

CITY OF GLENDALE -- PLAN COMMISSION

Tuesday, March 11, 2014

Pursuant to adjournment, the City Plan Commission met in the Common Council Chambers of City Hall, 5909 North Milwaukee River Parkway.

Acting Mayor Shaw called the meeting to order at 7:00 p.m.

Roll Call: Present: Acting Mayor JoAnn Shaw, Commissioners Dennis Buettner, Izzy Goldberg, Fred Cohn, Ilmar Junge, Larry Appel, and Dennis Noble. Absent: None.

Other Officials Present: Richard E. Maslowski, City Administrator, Todd M. Stuebe, Director of Community Development

In accordance with the Open Meeting Law, the Glendale Herald, the City's official newspaper, was advised on Thursday, March 6, 2013, of the date of this meeting, the agenda was posted on the official bulletin board in City Hall, copies of the agenda were made available to the general public in the Municipal Building and the Police Department, and those persons who have 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.

ADOPTION OF THE MINUTES.

Motion was made by Comm. Cohn, seconded by Comm. Buettner, to approve the minutes of the meeting held on Tuesday, February 11, 2014. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

MATTERS FOR CONSIDERATION.

- I. Plan Commission Use and Occupancy Review, Milwaukee River Inn, 4700 North Port Washington Road. Review proposed changes to hotel and restaurant/conference center use and occupancy.

Mr. Stuebe stated that the Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

Plan Commission Report:

Nagib Lakhani, representing Milwaukee River Inn (CMH Milwaukee River Inn, LLC), seeks Plan Commission use and occupy approval for a hotel, restaurant, and conference facility use at 4700 North Port Washington Road. The property is zoned B-1, Sub-Area K, (Hotel and Convention Center)

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Business and Commercial District, and the proposed use is a permitted use subject to Plan Commission use and occupancy review and approval.

The hotel will no longer be operated under the Hilton name. Renovations will be completed and it is anticipated that upon completion the hotel will be operated as a state-of-the art contemporary Holiday Inn. Between the time that the hotel is acquired and is affiliated with Holiday Inn it will be operate as an independent hotel.

Upon completion of the acquisition of the property significant renovations to the hotel are proposed to take place over the course of the remainder of 2014. The proposed changes as described in the submittal documents are at this time preliminary, however, it is anticipated that changes will be made to all areas of the hotel.

The submittal documents also include discussion of the future ownership and management of the property.

The final building improvements will be presented to the Plan Commission review and approval at a future date.

Community Development Director Stuebe stated that staff recommends that the Plan Commission grant use and occupancy approval for Milwaukee River Inn to operate a hotel, restaurant, and conference facility at 4700 North Port Washington Road, subject to the following conditions: 1) Signs are required to conform with the Glendale Sign Code; 2) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary; 3) Dumpster enclosure(s) in compliance with 13.1.144 of the Zoning Code; 4) Subject to obtaining a Code Compliance Inspection Certificate of Compliance, if required; 5) All City of Glendale zoning, building, and fire codes being carried out to the satisfaction of the Director of Community Development, Building Inspector, and the North Shore Fire Department; 6) Written certification by owner of compliance with State of Wisconsin requirements for physically disabled parking prior to issuance of Occupancy Permit.

Nagib Lakhani introduced himself as representing the RevMax Hospitality Consulting Services which is a hospitality lodging consulting firm based out of Seattle, and he represents a group of investors who are proposing to purchase the Hilton Milwaukee River Inn property, and to convert it to a Holiday Inn. Mr. Lakhani stated that the Hilton franchise license is coming due very soon and there was a need to identify an alternative franchise flag that would be suitable, Holiday Inn had expressed interest, me as well as the investors who are looking at this have extensive experience with the Holiday inn brand and felt that would be a really good fit for this particular hotel, so they are currently in the process of due diligence and they are hoping that they will be able to conclude a transaction shortly and begin the process of planning for the renovation. Mr. Lakhani stated that once they take over the property will be an independent hotel for a period of a few months while undergoing the renovations that are required to be compliant with the Holiday Inn brand standards, a process that will probably take through around October or November are their expectations, after which they are hoping will be in compliant with the Holiday Inn brand and they will be able to secure that particular franchise flag. Mr. Lakhani stated that there is still some additional work that will need to be done to the property

which they think will take about another couple or so months beyond that time frame, but essentially they will have completed a very significant upgrade to the public spaces within the hotel, they will have completed a fair sizable chunk of the rooms will have been upgraded at that point in time, the patio and the lounge, which is an area that will be an important focus in this redevelopment should be concluded by then, and what will be left will be upgrading the ballroom space that they currently have, as well as the restaurant, they are looking at a significant upgrade to that portion of the hotel, and that is the portion that will come after the lobby has been completed. Mr. Lakhani stated that their design theme is really to open up the hotel to one of its greatest assets which is the riverfront, which is right there, and their intent is to open up the lobby so that when you walk into the building you have a clear view out to the river, so that is really primary elements that they are trying to create, in addition to that they are also trying to create a very inviting patio environment so that there will be a portion that will contain soft seating for groups for people to be able to enjoy outdoors, and they are anticipating that they will have some sort of cover, a canopy, to that portion, and to provide some external radiant heat lamps so that they can create a comfortable environment for the evenings as well and, in addition to what is currently there which is some hard seating and tables and so on and so forth so that people can also have dinner outside, that will be an extension in a sense to the restaurant. Mr. Lakhani stated that the lobby is going to change in character very substantially, they are anticipating that the open space will contain within it a signature feature fireplace element that will be a signature element for that particular space, and they are hoping to replicate the fire theme also outside so they are looking to have a fireplace or a fire pit outside by the patio, so that theme will continue to the outdoors, and they are also liking to have an indoor lobby bar, that is the very current theme in hotels, it creates a much more inviting space, it creates a very usable space, and allot of research today shows that people would much prefer to be in that type of environment rather than work in the rooms or what have you, they are able to come down and actually be in a place where there is allot of energy and there is allot of excitement and allot of activity, so they are hoping to create that kind of environment by introduction of this lobby bar, and there will of course be some kind of division between that space and the lobby space itself that is used for customer check-ins and so on, but essentially it will be a very open sense, a very open feel. Mr. Lakhani stated that once the ballroom space has been renovated they are anticipating that that will increase in size, it will become a little bit bigger, it will actually move into what is currently a part of the restaurant and, because the bar is relocated they will gain some of that space, which will allow us to extend the ballroom out, and their initial plans are that that space will have a demising operable wall something like a series of glass panels so that again, the fundamental concept that they would like to promote is the river, and so if you have got a big ballroom, you have a series of glass doors there that you can open up and also take over, spill over into the restaurant, and of course all of the wonderful views of the river that are afforded by that so, their focus is really to drive attention to the river, to open up as many of the public spaces to the river, so that that becomes the theme. Mr. Lakhani stated that they are of course going to be updating all of the other areas within the hotel to meet the standards for Holiday Inn as well, the rooms will all be remodeled, the bathrooms will be remodeled, the corridors will also be remodeled, essentially almost every surface in the hotel is going to have to be remodeled, so it is a fairly extensive undertaking, but they are very excited to be a part of the community and they are really looking forward to having it open and share that with the community as soon as we can.

