaukee Resistor
8920 W. Heather Avenue
Milwaukee, Wisconsin 53224
2. Name of Owner, Address
Hakaduli Properties, LLC
13890 Bishops Dr. #205
Brookfield, WI 53005
3. Vishay Dale Electronics, LLC., DBA Vishay Milwaukee Resistor – Brian Jonas
4. Legal Description of Property
6585-6591 N. Sidney Pl., Suite 6591
Glendale, Wisconsin 53209
5. Tax-Key: 136-8021
6. Zoning: M-1
7. Lot Size: TBD
8. Dimensions and all levels (floors) of buildings: TBD
9. Total Floor Area: 14,400 SF
10. Specific uses of the entire property and buildings:
Current occupant: Mickey's Linen
Other uses: Bayer Performance, ClassOne Air, Better Earth Textiles
11. Minimum and Maximum number of employees:
Current headcount is 21 full-time employees which will be the maximum number of employees at this location.
12. Days of Operations:
Monday through Friday
Saturday overtime if required
13. Hours of Operations:
5:30 AM through 4:30 PM, M-F



6:00 AM through 12:00 PM Sa

14. Signage: Logo decal on entrance door
15. What Conditions has the State or County imposed upon your use of the property: M-1
16. Security Fencing: per Corporate EHS all doors to the space must always be secured.
17. Do you feel there will be any problems such as noise, odors, glare, potential fire hazards, or smoke resulting from the proposed use? No
18. Are you providing food services? No
19. Did the State of Wisconsin approve your interior building plans? NA
20. What provisions are you making for fire protection and human safety? Fire protection will be included with the building security system. Vishay Milwaukee Resistor is certified to ISO14001/ISO45001 standards and this is mandatory per the Corporate EHS Policy.
21. What are your rules and regulations of the property? NA
22. List the Timetable for completion of building construction and anticipated grand opening date? TBD
23. Proposed On-site Security Measures? Building control system.
24. Anticipated maximum number of facility users and viewers at one time? 21
25. Any other information you or the Plan Commission feels is pertinent? No
26. Business Plan: www.vishay.com/milwaukee
27. Entire Grant Application and County Issued Request for Proposal? NA
28. Your Name, Signature, and Date on the Plan of Operation Document?

Respectfully,
VISHAY DALE ELECTRONICS, LLC

BRIAN JONAS
OPERATIONS MANAGER

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: 12/04/2020

Business Address: 6585-6591 N Sidney Place **Suite #:** 6591 **Glendale, WI Zip:** 53209

Trade or Business Name: Vishay Dale Electronics, LLC, a Delaware limited liability company
(Name for which the business will be commonly known)

Legal Name of Business: Vishav Dale Electronics, LLC, a Delaware limited liability company
(As registered with the State of Wisconsin)

Bus. Phone: (88) 616 6666 **Bus. Fax:** () - **Bus. Email:** brian.jonas@vishay.com

Type of Business: Light Manufacturing, Warehouses **Scope of Business:** Power Resistors
(Example: Retail, Office, Restaurant, etc.) (Type of goods sold, manufactured, services provided, etc.)

Area of Building to be Occupied: West side of building **Approx. Sq. Ft.:** 14,400
(Example: Second floor office area incl. basement storage)

Anticipated work or alterations to be performed: Add additional offices, bathroom, and breakroom.

Owner/Registered Agent Name: Brian Jonas **Phone No:** (41) 434 1715

Owner/Registered Agent Email: brian.jonas@vishay.com

Permanent Mailing Address: 8920 W Heather Ave **Zip:** 53224

Contact Person Name (if other than owner): Michael Tomlin **Phone:** (26) 853 5760

Building Owner: Hakaduli Properties, LLC c/o MRED **Change in ownership of building?** Yes No ☒

Building Owner's Address: 13890 Bishops Dr #205, Brookfield, WI **Zip:** 53005

Building Owner's Phone: Home: () - Office: (262) 439 4220 Cell: (262) 227 7403

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

Applicant's Name (Print clearly): Brian Jonas

Applicant's Signature:  Jonas, Brian
Dec 11 2020 10:07 AM **Date:** 12/11/2020

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

CONTINUED ON REVERSE SIDE

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.



6575-6593 N Sidney Pl Multi-Tenant



Projection
NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_48
03_Ft_US

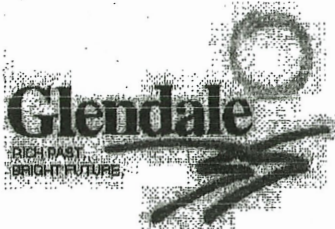


1: 1,129

188 0 94 188 Feet

Notes

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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: Milwaukee Property Development, LLC
Legal Name of Business: N/A
Name of Business Owner (if different from Applicant): N/A
Applicant Address (City, State, and Zip Code): 6100 N Port Washington Rd
Glendale, WI 53217
Office Phone Number: 262-864-0098 Cell: _____ Fax: _____
Applicant E-Mail: MKEPropertyDevelopmentLLC@gmail.com
Applicant Signature: [Signature] Date: 12-15-2020

PROPERTY INFORMATION

Property Address: 6100 N Port Washington Rd Tax Key Number: 163.9000.01 Zoning District: B1
Property Owner (if different from Applicant): N/A
Property Owner Address (City, State, and Zip Code): N4W22370 Bluemound Rd
Waukesha, WI 53186
Property Owner Phone: 262-864-0098 Cell: _____ Fax: _____
Property Owner E-Mail: MKEPropertyDevelopmentLLC@gmail.com
Property Owner Signature: [Signature] Date: 12-15-2020

