



City of Reedsburg
134 South Locust Street, P.O. Box 490
Reedsburg, WI 53959
Ph. 608-524-6404 Fax. 608-524-8458
www.reedsburgwi.gov

City Plan Commission Agenda
August 12, 2021
Reedsburg City Hall Council Chambers
4:00 PM

DUE TO THE RESTRICTIONS CAUSED BY THE COVID-19 PANDEMIC, SOME VOTING MEMBERS MAY BE PRESENT VIA TELECONFERENCE OR VIDEO CONFERENCE, AS PROVIDED BY THE RECOMMENDATIONS OF THE WISCONSIN DEPARTMENT OF JUSTICE. [HTTPS://WWW.DOJ.STATE.WI.US/NEWS-RELEASES/OFFICE-OPEN-GOVERNMENT-ADVISORY-CORONAVIRUS-DISEASE-2019-COVID-19-AND-OPEN-MEETINGS](https://www.doj.state.wi.us/news-releases/office-open-government-advisory-coronavirus-disease-2019-covid-19-and-open-meetings)

NOTICE IS HEREBY GIVEN THAT A MAJORITY OF THE MEMBERS OF THE COMMON COUNCIL MAY ATTEND THIS MEETING TO GATHER INFORMATION ABOUT A SUBJECT OVER WHICH THE COMMON COUNCIL HAS DECISION-MAKING AUTHORITY. IF A QUORUM OF THE COMMON COUNCIL ATTENDS THIS MEETING, NO ACTION WILL BE TAKEN BY THE COMMON COUNCIL AT THIS MEETING.

CALL TO ORDER

APPROVAL OF MINUTES

I. APPROVE MINUTES FOR THE MEETING HELD ON JULY 13, 2021:

THE COMMITTEE WILL RECEIVE INFORMATION ON NON-AGENDA TOPICS BROUGHT BEFORE THE COMMITTEE BY MEMBERS OF THE PUBLIC. THE COMMITTEE WILL NOT DISCUSS THESE TOPICS, AND WILL NOT TAKE ACTION ON ANY OF THEM AT THIS MEETING

I. GENERAL BUSINESS:

- A. Public Hearing for Tax Incremental District (TID) 9 Amendment
- B. Approve/Deny: Resolution 4447-21 TID 9 Amendment Recommendation
- C. Comprehensive Plan Workshop Discussion
 - a. Review Past Plan Recommendations
 - b. Stakeholders Interviews
 - c. Plan Layout
 - d. Field Study/Other Engagement
 - e. Base Maps/Map Style

II. ADJOURN:



The City of Reedsburg does not discriminate on the basis of disability in the admissions or access to, or treatment of or employment in, its programs or activities. Disability-related aids or services, including printed information in alternate formats, to enable persons with disabilities to participate in public meetings and programs are available by calling (608) 524-6404. To be able to meet the needs of a request for a different format contact the City Clerk-Treasurer at 134 S. Locust Street, Reedsburg, WI at least 48 hours prior to the commencement of the meeting so that any necessary arrangements can be made to accommodate each request.

Reedsburg Plan Commission

July 13, 2021



Alder Dave Knudsen called the meeting of the Reedsburg Plan Commission to order at 6:00 PM in Reedsburg City Hall.

Present: Alder Mike Gargano, Steve Zibell, Dan DeBaets, Sonny Hyde

Absent: Mayor Dave Estes, Jay Brunken

Staff: Tim Becker, Brian Duvalle

Approval of Minutes: Motion by Gargano, seconded by Zibell to approve the 6/8/21 meeting minutes.
Motion approved

Consider recommending Ordinance 1921-21 Annexation of parcels 030-0400-10000 & 030-0400-20000 from the Town of Reedsburg to the City of Reedsburg, generally located at E7185 State Road 23/33

The City plans to acquire these parcels plus one under HWY 23/33. The highway parcel will then be deeded over to Wis DOT.

Motion by DeBaets, seconded by Knudsen to recommend approval to Council as presented.
Motion approved

Review draft TID No. 10 Project Plan and Boundary Map

Review Draft TID No. 6 Boundary Amendment

Becker stated that TID 10 is blighted and TID 6 is distressed. Therefore these are officially reviewed by the CDA, but are here for informational purposes. Discussion held on parcels being removed from TID 6 to add to TID 10, generally located along Railroad St and downtown area south of Main St.

Review Draft TID No. 9 Amendment

Set Public Hearing Date for TID No. 9 Amendment

Becker stated that the proposal is to add additional properties to TID 9 such as the Voyageur, former Shopko, and Reedsburg Country Club.

Motion by Gargano, seconded by Zibell to set public hearing for TID 9 amendment on August 13, 2021, 6:00 PM.

Motion approved

Recommend Resolution 4444-21 Public Participation Plan for 2022-2042 Comprehensive Plan

Duvalle stated that this Resolution is normally approved by Council but wanted Plan Commission to review as well.

Motion by Knudsen, seconded by Gargano to recommend Resolution to Council as presented.
Motion approved

Motion by DeBaets, seconded by Gargano to adjourn at 6:15 PM.

Motion approved

Respectfully submitted,

Brian Duvalle
Planner/Building Inspector

Amendment No. 2

Tax Increment District No. 9

City of Reedsburg, WI

Prepared For:
City of Reedsburg
134 S. Locust Street
Reedsburg, WI 53959

Prepared By:
Vierbicher
400 Viking Drive
Reedsburg, WI 53959

Created: July 11, 2016
Amendment No. 1: June 10, 2019
Amendment No. 2: September 13, 2021

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Acknowledgements

Common Council

David Estes, Mayor
Darrin Frye
Craig Braunschweig
Mike Gargano
Jason Schulte
Missy Frenz
Phil Peterson
Dave Knudsen
Tom Seamonson
Adam Kaney

Plan Commission

David Estes, Chair
Jay Brunken
Mike Gargano
Dave Knudsen
Dan Debaets
Steve Zibell

City Staff / Advisors

Timothy Becker, City Administrator
Jacob Crosetto, Clerk-Treasurer/Finance Director
Steve Zibell, Public Works
Brian Duvalle, Building Inspector/Planning/Zoning

Joint Review Board

Timothy Becker, City of Reedsburg
Elizabeth Goeghegan, Sauk County
Gary Woolever, Reedsburg School District
Shawna Marquardt, Madison College
Todd Polk, At-Large Member

City Attorney

Derek Horkan, LaRowe, Gerlach Taggart LLP

Municipal Financial Advisor

Greg Johnson, Ehlers

City Assessor

Associated Appraisals

Vierbicher Associates, Inc.

Kurt R. Muchow, Project Manager

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Attachment #1: Planned Project Costs
Attachment #2: Financing Summary
Attachment #3: Debt Service Plan
Attachment #4: Tax Increment Pro Forma
Attachment #5: Tax Increment Cash Flow
Attachment #6: Analysis of Impact to Overlying Taxing Jurisdictions
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Appendix C: Resolutions, Notices, Minutes, and Other Attachments

Attachment #1: Timetable
Attachment #2: Public Hearing Notice to Taxing Jurisdictions
Attachment #3: Public Hearing Notice to Joint Review Board
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Attachment #10: Affidavits of Publication
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Introduction

This is Amendment No. 2 to the City of Reedsburg's Tax Increment District No. 9 (TID No. 9).

The City of Reedsburg created TID No. 9 on July 11, 2016 to promote industrial development. The maximum life of TID No. 9 is 20 years, or until 2036. The end of the expenditure period is on July 11, 2031. The City previously approved amendment No. 1 on June 10, 2019, which amended the project plan and added additional territory to the boundary.

Amendment No. 2 of TID No. 9 will include the following changes:

- Amend the TID No. 9 district boundary to add territory
- Add eligible TIF expenditures with the TID No. 9 District and expenditures that benefit the TID within a half-mile radius of the TID No. 9 boundary.

The TID No. 9 Amendment No. 2 involves amending the boundary to add territory. This Project Plan for Tax Increment District No. 9 (TID No. 9) Amendment No. 2 in the City of Reedsburg has been prepared in compliance with Wisconsin Statutes Chapter 66.1105(4)(h). The Amendment No. 1 to TID No. 9 shall be attached to, and become part of the original TID No. 9 Project Plan adopted by resolution of the Reedsburg Common Council.

A. Planning and Approval Process

The Common Council authorized the Amendment No. 1 of TID No. 9 on June 14, 2021. The Plan Commission reviewed the draft Amendment No. 1 on July 13, 2021, and scheduled it for a Public Hearing. Notice of the Public Hearing was published on August 5, 2021. The Public Hearing was held on August 12, 2021, and recommendation for approval made by the Plan Commission to the Common Council. The Amendment No. 2 to the TID No. 9 Project Plan was adopted by resolution of the Common Council on September 13, 2021.

B. Joint Review Board

The Amendment No. 2 to TID No. 9 was reviewed and approved by a Joint Review Board as required by Wisconsin Statutes. The Joint Review Board held its organizational meeting on August 10, 2021. On **September 28, 2021** the Joint Review Board approved Amendment No. 2.

The development goals for TID No. 9 include industrial development, enhancement of the East Main Street commercial corridor and affordable workforce housing. TID No. 9 may be used to acquire land, extend infrastructure, prepare sites and provide incentives to developers and businesses to encourage new business development. Projects to achieve these goals may be located within TID No. 9, or within the one-half mile radius of the district boundary.

As authorized in Wisconsin Statutes 66.1105, TID No. 9 was created to promote the orderly development of the City of Reedsburg by promoting industrial development. TID No. 9 includes industrial, commercial and residential property. The expected results of this TID include greater employment opportunities, affordable workforce housing and an increase in tax base in the City. This plan also allows expenditures that benefit TID No. 9 to be made within a half-mile of the TID No. 9 boundary.

The Common Council is not mandated to make public expenditures described in this Plan; however, they are limited to implementing only those projects identified in the original Plan and its amendments.

As required by Wisconsin Statutes Chapter 66.1105(5)(b), a copy of this Project Plan will be submitted to the Wisconsin Department of Revenue and used as the basis for the certification of the amendment to TID No. 9.

Plan of Development for TID No. 9 Amendment No. 2

The purpose of TID No. 9 will not change as a result of this amendment; however, the territory from the original TID boundary will be expanded by adding new parcels to the boundary.

The original TID No. 9 boundary included 479.11 acres. Amendment No. 1 changed the boundary by 36.79 acres. Amendment No. 2 adds 77.23 acres. The following table summarizes the area of whole parcels. The area does not include public streets.

TABLE	
TID No. 6 District Summary	
Description	Area
Original TID No. 9 Area	479.11
Amendment No. 1 Additional Area	36.79
Area Added by Amendment No. 2	77.23 acres
Total TID Area After Amendment No. 2	593.13 acres

A minimum of 50 percent of the real property in the TID is suitable for and zoned for industrial development. When TID No. 9 was created, 77% of the real property was zoned industrial. After Amendment No. 1, 71.5% of the real property was zoned industrial. With Amendment No. 2, there will be an additional 42 acres of industrial added bringing the overall percentage industrial in TID No. 9 to 69.3%.

Statement of Kind, Number, and Location of Proposed Public Improvements

TID No. 9 was created as a tool to assist the City with promotion of industrial development by providing adequate land and infrastructure, making the City competitive with other communities and offering an environment that will positively influence industrial location decisions and help existing industries to flourish and expand. Any cost deemed necessary to achieve this goal will be TIF eligible. The Common Council is not mandated to make expenditures described in this Amendment; however, they are limited to implementing only projects identified in the original Plan and its amendments.

The City of Reedsburg is amending TID No. 9 to allow expenditures beyond what was initially included in the original and amended TID No. 9 Project Plan. This amendment allows for additional projects within the TID boundary and expenditures within a half-mile of the TID boundary. Improving select areas in the half-mile radius will benefit the TID and assist with the marketing of the industrial area and the attraction of employees for firms in the industrial areas contained within TID No. 9.