Comm. Junge stated that he had allot of people ask him what will happen with the Anchorage Restaurant, will it continue under the same name or under a different name.

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Mr. Lakhani stated that it is their intent to continue with it, it has such a long successful history in the community that they are certainly hoping that they can continue with that same concept, and that they are intending to use the same name, it will continue to be the same theme, they are going to be having some other experts as well in the restaurant industry be a part of the management team, so just like everything else hopefully they will see it evolve, but not to change the theme and the concept of the restaurant.

Comm. Junge inquired if they are expanding to the front, the canopy areas, or is that pretty well remaining the same.

Mr. Lakhani said that exterior will be remodeled as well, it will certainly be repainted to try to bring out some elements of the building itself, the Anchorage commercial building, the one-story building that is there currently they are intending to remodel that a little bit to change the facing on that, and they are also anticipating that they will raze the parapet, they will create a parapet roof up there so that they can try to make that roofline more consistent with the tower, the tower has a more squared look at the top, whereas the Anchorage has the steeped roof, they are hoping to try to build up so that it will be consistent with the tower roof itself so that the lines are going to be more consistent, so those will be renovated, the porte-cochere will also be renovated, the entryway, the pad directly beneath the canopy typically has to be changes and there will be some sort of stamped concrete or something like that, all in an effort to create a sense of arrival, so that space will certainly see a fair amount of change.

Comm. Goldberg stated that he just had one question, how does it work with the Holiday Inn chain, do they come out and check the property to give you that name of Holiday Inn or how does that work, and having looked at some of the pictures it really looks beautiful and if they do the hotel like this it is really going to be gorgeous.

Mr. Lakhani stated that they are extremely stringent, they have conducted a property improvement plan, a 54 page document that lists absolutely everything that is required to be done to be compliant both with their standards as well as federal standards, and then of course all subject to local City requirements and codes, but it is a very, very extensive document, and that they have had to present them with documentation on our plan, they have been through a series of negotiations with them on what we can change and what we do need to change and in what manor, all of them, any change, absolutely any change has to be submitted for approval first, that includes every surface that they change, every piece of furniture that goes in there has to be compliant with their standards, and they have to submit then a full set of drawings, and they come out probably every month to six weeks to inspect to make sure that they are compliant with what they have told them they were going to do, and then at the end of the cycle there is a very extensive walk-through and a very long check-list, and they walk through absolutely every area of the hotel and only after they have passed all of those commitments that they have made do they actually give them the name.

Comm. Buettner stated that based on the snow melt on the rooftop of the Anchorage Restaurant it is very poorly insulated, and with all of the snow you can tell who has insulation and who does not, and stated that he presumes that you will be looking at energy efficiency.

Mr. Lakhani responded that yes that is very much a part of what they will be looking at, and that certainly as far as the ptac units that are being used, allot of those will be upgraded, and they need to provide wall thermostats for allot of those for all of the rooms and those will be managed for energy efficiency so there are different set-points on all of those and motion sensors, so that they can control the amount of power that is being used, and certainly as far as the structure itself is concerned they have identified a number of areas that they need to

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insulate more effectively, and the commercial building with the Anchorage Restaurant is definitely one of them.

Motion by Comm. Cohn, seconded by Comm. Goldberg, that the Plan Commission grant use and occupancy approval for Milwaukee River Inn to operate a hotel, restaurant, and conference facility at 4700 North Port Washington Road, per the six recommendations. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

- II. 7:00 P.M. Plan Commission Public Hearing, Application to Change Zoning of 6030, 6034, 6044, and 6050 North Green Bay Avenue (Tax Key Parcels 1619985001, 1619986001, 1619987, 1619988) from B-4 Office, Research, Service Business District to PD-Planned Unit Development District for use as International Infiniti North Shore. Applicant presentation of informational statement and general development plan, Public Comment, and Plan Commission review, discussion, and recommendation to Common Council.

Mr. Stuebe stated that the Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

Plan Commission Report:

Plan Commissioners: Bring your materials from the February 11, 2014 meeting.

Applicant, Brian Merwin, on behalf of International Autos, Incorporated, will formally present the Informational Statement and General Development plan to the Plan Commission and interested Glendale citizens.

The project includes the demolition of the existing buildings, including three residential type structures and the former Stan & Sons (David Hobbs Honda detailing facility), to be followed by construction of the proposed International Infiniti North Shore. The properties, comprising about 2.0 acres of land, are currently zoned B-4 Office-Research-Service Business District, and upon approval by the Common Council will be rezoned to PD-Planned Unit Development. All of the to-be-demolished buildings are antiquated.

The Informational Statement summarizes some of the quantitative and operational parameters of the project. The general development plan includes photographs of the existing buildings and grounds, an aerial photograph overview of the proposed development site, the site plan, landscaping plan, building elevations, and an artistic photorealistic perspective view, as well as prospective lighting and signage.

Proposed Project Architectural Design

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The proposed planned development project includes a 17,000 square-foot building and necessary site improvements and amenities for an automobile dealership and service enterprise. Images depicting the architectural elevation concept are presented in the presentation documents. Exterior building materials are intended to be high quality and low maintenance, including natural entry material, ACM wall finish, EIFS wall surface, storefront glazing system, and elevated feature glass wall façade feature.

Project Schedule

International Infiniti North Shore will commence demolition of the existing structures and complete site grading and construction during the 2014 construction season, with the facility fully operational by the end of 2014.

Proposed Project Investment, Existing Property Values, and Employment

The International Infiniti North Shore proposal includes a 17,000 square-foot building with state-of-the-art automotive sales and service amenities. The current assessed value for the four parcels totals \$981,000, of which \$977,000 is for land and \$4,000 is for improvements. The estimated cost of the shell building (exclusive of finishes, furnishings, and fixtures) is \$1,500,000, with site improvement costs estimated at an additional \$400,000. International Infiniti North Shore anticipates that the proposed facility will employ 25.