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): Illume Cosmetic Surgery -
Medical office + Surgical Suite
Total Building Area: 16,864 sq ft To Be Occupied Area: 10,744 sq ft
Lot Size: Depth: 241.26' Width: 18' + 114.74' Area: 56,550 sq ft
Previous Occupant in To Be Occupied Space: Dier 1
Other Uses of This Site: Real estate, Salon, educator, Martial arts
Total Number of Parking Spaces: 73 Parking Spaces Available to Tenancy: 50
Business Hours (Days and Hours of Operation): 7am - 6pm M-F, 8am - 5pm Sat
Total Number of Employees: 25 Maximum Number of Employees at Site at One Time: 40
Primary Contact Person for This Project: Dan Eckerman
Primary Contact Phone: 262-439-8866 Cell: 414-333-8833 Fax: _____
Primary Contact E-Mail: dan@vcginc.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)\04 Conditional Uses\01 CU Procedures\CU Application.doc



Plan of Operation/Outline

Illume/Milwaukee Property Development, LLC.

1. Illume/Milwaukee Property Development, LLC.
2. Illume/Milwaukee Property Development, LLC.
3. Henry Behrendt
4. See attached
5. 163-9000-001
6. B-1, F-1 Business & Commercial District
7. 241.26 d x 180 w. + 60 d x 114.94 w.
8. 124 w. x 134 w.
9. 16,884 sf. Tenant area remodeled 10,744 sf.
10. Retail, Real Estate, and Healthcare
11. 25 persons min, 50 persons max.
12. Monday-Saturday
13. 7:00 am-6:00 pm
14. One sign on building façade and on existing monument sign at street.
15. None
16. Existing fence at South and East to remain.
17. No
18. No
19. Not submitted until after Plan Commission approval.
20. Fire protection, FE per State requirements, identifiable path of egress
21. To be identified by owner.
22. Construction to start in early 2021, completed later in 2021.
23. To be identified by Venture Construction Group during construction/Illume post Construction.
24. See item 11.
25. None
26. Create rental property for multi-tenant building.
27. None
28. Included.

Keller Architectural Design LLC

W237 S5585 Maple Hill Drive Waukesha, WI 53189

C (414) 254-8780 Email: rgkeller@ymail.com Website: Kadarchitecture.com

Rec'd 12/17/20

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: 12-15-2020

Business Address: 600 N Port Washington Rd Suite #: _____ Glendale, WI Zip: 53217

Trade or Business Name: Illume Cosmetic Surgery & Medspa
(Name for which the business will be commonly known)

Legal Name of Business: Plastic Surgery Associates SC
(As registered with the State of Wisconsin)

Bus. Phone: (262) 970-5605 Bus. Fax: () _____ Bus. Email: _____

Type of Business: Healthcare Beauty Scope of Business: Cosmetic Surgery & Spa
(Example: Retail, Office, Restaurant, etc.) (Type of goods sold, manufactured, services provided, etc.)

Area of Building to be Occupied: South & East end Suite Approx. Sq. Ft.: 10,450
(Example: Second floor office area incl. basement storage)

Anticipated work or alterations to be performed: New Halls, floors, doors, ceilings, MEP, Exterior

Owner/Registered Agent Name: Mark Blake Phone No: (414) 439-3000

Owner/Registered Agent Email: Henryb@illumemke.com

Permanent Mailing Address: N4W22370 Bluemound Rd, Waukesha, WI Zip: 53186

Contact Person Name (if other than owner): Henry Behrendt Phone: (847) 525-6558

Building Owner: Milwaukee Property Development LLC Change in ownership of building? Yes ☒ No ☐

Building Owner's Address: N4W22370 Bluemound Rd, Waukesha, WI Zip: 53186

Building Owner's Phone: Home: () _____ Office: (262) 970-5605 Cell: (847) 525-6558

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

Applicant's Name (Print clearly): Tom Korkos, MD

Applicant's Signature: _____ Date: 12-15-2020

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

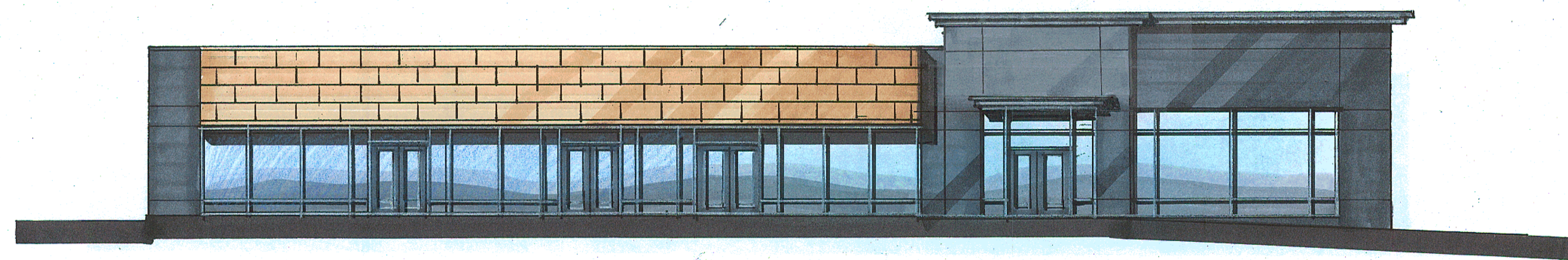
THIS IS NOT AN OCCUPANCY PERMIT

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

*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.