TID No. 9 is projected to generate adequate revenue to fund additional projects. The revenue is projected to be generated from development that has taken place since the TID was created, new development within the original district boundary, plus new development from territory being added to the TID. Additional eligible projects within the TID No. 9 district and within a half-mile of the TID that benefit the TID may be undertaken, if funding permits. All costs listed are based on 2019 prices and are preliminary estimates. The City reserves the right to revise these cost estimates to reflect unforeseen circumstances between 2019 and the time of construction.

or implementation, such as a higher than anticipated inflation rate or higher costs due to market conditions.

The City may fund specific project cost items shown below in greater or lesser amounts in response to opportunities that will help the City accomplish the purposes of TID No. 9. The City will generally use overall benefit to the City and economic feasibility (i.e. the availability of future revenue to support additional project costs) in determining the actual budget for project cost items over the course of the TID's expenditure period. The costs shown are for the remainder of the TID's life and do not include expenditures made for projects that have been completed earlier in the TID's life.

A. Summary of Eligible TID Projects

Projects to be added by Amendment No. 2 are listed below. The projects are located within TID No. 9 and within the one-half mile radius of the TID No. 9 boundary. See Map No. 4 in Appendix A for the location of the projects and one-half mile radius. See Attachment #1 in Appendix B for the detailed project cost summary.

1. Infrastructure

That portion of costs related to the planning, design, financing, construction or alteration of infrastructure improvements located within the TID and within the one-half mile radius of the district boundary that serve the district. Infrastructure improvements being added to the TID No. 9 Project Plan include:

- a. Additional funding for the East Main Street intersection and roadway improvements for the intersection of Hwy 23/33 and Golf Course Road to a round-a-bout or traffic signals.
- b. Infrastructure improvements to serve the expanded Business Park located east of Golf Course Road including, but not limited to:
 - Mass grading to create ready to build sites,
 - Sanitary sewer collection system improvements including a lift station,
 - Water distribution system improvements including a water booster station,
 - Storm sewer and storm water management facilities,
 - Transportation improvements including streets, sidewalks, bicycle trail, intersection improvements on Hwy 23/33 and STH 136, and
 - Dry utilities including electrical, fiber, natural gas, etc.

2. Community Development, Redevelopment and Affordable Housing Projects

Additional funding for site development, redevelopment & affordable housing projects.

Development Incentives

Additional funding for development incentives.

3. Administration and Marketing Costs

Additional funding for administration and marketing costs including the amendment of the TID boundary and Project Plan, collateral materials for the Business Park and promotion.

Detailed Project Costs

The estimated cost for the TID No. 9 eligible projects and financing summary are summarized on Attachment #1 and #2 in Appendix B. The eligible costs include projects that were included in the original Project Plan and Amendment No. 1 that are not completed, plus new projects added with this amendment.

The eligible projects will provide necessary facilities and financial assistance to enable and encourage the development of TID No. 9. These projects may be implemented in varying degrees in response to development needs. Map #4 in Appendix A shows public works that are planned as part of this TID.

There are several project costs of which a portion is considered non-project costs. Costs will be shared with other funding sources when paying for these projects. See Attachment #1 in Appendix B for further details on specific projects under the cost categories summarized above. The TID share shown above may be increased or decreased based on the availability of funds.

Economic Feasibility

A. Current Financial Status of TID No. 9

1. New Development Since TID No. 9 Creation

Since TID No. 9 was created in 2016, there have been multiple Development Agreements approved for new construction in TID No. 9. The projects include: Sharratt Cold Storage Warehouse, Reedsburg Hardwoods expansion, Service Line expansion, Huntington Park Apartments and Hempsation. The construction of these new projects started in 2017, and will be completed in 2023.

2. Current Tax Increment and Cash Flow

The Tax Increment Value that has been created as of December 31, 2020 is \$22,108,200. Based on this increase in Value and related expenditures, TID No. 9 is projected to generate \$[REDACTED] of surplus funds throughout the life of TID No. 9.

B. Projected Tax Increment and Cash Flow

1. Projected Tax Increment Value

Attachment #7 in Appendix B includes a summary of projected Tax Increment Value to be created in TID No. 9 during the life of the TID. See Attachment #2 in Appendix B for a projection of TID Revenue, Debt Service Schedules and Cash Flow. The estimated value is broken down into the following categories:

- a. Industrial: An additional \$34,200,000 of Tax Increment Value is projected to be created by industrial development, which all is estimated to come from new development on existing vacant parcels, new development in the expanded Business Park and expansion of existing business.
- b. Residential: An additional \$17,000,000 of Tax Increment Value is projected to be created by new residential development, which includes \$7,000,000 from Huntington Park Apartments and an additional \$10,000,000 of additional Tax Increment Value is estimated to come from new development.

- b. Commercial: A total of \$10,700,000 of Tax Increment Value is projected to be created by new commercial development, which is estimated to come from new development along the East Main Street corridor, new development in the expanded Business Park and expansion/rehabilitation of existing commercial properties

4. Projected Tax Increment Revenue and Cash flow

Attachment #4 in Appendix B is a pro forma estimating the Tax Increment Revenue that will be generated from the development summarized in Attachment #7 in Appendix B. The pro forma shows the total Tax Increment Revenue to be \$ [REDACTED]. The pro forma assumes the tax rate will not increase in the future and there will be 1% annual property value appreciation due to market conditions.

Attachment #5 is a cash-flow pro forma showing the projected annual Tax Increment Revenue and annual expenses. Based on the assumptions included in the financial analysis, TID No. 9 is projected to generate \$ [REDACTED] of surplus revenue throughout the life of the TID.

- C. **Expenditure Period** – The expenditure period for TID No. 9 ends on July 11, 2031. The City can incur additional projects cost up until this date. The City may incur administrative and marketing costs until the closure of the TID.

Overlying Taxing Districts

Taxing jurisdictions overlying TID No. 9 include the City of Reedsburg, Sauk County, Reedsburg Area School District, and Madison College. The impact on the overlying taxing districts is based on the percentage of tax collections in TID No. 9 in 2015. Total TIF value increment over the life of the district is taken by the proportionate share from each taxing jurisdiction. An analysis of the impact on overlying taxing districts is included as Attachment #6 in Appendix B.

Many of the projects planned for the TID would not occur, or would occur at significantly lower values, but for the availability of tax incremental financing. TID No. 9 is a mechanism to make improvements in Reedsburg that is capable of supporting industrial development, and to support growth in the City's tax base. All taxing jurisdictions will benefit from the increased property values, improved public safety, and enhanced community vitality which will result from the projects planned in TID No. 9.

12% Test

§66.1105(4)(gm)4.c states that the equalized value of taxable property of the new TID plus the value increments of all existing districts cannot exceed 12 percent of the total equalized value of the taxable property within the municipality. The charts below use values contained in the Wisconsin Department of Revenue's 2020 TIF Value Limitation Report.

Table 4: TID Capacity

Equalized Value	%	Maximum TID Capacity*
\$711,174,700	x 12%	\$85,340,964

* New TIDs cannot be created or properties added to existing TIDs if this level is exceeded.

Table 5: Proposed TID Equalized Values

Active TID & Proposed TID	Increment or Base Value	Percent of Total Equalized Value
TID No. 4, active	\$14,888,900	2.09%
TID No. 6, active	\$6,596,500	0.93%
TID No. 8, active	\$3,537,500	0.50%
TID No. 9, active	\$19,367,100	2.72%
TID No. 9, amend.	\$5,539,300	0.79%
TID No. 10, proposed	\$5,194,995	0.73%
TOTAL:	\$55,124,295	7.76%

The base value of TID No. 9 is \$19,367,100, or 2.72% and 9 parcels will be added and the value of TID No. 9 will be increased by \$5,539,300. The TID No. 9 equalized valued total will increase to \$24,906,400, or 3.5%. Therefore, the City is in compliance with the statutory equalized value test for creating TID No. 6.

Proposed Changes in the Master Plan, Maps, Building Codes and City Ordinances

There is no change to this section.

List of Estimated Non-Project Costs

There are several project costs of which a portion is considered non-project costs. Costs will be shared with other funding sources when paying for these projects. See Attachment #1 in Appendix B for further details on specific projects under the cost categories summarized above. The TID share shown above may be increased or decreased based on the availability of funds.

Proposed Method for the Relocation of any Displaced Persons

There is no change to the section.

Statement Indicating How Amendment of the TID Promotes the Orderly Development of the City

There is no change to the section.

Maps Showing Existing Land Use and Existing Zoning

See Map #2 In Appendix A for existing land use in the TID. See Map # 3 in Appendix A showing existing zoning in the TID.

Maps Showing Future Land Use and Proposed Improvements

See Map #4 in Appendix A for Future Land Use. See Map #5 in Appendix A for proposed improvements and one-half mile radius.

Map Showing District Boundaries

See Map #1 in Appendix A for proposed TID No. 9 Boundary Map.

A revised boundary map and legal description is included in Appendix A.

City of Reedsburg TID No. 9 Boundary Description is Included in Appendix A.

Findings

The City has made the following findings in conjunction with TID No. 9 Amendment No. 2:

- The district includes only whole parcels of property.
- The district is contiguous.
- The equalized value of the parcels being added to TID No. 9, plus the value increment of all existing districts does not exceed 12 percent of the City's total equalized value.
- Parcels of land were annexed into the City from the Town of Reedsburg within the last three years and the City pledges to pay the Town of Reedsburg an amount equal to the property taxes levied on the territory for each of the next five years.
- At least 50 percent by area of the real property within the district is suitable for industrial sites and has been zoned for industrial use.
- The City of Reedsburg has designated TID No. 9 as an Industrial District.