Plan Commission Action

Based on the proposed Informational Statement and the General Development Plan, and pursuant to 13.1.182 of the Zoning Code, the necessary action of the Plan Commission is to recommend to the Common Council pertaining to the petition to rezone 6030, 6034, 6044, and 6050 North Green Bay Avenue (Tax Key Parcels 1619985001, 1619986001, 1619987, 1619988) from B-4 Office-Service-Business District to PD Planned Unit Development District, such that the request be granted as requested, modified, or denied. Upon Common Council approval of the zoning the project will be back to the Plan Commission for final plan review and approval.

Ralph Mauro introduced himself as the owner of the International Auto Group and that they are here to talk about the zoning change for the property located on Green Bay Avenue, and introduced Brian Merwin as the architect with Christopher Kidd and Associates and he will present to you.

Brian Merwin presented the project for International Autos Infiniti dealership, commencing with presenting the aerial photographs of the existing site, composed of four separate parcels with six existing structures that include three residences, two garages and at the south end is the former Stan and Sons Service Station building, Hobbs Honda is to the north, Concours BMW dealership to the south of Florist Avenue, and Glen Court Apartments, the

Village Garden Center, the Tabak Law office and Irish dance studio, a multi-tenant office building, and B&E General Contractors to the west across North Green Bay Avenue, and a one-story multi-tenant office building to the east. Mr. Merwin stated that currently there are five separate accesses off North Green Bay Avenue to the site and two accesses are proposed.

Mr. Merwin continued on reviewing the site plan, the gray shaded area is the proposed building with a footprint area of approximately 17,000 square feet, with three primary areas to the building, a service and reception area, a sales area here, and then the service area on the east side, the front façade faces North Green Bay Avenue, there are approximately 127 parking spaces with customer parking, inventory parking, staff and service parking, and new vehicle delivery (NVD) area as indicated on the drawing, with overhead door entrances as indicated, a feature vehicle display area, a monument sign, and they are attempting to maintain some green space between any parking areas and the property lines, and they are attempting to do that all the way around the property.

Mr. Merwin presented the conceptual landscape plan stating that being a conceptual plan they have not yet identified the plant materials, but does represent the green space versus the hardscape paved areas, and stated that comments about the plant selections from the landscape architect include that they will probably look at a mixture of low shrubs, herbaceous perennials, and ornamental grasses, and they would introduce a variety of seasonal interest and some eye-catching color as part of the plan selections, and that any trees would be of a medium sized variety.

Mr. Merwin reviewed the preliminary floor plan drawing that indicates a first floor and there actually would be a partial second floor, there is a gallery area where the vehicles will be displayed, and that area will have some sales offices and other offices around the perimeter, there would be a storage area as indicated, the service reception area on the south side, and the service advisor stations, and a customer reception area, Infiniti approach to the building is that they like customers coming in for service or to look at vehicles to be greeted by a main receptionist, there is a service lounge, with the center part of the building occupied by a large parts area, with parts receiving along the north side of the building, a couple of stairways to the partial second floor, restrooms, a fire sprinkler room, and with the parts manager they are in the process of refining the floor plan so some things will likely be changing such as the parts manager will likely not be in a separate office but incorporated into the parts area, there is a service area with service bays, a couple of detail stations, an electric vehicle battery service area, and likely there will be some refinement to place an overhead door on the east side of the building, and the second floor would include additional parts storage, most likely a locker area, a lunch room for employees, a conference room, and a dealers office.

Mr. Merwin presented the perspective rendering drawing, looking at the main façade of the building, there is the service reception area set back from the main façade, primary building materials on the exterior would be EIFS, an exterior insulated finish system, kind of like a stucco type material, the façade of the service reception would be clad with aluminum composite panels which would be a natural finish, the rendering indicates natural material around the each side of the customer entrance and wraps back to the entry doors, likely travertine, and there is an element of featured glass panel that projects from the building wall, which does have a radius to it that is visible in the building elevations, below that there is an aluminum storefront and glass system. Mr. Merwin stated that they brought in a small material sample board, indicating the aluminum storefront framing material that would be all of the vertical and horizontal aluminum mullions that are part of the glass framing system, the material that is the natural finish for the aluminum composite panels to be located at the façade of the service

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reception area, the EIFS material, and the material that would be used at the customer entrance, the color travertine like material, and showed a piece of the elevated feature glass panel that would be located along the upper part of the main façade that has a milky translucent quality to it.

Mr. Merwin presented the exterior elevations of the building, beginning with the main elevation facing west toward North Green Bay Avenue, and stated as you could see in the perspective rendering there are the glass panels looking into the vehicle display area, the upper part is the feature glass panel that projects from the building, and set back on the south side is the service reception area with a couple of overhead doors for driving into that area, and set back off the left side the extension of the service area, the bottom area is the north elevation we can see the glass looking into the gallery area, wrapping around the side of the building, the curved element is the feature glass panel that is projecting from the main façade of the building, the service area with a couple of overhead doors indicated which lead into the detail bays, then the south elevation where we see the feature glass panel, the monument sign along North Green Bay Avenue, and EIFS material predominately on that elevation, the area in the foreground is the south end of the service reception area, and the east elevation with the main material being the EIFS material, on top the back side of the feature glass display that would be along the west elevation, and there are a couple of overhead doors indicated in the service reception area, and on the last board there is a representation of a typical parking lot light fixture, and on the right side a monument sign a little over seven feet in height that is within the maximum height limit in the City of Glendale, and that completes the presentation.

Comm. Cohn stated that in looking at the plan for the lot itself, you have an entrance, there are two entrances and two exits, my concern is the exit to the north, where the people might have a chance to cut across to exit to go south on Green Bay, have you ever considered for customer service purposes too that if you move that, close that section, and move that piece to the north, and make a bigger entrance and exit on the south end, now they have a clear shot across the street to go south on Green Bay, for safety purposes I might consider that, and making a bigger entrance and exit to the south, where that is right across from the opening in the median, where with this one they have to go all the way north to turn around and go all the way south, and that could be a problem.

Mr. Merwin reiterated that Comm. Cohn means to close the north ingress-egress.

Mr. Mauro stated that is a good point and something that they are considering, that they do not want people to try to cheat the system and cause a problem, and if they had a bigger entrance there that is actually something that they could consider, and that they want to direct most traffic in that entrance anyway, and it just makes sense.