CONTINUED ON REVERSE SIDE

Rev: 07/17



West Elevation

1/8"

illume/*Cosmetic Surgery & Spa*

Project:
**Milwaukee Property
Development, LLC.**
6000 N. Port Washington Road
Glendale, WI 53217

Contractor:
Venture Construction Group
2385 South 179th Street
Suite B
New Berlin, WI 53146

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Revisions:		
Date	Number	Description

Sheet Title:
FLOOR PLAN

Project No.: 20.14
Date: November 6, 2020
Sheet No.:



Project:

Milwaukee Property
Development, LLC.

6000 N. Port Washington Road
Glendale, WI 53217

Contractor:

Venture Construction Group
2385 South 179th Street
Suite B
New Berlin, WI 53146

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Revisions:

Date	Number	Description

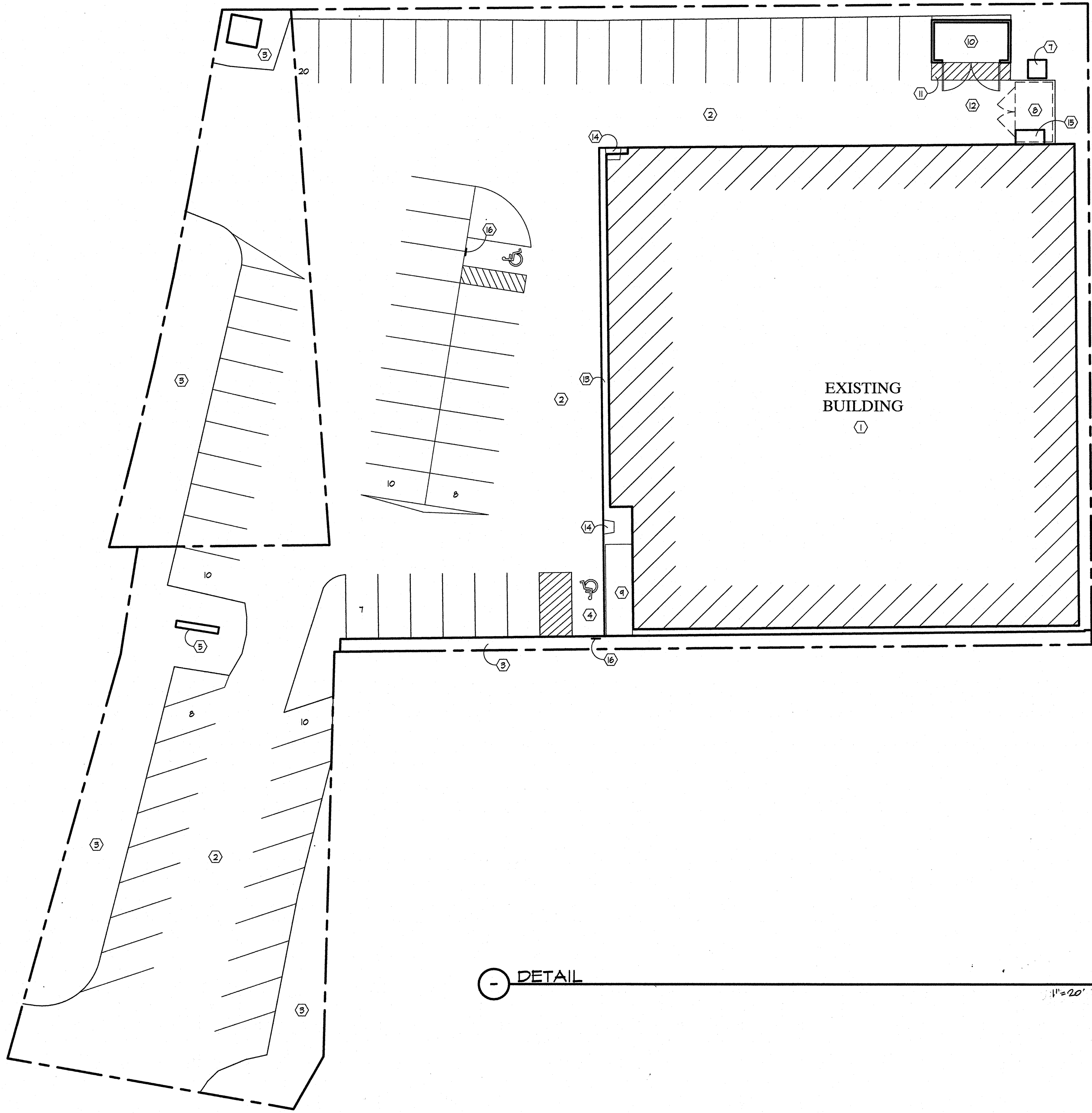
Sheet Title:

ARCHITECTURAL SITE PLAN

Project No.: 20.14

Date: November 6, 2020

Sheet No.:



- SITE PLAN NOTES:
- ① EXISTING BUILDING
 - ② EXISTING PARKING
 - ③ EXISTING LANDSCAPE AREA
 - ④ EXISTING ADA PARKING STALLS
 - ⑤ EXISTING PYLON SIGN TO BE RE-BRANDING WITH ANCHOR TENANT NAME/LOGO
 - ⑥ EXISTING FENCE TO REMAIN
 - ⑦ EXISTING TRANSFORMER TO REMAIN
 - ⑧ EXISTING DUMPSTER SCREEN TO BE REMOVED
 - ⑨ NEW LANDSCAPE AREA
 - ⑩ NEW DUMPSTER ENCLOSURE
 - ⑪ CAUTION STRIPING - SAFETY YELLOW
 - ⑫ AMBULANCE PARKING
 - ⑬ NEW CONCRETE SIDEWALK
 - ⑭ HANDICAPPED ACCESSIBLE RAMP
 - ⑮ NEW CANOPY
 - ⑯ NEW HC PARKING SIGN

- PARKING:
- 17 PARKING STALLS - EXISTING
 - 2 HANDICAPPED STALLS - EXISTING
 - 19 TOTAL PARKING STALLS

I have no idea what a legal description of the property is? I googled it and it's over my head. There is a legal description on the attached survey but it's a page long. Will that work?

