

VILLAGE OF COTTAGE GROVE

NOTICE OF PUBLIC MEETING

COMMUNITY DEVELOPMENT AUTHORITY

Monday, November 14, 2016

5:30 P.M.

**Municipal Building
221 E. Cottage Grove Rd.**

AGENDA

1. Call to order
2. Determination of quorum and that the agenda was properly posted.
3. **PUBLIC APPEARANCES** – *Public's opportunity to speak about any subject that is not a specific agenda item.*
4. Discuss and consider approval of minutes of the September 12, 2016 CDA meeting.
5. Discuss and consider advertisement for MADREP's annual 'Madison Area Economic Development Guide.'
6. Review initial drafts of Village video project that have been prepared by CGI, Inc.
7. Update on WI DOT's I-39/90/94 Study.
8. Update on current and potential development in the Village.
9. Future agenda items.
10. Adjournment

This agenda has been prepared by Staff and approved by the Village President for use at the meeting as listed above. Any item on the agenda is subject to final action. Notice: Persons needing special accommodations should call 608-839-4704 at least 24 hours prior to the meeting. It is possible that members of and possibly a quorum of members of other governmental bodies may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.



CDA STAFF REPORT

MEMO DATE:	November 11, 2016
MEETING DATE:	NOVEMBER 14, 2016
TO:	Village of Cottage Grove Community Development Authority
CC:	Matt Giese – Village Administrator Lee Boushea – Village Attorney
FROM:	Erin Ruth, AICP – Village Planning Director
RE:	CGI Communications – Community Showcase Video Program

OVERVIEW

The Village has participated in the Community Showcase Video Program. The program is coordinated by the National League of Cities and work is executed by CGI Communications, Inc. The program is free to municipalities and results in the production of several short (about 1 minute) videos that can be placed on the municipality's website.

Filming was conducted in July, and drafts of the videos have been made available for review by the Village.

The CDA will be given the opportunity to review the videos at the November 14th meeting.

STAFF RECOMMENDATION

Provide feedback to Village Staff.



MEMO

MEMO DATE: November 9, 2016
MEETING DATE: **NOVEMBER 14, 2016**

TO: Village of Cottage Grove Community Development Authority
CC: Matt Giese – Village Administrator
Lee Boushea – Village Attorney

FROM: [Erin Ruth, AICP – Village Planning Director](#)

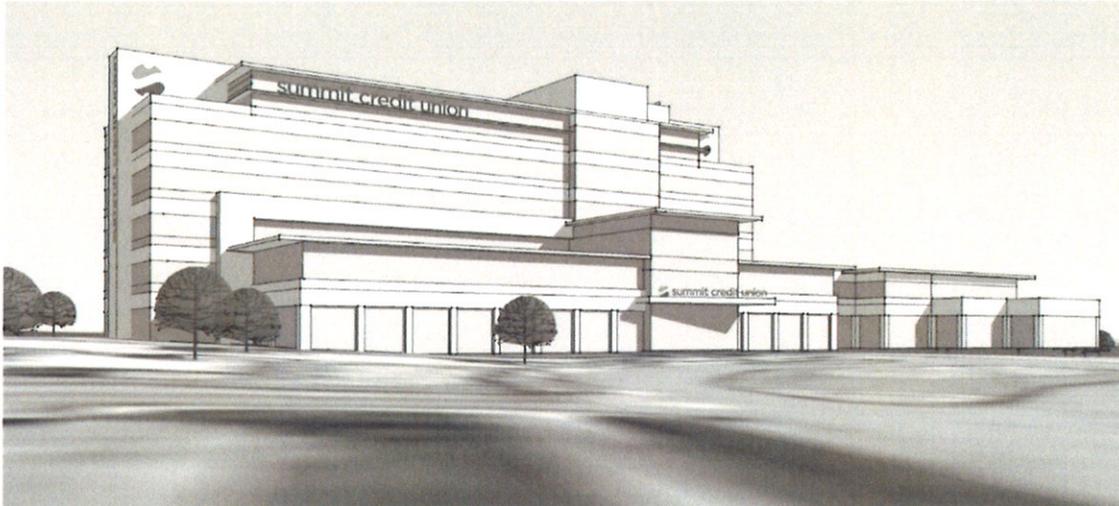
RE: **Cottage Grove Development Update**

OVERVIEW

The purpose of this memo is to provide an update on all of the projects that are in various stages of development in the Village (see the map on page 4 for project locations).