Comm. Goldberg asked for confirmation that they are just voting on the zoning tonight.

City Administrator stated that what the Plan Commission is doing tonight is reviewing the plans, offering comments, getting answers, and then the Plan Commission tonight will be formulating a recommendation to the Common Council so you will not be approving or disapproving, the Commission will simply making a recommendation as to the zoning to the Common Council and the Common Council will then schedule its own public hearing and make the decision to approve or disapprove and, if approved, the specific details will come back to you for Plan Commission review.

Dan Hess, 2055 West Green Tree Road, stated that he has a number of questions or comments, that he had heard that when Concours BMW dealership was put together that was the boilerplate for future car dealerships, in other words there would be a very small area in the

front for display and the rest of the cars would be in the back; that he never heard anything about a car-wash rack, and that he knows that you have premium cars, and he does not know if you have a car-wash rack in there; that along the north side there is about a four to six foot different elevation, he does not know if you are going to put a retaining wall in there between your property and Hobbs Honda, there is a different elevation in there; that he did not hear anything specific, he heard 127 parking lots and that when they did Heiser Ford somehow nobody thought about employee parking, and when they did Enterprise Rent-a-Car, and those people were parking on West Kendall Avenue, and now they can no longer park there, and he does not know where your employee parking is going to be, and stated that he did not hear anything about a retaining pond, and that he does not know if you are required to have that for that size, and said thank you.

Julie Reindl, 2200 West Daphne Road, stated that when BMW first started to get their dealership there she started a petition and walked door-to-door to get signatures to not have the petition go there, and that has been about ten years, there was also a movement to get a dealership across the street and by the former Wagner's now Village (Garden), and stated that she thinks that Glendale has way too many car dealerships, and that she is just concerned that when you have the Range Rover on the corner that is also vacant, she is concerned that they are going to park way more cars than the 127 they are allowed, that she knows that Infiniti already is on Silver Spring, and that she does not know what is going to happen with the space that they will vacate there, if a car dealership takes over that space we just have car dealership after car dealership after car dealership, and that she is just concerned about, again know that it will bring more revenue to the area, but just wonders at what cost to the residents, and said thank you.

City Administrator Maslowski stated that just briefly the difference and the proposal that was suggested for the former Wagner's is that this is an existing dealership, as was mentioned, on Silver Spring, the City Zoning Code therefore permits this, it is a permitted use because it is an existing new car dealership that was in existence prior to January, 2002, that is why they are here, they have a right as a permitted use under the zoning, and a big difference between this and what happened ten or twelve years ago, the existing Infiniti site on Silver Spring is owned by the Safto family which also owns the Lexus, and speaking with them it is their intention, assuming that this is approved, that the Lexus would expand onto the Lexus site and it would not be an additional dealership.

Motion by Comm. Cohn, seconded by Comm. Noble, that the Plan Commission close the public hearing. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

City Administrator Maslowski stated that the necessary action of the Plan Commission is to recommend to the Common Council pertaining to the petition to rezone 6030, 6034, 6044, and 6050 North Green Bay Avenue from B-4 Office-Service-Business District to PD Planned Unit Development District.

Motion by Comm. Goldberg, seconded by Comm. Appel, that the Plan Commission recommend that the Common Council approve the rezone of the land. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

III. 7:30 P.M. Plan Commission Public Hearing, Application to Change Zoning of Part of 2510 West Good Hope Road (Tax Key Parcel 1009984001) and 7250 North Range Line Road (Tax Key Parcel 100-9985-003) from R-3 Residence

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District to PD-Planned Unit Development District for a Community Based Residential Facility (CBRF) assisted living facility Glendale Manor, and also to subdivide existing R-3 Residence District zoned unplatted lands to create Braeburn Meadows Subdivision, a ten lot single-family residence subdivision. Applicant presentation of informational statement and general development plan, public comment, and Plan Commission review, discussion, and recommendation to Common Council.

Mr. Stuebe stated that the Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

Plan Commission Report:

Plan Commissioners: Bring your materials from the February 11, 2014 meeting.

Rob Williams, representing Nick Donets and Dr. Simon Donets, will formally present the Informational Statement and General Development plan to the Plan Commission and interested Glendale citizens.

The project is the demolition of the various existing buildings, including one former residence and the remaining greenhouse business related structures, to be followed by the construction of two 20-unit Community Based Residential Facilities (CBRF) assisted living facilities on the area to be rezoned from R-3 Residence District to PD-Planned Unit Development, as well as subdivision of the land area to the north of the CBRF assisted living facilities into ten (10) single-family residential lots on the land area that will remain zoned R-3 Residence District. The Glendale Manor CBRF assisted living component comprises about 2.5 acres of land. The Braeburn Meadows single-family residential area, including public street right-of-way, comprises about 4.5 acres of land. All of the to-be-demolished buildings are antiquated.

The Informational Statement summarizes quantitative and operational parameters of the project. The General Development Plan includes the existing parcels exhibit, site development plan, site grading and drainage plan, site utility plan, site landscape plan, floor plan, and building elevations.

Proposed Project Architectural Design

The proposed planned development project includes two one-story 20-unit CBRF assisted living buildings located proximate to the north edge of West Good Hope Road. Images depicting the architectural elevation concept are presented in the presentation documents. Exterior building materials are intended to be high quality and low maintenance, including brick veneer, durable siding material, and architectural grade shingles.

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Each of the single-family homes will be required to conform to the proposed subdivision deed restrictions for Braeburn Meadows, and all single-family residential construction in the City is required to be reviewed and approved by the Architectural Review Board prior to issuance of a building permit.

Proposed Project Investment, Existing Property Values, and Employment

Glendale Manor includes two 26,132 square-foot CBRF assisted living facility buildings with state-of-the-art amenities. The current assessed value of 2510 West Good Hope Road, 7250 North Range Line Road, as well as the other two vacant parcels totals about \$328,400, of which \$321,500 is for land and \$6,900 is for improvements. The estimated building and improvement cost of the two CBRF assisted living buildings and related site improvements are estimated at \$2,300,000. The developer anticipates that the market value of the ten (10) single-family homes will total \$2,750,000 (\$2,750,000 divided by 10 parcels = \$275,000 average market value per parcel with residence).

Developer estimates that the combined CBRF assisted living facilities and the single-family residential development value at \$5,000,000, and projects future real estate property taxes at \$98,000 per year, as compared with existing real estate property taxes that total less than \$10,000 per year.