A Parcel List & Maps

Appendix A: Parcel List & Maps

TID No. 9 Parcel List

Map #1: District Boundary and Parcel Numbers – Overall Map

Map #2: One-Half Mile Radius of TID Boundary

Map #3: Proposed Improvements Map

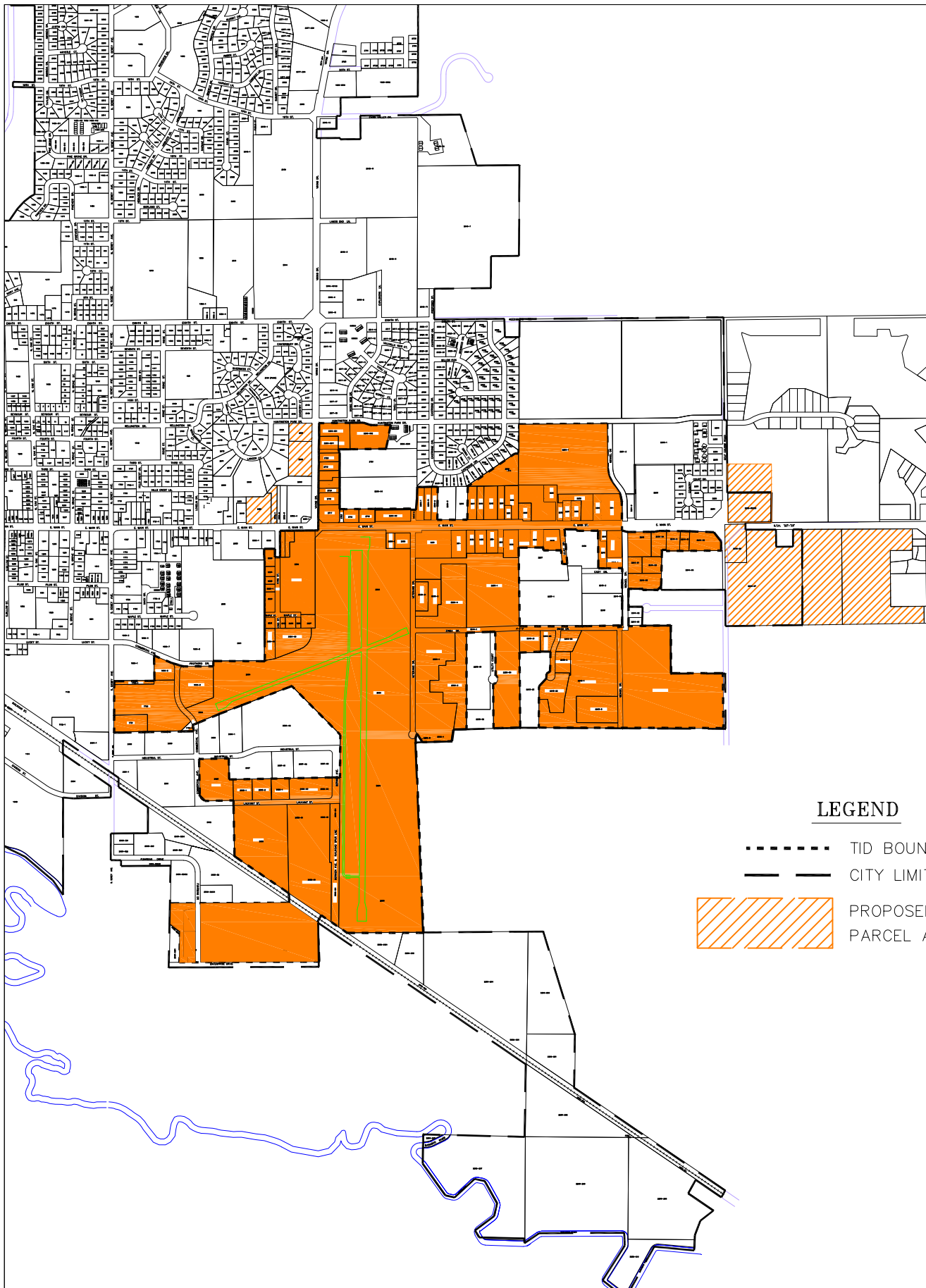
Map #4: Existing Land Use

Map #5: Proposed Land Use

Map #6: Zoning

TID No. 9 Boundary Description

<u>Map ID</u>	<u>Parcel Number</u>	<u>Owner - Name</u>	<u>Address</u>	<u>Postal Address</u>	<u>City</u>	<u>State</u>	<u>Zip</u>	<u>Improved Value</u>	<u>Land Value</u>	<u>Total Value</u>	<u>Size</u>
1	276-2061-00000	M & M Properties LLC	240 Viking Drive	200 Viking Drive	Reedsburg	WI	53959	\$0.00	\$298,000.00	\$298,000.00	1.61
2	276-2060-00000	M & M Properties LLC	200 Viking Drive	200 Viking Drive	Reedsburg	WI	53959	\$1,454,100.00	\$573,900.00	\$2,028,000.00	3.1
3	276-2052-10000	VV Properties Limited	1577 E. Main Street	150 Viking Drive, PO Box 350	Reedsburg	WI	53959	\$287,000.00	\$156,800.00	\$443,800.00	0.9
4	276-2051-00000	1515 E. Main ST LLC	1515 E. Main Street	PO Box 19060	Green Bay	WI	54307	\$896,100.00	\$473,900.00	\$1,370,000.00	2.72
5	276-2235-60300	Reedsburg County Club Capital Projects Co. LTD	3003 E. Main Street	PO Box 125	Reedsburg	WI	53959	\$987,000.00	\$307,800.00	\$1,294,800.00	5
6	276-2244-56000	Ernest R & Anna M Marshall	125 S. Golf Course Road	125 S. Golf Course Road	Reedsburg	WI	53959	\$0.00	\$0.00	\$0.00	3.13
7	276-2244-57000	City of Reedsburg	134 S. Locust Street	134 S. Locust Street	Reedsburg	WI	53959	\$0.00	\$0.00	\$0.00	24.49
8	030-0400-10000	Joylin Varnes	E7185 State Road 23/33	E7185 State Road 23/33	Reedsburg	WI	53959	\$77,900.00	\$23,100.00	\$101,000.00	14.49
9	030-0400-20000	Joylin Varnes	E7185 State Road 23/33	E7185 State Road 23/33	Reedsburg	WI	53959	\$0.00	\$3,700.00	\$3,700.00	21.72
								\$3,702,100.00	\$1,837,200.00	\$5,539,300.00	77.23



LEGEND

----- TID BOUNDARY

———— CITY LIMITS

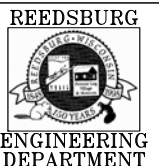


PROPOSED TID 9
PARCEL ADDITIONS

CITY OF REEDSBURG

PROPOSED TID 9 PARCEL ADDITIONS

SCALE: 1" = 850'
2021



B Financial Attachments

Appendix B: Financial Attachments

Attachment #1: Planned Project Costs

Attachment #2: Financing Summary

Attachment #3: Debt Service Plan

Attachment #4: Tax Increment Pro Forma

Attachment #5: Tax Increment Cash Flow

Attachment #6: Analysis of Impact to Overlying Taxing Jurisdictions

Attachment #7: Increment Projections

Attachment #7: Increment Projections
City of Reedsburg
TID No. 9
7/29/2021

Year	Proposed Yearly Total	Actual	Warehousing & Distribution Center	Hardwoods & Service Line	Huntington Park (P1-3)	Future Industrial \$375,000/ac	Future Commercial \$400,000/ac	Future Residential \$1,000,000/ac
2016		-\$572,000	\$0	\$0	\$0	\$0	\$0	\$0
2017		\$82,900	\$0	\$0	\$0	\$0	\$0	\$0
2018	\$0	\$17,376,700	\$0	\$0	\$0	\$0	\$0	\$0
2019	\$2,480,000	\$2,479,500	\$0	\$0	\$0	\$0	\$0	\$0
2020	\$2,741,000	\$2,741,100	\$0	\$0	\$0	\$0	\$0	\$0
2021	\$3,560,000	\$0	\$0	\$60,000	\$3,500,000	\$0	\$0	\$0
2022	\$17,600,000	\$0	\$9,600,000	\$0	\$0	\$500,000	\$5,000,000	\$2,500,000
2023	\$7,200,000	\$0	\$0	\$0	\$3,500,000	\$1,000,000	\$1,700,000	\$1,000,000
2024	\$2,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
2025	\$15,100,000	\$0	\$9,600,000	\$0	\$0	\$2,000,000	\$1,000,000	\$2,500,000
2026	\$2,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
2027	\$3,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$1,000,000
2028	\$3,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
2029	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0
2030	\$2,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0
2031	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0
2032	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0
2033	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2034	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2035	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0
2036	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$67,181,000	\$22,108,200	\$19,200,000	\$60,000	\$7,000,000	\$15,000,000	\$10,700,000	\$10,000,000

Note: Amounts adjusted for inflation in Attachment #4



Resolutions, Notices, Minutes

Appendix C: Resolutions, Notices, Minutes, and Other Attachments

Attachment #1: Timetable

Attachment #2: Public Hearing Notice to Taxing Jurisdictions

Attachment #3: Public Hearing Notice to Joint Review Board

Attachment #4: Public Hearing Minutes

Attachment #5: Plan Commission Resolution

Attachment #6: City Board Resolution

Attachment #7: Joint Review Board Meeting Notices

Attachment #8: Joint Review Board Meeting Minutes

Attachment #9: Joint Review Board Approval Resolution

Attachment #10: Affidavits of Publication

Attachment #11: Attorney Opinion Letter

Attachment #1:

Timetable

City of Reedsburg
Tax Increment District (TID) No. 10 Creation
Tax Increment District No. 6 Boundary Amendment
Tax Increment District No. 9 Boundary & Project Plan Amendment
Summary of Activities and Timetable
July 12, 2021

Key Dates: Council Meetings – 2nd & 4th Monday

: Newspaper Publication Date – Thursday (Notice deadline is 2:00 p.m. on Friday)

: Plan Commission Meetings – 2nd Tuesday

: Community Development Authority (CDA) Meetings – 3rd Tuesday

Assumptions : Timetable Assumes TID No. 10 is a Blight Elimination TID

: Timetable Assumes TID No. 10 overlaps portions of TID No. 6 which requires overlapped parcels to be subtracted

Action	Party Responsible	Date
A. Common Council Meeting: Authorization to proceed	Common Council	6/14/17
B. Blight Declaration		
1. Identify Preliminary TID No. 10 Boundary	City / Vierbicher	6/25/21
2. Prepare Blight Documentation	City/Vierbicher	7/15/17
3. CDA Meeting: Approve Blight Determination	CDA	7/20/21
4. Common Council Meeting: Approve Blight Determination	Common Council	7/26/21
C. TID No. 10 Creation, TID No. 6 Amendment & TID No. 9 Amendment		
1. Mail letters to taxing jurisdictions notifying them of TID creation & amendment and requesting Joint Review Board (JRB) appointments.	Vierbicher	6/28/21
2. Prepare draft TID No. 10, TID No. 6 & TID No. 9 Project Plans and Boundary Maps	Vierbicher / City Staff	6/28/17 – 7/15/21
3. Plan Commission Meeting: - Review draft TID No. 10 Project Plan and Boundary Map - Review Draft TID No. 6 Boundary Amendment - Review draft TID No. 9 Amendment - Set Public Hearing Date for TID No. 9 Amendment	Plan Commission	7/13/21
4. CDA Meeting: - Review draft TID No. 10 Project Plan and Boundary Map - Review TID No. 6 Boundary Amendment - Schedule Public Hearing for TID No. 6 Amendment - Schedule Public Hearing for TID No. 10 Creation	CDA	7/20/21
5. Mail TID No. 10 Public Hearing Notice & Blight Finding Letter to Property Owners (1 st Class Mail Not less than 20 days before public hearing)	City	7/26/21
6. Mail Public Hearing Notices to Joint Review Board (JRB) (TID No. 10, TID No. 6 and TID No. 9)	Vierbicher	7/29/21
7. Mail Public Hearing Notices to taxing entities. (TID No. 10, TID No. 6 and TID No. 9)	Vierbicher	7/29/21
8. Deliver JRB Meeting Notice to Newspaper. (TID No. 10, TID No. 6 and TID No. 9)	City Staff	7/30/21
9. Deliver Public Hearing Notices to Newspaper. (TID No. 10, TID No. 6 and TID No. 9)	City Staff	7/30/21

10. Mail JRB packets.	Vierbicher	7/29/21
11. Publish Notice for JRB first meeting <i>(Class I)</i> .	Newspaper	8/05/21
12. Publish Notices for TID No. 6 and TID No. 9 Amendment Public Hearing <i>(Class I)</i>	Newspaper	8/05/21
13. Publish Notice for TID No. 10 Creation Public Hearing <i>(Class II)</i> .	Newspaper	8/05/21 & 8/12/21
14. Joint Review Board - First Meeting: - Elect chairperson - Elect an at-large member - Review draft TID No.10 Creation Project Plan & District Boundary - Review draft TID No. 6 Amendment - Review draft TID No. 9 Amendment <i>(at least 5 days after publication of JRB meeting notice; latest date 14 days after first notice of Public Hearing).</i>	JRB 1:00 PM	8/03/21 to 8/12/21 (8/11/21)
15. Plan Commission Meeting: - Public Hearing for TID No. 9 Amendment <i>(at least 7 days after insertion of public notice)</i> - Adopt Resolution approving TID No. 9 Amendment	Plan Commission 4:00 PM	8/12/21
16. CDA Meeting: - Public Hearing for TID No. 10 Creation, Project Plan & Boundary <i>(at least 7 days after last insertion of public notice)</i> - Public Hearing for TID No. 6 Amendment <i>(at least 7 days after insertion of public notice)</i> - Adopt Resolution approving TID No. 6 Amendment - Adopt Resolution approving TID No. 10 Creation	CDA 5:30 PM	8/19/21
17. Obtain City Attorney opinion letter for TID No. 10 Creation, TID No. 6 Amendment and TID No. 9 Amendment	City Attorney	8/30/21
18. Common Council Meeting: (Not less than 14 days after public hearing) - Adopt Resolution approving TID No. 6 Amendment - Adopt Resolution approving TID No. 10 Creation - Adopt Resolution approving TID No. 9 Amendment	Common Council	9/13/21
19. Deliver JRB meeting notice to newspaper.	City Staff	9/17/21
20. Mail JRB packets.	Vierbicher	9/20/21
21. Publish Notice for JRB second meeting <i>(Class I)</i> .	Newspaper	9/23/21
22. Joint Review Board – Final Meeting: - Annual JRB Meeting to Review TID Annual Reports - Adopt Resolution approving TID No. 6 Boundary Amendment - Adopt Resolution approving TID No. 10 Creation - Adopt Resolution approving TID No. 9 Amendment <i>(At least 5 days after publication of meeting notice and within 30 days of Council approval).</i>	JRB	9/28/21 to 10/30/21
23. Notify DOR of TID No. 10 Creation, TID No. 6 & TID No. 9 Amendment.	Vierbicher	After JRB
24. Submit TID Base Year Packet to Wisconsin Department of Revenue.	Vierbicher / City Clerk / Assessor	Before 10/31/21