LEGAL DESCRIPTION

PARCEL A:

That part of the South 1/2 of the South 1/2 of the West 1/2 of the Northeast 1/4 Section of 29, Town 8 North, Range 22 East, in the City of Glendale, County of Milwaukee, State of Wisconsin, bounded and described as follows: Commencing at the point in the West line of Riverside Subdivision which is 30 feet North 0°20' East of the South line of said 1/4 Section; thence North 0°20' East along the West line of the Riverside Subdivision 70.00 feet to a point; thence West on a line parallel to the South line of the said 1/4 Section 249.14 feet to a point in the Center line of the North Port Washington road; thence South 2°39' East along the Center line of the North Port Washington road 70.07 feet to a point; thence East on a line parallel to the South line of said 1/4 Section 245.15 feet to the place of beginning.

That part of the South 1/2 of the South 1/2 of the West 1/2 of the Northeast 1/4 of Section 29, Town 8 North, Range 22 East, in the City of Glendale, County of Milwaukee, State of Wisconsin, bounded and described as follows: Commencing at a point in the West line of Riverside Subdivision, which is 100 feet North 00°20' East along the West line of Riverside Subdivision, 80 feet to a point; thence West on a line parallel to the South line of said 1/4 Section 253.31 feet to a point in the Center line of the North Port Washington road; thence South 2°39' East along the Center line of the North Port Washington road 80.08 feet to a point; thence East on a line parallel to the South line of said 1/4 Section 249.14 feet to the place of beginning. Excepting therefrom that part acquired by state of Wisconsin, Department of Transportation for improvement of North Port Washington road by amended award of damages recorded February 25, 1975 in Reel 837, Image 734 as Document No. 4899131.

PARCEL B:

That part of the Southeast 1/4 Section 29, Town 8 North, Range 22 East, in the City of Glendale, County of Milwaukee, State of Wisconsin, bounded and described as follows: Commencing at the point in the East line of the West 1/2 of said 1/4 Section 407.89 feet South of the North line of said 1/4 Section; running thence South 89°45'10" West 32.00 feet to the place of beginning of the land about to be described; continuing thence South 89°45'10" West 571.32 feet to a point in the Easterly line of North Port Washington road; thence Northeasterly along said Easterly line of North Port Washington road; thence Northeasterly along said Easterly line of North Port Washington road; thence Northeasterly along said easterly line, being a curved line, having a radius of 2125.84 feet with its center to the Northwest and a chord 138.33 feet in length which bears North 25°04'30" East at a distance of 138.35 feet to a point; thence North 89°45'10" East 140.70 feet to a point; thence South 52.43 feet to a point; thence North 89°45'10" East 185.00 feet to a point; thence South 15.00 feet to a point; thence North 89°45'10" East 154.00 feet to a point; thence North 89°45'10" East 154.00 feet to a point; thence South 29°52'56" East 66.24 feet to the place of beginning. Also that part of the West 1/2 of the Southeast 1/4

Section 29, Town 8 North, Range 22 East, in the City of Glendale, County of Milwaukee, State of Wisconsin, bounded and described as follows: Commencing at the Northeast corner of said West 1/2 of said 1/4 Section; thence South 89°45'40" West along the North line of the said 1/4 Section 374.67 feet to the point of beginning of the lands about to be described; thence South 1°47'30" West 114.94 feet; thence South 36°33'50" West 25.00 feet; thence South 9°16'32" East 149.86 feet; thence South 52.43 feet; thence South 89°45'10" West 35.00 feet; thence North 52.43 feet; thence South 89°45'10" West 35.00 feet; thence North 52.43 feet; thence South 89°45'10" West 128.06 feet to a point in the Easterly line of North Port Washington road as now laid out; thence Northeasterly along a curve to the left (having a radius of 2137.75 feet, and a chord that measures 301.06 feet and bears North 19°04'25" East) and arc distance of 301.32 feet to a point in the North line of said 1/4 Section; thence North 89°45'10" East along said North line 59.55 feet to the point of beginning. Excepting therefrom that part thereof described in corrective award of damages recorded May 21, 1975 in Reel 852, Image 1414 as Document No. 4916667. Also excepting therefrom that portion of land conveyed in Award of Damages recorded August 21, 2006 as Document No. 9289780.

PARCEL C:

That part of the Northeast 1/4 of Section 29, in Township 8 North, Range 22 East, in the City of Glendale, County of Milwaukee,

State of Wisconsin, bounded and described as follows: Commencing 165 feet West of the Southeast corner of the Southwest 1/4 of said 1/4 Section, being the Southwest corner of Riverside Subdivision; thence North 30 feet; West 245.15 feet; South 2°39' East to South line of said 1/4 Section; thence East to place of beginning.