1. Summit Credit Union Corporate Headquarters – this is a proposed six story, 120,000 to 140,000 square foot office building that will consolidate approximately 250 employees from several Madison area locations. The Architectural Review Committee, Plan Commission, and Village Board will review the General Development Plan within the next week.





South View

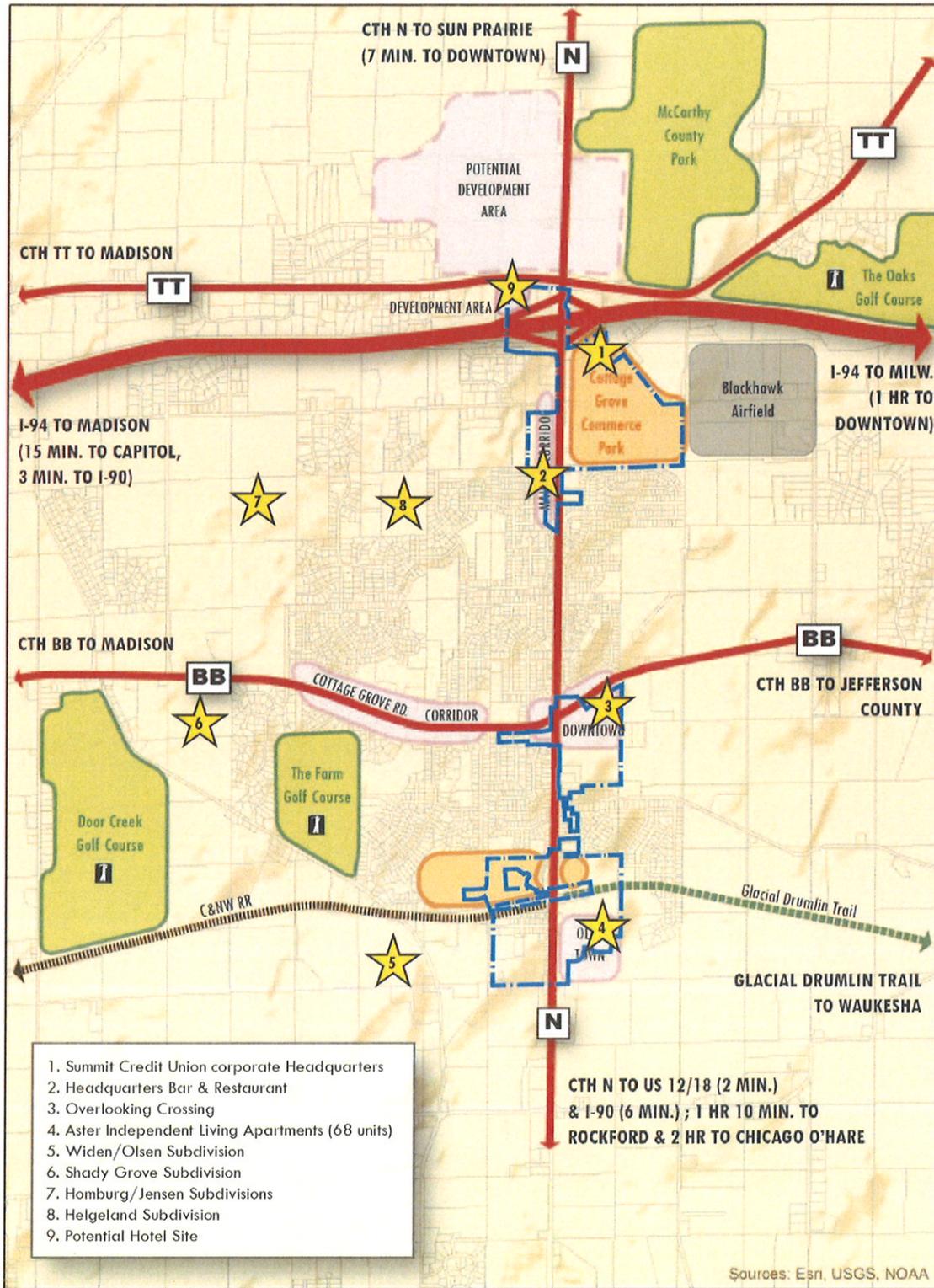
2. Headquarters Bar & Restaurant – this facility is proposed to include a bar, restaurant, meeting room, and indoor and outdoor sand volleyball courts. It would have a full menu and would open for breakfast. The original Headquarters is located in Oregon, WI. This would be the second facility. The project is in the initial concept design phase.
3. Overlook Crossing – the proposed 180 unit development has been on hold indefinitely due to financing concerns. Staff will meet with representatives from Horizon Development next week to discuss options for moving forward.
4. Aster Independent Living Apartments – this 68 unit senior apartment building was approved earlier this year, and has now begun construction.
5. Widen/Olson Subdivision – initial concepts for this proposed residential subdivision included a mix of single family homes and senior duplex or fourplex condos on one 40.7 acre parcel. Subsequent wetland delineations have reduced the developable land on the initial parcel, and the applicant is working on an alternate design that will include an additional 39 acres located immediately to the south. This area is not currently in the Urban Service Area.
6. Shady Grove Subdivision – this approximately 37 acre subdivision was initially proposed for annexation and development in early 2015. Questions regarding the annexation put the project on hold, but it has recently been revived with a new legal and design team. A new concept will be presented to the Plan Commission this week. The area is not currently within the Urban Service Area.