Attachment #2:

Public Hearing Notice to Taxing Jurisdictions

Attachment #3:

Public Hearing Notice to Joint Review Board

Attachment #4:
Public Hearing Minutes

Attachment #5:

Plan Commission Resolution

Attachment #6:
Common Council Resolution

Attachment #7:

Joint Review Board Meeting Notices

Attachment #8:

Joint Review Board Meeting Minutes

Attachment #9:

Joint Review Board Approval Resolution

Attachment #10:

Affidavits of Publication

Attachment #11:
Attorney Opinion Letter

**PLAN COMMISSION RESOLUTION NO. 4447-21
APPROVING TAX INCREMENT DISTRICT NO. 9
AMENDMENT NO. 2**

WHEREAS, the City of Reedsburg Plan Commission has prepared and reviewed a Project Plan amendment for Tax Increment District (TID) No. 9 and finds the amendment to be feasible and conforming to the requirements described in ss. 66.1105(4)(f); and

WHEREAS, the City of Reedsburg Plan Commission has invited the public to review the TID No. 9 Project Plan amendment and comment upon such amendment at a Public Hearing held on August 12, 2021, and that the Public Hearing was duly noticed in conformance with ss. 66.1105(4)(e);

NOW, THEREFORE, BE IT RESOLVED after due consideration, the City of Reedsburg Plan Commission hereby approves the Project Plan amendment for Tax Increment District No. 9; and

BE IT FURTHER RESOLVED that City of Reedsburg Plan Commission hereby submits the Project Plan amendment for Tax Increment District No. 9 to the City of Reedsburg Common Council for approval.

This Resolution is being adopted by the City of Reedsburg Plan Commission at a duly scheduled meeting on August 12, 2021.

_____, Chair

_____, Secretary



Plan Commission Memo

TO: Reedsburg Plan Commission
FROM: Foth Infrastructure & Environment, LLC
DATE: August 6, 2021
RE: Comprehensive Master Plan 2042 – Steering Committee Meeting

1. Stakeholders
2. Field Study
3. Review recommendations from past adopted plans.
 - What is still pertinent?
 - What do we need to focus on?
4. Plan layout
5. Base Map
6. Other engagement
 - Community wide survey
 - In-person event
7. Next Meeting

General

City of Reedsburg Comprehensive Master Plan – 2003
Town of Reedsburg Comprehensive Master Plan – 2004
Town of Winfield Comprehensive Master Plan – 2006
Town of Excelsior Comprehensive Master Plan – 2009
Sauk County Comprehensive Master Plan – 2009
City of Reedsburg Comprehensive Master Plan Update – 2012
Design Reedsburg Report – 2017
Intermunicipal Cooperation Agreement Between the City of Reedsburg and the Town of Reedsburg – 2020
Intermunicipal Cooperation Agreement Between the City of Reedsburg and the Town of Excelsior – 2020
Intermunicipal Cooperation Agreement Between the City of Reedsburg and the Town of Winfield – 2020

Housing

SCDC Housing Study and Needs Assessment – 2018

Economic Development

Retail Market Analysis – 2006
Target Industry Study – 2008
Incubator Plan Update – 2017
Economic Positioning & Gateway Developability Study – 2018

Community Facilities

Wisconsin Trails Network Plan – 2003
Wellhead Protection Plan – 2010
Bicycle, Pedestrian, and Snowmobile Plan – 2014
Historic Preservation Plan – 2015
Great Sauk State Trail Cooperative Plan – 2015
Phase I: Baraboo River Corridor Plan – 2016
Baraboo River Corridor Branding and Marketing Study – 2018
Reedsburg CORP – 2017-2021
NW Recreation Area Plan – 2020
Sauk County CORP – 2020-2024

GOALS AND OBJECTIVES OF 2003 COMPREHENSIVE PLAN

Goals	Policies/Objectives
Economic Development The City has a vibrant and historic central business district as well as other commercial areas and will encourage a variety of commercial developments within these districts. The natural beauty surrounding the City will be utilized to build on its diverse economy, including strong healthcare, retail trade, service elements, manufacturing, and tourism.	Take advantage of the wealth of natural resources and amenities within the Reedsburg region to promote the expansion of tourism-based industries yet preserving the area's remaining quality natural resources. • Work with the local businesses, Chamber of Commerce, surrounding towns, and Sauk County to publicize and promote the Reedsburg area's natural resources and other tourism attractions using tools such as informational brochures, websites, and signage. Utilize the proximity to I90/94 in the regional marketing effort. • Capitalize on existing community assets, including the encouragement of re-development along the railroad corridor, recreation development of the Baraboo River, and continued efforts on the historic downtown. • Additional marketing and business effort needs to be placed into the tourism sector. According to the retail visioning exercise conducted by the Chamber of Commerce more than 40 state parks, natural recreation areas, and cultural tourism sites are located within 50 miles of Reedsburg. Since a significant amount of traffic is generated by these attractions, and passes through Reedsburg, an opportunity exists to capture a portion of this traffic by developing the City as an activity center. Establish strategic marketing strategies to attract new manufacturing, retail trade, and service firms to the Reedsburg area. • Utilize recently conducted business survey and community survey to help identify gaps in the marketplace. Respondents to the community survey highlighted retail shopping (upscale, discount, and specialty), family restaurants, and entertainment as top priorities. • Work with local businesses, Reedsburg Area Chamber of Commerce, Reedsburg Industrial Development Commission, Reedsburg Community Development Authority, and other local organizations to develop a shared economic development vision for the Reedsburg area. Complete a strategic planning process aimed at determining and implementing this shared vision. • Focus marketing efforts on attracting high tech industries. High tech industries would allow for job market and wage diversification. Discourage unplanned, large-scale commercial developments along the highways entering and leaving the community. • Implement the Comprehensive Plan to help direct future growth. Actively update this document on a continual basis. • Update and implement appearance and design guidelines for commercial development. Encourage new commercial development to locate within the downtown business district yet realize some types of business may need to be developed outside of the downtown district because of larger size needs. • Provide incentives for commercial development and reuse in areas where they are desirable but otherwise may not occur. Specific techniques may include Tax Incremental Financing (TIF), National Main Street

	Program, and the Department of Commerce CDBG-Public Facilities and Economic Development funds. • Implement the recommendations identified in the 2000 Downtown Action Plan. Encourage and actively participate in the retention, expansion, and relocation of businesses and industries located in the Reedsburg area. • Continue to revise and implement the business recruitment and marketing plan designed to identify target industries, promote on-going retention, establish a mechanism for responding to business inquiries, and develop a promotional campaign aimed at marketing the Reedsburg area to new business. • Work with surrounding towns, Sauk County, and local economic development groups to create an area wide business retention program that will offer technical and resource assistance to meet current and future development needs. • Promote the extension of the fiber optic network throughout the City and its planning area. Plan for an adequate amount of developable land to be made available for future industrial and commercial developments, which considers physical limitations, access to the existing transportation system, and availability of needed infrastructure. • Update the City's zoning ordinance and map, so they are consistent with the City's Comprehensive Land Use Plan Map. • As industrial and commercial development expand beyond Reedsburg's corporate limits look at possibly establishing cooperative boundary agreements with the surrounding towns. Actively pursue additional funding options for small business development. • Pursue funding options for small business development, including but not limited to Reedsburg's revolving loan fund, or Wisconsin Department of Commerce CBED or CDBG funds. See Appendix A for additional funding options/opportunities. Actively participate and help support efforts to maintain the vitality of the Reedsburg Area Medical Center, and overall growth in the health care industry. • Work with Sauk County, Reedsburg Area Medical Center, Madison Area Technical College, and others in the healthcare industry to ensure an adequate supply and diverse types of medical and healthcare professionals are working within the Reedsburg area. • Work with Sauk County, Reedsburg Area Medical Center, and others in the healthcare industry to ensure that the needs of the community's senior population are met. Keep lines of communication open with existing businesses that provide employment and income in the community, and assist where possible in linking these firms to available resources, such as grant funds, training, etc. • Create and maintain an inventory of industrial and commercial lands and buildings that could be made available to potential developers and/or businesses seeking to start, expand, or relocate in the Reedsburg area.
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	- Continue to create and implement Tax Incremental Finance (TIF) districts for industrial expansion and growth. TIF district #3 and 4 will be terminating during this planning period. Until terminated, it may be difficult to create additional districts. Promote the development of the local labor force to meet current and future skill level needs by working with local businesses, the school district, and area colleges to establish training related programs. - Encourage economic development groups to work with local businesses on a regular basis to determine the types of training programs needed at Reedsburg Area High School and area colleges to provide a skilled workforce to meet current and future needs. These presently include the areas of law enforcement, health care, and the increased demands for skilled labor. - Encourage the Chamber of Commerce, Industrial Development Commission, Sauk County Development Corporation, and other local groups to facilitate the organization of apprenticeship, on-the-job training, student touring and visitation, and student work-study programs with local industries, businesses, and schools. Promote partnerships and communication between the City, local businesses, Sauk County, surrounding towns, Reedsburg Industrial Development Commission, Reedsburg Chamber of Commerce, and other local organizations to consolidate economic development and recruitment efforts within the Reedsburg area. Continue to implement, and integrate with this Comprehensive Plan, previous planning work and activities. - For Downtown development this includes the Downtown Action Plan (2000), Tax Incremental Finance District #5 (July 1999), Tax Incremental Finance District #6 (July 2000), and the Downtown Redevelopment District #2 (July 2000). - For industrial development this includes the Industrial Development Program (1997), Tax Incremental Finance District #3 (1998), Tax Incremental Finance District #4 (1998), Redevelopment District #3 (2000), Business Center Redevelopment District #4 (2000), and the Industrial Development Program Marketing Plan (2001).
Housing To encourage a high-quality living environment in all neighborhoods and to assure an adequate supply of decent, safe, affordable, and sanitary housing for all within the City of Reedsburg.	Expand housing opportunities in the City to meet the needs of continued population growth, increased labor supply, and the trend toward fewer persons per household. - Through the City of Reedsburg's zoning ordinance, map, and other land use regulation tools, ensure that sufficient sites are available in the City to develop new housing. - Encourage a range of choices in housing types, design, and cost, including single family, affordable single-family manufactured home (permanent foundation), multi-family, and senior housing units that meet quality construction standards. - Implement land use controls that encourage a range of choices in housing types. - Work with local organizations, civic groups, and local builders to provide increased senior housing and assisted living opportunities. - Promote the re-use of older buildings for renovation into affordable housing such as the conversion of the former hospital into 24 apartments for senior citizens (TIF 7).