PARCEL D:

That part of the Southwest 1/4, of the Northeast 1/4 of Section 29, Town 8 North, Range 22 East, in the City of Glendale, Milwaukee County, Wisconsin, bounded and described as follows; commencing at the Southeast corner of said 1/4 Section; thence North 89°09'33" West along the South line of said 1/4 Section, 1697.67 feet; thence North 01°49'13" West, 30.01 feet to the East right of way line of North Port Washington road and to the point of beginning; thence North 89°09'33" West, 61.36 feet; thence North 15°29'56" East, 26.69 feet; thence Northeasterly along a curve to the left having a 1060.00 feet radius and a chord bearing of North 13°25'41" East and a chord distance of 76.61 feet, 76.63 feet; thence North 11°21'25" East, 50.36 feet to the Southwest corner of Lot 1 of Certified Survey Map 7207, Document 8472544; thence South 89°11'06" East along the South line of said Certified Survey Map, 21.46 feet to the East right of way of North Port Washington road as described in Document 4204482 and 4204483; thence South 01°55'43" East along said right of way, 150.30 feet to the point of beginning.

FLOOD NOTE

According to the flood insurance rate map of the Village of Whitefish Bay, Community Panel No. 55079C0043E, effective date of September 26, 2008, this site falls in Zone X (Areas determined to be outside the 0.2% annual chance floodplain).

BASIS OF BEARINGS

Bearings are referenced to the Wisconsin State Plane Coordinate System (South Zone), in which the South line of the NE 1/4 of Section 29 bears S89°23'45"W.

PARKING SPACES

There are 73 regular parking spaces and 2 handicap space marked on this site.

LAND AREA

The Gross Land Area of the subject property is 56,004 square feet or 1.2857 acres.

The Net Land Area of the subject property is 53,489 square feet or 1.2279 acres.

TITLE COMMITMENT

This survey was prepared based on First American Title Insurance Company Commitment No.

WCS-1023709-MKE, effective date of July 31, 2020 which lists the following easements and/or restrictions from schedule B-II:

1, 2, 3 & 9 visible evidence shown, if any.

4, 5, 6, 7, 8, 16, 17, 18 & 19 not survey related.

10. Covenants, Conditions and Restrictions as set forth in Quit Claim Deed recorded on September 14, 1963 in Reel 153, Image 2178 as Document No. 4051864 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). As corrected by Quit Claim Deed recorded on November 14, 1963 in Reel 163, Image 1794 as Document No. 4065636. Affects property by location, shown.

11. Stipulation and Order as contained in Affidavit recorded on January 27, 1966 in Reel 291, Image 1388 as Document No. 4234374. Affects property by location, shown.

12. Utility Easement to Wisconsin Electric Power Company and Wisconsin Telephone Company, dated November 11, 1971, recorded/filed November 23, 1971 in Reel 622, Image 1202 as Document No. 4637605. Affects property by location, shown.

13. Utility Easement to Wisconsin Electric Power Company, dated April 10, 1975, recorded/filed June 18, 1975 in Reel 859, Image 350 as Document No. 4923642. Affects property by location, shown.

14. Utility Easement to Wisconsin Electric Power Company, dated May 13, 1975, recorded/filed June 18, 1975 in Reel 859, Image 363 as Document No. 4923646. Affects property by location, shown.

15. Terms, conditions, restrictions and provisions relating to the use and maintenance of the Grant of Easement recorded on March 21, 1989 in Reel 2312, Image 1547, as Document No. 6261296. Affects property by location, shown.

MUNICIPAL ZONING

The zoning information noted below is taken from the municipal code ordinance. It does not reflect all zoning restrictions that may apply. It is not intended to be used in lieu of a comprehensive zoning report

as stated in ALTA Table A item 6(a) nor to be relied on for site development purposes.

Municipal Code: Sec. 13.1.34

Site is zoned: B-1, Sub-Area "F1" (Local Business District)

Site requirements related to height, density, set back and parking, and urban design standards, shall be determined from time-to-time by the Common Council, or by the Plan Commission at its designation.

SITE ADDRESS

6000 North Port Washington Road, City of Glendale, Milwaukee County, Wisconsin.

CLIENT

Milwaukee Property Development, LLC, a Wisconsin limited liability company

This document is an instrument of professional service, and may be protected by the surveyors work product doctrine or surveyor / client privilege. The information shown hereon is intended solely for the use of the client and client directed third parties.

Date Revision description

234 W. Florida Street

Milwaukee, WI 53204

414-224-8068

www.chaputlandsurveys.com

ENCROACHMENT TABLE

BOARD FENCE 0.3' OVER PROPERTY LINE

TABLE "A" ITEMS

6(b). A zoning report has not been provided.

11. Utility lines are shown from visible surface evidence, municipal plans and from plans and markings provided by Diggers Hotline, the One-call Utility Marking System (Wisconsin Statute 182.0175), Ticket Number 20203411847.

16. There is no visible evidence of earth moving, building construction or building additions within recent months.

17. There are no changes in street right of way lines either completed or proposed, and available from the controlling jurisdiction. Observable evidence of recent street or sidewalk construction or repairs if any, is shown.

19. There were no offsite easements or servitudes benefiting the survey property disclosed in furnished Title Commitment at the time of survey.

LEGEND

SITE

Together with that part of the Southwest 1/4, of the Northeast 1/4 of Section 29, Town 8 North, Range 22 East, in the City of Glendale, Milwaukee County, Wisconsin, bounded and described as follows; Commencing at the Southeast corner of said 1/4 Section; thence South 89°23'45" West along the South line of said 1/4 Section, 1731.43 feet to the point of beginning of the lands hereinafter described; thence continuing South 89°23'45" West along said South line 36.83 feet to a point; thence North 14°03'14" East 31.01 feet to a point; thence North 89°23'45" East and parallel to said South line 27.79 feet to a point; thence South 02°53'25" East 30.02 feet to the point of beginning. Containing 969 square feet or 0.0222 acres of land.