CBRF assisted living employment will be a maximum of six employees per shift, 24 hours per day, seven days per week.

Population

The CBRF assisted living facility will have 40 bedrooms, with a 47 space parking lot to accommodate employees, visitors, vendors, and deliveries to the facility (residents do not have automobiles). Primary access to the CBRF assisted living facilities will be via West Good Hope Road, with a proposed secondary service lane access via North Range Line Road.

Developer anticipates 2.9 residents per single-family dwelling unit, giving a single-family residential population of 29 residents, with access via North Braeburn Lane to West Hemlock Road to North Green bay Avenue.

Project Schedule

Demolition, environmental remediation, and site preparation will commence in the summer of 2014, with construction of the first CBRF building and related improvements that will follow as soon as the site is ready for construction. Construction of the first CBRF building is anticipated to take one year. Construction of the second CBRF building will commence about 12 months later, and will take one year to complete. The schedule for the Braeburn Meadows subdivision has not been established.

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Plan Commission Action

Based on the proposed Informational Statement and the General Development Plan, and pursuant to 13.1.182 of the Zoning Code, the necessary action of the Plan Commission is to recommend to the Common Council pertaining to the petition to rezone lands, to include part of 2510 West Good Hope Road (Tax Key Parcel 1009984001) and 7250 North Range Line Road (Tax Key Parcel 100-9985-003) as legally described in the notice, from R-3 Residence District to PD-Planned Unit Development District, such that the request be granted as requested, modified, or denied. Upon Common Council approval of the zoning the project will be back to the Plan Commission for final plan reviews and approvals pertaining to both the CBRF assisted living component and the Braeburn Meadows single-family residential component.

Nick Donets introduced himself and stated that he is a resident of Bayside, Wisconsin, for the past 35 years, and that for the past 15 years he has been developing the assisted living facilities in the North Shore area, that he has developed four of them, two in Bayside, one in Fox Point, one in Brown Deer, and that about eight months ago he found the empty parcel at 2510 West Good Hope Road and approached the City with the proposal to develop two twenty-bed CBRF (Community Based Residential Facility), and to meet the requirements of the City for as many single-family lots which is the general plan for the City for over twenty years, and then when they got the go-ahead and present it, he teamed with TDI Engineering and Architectural firm and came up with today's proposal. Mr. Donets continued stating that the proposal was referred to the Plan Commission by the Common Council, there was a Neighborhood Meeting, and the Plan Commission scheduled this Public Hearing today. Mr. Donets stated that he would like to emphasize three major points why they are doing the project, first the baby boomers are here and the demand for the assisted living facility is growing, second the single-family housing is on the rise and will attract the young family to the City, and third is the tax advantage to the City, it will be about over 10 times more after the development is completed.

Rob Williams introduced himself as being with TDI Associates, the architects and engineers for Mr. Donets, and stated that this is an existing Prange Greenhouse site on the corner of Range Line and Good Hope Road, and this project takes that site which has sat vacant and kind of creates two projects out of it, on the south side are two twenty-bed CBRF's with access off of Good Hope Road, and then a second access point over to Range Line, basically to provide two ways in and out for emergency vehicles easy access to the site, with 47 parking stalls for visitors and employees, with three employees per building per work shift giving six employees, so most of the parking stalls are there for visitors, continuing stating that there will be a trash enclosure off of the parking lot and a small shed for some maintenance vehicles and things like that. Mr. Williams stated that on the north side of the project is a proposed single-family subdivision as an extension of the Braeburn Meadows Subdivision which is to the north, and that right now the Braeburn Lane subdivision street just stops, and that what they have done is just extended that and then put in a cul-de-sac, adding that the Master Plan for this area has always been R-3 Residence District zoning, that it had a plan to actually go through over to Range Line Road, and that they have designed it with a cul-de-sac as a preferable design, both for residents and for the City. Mr. Williams stated that at the Neighborhood Meeting they had a very good

attendance from the neighbors living in the area and that one of the concerns was to possibly look at switching that to a single cul-de-sac off of Range Line Road and not connecting to Braeburn Lane, and that they looked at that a little bit but they stuck with this concept essentially because right now Braeburn Lane would still have to be terminated somehow, you would have to build a cul-de-sac there, that it stopped without a cul-de-sac because it was planned to be extended, and stated that in this sense we have a public road with a cul-de-sac that maximizes road and lots for the City, and that if they had to do a public road off of Range Line you would see the first 100 to 150 feet would just be public road because it would be between two existing lots that front on Range Line, so long term the City would have to maintain more public road for the same amount of lots in the subdivision, so they still feel that this is a good layout for the single-family subdivision. Mr. Williams stated that they also had some comments in the Neighborhood Meeting about looking at the lot sizes and the density, and stated that they are in R-3 District zoning and their smallest lot is just over 15,000 square feet and they also have some lots that are almost 22,000 square feet, and that is comparable to the existing lots in the subdivision, there are lots that are as small as 15,000 square feet and there are as big as 15,000 square feet, so they made sure that their lots are of a comparable size so that the homes developed in this subdivision would be comparable to the those in the existing subdivision. Mr. Williams stated that there are proposed architectural controls that match the architectural controls in the Braeburn Meadows subdivision. Mr. Williams stated that the developer here is looking at just building the road and selling the lots to individuals or builders, and that he is not looking at building the homes. Mr. Williams stated that they also looked at some increased landscaping buffers to the condominium development to the east, and that they will look at that as they bring back the specific plans for both the south CBRF parcel and the subdivision, they have another step after rezoning to come back with the site specific development plans, but they will look at adding landscaping buffers because they want those buffers there too to sell the lots and to provide privacy for the residents in here so that is something that they will look at the next stage, that they do not have it in the plans yet because there is more of a concept site plan at this point. Mr. Williams stated that timing wise for the project Mr. Donets plans on starting on the south side with the two CBRF's at this point, he would hope to get one of them started this summer assuming he gets through all of the processes, and the second one would essentially be one year later, depending on the market demand and how fast it filled up, and then the single family subdivision could be now, it could be after the CBRF's, it is going to be like a market demand, depending on how many of the utilities may be necessary to install here, it might make it reasonable for the subdivision to go in right away within the first year also and sell those lots, so they will bring that forward a better timing on that when they are doing site specific plans.