	Encourage and support programs that assist residents in the City with first-time ownership. • Specific housing programs include WHEDA's Home Ownership Loans and the City's Revolving Loan Fund, to assist community residents with first-time home ownership. Create new opportunities for affordable single-family manufactured home (permanent foundation) and multi-family construction. • Implement land use control measures that encourage a range of choices in housing. • Update the City's zoning ordinance and map, so they are consistent with the City's Comprehensive Land Use Plan Map, which designates selected areas in the City for these types of developments. Provide decent, safe, and sanitary housing for low and moderate-income residents of the City, including families, individuals, and seniors. • Encourage the development of a property maintenance code for all housing units in the City. Include the enforcement of this code, along with a stronger inspection schedule for these units. Where appropriate, encourage the rehabilitation of substandard homes in the City to provide decent and safe living conditions and prevent deterioration and blight. • Specific programs include the Community Development Block Grant (CDBG) Housing Program for rehabilitating substandard homes. • Participate in State and County programs, such as Community Development Block Grants and H O M E, to provide, maintain, and rehabilitate existing housing stock. Include both the City and extraterritorial planning area in these programs. Actively encourage residential development in areas to be served conveniently and economically with municipal utilities, facilities, and services. • Continually update the Capital Improvement Plan to maintain public utilities and services to all residential areas. Continue to seek funding for infrastructure improvement project (i.e. – water, sewer, etc.) that benefit low-to-moderate income levels within the City, such as the CDBG Housing Program. Encourage neighborhood locations that protect residential areas from surrounding incompatible land uses. • Establish and implement zoning district requirements that adequately buffer incompatible uses. Adopt the Land Use Plan Map identifying where future land use activities will occur. Discourage the concentration of rental or multi-family housing in any one part of the community. • Establish and implement zoning district requirements and ordinances that allow for various multi-family housing options. Adopt the Land Use Plan Map identifying future areas open to multi-family development. Preserve and protect environmentally sensitive areas that add character and define the Reedsburg area. • Incorporate design requirements into the land subdivision ordinance that result in the use and protection of open
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	spaces, parks, and drainage/waterways to protect the City's natural resources. Implement land use control measures, which protect the City's environmental corridors (see Map 11-5) from future growth and development.
Transportation Develop and maintain a well-integrated and cost-effective transportation system within the City of Reedsburg and its extraterritorial planning area that is capable of moving people and goods to, from, and within the community in a safe and efficient manner.	<u>Traffic Flow and Safety</u> Minimize conflicts between pedestrians and vehicular traffic throughout the City, with special attention given towards the downtown business district. - To improve pedestrian travel in the City's downtown business district, install traffic signal devices at certain intersections within the business district that pedestrians can activate. Study ways to reduce traffic congestion and hazards and improve safety along the area's arterial and collector routes, such as the implementation of access control strategies and additional traffic control devices and engineering along these routes. - Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to study ways to reduce traffic congestion and hazards and improve safety along the arterial and collector routes within the Reedsburg area and in the vicinity of the area's main interchanges/ intersections. Solutions for improving traffic flow and safety along these routes and at the interchanges and intersections include the implementation of access control strategies (including frontage roads), additional traffic control devices, staging of traffic signals, and engineering improvements. - To help reduce traffic congestion and hazards and improve safety along arterial and collector routes within the City, prepare, enact, and implement an access control ordinance. Such an ordinance would restrict vehicle entry onto streets with the goal of reducing congestion. Various means would be employed including limitations on the numbers of curb cuts, entryway apron width specifications, driveway throat depth specifications, etc. Work with Sauk County to prepare and implement control access plans for high traffic volume county trunk line routes within the Reedsburg area. Improve the efficiency of the City's street system by establishing an improvement program that ensures streets within the system are able to handle existing and expected traffic volumes. - Provide for new development areas within the City and its extraterritorial area identified on the Land Use Plan map with this Plan by planning for the design, connection, and extension of streets. Promote varied/unique streets designs within new residential areas. - Transportation modeling of alternative routing options may be necessary as a result of increasing traffic counts. This includes the exploration of how to most effectively handle one way streets. - Continue to update the City's official map to reserve corridor areas for future street and highway improvements. Coordinate such efforts with the affected townships. Study ways to improve the consistency and transition of speed limits along STH 33, CHTs H, V, and K. <u>Road System/Future Roads</u> Ensure that adequate roads are provided within the growing portions of the City and the City's planning area to serve existing and expected levels of vehicle traffic.

	• Provide for new development areas within the City and the City's planning area identified on the 20-year Land Use Plan Map in this Plan by planning for the design, connection, and extension of streets. • Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City's planning area and the land use plans for these areas. • To improve traffic flow patterns (over the next 20-years) within the City and the City's planning area, work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to establish a northern and/or southern bypass corridor (see Map 11-#). Improve local, thru, and commercial truck traffic movements within the City and the City's planning area, especially in the central portion and southern portions of the City. • To create better access from the south, one selected alternative would include the construction of an additional bridge at Pine Street (see Map 11-#). To ensure good traffic flow and improve safety in growth areas of the City, make necessary improvements to roadways within these areas, including traffic control devices and engineering. • Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns, developers, and property owners to make necessary improvements to roadways and highways within growth areas of the City and the City's planning area. Solutions for ensuring good traffic flow and improve safety in these areas include installation of additional traffic control devices, expansion of the roadways, redesigning intersections, and implementing access control measures. • Undertake a study to identify different means of providing financing for roadway improvements within growth areas of the City, including the possible use of impact fees for financing the proposed improvements, extensions, and expansions of the roadways. Look at sample impact fee ordinances from other communities that have successfully enacted and implemented ordinances for financing roadway improvements. <u>Roadway/Highway Conditions</u> Actively participate in current road maintenance and assessments of future road needs and additional transportation services. Ensure that roads within the City's road system are able to handle existing and expected traffic volumes by continuing to assess and improve the roads. • The PASER system should be used by the City on an annual basis for assessing the pavement conditions of the local street system and future improvement needs. • Address the City's street system and other transportation needs by continuing to update the community's capital improvements plan on an annual basis. Build, extend, and improve streets according to the plan's schedule. • Work with the State and County to ensure that state highway and county trunk line highway segments within the City and the City's planning area are in good condition and meeting capacity requirements. • To help finance proposed road improvement projects on the five-year road improvement plan, apply for funds
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	under state and federal grant programs, including the Wisconsin Department of Transportation's Transportation Economic Assistance (TEA) program, Local Road Improvement Program, Wisconsin Department of Commerce's Community Development Block Grant Public Facility and Public Facility for Economic Development programs, and Economic Development Administration's Public Works and Development Facilities program. <u>Commercial and Industrial Truck Traffic</u> Promote the separation of commercial truck and thru traffic from local traffic by rerouting commercial truck traffic away from City's downtown business district. - To improve commercial truck traffic flow patterns within the City, work with local businesses and trucking companies to establish a commercial truck route. This local route may include the Viking Drive/Prothero/Railroad Street/S. Webb bridge route. (see Map 11-#). Proactively enforce the truck route. - Provide adequate road/route signage identifying the designated truck route. Improve local, thru, and commercial truck traffic movements within the City and the City's planning area, especially in the central portion and southern portions of the City. - To create better access from the south, one selected alternative would include the construction of an additional bridge at Pine Street (see Map 11-#). - To improve traffic flow patterns (over the next 20-years) within the City and the City's planning area, work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to establish a northern and/or southern bypass corridor (see Map 11-#). *See Road System/Future Roads for additional information. <u>Transportation and Emergency Services</u> Improve emergency vehicle circulation and responsiveness within the City and the City's planning area. - Install electronically concerted traffic signal controls along heavily traveled routes within the Reedsburg area to improve emergency vehicle circulation within the area. For existing narrow streets, improve the efficiency of the City's street system by establishing an improvement program that ensures streets within the system are able to handle existing and expected traffic volumes, along with fire and ambulance protection services. <u>Elderly and Disabled Transportation</u> Encourage and support the development of additional transportation services, including transit services, for the elderly and disabled residents within the City and its extraterritorial planning area. - Work with Sauk County to develop additional transportation services for the elderly, disabled, and other residents in the Reedsburg area including possible private transportation services or regional shuttle bus service. To meet future demands, look at creating a demand responsive bus service that provides service to Reedsburg residents with transportation needs on a daily basis.
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	Study ways to reduce hazards and improve pedestrian safety for the City's elderly, disabled, and other residents. • Continue to construct and maintain an intra-connecting network of sidewalks within the City. Include proposed improvement projects for maintaining existing sidewalks and constructing new sidewalks within the City's five-year capital improvements plan. Solutions for improved safety include mid-street refuges, "rest-stops" for longer crosswalks (i.e. – Main Street), adequate duration for crosswalk signal lights, and handicap accessibility. <u>Air Service</u> Examine future options for the location of a regional airport. • Talk with the Cities of Wisconsin Dells, Baraboo, and Sauk Prairie, as well as Sauk County about potentially creating a regional shared airport if such of airport is needed for providing adequate air service within the region beyond the next 20 years. • Participate in the five-year plans for airport improvements with the State Bureau of Aeronautics. <u>Railroad Service</u> To ensure that freight and passenger railroad services are still available in the future, continue to support these services within the Reedsburg area. • Work with Wisconsin & Southern Railroad, Union Pacific Railroad, Pink Lady Rail Transit Commission, and Sauk County to ensure that freight railroad service is still available within the Reedsburg area over the next 20 years. • Work with the Chamber of Commerce, Industrial Development Commission, Community Development Authority, Sauk County Development Corporation, and other local organizations on maintaining the growth, viability, and expansion of the City's industrial park. <u>Non-Motorized Transportation</u> Continue to provide support for the '400 State Trail.' Encourage the development of non-motorized transportation facilities throughout the City and promote non-motorized forms of transportation as a vital part of the City's transportation system. • Encourage non-motorized forms of transportation and minimize non-motorized/motorized transportation conflicts within the City and the City's planning area by constructing non-motorized transportation facilities, including bicycle and pedestrian pathways, bicycle lanes, wide roadway shoulders, etc. Work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns in the development and interconnection of the existing and future non-motorized transportation facilities within the Reedsburg area. • Adopt an official map ordinance reserving future street and non-motorized transportation facilities. • Construct a multi-use trail system encompassing the entire City, which links with the existing 400 State Bicycle Trail (see Map 11-4). Minimize conflicts between bicyclists and vehicular traffic throughout the City and the City's planning area, including the Main Street crossing for the '400 State Trail.'
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	- To improve bicycle and pedestrian travel and safety in the City's downtown business district install traffic signal devices at certain intersections within the business district that bicyclists and pedestrians can activate. Look at options for the intra-connection of existing and future non-motorized transportation facilities within the Reedsburg area. - Should the railroad be eliminated, extend the '400' Trail southward to Rock Springs and Merrimac. Look at options for the connection of existing and future local bicycle facilities with regional and state bicycle facilities within the Reedsburg area. - Work with the Wisconsin Department of Transportation, Sauk County, and surrounding towns in the development and interconnection of the existing and future local bicycle facilities with regional and state bicycle facilities within the Reedsburg area, including the 400 State Bicycle Trail. - Minimize conflicts between bicyclists and vehicular traffic within the Reedsburg area through the construction of bicycle lanes and/or sidewalks along arterial and collector routes and paved pathways within the more densely developed portions of the City and the City's planning area. - To help finance proposed non-motorized transportation facility projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Transportation's Statewide Transportation Enhancement and Surface Transportation Discretionary programs, Wisconsin Department of Natural Resources' Stewardship programs, and federal LAWCON program. <u>Intra/Inter City Transportation</u> Encourage cooperation, coordination, and potential expansion among the shared ride taxi systems in the area for inter-community travel. Encourage the development of additional transportation services, including possible bus service, light rail, vanpools, and/or shuttle bus service. - The use of park and rides and the creation of regional hub locations to help coordinate commuting and traffic may be an opportunity for the City. Encourage the coordination of a regional van or shuttle service in cooperation with other communities, employers, and human service agencies. <u>Environmental Constraints</u> Avoid development and expansion of the City's transportation network into locations that would negatively impact the area's natural resources. - Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City's planning area and the land use plans for these areas. Improve drainage along roadways within the City that have had severe storm water drainage problems in the past. - Install proper drainage facilities along roadways within the City that have had severe storm water drainage
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	problems in the past, such as storm sewers, drainage basins, and/or ditches. On an annual basis, incorporate these needs into the City's capital improvement program. Use the official map to secure the rights-of-way for the drainage facilities.
Public/Community Facilities The City will plan for and provide public utilities to promote efficient, economical, and orderly growth and development for the community. Where not available, City utilities should be phased in accordance with their system master plans. Maintain and provide public and community facilities and services to make the City a safer and more attractive community in which to live, work, play, and raise a family	Encourage the provision of a wide variety of social, cultural, and educational activities and services for the benefit and enjoyment of all residents. • Work with the Chamber of Commerce, Sauk County, surrounding towns, area school district, and civic groups to ensure a wide variety of social, cultural, and educational activities are provided within the Reedsburg area for the benefit and enjoyment of all residents. Promote adequate space and facility needs for existing (and future) community and government service buildings located within the City. • Implement the recommendations identified in the 1999 Space Needs Study. Continue to review and modify these and other space need issues to determine equipment and facility needs of the City. On an annual basis, incorporate these needs into the City's Capital Improvement Plan. Support the development of health and medical care facilities to meet the needs of all residents. Ensure that all utility systems have adequate capacity or are upgraded to accommodate projected growth. • Implement recommendations identified in the 1999 Utility Master Plan. Incorporate these improvement needs and upgrades into the Capital Improvement Plan on an annual basis. Modify and update the Utility Master Plan to include the revision and expansion of the extraterritorial planning area identified in this plan. • Due to growth, an additional well, located north off of CTH H, may be needed immediately. An additional well may also be needed south/southwest of the Baraboo River, including a separate reservoir in 3-5 years. • As development extends beyond the City's corporate limits, booster and lift stations for water and sewer extensions will be necessary due to topography. The City may consider phasing future growth to ensure that all utility systems have adequate capacity (Maps 11-1 through 11-5). • Implement the Communication Utility Plan. Ensure that future development does not burden existing service capacities. • As the City's wastewater treatment facility reaches its treatment capacity, the City will have to assess the impact of future industrial developments to determine the overall load it will place on the treatment facility. Expansion and or upgrade of the treatment facility may be necessary. • Continue to maintain the water, sewer, and storm water systems at levels that meet or exceed state and federal codes and regulations, and when necessary, replace aging and worn-out components of each system. Incorporate future needs and upgrades into the Capital Improvement Plan on an annual basis. • Explore various funding and revenue options for the expansion and upgrading of City services. This includes but is not limited to Department of Commerce CDBG-Public Facilities and Economic Development funds,