Projection
NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_48
03_Ft_US



1: 564

94 0 47 94 Feet

Notes

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

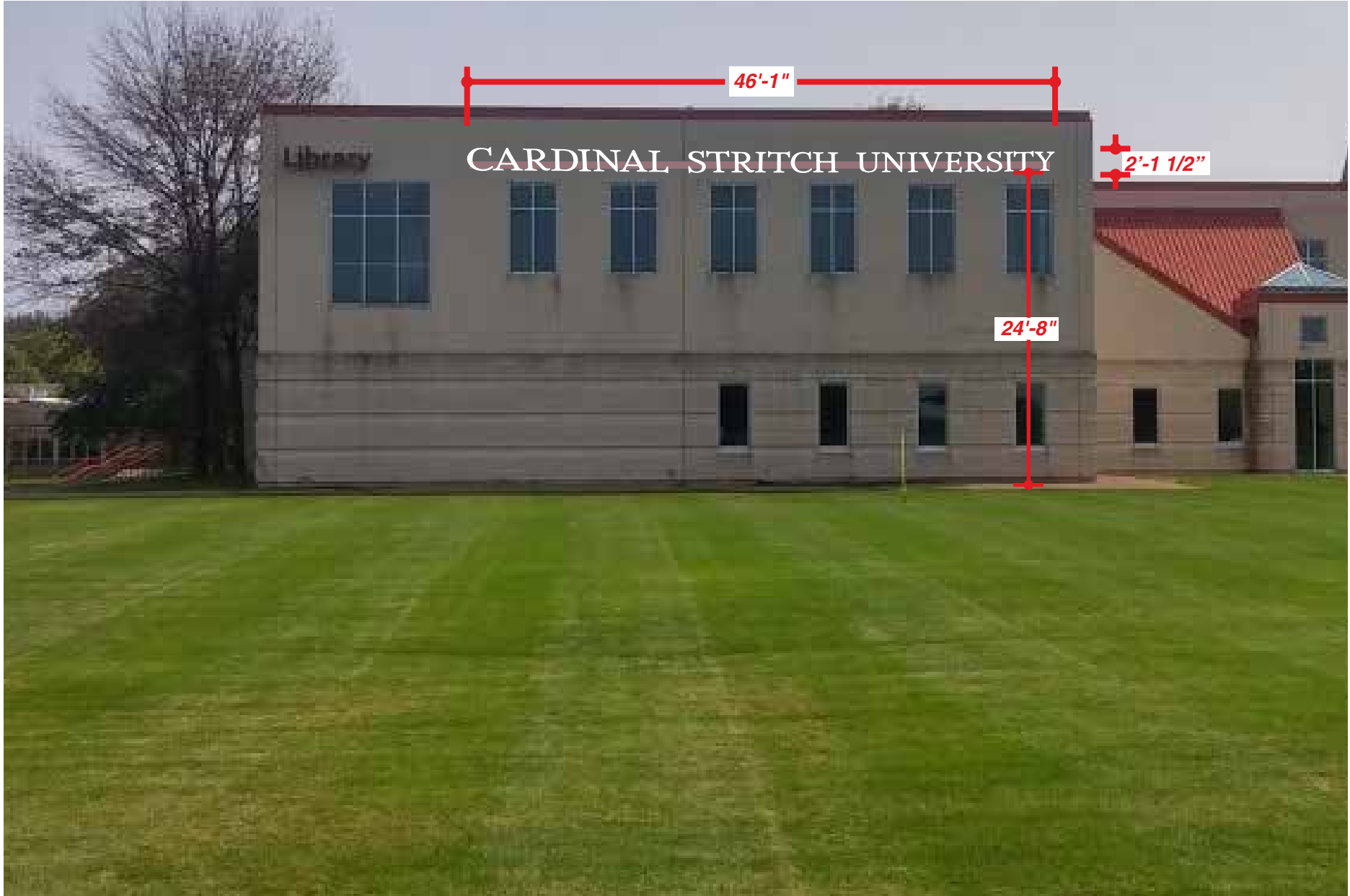
THIS MAP IS NOT TO BE USED FOR NAVIGATION

© MCAMLIS

CARDINAL STRITCH UNIVERSITY

SIMULATED NIGHT VIEW

SIGN LOCATION



JOB DESCRIPTION

ILLUMINATED, RACEWAY-MOUNTED CHANNEL LETTERS

INSTALL ON BUILDING SO THAT "Y" IN "UNIVERSITY" ALIGNS W/ RIGHT SIDE OF WINDOW, & SO THAT BASELINE OF LETTERS ALIGN W/ BASELINE OF EXISTING "LIBRARY" LETTERS

FILE NAME: 58483-01-0 DATE: 10.01.20 SCALE: NTS

FILE TYPE: ☐ OUT ☐ PROD ☐ OTHER

JOB NAME: CARDINAL STRICH UNIVERSITY

LOCATION: 6801 N YATES, GLENDALE WI 53217

DRAWN BY: CS SALESMAN: DOM DACY

DESIGN APPROVED BY:

AUTHORIZED SIGNATURE

DATE

CONCEPTUAL RENDERING (*MAY NOT BE TO EXACT SCALE)

TOTAL SQ. FT. OF SIGNAGE: 97.93 ft²

UNLESS OTHERWISE SPECIFIED: • ALL FLUORESCENT LAMPS WILL BE T12-CW-HO LAMPS. • ALL BALLASTS WILL BE COLD START ALL-WEATHER BALLASTS. • ALL NEON TRANSFORMERS WILL BE 30 MILLIAMPS. • 120V PRIMARY POWER TO SIGNS WILL BE BY OTHERS. • ALL DATA LINES TO ELECTRONIC SIGNAGE WILL BE BY OTHERS. • ALL PAINT COLORS WILL BE SEMI-GLOSS FINISH.