Dr. Simon Donets introduced himself as being a podiatrist now for ten years in private practice, and that he has been an assistant to his mom Galina Donets who runs CRU Group Homes which happens to be the four facilities that his father spoke about, and that she works in an administrative capacity and that he is her assistant and she also worked in the facility for about ten years prior so that they are kind of a team in that respect, and that he is present to field any questions about group homes in general, that he knows that there have been some questions about what type of facility it will be, it is not a nursing home, it is not an assisted living, and that he thinks that for a brief synopsis it is just a step above assisted living where if a resident requires more than three hours of skilled nursing during a week they would have to be transferred to a nursing facility, that is just the definition from the State of Wisconsin, and that the project itself has to adhere to State of Wisconsin rules from DHS 83 is the Section, so he does not think that there will be a whole lot of oversight from Glendale for that.

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Michael Marx, 2350 West Good Hope Road, stated that he is the president of the Board of Manchester Village Condominiums, the neighboring project to the proposed development and continued stating that first of all Manchester welcomes the proposed development but have a couple of concerns and some proposed solutions, their first concern is has the developer provided adequate parking for Staff, visitors, service vehicles, transport vans, buses, and emergency vehicles, and other vehicles necessary for the assisted care facility, they are concerned visitors and other support vehicles using Manchester's parking lot, they are concerned about ingress and egress between the proposed development and Manchester's property, they are concerned about lights from vehicles using the Range Line Road driveway shining on Manchester's Village or distracting vehicles operating on Manchester's property, and Mr. Marx also stated that Manchester Village has had a continuing problem of water runoff from the Prange property causing Manchester's sewers to clog up and cause flooding in our underground parking, continuing stating that some possible proposed solutions, the Good Hope Road entrance to the proposed facility should have distinct lighting and signage to prevent confusion with the Manchester Village entrance, install a fence on the property line between the proposed projects and Manchester village Condominiums to prevent ingress and egress between the proposed developments and Manchester's property and to also discourage use of Manchester's parking lot, plant evergreen trees such as Colorado spruce as a barrier for lights from vehicles using the Range Line Road driveway and to reduce noise levels, limit the driveway from North Range Line Road for emergency or service vehicles only, and then lastly the proposed development should have an adequate drainage system and proper landscape grading to contain the water on the proposed development's property from flowing onto Manchester's property, and thank you for your considerations.

City Administrator Maslowski stated based on the question that has come up repeatedly, it is a requirement by the City of Glendale, also by the Milwaukee Metropolitan Sewerage District, that the site as developed must contain, have a stormwater management plan to meet all of your concerns, that is a requirement.

Dan Hess, 2055 West Green Tree Road, stated that he did not hear anything about possible basement and that parking for residents, that he does not know if that is planned or not, and that he knows up there at Bradley Crossing on Bradley and 43rd Street they have plenty of parking underneath for all of the residents and so forth, and the other thing is you have the development of the cul-de-sac there and that he worked out in Pewaukee and the developer out there was Jim Siepmann, and he always had approval of the design of the house, and that he does not know if the developer is going to have one of the approvals before the City on what the houses look like etcetera, that he does not know if he is retaining that or not, and he just thought that he would ask, and said thank you.

City Administrator Maslowski stated that as mentioned previously these lots, although it shows 10, depending upon the final designs, stormwater management for example, there may be a requirement for stormwater detention, ten is the maximum lots, it might be less, and these lots will have the same deed restrictions that are currently in place for the existing homes to the north, the same deed restrictions in terms of architectural design, materials, and each individual home plan is subject to review and approval by the City's Architectural Review Board.

Peter Ernster, 7355 North Bethmaur Lane, stated that he has done considerable research on the project and including visiting well over half of the residents of the subdivision that is directly affected, and said that he was wondering if he could have a little bit more than three minutes and, if not he will try to do the best he can (the Chair stated three minutes is your

limit), and then asked if he can give a copy of what he asked that you put on the agenda for tonight to everybody that is there, and continued stating that he wrote a letter and called and wanted to get on the agenda and was told to come to the meetings and you can talk as long as you want (the Chair stated that he can do his presentation and then feel free to hand out your paper afterwards) and said alright, continuing that he contacted a total of 21 people in the subdivision, that he tried to talk to everybody, and made as many as six trips to some of the residences and was only able to get 21 of them to give him an opinion as to whether relative to the cul-de-sac, the traffic, and other things that are going to be impacted, and that 75 percent of the people would like to see the road that was promised to us extending to Green Bay Avenue be put in place, and that they have a real problem right now trying to get out of the subdivision, it was not a real problem until the last five or so years and he has been there for 35 years, the State Highway and I-43 as most of us know is going to again be under construction starting in 2019 as they add a lane between Silver Spring Drive and Highway 60, and that he has talked to the Highway Department, particularly Jim Liptec, and he said that one of things that they are going to do is try to improve the structure of Green Bay Avenue so that it can carry even more traffic while that is going underway, that it is going to be done in several phases, and it is now to the point where if you try to get out of the subdivision between 7:30 a.m. and 9:00 a.m. or 3:00 p.m. and 4:30 p.m. you are just stuck there and, while not everybody agreed with him about an outlet on Range Line Road nobody, absolutely nobody, wants the additional traffic, or another 25 percent of the people, to fight that crossing at Green Bay Avenue, and continues stating that he does think there is work that needs to be done before the rezoning goes into effect that we get some consideration, and that he thinks the planning should concern the people that are in those 36 homes as well as the development, and stated that he does not think that is being done. Mr. Ernster stated that the outlet was one point, and that he does not agree at all on the cul-de-sac that is being proposed (the Chair informed that there are about 15 more seconds), that they are looking at about 30 feet of frontage on the cul-de-sac as opposed to 75 that most of us have, and that yes the square footage is there but it is really compacted, and that if you really want to put a ranch house in you would have to put it in longitudinally, you cannot put it in cross-wise, and at any rate if he is done, that he has more (the Chair informed that he can pass his literature out too).

William Buszka, 7345 North Braeburn Lane, stated that allot of things that Mr. Ernster was not allowed to say, and that he is understanding that they are allowed as much time as possible, but he is his arch-enemy on putting the road through to Range Line, and stated that they would like the cul-de-sac to come in from Range Line, and that also the number of lot sizes is way too much, and that when this was originally planned he was told there are six buildable lots and now there are ten, and stated that they do have traffic woes, that he was nearly killed on Hemlock and Green Bay two years ago by a car that the Police said was going 25 miles per hour but he was hurled 40 feet into the ditch, and the residents, you need to put more work into this because this is not right right now for any of us.