7. Homburg & Jensen Subdivisions – approximately 220 acres were added to the Cottage Grove Urban Service Area earlier this year. The area will be serviced by the new water main currently being installed in Gaston Road.
8. Helgeland Property Subdivision – property owners are working with a developer who will bring an initial concept plan for a 30 acre residential subdivision to the Plan Commission this week. This area is in the Urban Service Area, but will require annexation into the Village.
9. Hotel site – property owners are continuing discussions regarding a potential hotel. The presence of the Summit headquarters should increase the feasibility of a hotel project.

Other projects:

- Glacial Drumlin State Trail/Capital City Trail connection – project design and engineering scheduled to begin in 2017, with completion of construction expected in 2020.
- Wisconsin Rugby Sports Complex – the Madison United Rugby Club is actively raising funds for construction of a multi-use sports/community center. The Club will present current activities to the Plan Commission later this week.





CDA STAFF REPORT

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TO:	Village of Cottage Grove Community Development Authority
CC:	Matt Giese – Village Administrator Lee Boushea – Village Attorney
FROM:	Erin Ruth, AICP – Village Planning Director
RE:	WISDOT I-39/90/94 Interstate Study

OVERVIEW

WISDOT is conducting a study of the I-39/90/94 corridor between the beltline and Wisconsin Dells, including I-94 from the Badger Interchange to Highway 73 and Highway 151 to County Highway C (see attached map).

The study indicates that by 2050 traffic levels will be unacceptable in the corridor without improvements to increase capacity. WISDOT is currently analyzing various options for increasing capacity including adding lanes to the existing roadway and various configurations of new freeways that would bypass the corridor (see attached map).

FREQUENTLY ASKED QUESTIONS (FROM WISDOT PROJECT WEBSITE)

What does the I-39/90/94 Study involve?

There is no immediate construction planned on I-39/90/94, and no funding allocations have been committed beyond the study phases. The study will end with the completion of a Tier 1 Environmental Impact Statement (EIS). Before construction could occur along the corridor a Tier 2 environmental document must be completed. Following completion of each Tier 2 environmental document, funding approval by the Transportation Projects Commission (TPC) would have to occur for the project to move into final design and construction.

The study is being undertaken to provide a comprehensive analysis of existing conditions and identify the correct corridor location and modal choice for a future project from US 12/18 (Beltline Interchange) in Madison to I-39 near Portage. This study will take into account impacts on existing and future land uses, as well as access to the local transportation network. The study will develop strategies and recommendations that integrate land use and transportation systems, so that I-39/90/94 operates safely and efficiently into the future.



Study outcomes will allow both WisDOT and the local communities involved to adequately plan for future land use and local transportation network needs.

Why is the department studying this corridor?