	potential development impact fees, and the annual review and update to the Capital Improvement Plan. Provide adequate police and fire protection to all areas of the community. • Address the City's police and fire protection needs by continuing to update the community's Capital Improvements Plan on an annual basis. Replace or improve protective equipment and staffing needs according to the plan's schedule. Enhance and improve storm water drainage in areas of the City that have experienced problems in the past. • Create and adopt a storm water ordinance for the City. • Identify problem storm water drainage areas within the City and determine future upgrades needed for improvement. Include improvements and upgrades into the Capital Improvement Plan. Possible solutions include the creation of development agreements requiring developers to construct holding/retention ponds in new developments in an effort to help control storm water runoff. This may require creation of a stormwater utility. • Prepare to meet future DNR discharge requirements including monitoring of water quality to meet discharge permit conditions. Require all new development within the City to be served by a full range of public utilities. • Land developers should be held responsible for the cost of providing adequate municipal utilities in the newly developed areas. • Whenever possible, use public/private agreements to pay for utility extension into new commercial/industrial developments and residential subdivisions. Actively pursue grants and alternative funding sources for utility improvements and upgrades. • Apply for state and federal public facility grant funding from the U.S. Economic Development Administration (EDA) and Wisconsin Department of Commerce (DOC) to upgrade existing and/or install new municipal utility facilities. Coordinate public utilities and services with land use, natural resource, and transportation planning. • Promote and maintain cooperation and planning efforts between the City and the Reedsburg Utility Commission. To facilitate desirable land use patterns and aesthetic characteristics, the City should participate with the design, layout, and installation of municipal utilities in key locations (see maps 11-1 through 11-5). • To facilitate desirable land use patterns and aesthetic characteristics, the City should participate with the design, layout, and installation of municipal utilities in key locations (see maps 11-1 through 11-5). • Provide for new development areas within the City and its extraterritorial area identified on the Land Use Map within this Plan by planning for the design, connection, and extension of municipal utilities (including fiber optic). Study the feasibility of extending utilities outside of the current corporate limits, including city-town cooperative boundary agreements or annexation.
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	Ensure the fair and equitable distribution of the costs of development to those who benefit from public utilities. - Identify new means of providing utility system financing. The City should undertake a study to identify possible uses of impact fees (i.e. – for new water systems) or other measures for financing utility systems for development. Encourage adequate, high quality teaching and educational facilities within the Reedsburg area. - Work with the Reedsburg School District and area colleges to ensure that high-quality education is provided within the Reedsburg area to meet existing and future academic and business needs. - Conduct an overall assessment on the condition, age, and distribution of school facilities to determine existing and future needs.
Cultural/Historical/Recreational Provide adequate park, open space, and recreation facilities within the City of Reedsburg that offer a wide range of recreational opportunities to all groups and abilities and enhance the appearance of the community.	Provide park and recreation facilities in existing or proposed residential areas where these facilities are not currently available or are lacking. Include capital improvement planning for the maintenance and preservation of existing facilities. - Work with community residents and developers to determine suitable locations for new neighborhood parks within the City. - Maintain open space and parkland through acquisition, developer dedication, potential impact fees (fees in lieu of park land), zoning, and the adoption of an official map delineating present and planned future parkland sites. - Complete a study of Impact Fees. The City recently adopted its 2000-2004 Comprehensive Outdoor Recreation Plan. To meet the short-term needs of Reedsburg, the City should implement the goals, objectives, and policies stated within the plan. - On annual basis, incorporate park and recreation equipment, facility, and programs needs in the City into the City's Capital Improvement Plan. Update these needs on a 5-year basis. - Utilize the recently conducted community survey to help identify recreational improvement needs. Respondents to the community survey highlighted youth, adult, and senior recreation programs as top priorities. Explore additional recreational, revitalization, and improvement efforts for the Baraboo River. - Work with the Chamber of Commerce, Parks and Recreation Committee, and other local organizations on potential development options along the Baraboo Riverfront (i.e. – canoe launch, river walk). - To help finance proposed river development projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Natural Resources' Stewardship programs, and federal LAWCON program. - Cooperate with other organizations within the watershed to achieve recreational and habitat improvement goals. Encourage the continued development and support of motorized and non-motorized transportation facilities throughout the City (i.e. – snowmobiling, hiking, and biking trails). - Adopt an official map ordinance reserving both future street and non-motorized transportation facilities. - Construct a multi-use trail system encompassing the entire City that will connect with the existing 400 State

	Bicycle Trail, and to the Popple, Monument, and Smith Conservancy Trails (see Map 11-4). • Work with the local snowmobile club on the development of routes and continued support of snowmobiling within the City. Preserve and protect natural resources and open space corridors located within the City and its planning area. • Implement land use control measures, which protect the City's environmental corridors, natural features, and groundwater resources (see Map 11-5) from future growth and development. • Explore the use of conservation easements, deed restrictions, land acquisition, and other tools for land purchase and preservation. Preserve and protect historic and cultural resources that contribute to the City of Reedsburg. • Work with the Chamber of Commerce, Sauk County, surrounding towns, and other local groups to help ensure accessibility to major historical and cultural events in the Reedsburg area. • Work with the Chamber of Commerce, Sauk County, surrounding towns, and other local groups to help promote and protect the historical and cultural resources found within the Reedsburg area. • Maintain the City's Historic Preservation Committee. Continue to implement the historic preservation ordinance to protect those sites identified as having historical or cultural significance. Review, modify, and update this ordinance as necessary. Preserve and protect Native American and other architectural resources that contribute to the history and culture of the Reedsburg area. • The City, along with the local historical society and citizens, should undertake the identification and evaluation of archaeological sites within the City and its planning area and take steps to assess the effects of any developments on these sites. Updates to these intensive historical, architectural, and archaeological surveys should be conducted on a regular basis. • Work with the State Archaeologist on identification and protection of archaeological sites, mounds, unmarked cemeteries, and cultural sites listed on the State's Archaeological Site Inventory (ASI).
Natural Resources Preserve and enhance the natural resources that make the City of Reedsburg a desirable place to live, visit, and do business, while encouraging development in suitable areas.	Ensure that the environmental and natural resource aesthetic qualities of the area are considered when planning for future development. • Conduct an inventory of unique places, open spaces, scenic areas, natural resources, and areas of environmental and ecological significance within the City to determine which areas are key amenities and need to be preserved. • Utilize zoning and other land use control measures to protect environmentally sensitive areas. Preserve and protect environmental corridors, water resources, wetlands, ground water recharge areas, woodlands, and other environmentally sensitive areas. • Revise and implement existing zoning restrictions and standards that prohibit significant natural resources within the City from being negatively impacted. Such restrictions include wetland and shoreline setbacks, drainage and waterway setbacks, minimum lot sizes, minimum buildable areas, etc.

	Encourage land use development where physical factors, such as steep slopes, will not be a detriment to the development. - As part of the review process for new development incorporate the maps found in the Natural Resources Element of this plan that identify soil types, floodplains, water and wetlands, steep slopes, and forested areas. Utilize the maps to help direct development to those areas that are suitable for development and away from the City's natural resources. To control potential environmental degradation to community surface water and natural resources, establish strict development standards within these environmentally sensitive areas. - Incorporate design requirement into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City's natural resources. - Incorporate design requirements in the City's subdivision regulations that result in the use of open spaces, parks, drainage and waterways, and the natural topography to define and connect neighborhoods. - Implement land use control measures, which protect the City's environmental corridors (see Map 11-5) from future growth and development. Encourage the preservation and protection of land most suitable for agricultural production. - Work with local farmers, UW-Extension, and Sauk County to initiate efforts to preserve and protect some the remaining prime agricultural land within the City and surrounding planning area. Areas of high priority include farmland west of Babb Creek. Control the entry of agricultural run-off and non-point source pollution into the community's surface water resources. - Work with Sauk County to help create stricter drainage/surface water management standards within the County's subdivision and shoreland zoning ordinances for developments near surface water resources, which will help protect the water quality of the City's resources. - Establish land use regulatory programs and controls (i.e. – wellhead protection and extraterritorial zoning) that are designed to protect surface water and ground water supply. - Restrain the entry of non-point source pollution into area water resources by encouraging nearby industrial, commercial, and residential developments to implement water runoff control measures, such as vegetation filter strips and detention settling basins. Explore additional revitalization, improvement, and protection efforts for the Baraboo River. - To help finance proposed river development projects, apply for funds under state and federal grant programs, including the Wisconsin Department of Natural Resources Stewardship programs, and federal LAWCON program. Create and protect green spaces throughout the community. - Apply for funding through the State's Stewardship Program to preserve, enhance, and/or create natural resource areas within the City, including green space areas.
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	Avoid development and expansion of the City's transportation network into locations that would negatively impact the area's natural resources. • Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City's planning area and the land use plans for these areas.
Land Use and Development Encourage a more coherent, consistent land use pattern within the City of Reedsburg and its extraterritorial planning area, with community growth and development occurring in an organized, economically efficient, and environmentally sound manner.	Promote coordinated and consistent land uses throughout the City, making sure proposed adjacent uses are compatible with existing or anticipated future developments. • Enact and enforce land use controls through zoning ordinance and subdivision regulations that promote harmonious land use patterns throughout the City and extraterritorial planning area, making sure proposed adjacent uses are compatible with existing or anticipated future development. Maintain an active planning process to assure orderly and rational growth and development patterns in the City and its extraterritorial planning area. • Develop detailed plans for areas within the City and extraterritorial planning area that the City anticipates being developed in the next five to ten years. Provide suitable sites within the City in sufficient quantity for each type of proposed land use. Ensure that new developments are constructed in areas of the City suitable for development. • Through the City of Reedsburg's zoning ordinance, official map, and other land use regulation tools, ensure that sufficient sites are available for the defined land use (i.e. – residential, commercial, industrial). Actively encourage new developments of all types in areas of the City to be served conveniently and economically with municipal utilities, facilities, and services. Encourage the expansion of municipal utilities, facilities, and services into areas of high potential growth within the City and its extraterritorial planning area. • Provide for new development areas within the City and its extraterritorial area identified on the Land Use Plan and Utility Plan maps in this plan. Provide services according to phasing of development identified on these maps. • Study the feasibility of extending municipal utilities outside the current corporate limits, including City-Town cooperative boundary agreements and/or annexation. Ensure that new housing developments in the City and its extraterritorial planning area are compatible with adjacent land uses. Conflicting land uses should not be located in residential areas. • Using zoning to restrict inappropriate uses from developing adjacent to residential areas within the City and its planning area. Consider residential developments in areas of the City suitable for such developments and that such proposals present and reflect detailed, quality residential environments. • Incorporate design and construction requirements into the City's subdivision regulations that result in quality construction standards for new developments.