Mark Pachefsky, 2606 West Good Hope Road, stated that his objections would be, or the only thing that he would like to see that if they have it built the way it is he would like to see pine trees and a fence between their property and the residents home there, and that he thinks the only other way too, that if they would consider possibly purchasing the property maybe they could have the cul-de-sac come out onto Good Hope Road which would, might alleviate allot of other problems for the whole situation, and said thank you.

Irwin Miller, 7366 North Bethmaur Lane, stated that he has a comment that you will not have to worry about the three minute guide, and that he has lived on this street for 45

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years, and mentions the duration for one succinct purpose, that when he bought the property he did not envision turning the subdivision into a minor speedway, and there is an old parable that comes into play when any project is contemplated, does the end justify the means, and that he takes it that in this particular instance the end is the building that is contemplated going up, the means is the congestion, and that it is similar to taking a big balloon full of air and letting all of it out to an opening only a quarter-inch wide, and that the entire project needs work and that he certainly hopes that you will make the effort to give it just that, and said thank you.

Debesh Mazumdar, 7336 North Bethmaur Lane, stated that he seconds the comments that Mr. Miller and Mr. Ernster said, that they are very concerned about the amount of traffic that will generate with the model that is being presented.

Jean Lazarus, 7371 North Bethmaur Lane, stated that she has lived there for 47 years, and that she agrees with both Irv Miller and Pete Ernster, that traffic is going to be a huge problem, that if you are not aware of it and that she assumes that you are, at the intersection of Hemlock and Green Bay, last year a gentleman was killed in broad daylight on a sunny summer day, and to increase that congestion is going to make things much worse, and that the addition of 10 lots at the other end of the subdivision is going to be a disaster.

Andrew Franklin, 7365 North Bethmaur Lane, stated that he moved into the area about 10 years ago with his wife and they have had two wonderful kids, and that they knew when they moved in that they had a particular problem which is we cannot really walk very easily out of the area, traffic is a problem, they are kind of boxed in, and stated that he is not going to echo what everyone else has already aptly said before him but would like to point out that without crosswalks or traffic lights, without some better way of access, adding in 10 lots, which is going to be 25 cars, 45 or 50 people, in wedge-shaped lots crammed in at the end, that he does not know how that is an attractive option for people to move into the area and thinks that there needs to be more thought to the plan, and concluded that he is in favor of the proposed redevelopment in general and thinks it is a great idea, he just does not understand why the redevelopment of the end of Braeburn has to be tied in to the redevelopment of the greenhouse.

Mark Nagurka, 2555 West Hemlock Road, stated that his wife and he agree very much with what Andy said, that the coupling of these two projects seems not totally clear, and that they both agree that the traffic in that cul-de-sac will increase, and whether or not there has really been appropriate thought to the impact that has on the families who live there, and regarding the traffic on Green Bay, that is significant, that there are alternate approaches that he hopes could be considered, including perhaps putting some kind of light at Green Bay and Range Line, or something between Good Hope and farther north where, given the density of the traffic, which does affect their ingress and egress to the cul-de-sac, continuing stating that in general they have a very quiet area, and that in general it is wonderful for kids, that it is wonderful to just be out, to be walking, and that they do not have a problem with people coming through unless they are really in the area, so they would love to retain that, and that they have not been clear about the number of homes because that number has changed so, if they could ask at some point for a clarification of why the number and how the number has gotten changed and things like that, and said thank you.

City Administrator Maslowski stated that he has some comments on things that seem to be on people's minds, that obviously traffic is an issue that needs to be worked on and we will proceed, that one of the problems that the City has, and that he is a former property owner in that subdivision, and was personally involved in an accident at Hemlock and Green Bay many years ago so he knows what you are talking about, that the problem that the City has is that although the area is within the City of Glendale Green Bay Avenue is not under City jurisdiction,

it is under the jurisdiction of the Wisconsin Department of Transportation as State Highway 57, that the City can suggest and advise, as your Alderman has done for years, but have no jurisdiction, we have talked about traffic lights, particularly on Range Line and Green Bay, that intersection was just horrendous, trying to turn, we have tried to talk to them about something on Hemlock and Green Bay, and that he knows that several residents in the subdivision have actually written to DOT regarding this subdivision and Hemlock and Green Bay traffic, the problem is that we have no jurisdiction and to date, although they are willing to work with us, only to a point, and the other problem we have is Good Hope Road, Good Hope Road is also, although in Glendale, it is not under City jurisdiction, it is a Milwaukee County Trunk, so there are multiple agencies which Glendale has no control over, Good Hope being the County, Green Bay Avenue being the State, and that even magnifies itself more when you talk about Andy Franklin's suggestion which has been talked about for years which is pedestrian access across Good Hope Road, we have looked at it, from bridges to sidewalks, and there is no answer, at least none that we have, that being said the Police Department, Staff, we will be working with the developer to quantify the traffic as best that we can, the lot sizes as mentioned, that is the maximum amount of lots that you see here, and that is all going to be determined by the stormwater management plan and how much land might be necessary for stormwater detention ponds, the actual layout, utilities, street and so forth, so what you see is the maximum, so for a range he would say probably a maximum of 10 single-family lots and a minimum probably of six or seven.

Marjorie Wycklend, 7425 North Braeburn Lane, stated that she has lived there for 37 years, and would prefer to see that cul-de-sac empty out on Range Line Road, that that eliminates some of the traffic going out on Green Bay, and said thank you.

Mehrdad Kazemi, 7210 North Range Line Road, on the northeast corner of Range Line and Good Hope Road, stated that lot is empty and it has been empty for a long time, vacant, and he has not been able to do anything with it, so that lot is available if they can use it for accessing or making, to get to those lots easier, that he willing to work with them to use that lot if they can use it because he has approached the City to develop that land many times and they all never accepted me so that corner lot has been empty for 20 years and he cannot do anything with it at this point so it is available if they can make it work he would be happy to work with them.

City Administrator Maslowski stated that the property is zoned residential and the City has been steadfast that any development on this property on this entire site must be residential in character, the City will not permit commercial or retail office, it must be residential.

Peter Evenson, 2260 West Good Hope Road, stated that he resides at Manchester Village, and that he echoes Mr. Marx comments, and that one thing the gentleman on the Board mentioned residential, and the two-story building to him does not blend in with the neighborhood, it looks more institutional and business-like, and that he would also like to have the Architectural Board look at the entrance to the building with its solid door, its solid door and its narrow window, it almost connotes once you get in you cannot get out, and also he is wondering what is the criteria for the City in terms of a traffic study, and stated that he said that at the last meeting about a traffic study and is wondering if, and stated that the size of this development certainly to him requires a traffic study.