I-39/90/94 is a principal arterial highway and part of the Wisconsin Backbone System. It serves as the primary long truck route and regional vehicle corridor through Wisconsin. It is an essential component to Wisconsin's economy. This particular segment connects the Madison metro area to Wisconsin Dells and tourist destinations in northern Wisconsin and is a vital component of the backbone system connecting the major metropolitan centers of Minneapolis, Minnesota and Chicago, Illinois. Growing traffic volumes, crash numbers, and roadway and bridge deterioration has prompted WisDOT to examine the corridor to maintain its viability in the future. Experience around the state has demonstrated that capacity and safety problems will result if a long-range plan is not developed and implemented. The most important aspect of this study is how to assure the functional integrity of this important arterial into future years.

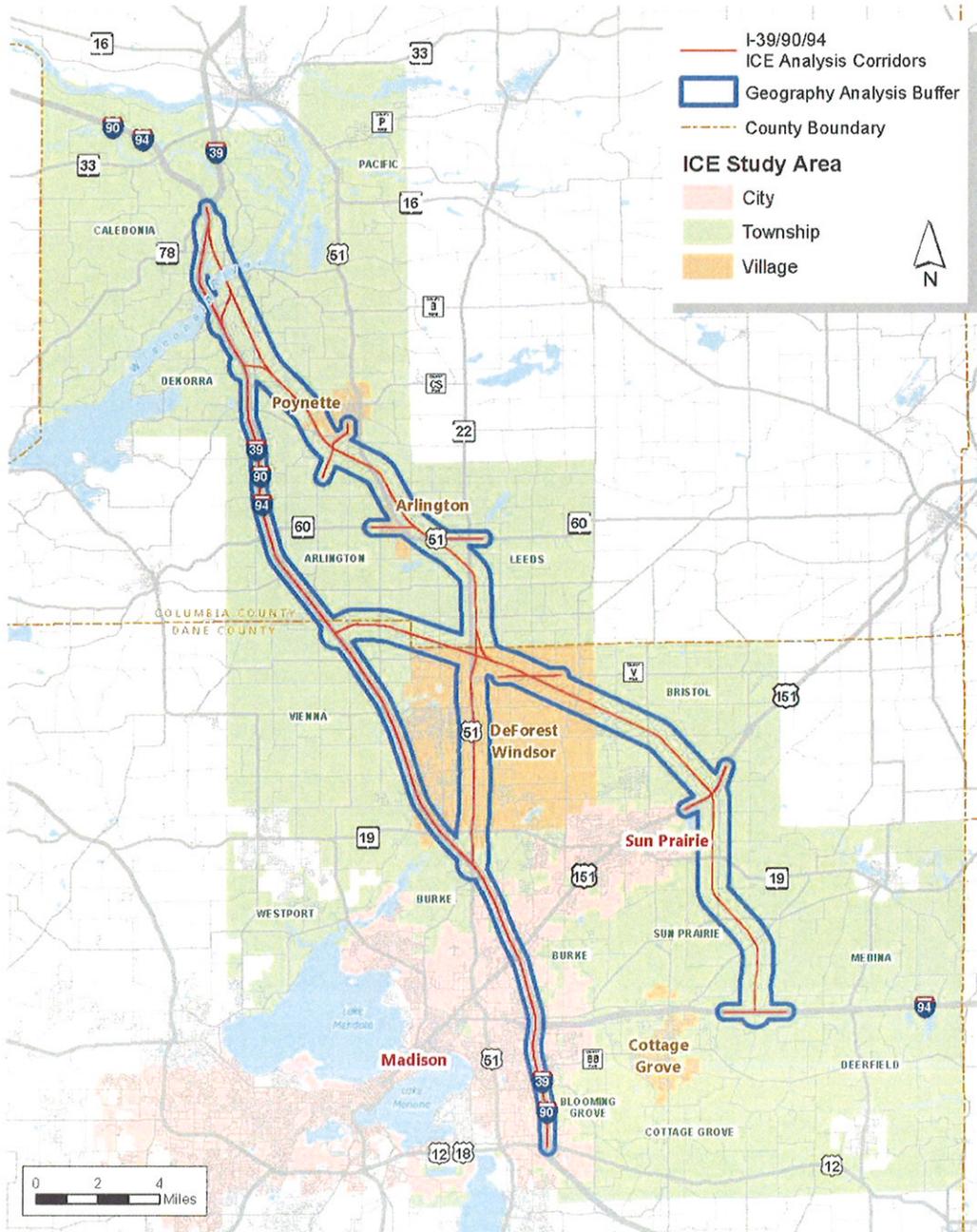
What types of long-term improvements will the study consider?