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WWW.GRANTSIGNS.NET

2810 SYENE RD - MADISON, WI 53713

608.838.7794



GRANT SIGNS
DP INDUSTRIES LLC

608.
838.7794





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

SIGN PERMIT APPLICATION

Please fill out all spaces below. Check the boxes that apply to the sign. Applications for signs require a color picture or drawing of the proposed sign and a site plan marking the location of the proposed sign on the property. Wall Sign proposals should include an elevation drawing depicting the location of the wall sign on the building. Monument sign proposals shall include a landscape plan showing the 100 square feet (minimum) of landscaping surrounding the sign. Incomplete applications will be returned to the applicant.

Tenant: Name: Toppers Pizza, Inc E-Mail: ckappes@toppers.com
Business Name: Toppers Pizza, Inc
(Sign) Address: 5464 N Port Washington RD
City/State/Zip: Glendale, WI 53217 Phone: 262.473.6666

Property Owner: Name: Robert L Worth-Member E-Mail: robertworth@worthrealtywi.com
Business Name: Port Washington 5464, LLC
Address: 5464 N Port Washington RD
City/State/Zip: Glendale, WI 53217 Phone: 414-963-1600

Sign Agent: Name: Kevin Cook E-Mail: kcook@jnbsigns.com
Business Name: JNB Signs, INC.
Address: 1221 Venture Dr. Suite 1
City/State/Zip: Janesville, WI 53546 Phone: 608.754.6338

Sign Type: ~~Wall~~ / ~~Monument~~ / ~~Directional~~ / ~~Window~~ / ~~Planned Sign Program~~ / ~~Temporary~~ / ~~Other~~

Sign Information: Zoning: _____ Sign Dimensions: 41-15/16 (height) 121-15/16 (width)
Illumination: LED back lit Setback from Front Property Line: _____
Overall Sign Height: 41-15/16 Types of Materials: Aluminum cans, Acrylic faces
Estimated Sign Value: \$3000 each Additional Comments: _____
Dates of Display (Temp. & Sale/Lease/Rent Signs): _____

Sign Permit Fee (check one):

- | | |
|--|--|
| ☐ Permanent Sign (new/specify below) | ☐ Window Sign (annual fee) \$50.00 |
| ☐ 4 to 25 square feet \$50.00 | ☐ Planned Sign Program (specify below) |
| ☐ 26 to 50 square feet \$75.00 | ☐ New \$150.00 |
| ☐ 51 to 100 square feet \$100.00 | ☐ Amendment <u>X</u> \$50.00 |
| ☐ 101 square feet and over \$150.00 | ☐ Renewal \$75.00 |
| ☐ Permanent Sign (renewal) \$50.00 | ☐ Temporary Sign or Banner \$50.00 |
| ☐ Existing Sign Modification \$50.00 | ☐ Sale/Lease/Rent Signs \$50.00 |

It is hereby agreed between the undersigned as owner, his agent or servant, and the City of Glendale, that for and in consideration of the premises and of the permit to construct, erect, alter, or install and the occupancy of building as above described, to be issued and granted by the Inspector of Buildings, that the work thereon will be done in accordance with the descriptions herein set forth in this statement, and it is further agreed to construct, erect, alter or install and occupy in strict compliance with, and all amendments thereto; and to obey any and all lawful order of the Inspector of Buildings of the City of Glendale.

Property Owner Signature: Robert L Worth-Member FAX Number: 414-964-5647
Print Name: Robert Worth-Member Date: 12/09/2020
Tenant/Sign Agent Signature: _____ FAX Number: _____
Print Name: _____ Date: _____

Electrical Permit Required: Section 15.6.8 of the Sign Code, requires an electrical permit (separate from the 20amp branch circuit permit) for the wiring of all permanent illuminated signs, regardless of voltage. All signs and sign components must be listed and inspected upon installation. Failure to obtain permit prior to installation will result penalties and potential fines.

Office Use Only Check #: _____ Amount: _____ Date: _____ Rec'd by: _____

PROPOSED PSP AMENDMENT
FOR
WORTH BUILDING

The original approval had Worth Building above the front and rear entrances however we never installed these signs. We will have the signs saying Worth Building from the Tower and put them over the front and rear entrances. This makes more sense for tenants in the mall who indicate they are in the Worth Building it will direct the customers to the door where it states Worth Building.

1. The amendment would take the Worth Building off of the Southwest Tower which is actually the entrance to Unit A1. The signs installed would be for the tenant of that unit, which makes sense as it would be right above the door. This is the anchor tenant paying the highest rent and signage matters especially with the trees blocking the building facing west to Port Washington. Since there is currently a sign on both sides of the tower it is not adding signage, it is actually reducing signage. The prior tenant (Subway) had the sign on the smaller tower on the north side of the west facing wing. This sign space is eliminated since the tenant will have the tower. Since this tenant has their own entrance and a corner unit this makes more sense and is more appealing.
2. The amendment would also allow Franchise restaurants the option to have sign specific to the franchise (as Subway was allowed in the past) as long as it stays within size requirements and meets all Glendale signage regulations. Planet Smoothie sign would replace the Bronson and stay within the size limits.
3. The signs for the west facing with parking lot in front and south side facing parking lot would have to stay within size limits but should not have to be black aluminum. They should be allowed some color and design as long as approved by Landlord and Glendale and meets the sign regulations.
4. The southwest tower which is a corner unit with 2 separate entrances should be allowed a sign on both the west and south side of the tower. Signage to be within size limits approved by Landlord and Glendale and meets the sign regulations.