	Use growth management tools and land use control devices for controlling how and where the community develops. Update these regulations as necessary to control the location, mix, and impact of development. • Adopt a Land Use Plan Map identifying where future land use activities will occur. • Update the City's zoning ordinance and map, so they are consistent with the City's Comprehensive Land Use Plan Map. Encourage compact and infill development within the City that promotes the efficient use of space and reduces development costs, as an alternative to scatter or linear development. • Review and modify the City zoning ordinance and subdivision regulations to control urban sprawl characteristics, such as scatter, leapfrog, and linear development. • To promote infill development and/or other renovation, review and modify existing City ordinances to allow for the creation of an automatic or "relaxed" variance approval process that recognizes small and irregular lots for the purpose of development and infill. To control potential environmental degradation to community surface water and natural resources, establish strict development standards within these environmentally sensitive areas. • Incorporate design requirement into the land subdivision ordinance that result in the use and protection of open spaces, parks, and drainage/waterways to protect the City's natural resources. • Incorporate design requirements in the City's subdivision regulations that result in the use of open spaces, parks, drainage and waterways, and the natural topography to define and connect neighborhoods. • Implement land use control measures, which protect the City's environmental corridors (see Map 11-5) from future growth and development. Provide for a wide range of housing options, including single-family manufactured home (permanent foundation) and multi-family housing, to serve persons of different income levels, age, and needs. • Implement land use controls that encourage a range of choices in housing types. Adopt the Land Use Plan Map identifying where future land use activities will occur. Encourage new commercial development in the historic business district yet realize some types of business may need to be developed outside of the historic because of large size needs. • Provide incentives for commercial development and reuse in areas where they are desirable but otherwise may not occur. Specific techniques may include Tax Incremental Financing (TIF), National Main Street Program, and the Department of Commerce CDBG-Public Facilities and Economic Development funds. • Implement recommendations identified in the Downtown Action Plan (2000). Incorporate improvement needs and upgrades into the capital improvement plan on an annual basis. • Favor "depth" over linear expansion within the downtown business district, work with the Downtown Council, Community Development Authority, Business Improvement District, Reedsburg Chamber of Commerce,
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	and other local businesses/civic groups to identify ways to expand this commercial area. Plan for an adequate amount of developable land to be made available for future industrial and commercial developments, which considers physical limitations, access to the existing transportation system, and availability of needed infrastructure. • Ensure that areas designated for industrial and commercial development within the City and extraterritorial planning area are zoned for said use. Avoid development intrusion from other uses that would interfere with efficient industrial and commercial development. Evaluate the size, location, and proposed use for all commercial and industrial developments to ensure compatibility with surrounding areas and natural resources. Consider residential developments in areas of the City suitable for such development and are conveniently located near community facilities, such as parks, schools, and retail services. Provide park and recreation facilities in existing or proposed residential areas of the City and its extraterritorial planning area where these facilities are not currently available. Assure that the pace of development does not exceed the capacity of community facilities and utilities. • Implement recommendations identified in the 1999 Utility Master Plan. Incorporate these improvement needs and upgrades into the Capital Improvement Plan on an annual basis. • Continue to maintain the water, sewer, and storm water systems at levels that meet or exceed state and federal codes and regulations, and when necessary, replace aging and worn-out components of each system. Incorporate future needs and upgrades into the capital improvement plan on an annual basis. Pro-actively coordinate the planning activities of the City of Reedsburg and the towns of Reedsburg, Excelsior, and Winfield, and Sauk County. • Address development patterns of areas outside the City within one and a half miles of the City corporate limits (the City's extraterritorial planning area), by creating extraterritorial zoning and/or land subdivision ordinances. • Work with the Towns of Reedsburg and Excelsior, and Sauk County to establish uniform land, zoning, and design standards for site planning. • State rule NR 151 require that any municipality with a population greater than 1000 persons per square mile to implement a storm water management plan by 2008 that includes the following activities: ○ Public education and municipal activities for leaf management and collection, and proper disposal of grass clippings; ○ Public education covering (a) the proper use of lawn and garden fertilizers and pesticides, (b) pet waste management, and (c) the prevention of dumping oil and other chemicals in storm sewers; ○ Information and education on fertilizer application based on soil test results and the use of an integrated pest management plan, for properties over 5 acres,
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	○ Fertilizer application based on soil test results, and pesticide application using an integrated pest management plan on municipal property with pervious areas greater than 5 acres; and ○ Detection and elimination of illicit discharges to storm sewers. • In addition to the above, Wisconsin municipalities required to get a WPDES permit must also do the following to meet EPA requirement 5, pollution prevention from existing urban areas. ○ Achieve a 20% reduction in total suspended solids [TSS] as compared to no controls for existing urban areas (through street sweeping, catch basin cleaning, de-icer management, public education) by 2008 ○ Achieve a 40% reduction in total suspended solids [TSS] as compared to no controls for existing urban areas by 2013 (through the high-efficiency street sweeping and/or structural retrofit practices) Promote the separation of commercial truck and thru-traffic from local traffic by rerouting commercial truck traffic away from City's downtown business district. Promote the separation of commercial truck and thru traffic from local traffic by rerouting commercial truck traffic away from City's downtown business district. • To improve commercial truck traffic flow patterns within the City, work with local businesses and trucking companies to establish a commercial truck route. This local route may include the Viking Drive/Prothero/Railroad Street/S. Webb bridge route. (see Map 11-3). Proactively enforce the truck route. Ensure that adequate roads are provided within the growing portions of the City and the City's planning area to serve existing and expected levels of vehicle traffic. • Provide for new development areas within the City and the City's planning area identified on the 20-year Land Use Plan Map in this Plan by planning for the design, connection, and extension of streets. • Incorporate street and highway design requirements that are compatible with the natural environment and features, as well as, complement existing land uses within the City and the City's planning area and the land use plans for these areas. • To improve traffic flow patterns (over the next 20-years) within the City and the City's planning area, work with the Wisconsin Department of Transportation, Sauk County, and the surrounding towns to establish a northern and/or southern bypass corridor (see Map 11-3). See the Transportation goals and objectives for additional information on the City's transportation system.
Intergovernmental Cooperation The City will encourage the cooperation with adjacent local governmental units and those agencies with overlapping jurisdiction to assure a more coordinated planning and decision-making effort.	Encourage the coordination with adjacent communities and Sauk County to address growth issues and other mutual planning related issues, specifically, residential, and large-scale commercial developments. • Plan a future land use pattern that is compatible with existing land uses in adjacent communities. • Consider the impacts on adjacent communities when reviewing development proposals. • As industrial and commercial development expands beyond Reedsburg's corporate limits look at possibly establishing cooperative boundary agreements with the surrounding towns.

	• Concentrate commercial growth within the City. Discourage this growth from extending beyond the extraterritorial planning area. • Promote infill and redevelopment within the existing corporate limits before extending growth and public services into outlying areas. • Where feasible, adopt intergovernmental agreements regarding the placement and design of future urban land use, as well as future utility extensions. Encourage the continued existence of the Extraterritorial Committee to help examine and discuss issues surrounding the transition area between the City and adjacent town. • Work with the surrounding towns on modifications to the extraterritorial boundary. • Maintain extraterritorial zoning as the land use control measure for lands within the extraterritorial jurisdiction. Review, modify, and amend this zoning ordinance as necessary. Encourage cooperation and coordination of shared service agreements with surrounding local units of government that are in the best interest of public safety, welfare, and health. • Continue shared service agreements with the surrounding towns for both ambulance and fire protection services. Discourage the creation of sanitary sewerage districts outside of the corporate limits so as not to complicate intergovernmental cooperation and cause fragmentation of services. • Provide for new development areas within the City and its extraterritorial area identified on the Land Use Map within this Plan by planning for the design, connection, and extension of municipal utilities. Study the feasibility of extending utilities outside of the current corporate limits, including city-town cooperative boundary agreements or annexation. Work with Sauk County, the towns of Reedsburg, Excelsior, and Winfield, and other towns to explore alternative transportation options for the elderly and disabled. • Work with Sauk County to develop additional transportation services for the elderly, disabled, and other residents in the Reedsburg area including possible private transportation services or regional shuttle bus service. To meet future demands, look at creating a demand responsive bus service that provides service to Reedsburg residents with transportation needs on a daily basis. Work with the surrounding communities and WisDOT on planning, access controls, and other elements of both motorized and non-motorized transportation systems. • Adopt an Official Map ordinance reserving future street and non-motorized transportation facilities. • Construct a multi-use trail system encompassing the entire City (see Map 11-5). Encourage mutual efforts to promote the preservation of Reedsburg's existing and future natural and recreational resources. • Work with Sauk County and surrounding towns to help revise and implement existing zoning restrictions and standards that prohibit significant natural resources within the City from being negatively impacted. Such restrictions include wetland and shoreline setbacks,
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	drainage and waterway setbacks, minimum lots sizes, minimum buildable areas, etc. • Work with the Department of Natural Resources on the protection of 'Cady's Marsh' located along Golf Course Road, southeast of the business center. Encourage mutual efforts to protect the area's surface water resources from non-point source pollution, and proper shoreland area protection. • Work with Sauk County and surrounding towns to help create stricter drainage/surface water management standards within the County's subdivision and shoreland zoning ordinances for developments near surface water resources. Work with Sauk County, the towns of Reedsburg, Excelsior, and Winfield, and other surrounding communities to support and preserve area-wide cultural, historical, and other community-wide resources. Promote a collective effort to improve traffic flow patterns and road improvements and maintenance within the Reedsburg area. • Continue to implement the PASER (Pavement Surface Evaluation Rating) system to rate the existing surface conditions of local roads within the planning area. • Address the street system and other transportation needs by continuing to update the community's capital improvement plan on an annual basis. Build, extend, and improve streets according to the plan's schedule. • For new development identified on the Land Use Plan map, plan for the appropriate design, connection, and extension of future streets. Promote varied/unique street designs within new residential areas. Encourage coordination with the school district on the shared service, use, and planning of future schools and/or expansions. • Work with the Reedsburg School District on coordination of their planning activities with recommendations of this comprehensive plan. Encourage the school district to identify and acquire school sites in planned growth areas. • Due to shifting demographics and annexations, work with the Reedsburg School District on how to support and maintain school structure (i.e. – fluctuating student enrollment, transportation/busing, other).
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GOALS AND OBJECTIVES OF 2012 COMPREHENSIVE PLAN UPDATE