The study will include the development of a range of strategies to preserve functionality and increase safety along the corridor, including the possible expansion of I-39/90/94.

STAFF RECOMMENDATION

Provide feedback to Village Staff to be used in further discussions with WISDOT.

If you are interested in further involvement, public information sessions will be held on Tuesday, November 15 at 5:00 at WISDOT SW Regional Headquarters, and on Wednesday, November 16 at 5:00 at Poynette High School. Stakeholder meetings that will include Village representatives will begin in January.



September 2016
 WISDOT ID 1010-10-20
 AECOM ID 60327105

I-39/90/94 - Indirect Cumulative Effects

October 2016

39 90 94 INTERSTATE STUDY



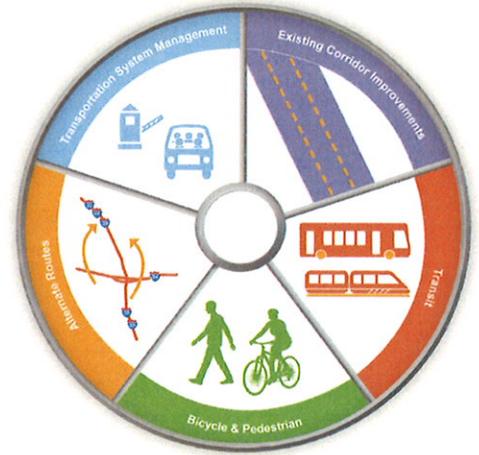
You're invited... To provide your input on improvement ideas

The Wisconsin Department of Transportation is preparing a Tier 1 Environmental Impact Statement (EIS) to identify a transportation solution to address the needs of I-39/90/94 from US 12/18 in Madison to I-39/WIS 78 near Portage, along with intersecting routes that influence traffic operations (see map to left). The goal of the Tier 1 EIS is to identify the correct corridor location and types of transportation improvements. This could be improvements to existing I-39/90/94, improvements to a parallel route, or construction of a new highway corridor.

Twenty-five corridor improvement concepts have been developed. Following a traffic analysis, the 25 concepts were screened down to a range of 6 corridor alternatives.

WisDOT is hosting two Public Involvement Meetings (PIMs) to gather input and feedback on the corridor improvement concepts and range of corridor alternatives that are proposed for further study.

We encourage you to attend one of the PIMs to learn more about each corridor alternative. Your input and feedback is an important part of the study and we hope to see you at one of the meetings.



Contact the Study Team

Robert Knorr, P.E.
Project Manager
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(608) 246-5444

Larry Barta, P.E.
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(608) 246-3884

Michael Bie
WisDOT Southwest Regional
Communications Manager
michael.bie@dot.wi.gov
(608) 246-7928

I-39/90/94 Study Team
i399094@dot.wi.gov

Public Involvement Meetings



Participants provided feedback at the first Public Involvement Meeting (PIM) in January 2015.

November 15, 2016

5 - 7 PM, Presentation at 5:15 PM
WisDOT Southwest Region Office
2101 Wright St.
Madison, WI 53704

November 16, 2016

5 - 7 PM, Presentation at 5:15 PM
Poynette High School - IMC Room
108 W. Cleveland St.
Poynette, WI 53955

DATES AND TIMES

Connect with us!