City Administrator Maslowski stated that the proposed CBRF's, the assisted care living on Good Hope are single-story, they are not two-story, they are single-story buildings, and that in terms of a traffic study not recently but within the past two years perhaps, we actually looked at doing a traffic study prior to this development being proposed, that the City was

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getting inquiries once the Prange's put it up for sale, so we looked at the cost for a traffic study and it would be about \$40,000, , and asked the DOT whether they would participate financially with us to do the study and they replied that they had no money, but more importantly asked them if we did the study would they at least consider whatever recommendations would come out of the study, the City did not want to spend the money on the study and then do nothing, they would not make any commitment, and that is where we are.

Dede Gelin, 7354 North Braeburn Avenue, stated that she lives adjacent to the Prange property, that in 1984 her husband and her purchased the property, and this property has not been maintained by the Prange's, and that her neighbor Bill Buszka and her have maintained that property by cutting the grass and keeping things clean, what kind of justification do we have from the City of Glendale while this whole process is going on deciding whether or not this project in terms of maintaining this property, we have been the landowners there and we have maintained the property and we need some kind of assurance that we do not have to continue to do this, this is very costly, and said thank you.

City Administrator Maslowski stated that the City does have maintenance ordinances, not as stringent or meticulous as you take care of your property, the City requires working through the property owner and, if not, then the City itself would contract, we call it weed cutting, and the City is required, depending on growth, to at least every month review vacant sites such as this for weed cutting, it is nowhere near the maintenance standards you or your neighbors maintain the property, but this is the current City ordinances allow the City to go in there and at least mow the grass or mow the weeds, and currently that is the extent that the City has (resident speaking off microphone). City Administrator Maslowski stated that in the future just call him and it will be taken care of.

Motion by Comm. Cohn, seconded by Comm. Noble, that the Plan Commission close the public hearing. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

City Administrator Maslowski stated to the Plan Commission that similar to the previous item your questions, comments, and suggestions, that the task of the Plan Commission tonight is to determine whether or not this proposed project, although in many cases in conceptual form, should proceed to the Common Council for consideration for rezoning, the Common Council would then hold its own Public Hearing and determine zoning, now the Plan Commission has the right to make a recommendation with conditions, and perhaps there are some conditions that you want to see addressed more clearly subject to coming back, and that he is most certain that the Common Council when they schedule their Public Hearing if they approve the rezoning it will be with conditions in terms of lot sizes, traffic, being resolved, stormwater management being taken care of, landscaping, and so forth, all are normal, the City requires as part of the Planned Development Ordinance a Development Contract be entered into between the City and the developer, and the zoning is predicated on this contract, on this agreement, which dictates in very specific detail the lots sizes, landscaping, maintenance, architectural design, stormwater management, all of the details, maintenance standards, all of those are in the contract, it is an enforceable contract which the City would enter into, all conditional upon the rezoning, and it is binding upon future heirs and successors, so tonight's task for the Plan Commission is to formulate a recommendation for Common Council consideration.

Comm. Cohn inquired about what else they have tried to do with the design.

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Mr. Williams stated that alternatives from Range Line leave Braeburn incomplete, and stated that the proposed change is from 26 to 36 lots, observed that sometimes there are 100 homes with two entrances, so about 50 per entrance, and results in the most salable lots, and that as far as the second access Good Hope only provides an in-only, one ingress and egress, and one out-only.

Comm. Appel stated that he thinks they do not need a second access to the CBRF.

City Administrator Maslowski stated that is typically the North Shore Fire Department preferred plan to have a second access.

Comm. Appel stated that Good Hope Road does not provide access across the median, and prefers that the road connect to Range Line with a connection to the CBRF, could leave Braeburn as it is.

City Administrator Maslowski stated that it is no longer permissible to have a T cul-de-sac.

Comm. Noble asked if stormwater management is going to require a set-aside for retention.

City Administrator Maslowski stated that we have not seen the engineering design plans for stormwater management, recommend to Common Council as conditional, refer back to the Plan Commission to resolve, put into contract form and resolve.

Comm. Buettner observed that there are two separate things, zoning and the details.

City Administrator Maslowski stated that if the rezoning is conceptually approved they can go ahead with financing, that the project is not a poke in the dark, and that the project is all residential zoning or residential Planned Development zoning.

Motion by Comm. Cohn, seconded by Comm. Junge, that the Plan Commission recommend that the Common Council approve the rezone subject to conditions from the record tonight. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

- IV. Plan Commission Resolution to Change Regular Monthly Meeting Day. Review and adopt resolution to change the regular monthly Plan Commission meeting day from the first Tuesday immediately subsequent to the first meeting of the City of Glendale Common Council to the first Tuesday of each month.

Mr. Stuebe stated that the Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

Report to Plan Commission:

The necessary action is to review and approve the proposed change to the regular Plan Commission meeting day. If approved the regular May meeting will be held at 7:00 p.m. on Tuesday, May 6.

Motion by Comm. Appel, seconded by Comm. Cohn, that the Plan Commission adopt the resolution to change the regular monthly Plan Commission meeting day from the first Tuesday immediately subsequent to the first meeting of the City of Glendale Common Council to the first Tuesday of each month. Roll Call: Ayes: Acting Mayor JoAnn Shaw,

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Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

- IV. Reschedule Regular April meeting to 7:00 p.m. on MONDAY, MARCH 31, 2014, due to the Tuesday, April 1, 2014, election.

Mr. Stuebe stated that the Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

Report to Plan Commission:

The required action is for the Plan Commission to reschedule the regular April Plan Commission meeting to 7:00 p.m. on Monday, March 31, 2014.

Motion by Comm. Nobel, seconded by Comm. Cohn, that the Plan Commission reschedule the regular April meeting to 7:00 p.m. on Monday, March 31, 2014, due to the Tuesday, April 1, 2014, election. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously.

ADJOURNMENT.

Motion by Comm. Noble, seconded by Comm. Cohn, to adjourn the Plan Commission until 7:00 p.m. on Tuesday, March 31, 2014. Roll Call: Ayes: Acting Mayor JoAnn Shaw, Commissioners Buettner, Goldberg, Cohn, Junge, Appel, and Noble. Noes: None. Absent: None. Motion carried unanimously. Meeting adjourned.

Todd M. Stuebe, Director of Community Development

Recorded: March 27, 2014