Goals	Policies/Objectives
Sustainability/Smart Growth The City was awarded an EPA Building Blocks grant in March 2011. This award brought a national expert on sustainability and smart growth to Reedsburg for a one-day workshop. The workshop's purpose was to review our land development plan and ordinances and determine ways of making relatively simple changes to them in order to begin implementing more smart growth strategies. This chapter contains the report from that workshop.	<u>Mixed Use and Infill</u> City policy is to promote mixed use and infill development. - Allow multi-family residential development in the Central Business District zone district by right. - Target new residential development to the city's west side where infrastructure already exists. Do not rezone outlying areas for further residential development. Reduce minimum single family lot sizes in residential zone districts from 10,000 square feet to 6,000 square feet. Consider smaller residential lot sizes (e.g., 4,000 square feet) with design standards. - Consider reducing the size of streets required in new residential developments. Match street specifications in core city. - Increase the allowable base density for multi-family developments from 16 units/acre. Consider simple, clear design standards for multi-family development to be administered by staff (e.g., pitched roofs, articulated facades, no blank walls, full cut-off lighting, etc.). - Revise so-called 'Resource Conservancy' zone district which allows 1 unit/5 acres. Require minimum 20 acre lots in this district and consider making conservation subdivisions mandatory for new developments on city's edge. - Remove barriers for multi-family development such as excessive parking requirements. <u>Development Quality</u> Protect historic character of downtown and improve commercial development quality along east gateway. - Adopt simple, clear standards for renovation of historic structures or new structures in historic district (e.g., minimum two stories to match most existing structures, no blank walls, quality materials, etc.). Give preservation commission the power to recommend denial of projects that do not meet standards with final review by city council. - Adopt basic commercial building and site design provisions including parking lot buffering and landscaping, monument-style signage, and limits on bright electronic signs, building orientation, etc. - Reduce excessive parking space requirements for multi-family and commercial uses. <u>Energy Conservation/Renewable Energy</u> Reduce fossil-fuel based energy use and increase use of renewable energy sources. - Promote bicycling by requiring bicycle racks in all developments and storage facilities/lockers in multi-family projects. - Support compact, mixed-use development (see above).

	c. Remove potential barriers to alternative energy systems (solar, wind, ground-source heat pumps) by adopting clear authority for such in all zone districts with protective standards. Currently city staff apparently interprets' the development codes to allow alternative energy systems, but there is virtually nothing in the codes explicitly allowing them or establishing clear performance standards (e.g., height, noise, setbacks). d. Require/create incentives for green roofs linked to stormwater management. e. Adopt new historic preservation regulations to protect embodied energy in historic buildings. Current review process is voluntary. f. Amend zoning regulations to protect mature trees on private property from removal during new construction or require mitigation (e.g., replanting of equal number of caliber inches). City desires to be a Tree City USA but has no protection of trees on private property as is done in many communities. <u>Housing Choices</u> Offer a variety of housing choices for all age groups and incomes. a. Increase maximum density for multi-family from 16 units/acre to at least 30 units/acre with design standards as noted above. b. Allow residential development in the central business zone district by right. <u>Resource Protection</u> Protect key natural resources such as the city's tree canopy and Baraboo River. a. Adopt stream setbacks for new development (e.g., 50-100'). Allow transfer of density/intensity to uplands portion of site. b. Consider tree protection provisions as discussed above. As an incentive, grant storm water management and landscaping credit for tree protection.
Economic Development Increase vibrant manufacturing, retail, and service industries.	• Encourage and increase rail use. • Support rail acquisition plan. • Develop incentive programs for existing and new businesses. ○ TIF ○ Grants • Support pro-economic policies, such as amending City codes as needed. • Continue business recruitment, such as the sending of RICDC recruitment letters.
Housing Reduce foreclosed inventory and provide more opportunities for multi-family development.	• Convert larger homes to duplexes, with guidelines for re-use. • Establish and update housing codes/ordinances as needed. • Work with the CDA and CDBG Committees regarding funding for housing rehabilitation. • Provide additional R-3 Residential zoning. • Work with banks to speed up loan and foreclosure processes.

Transportation Propose and encourage safer and more efficient travel through the city using multiple transportation methods.	• Develop alternative bike and pedestrian pathways through the City. • Remove unused railroad track. • Maintain existing railroad spurs. • Develop a more efficient truck route to minimize impacts on residential areas. • Explore airport and other improvements in TID #4 Plan. • Review current parking regulations and amend Zoning Ordinance as needed. • Review and plan for highway access management.
Public/Community Facilities Provide adequate space for operational needs in order to offer quality services.	• Continue and encourage coordination between the City and civic organizations & youth sport organization to fund park improvements. • Explore Webb Fund and impact fees for park upgrades. • Update the space needs study and develop a new study as needed.
Natural/Cultural/Historical/Recreational Maintain current levels of resource protection and development while adding improvements and funding where needed.	• Implement the Floodplain Transformation Plan recommendations along the Baraboo River. • Maintain membership in Tree City USA. • Join and maintain membership in the Community Rating System. • Develop permanent funding for such events as the fireworks, downtown Christmas decorations, etc. • Amend the future land use plan and land use ordinances to address farmland preservation. • Assist local organizations in bringing events to Reedsburg such as Loyalty Day and Packer Tailgate Tour. • Amend the Mineral Extraction section of the zoning ordinance to bring it up to date with current land uses and State laws.
Natural Resources	Included above
Land Use and Development Propose, implement, and encourage more sustainable and smart growth methods.	• Amend the zoning ordinance to offer a range of residential lot sizes and permit existing non-conforming structures applicable with State law. • Infill, contiguous, and brownfield development will be encouraged over greenfield development where feasible and appropriate. • Amend the zoning ordinance in regards to signs, where signage would be both economically beneficial to the business and aesthetically suitable to the community. • Amend the subdivision ordinance to prohibit new cul-de-sacs. • Develop additional specific and detailed plans: Downtown, Hwy 23/33 corridor, etc. • Follow the guidelines of the eco-municipality resolution. • Future development shall be compatible with surrounding properties based on its use, impact, topography, and infrastructure, while following the overall intent of the Land Use maps.
Intergovernmental Cooperation Continue to have good working relationships between the City, towns, and Sauk County.	• Keep the towns and County informed on development issues that affect the extraterritorial area. • Abide by the keep up to date the intergovernmental agreements.

THEMES AND IDEAS OF 2017 COMMUNITY DESIGN CHARRETTE

Themes	Ideas
Connecting People Strengthening existing and forming new physical, social, and economic connections for all community members.	<u>Connecting Community Assets</u> • Install more benches in groupings that encourage conversation. • Place Little Free Libraries, which are relatively inexpensive and easy and easy to install, to encourage fun, albeit usually anonymous, connections among residents. • Deploy community Wi-Fi in all public spaces and trails to encourage lingering and while enhancing the experience. <u>Connecting Organizations</u> • Establish a mentoring program among the business, arts, education, and health industries. • Establish an ambassador program, whereby local employees learn about Reedsburg's history, current amenities, and assets, connect with others from different employers, and enhance customer service skills. • Develop and support a volunteer center with a staff coordinator who will connect people's talents and time with organizations in need of their skills. <u>Connecting Newcomers</u> • Establish a "Newcomers' Club" that would organize regular social activities such as outings, book clubs, card circles, and provide newcomers with connections to other newcomers, as well as established organizations, activities, and people. • Reestablish a "Young Professionals" group. In conjunction with a mentoring program, this would help the City attract and retain younger workers and families. • Central, public gathering space "3rd Space" such as a casual, friendly coffee shop. A coffee shop could also be part of a larger space with a small business incubator that includes creative arts businesses. A center of innovative entrepreneurship would be a great asset to the city's downtown. <u>Connecting Families</u> • Evening and weekend programming, and activities for families with parents that work during weekday work hours, or with children in school. • Consider developing a public-private partnership to support the creation of additional daycare facilities. Perhaps daycare centers could be established near or by the hospital or the senior center, adding the additional benefit to the community of intergenerational interactions. • Again, a volunteer center with a paid coordinator which is strongly marketed and promoted would serve to help connect families with each other, as well as encourage them to invest more in the community. <u>Connecting Teenagers</u> • Create or enhance youth "third spaces" (outside of home and school). ◦ "Disorganized" sports equipment in public parks, such as a climbing wall or a trampoline. ◦ An outdoor fire pit and hang out area along the riverfront. ◦ The previously suggested coffee shop/internet café/incubator space would be a draw for teens. ◦ Remove the fence that surrounds the skate park, install benches, and add bathrooms to make the

	skate park more welcoming and part of the community. - Promote intergenerational relationships between teenagers and community “elders”. - Implement “mini-mentoring” programs at the middle and high school. For 1-2 school days annually groups of students could sign up to shadow adults with work that interests them. - Oral history projects with senior residents and veterans living in Reedsburg.
Connecting with Nature Maintaining and creating new opportunities to enjoy, protect, and promote the amazing natural resources found in the community.	<u>River Connections</u> - Development of a bike and pedestrian trail that would run along the south side of the Baraboo River connecting the existing bikeway from the northwest into town. - Key intersections should be developed as public areas, nature and culture interpretative areas, and retail that encourages trail users. <u>Ecological Connections</u> - Citizen science and environmental education activities such as water testing, monitoring, and removing of invasive species, conducting surveys in critical habitats bring K-12 classrooms outdoors and connect students with natural environment professionals. <u>Bicycle Connections</u> - Create significant experiences where the 400 Trail connects with the community. These are strategic locations that can be used to transmit Reedsburg’s value to visitors and residents. - Leverage the power of the community’s internet infrastructure to create a Wi-Fi-enhanced trail experience that compliments tourism, hiking, biking, camping, historic preservation, ecology, education, eco-tourism, and economic development.
Connecting Downtown Creating a vibrant downtown that provides economic and social value while expressing the unique character and history of Reedsburg.	<u>Crossing Connections</u> - Consider a “road diet” that redirects truck traffic and through traffic away from downtown. - Install safety improvements at intersections and traffic calming devices such as bollards, bump outs, and pedestrian islands to increase safety while enhancing the experience of the downtown. <u>Downtown: Existing Conditions</u> - Consider streetscape and other infrastructure investments that produce a stronger north-south connection between City Park and the civic core. - Create a downtown network of significant places that define Reedsburg’s unique sense of history, culture, and small-town life. <u>Downtown: Short-Term Connections</u> - Consider visually consistent facade improvements to create a more attractive downtown. - Restore vacant upper floors and add needed residential units to downtown. - Improve the streetscape with elements that help visitors find destinations (e.g., Ruminant Park, the Depot and trailhead). - Install additional evening lighting for those dining downtown to improve the experience. - Experiment with periodic regular evening retail hours such as a First Friday or Third Thursday event to draw

	customers typically unable to shop during the business day. • Encourage additional downtown retail that fills market gaps, complements existing strengths, or meets a community need. Community members suggested coffee shops, women's clothing, and children's toys/ gift ideas. • A mural with a river theme located on the south side of the movie theater would inform motorists of the bridge as they approach the river crossing. It would create a connection and potential entrance to an improved river walkway area. <u>Downtown: Long-Term Connections</u> • Consider rerouting a significant portion of truck and through traffic away from the downtown area. This long-term goal is part of continued planning for the downtown area. Community members suggested underutilized airport land be used as the east entrance into the industrial park. The downtown bypass would begin south of downtown. Further studies should be conducted to better understand the impact on the broader community and the downtown. • If a bypass were constructed, downtown streets could be redesigned to encourage pedestrian and bike traffic with lower speeds for automobiles and noise reduction. Traffic should be reduced from two lanes in each direction to one lane in each direction. • Consider additional parking and center medians or corner bump-outs that are pedestrian friendly and decrease the distance to cross the road. • The Baraboo River bridge could serve as a symbolic gateway to the downtown that celebrates nature. Since the river was identified as a valued landmark, the Team suggests that the bridge design be improved to encourage visitors and residents to walk across and linger on the bridge. Aesthetically pleasing railings and design may start to tie the bridge to the river below while bump-out areas may encourage fishing from the bridge. <u>Downtown – What Can I Do?</u> • Painted crosswalks could be pursued quickly to add immediate impact within the community. It has been noted that such crosswalk art would need to be restricted to the side roads as decorative crosswalks are not allowed on Wisconsin Department of Transportation controlled roads. • Create a smart phone app that provides visitors with a tour of the historic downtown. A similar tour could be established for the public art in the downtown zone. Such apps could draw together individual talent in the community to share knowledge with the broader community and visitors Reedsburg attracts.
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