(608) 246-5444

www.i399094.dot.wi.gov

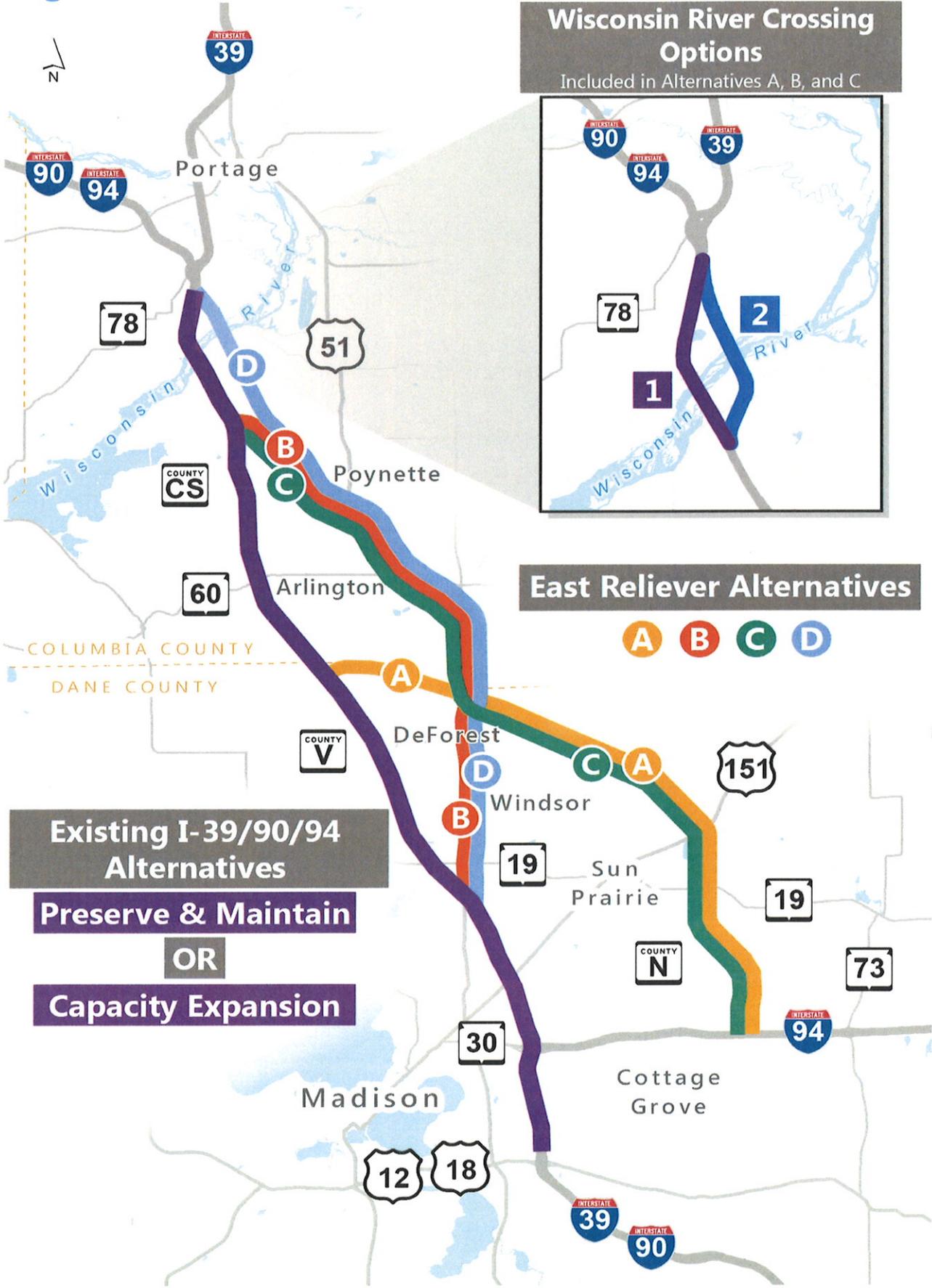
i399094@dot.wi.gov

[Facebook.com/i399094](https://www.facebook.com/i399094)

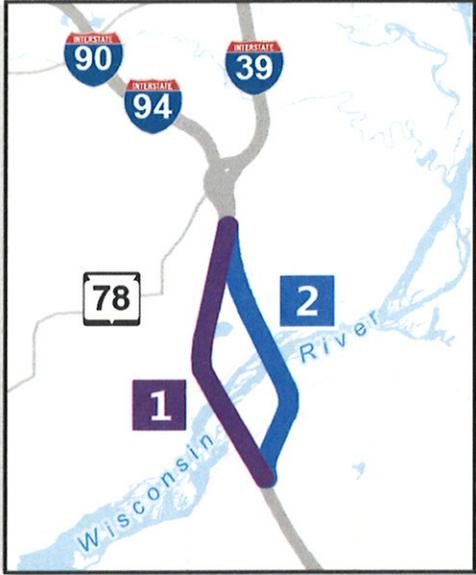
Sign up for email updates on the study website.