I have included each elevation of the building for signage along with the original PSP plan and the application with payment.

Please take this amendment into consideration as we had 3 large restaurants which all requested the tower for signage. We believe it will help us to rent the 1 Southwest unit and being these are 2 prominent locations with signage it will help keep the rental income higher in the Glendale area. Glendale will benefit from higher class of tenant.

Date: 4-14-08

Revisions:
REVISED

Reference Drawing

PROJECT:

'THE WORTH BUILDING'
REMODELING

PROJECT LOCATION:

5464 N. PORT WASHINGTON RD.
CITY OF GLENDALE
WISCONSIN

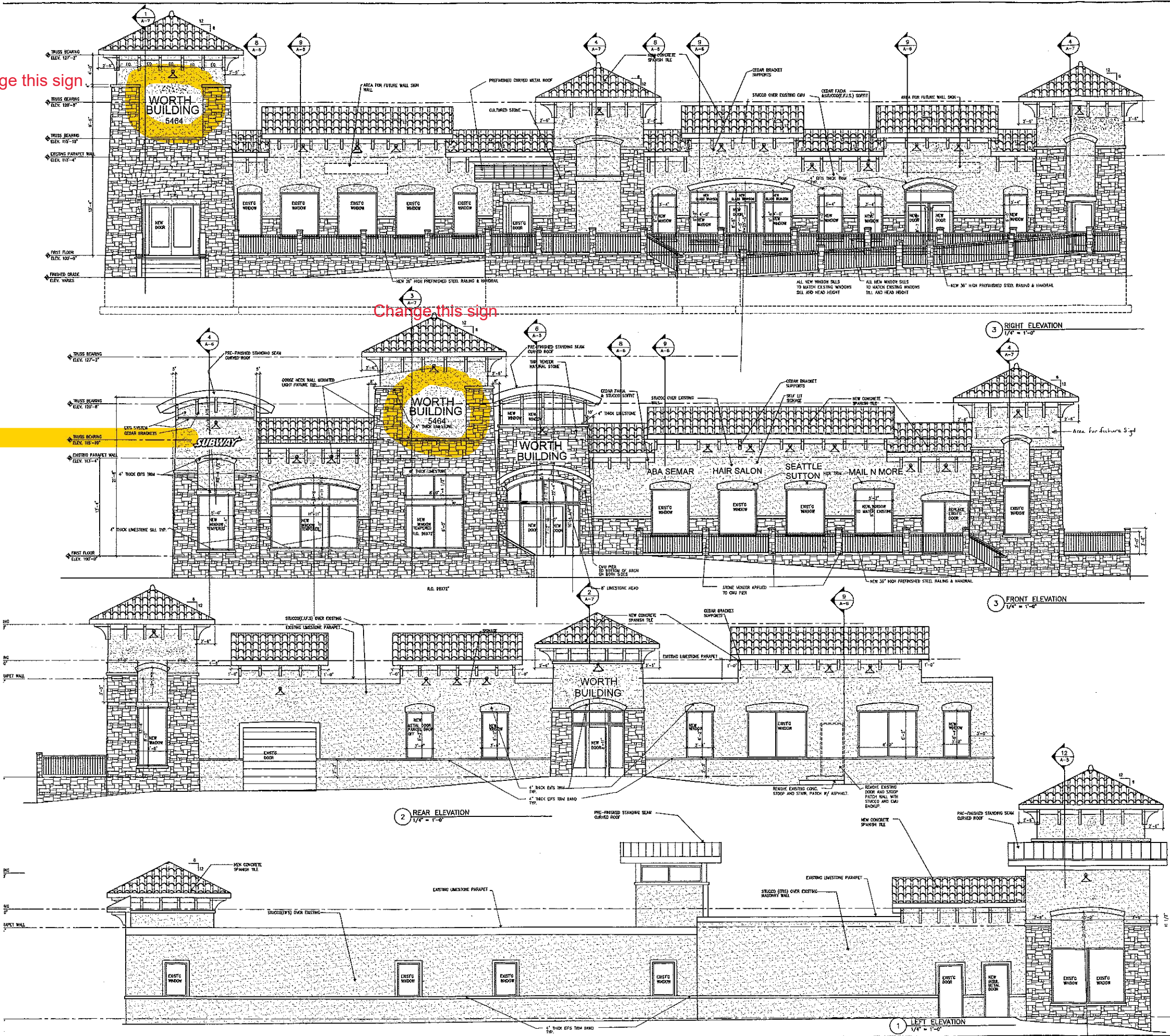
SHEET TITLE:

ELEVATIONS

SHEET NO:

A-4

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**WORTH
BUILDING**
5464

Bronson Sign changed
to Planet Smoothie
Specs attached.

BRONSON
UNIVERSITY OF TEXAS AT ARLINGTON

Worth
Building

ABA SEMAR

ALTERATIONS
& REPAIRS

U.S. CONGRESS
Tim Rogers

CUSTOM
T-SHIRTS



WORTH
BUILDING

ABA SEMAR

SIGN

SIGN

MAIL N MORE

SIGN

ALTERATIONS
& REPAIRS
OPEN

JEWELRY
& WATCHES
CITIZEN

Text

NO
PARKING

SIGN

SIGN

ANGEL
MASSAGE

51-2754 Suite H



Google Maps 5500 N Iroquois Ave