Range of Corridor Alternatives



Wisconsin River Crossing Options
Included in Alternatives A, B, and C



East Reliever Alternatives

- A
- B
- C
- D

Existing I-39/90/94 Alternatives

Preserve & Maintain

OR

Capacity Expansion

Range of corridor alternatives narrowed to six

The study team has developed 25 corridor improvement concepts which could have the potential to alleviate traffic congestion and provide a solution to the existing and future needs of I-39/90/94 between US 12/18 in Madison and I-39/WIS 78 near Portage.

A traffic screening process was used to evaluate which concepts may remove enough traffic from I-39/90/94 such that capacity expansion of the existing Interstate would not be needed.

The corridor concepts that passed the initial traffic screen are identified as the range of corridor alternatives. The range of corridor alternatives will be evaluated in more detail to identify a preferred corridor as part of the Tier 1 EIS. A description of each corridor alternative is included below. The descriptions are color coded to correspond with the map colors shown on the previous page.

Existing I-39/90/94 Alternatives:

Preserve and Maintain

Would address pavement and bridge needs along I-39/90/94 through the year 2050. This alternative would not increase capacity or address geometric or safety deficiencies.

Capacity Expansion

Would add northbound and southbound lanes to existing I-39/90/94 to accommodate future traffic demands. This alternative includes full reconstruction of the I-39/90/94 corridor.

East Reliever Alternatives:

Option

A

A new freeway connection would be made at I-94, between County N and WIS 73, and would traverse east of Sun Prairie and north of DeForest. It would connect with I-39/90/94 halfway between County V and WIS 60.

Option

B

A new freeway would connect to existing I-39/90/94 at US 51, traverse northeast to bypass Arlington and Poynette, and connect with I-39/90/94 between County CS and the rest areas.

Option

C

A new freeway that would be a combination of East Reliever Options A and B. A new freeway connection would be made at I-94, between County N and WIS 73 and would traverse east of Sun Prairie and to the north of DeForest. The route would bypass Arlington and Poynette and connect to I-39/90/94 between County CS and the rest areas.

Option

D

A new freeway that would follow much of the same alignment as East Reliever Option B. The southern limit would connect to I-39/90/94 at US 51, and traverse northeast bypassing Arlington and Poynette. Unlike Option B, this alternative would continue further northeast and connect into the I-39/WIS 78 interchange. Option D requires a new crossing of the Wisconsin River.

Two options for replacing the current I-39/90/94 bridges crossing the Wisconsin River are included as part of the Capacity Expansion alternative and East Reliever Options A, B, and C. These Wisconsin River crossing options are recommended for detailed study.

Wisconsin River Crossing:

Option

1

Replacement of the existing I-39/90/94 bridges near their current location.

Option

2

Replace current I-39/90/94 bridges northeast of the existing bridges and realign I-39/90/94 to the new bridges.



U.S. Department
of Transportation
**Federal Highway
Administration**

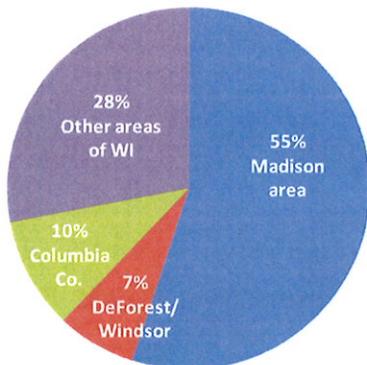
**Wisconsin Department
of Transportation**
I-39/90/94 Study
2101 Wright Street
Madison, WI 53704

The results are in...

A second, interactive online survey was conducted by WisDOT in the spring of 2016 to gain insight on potential corridor improvement concepts.

1,197 participants
137 zip codes represented

Where are survey participants from?

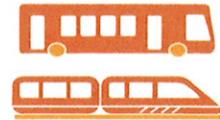


Survey's key findings

Improvement concepts the public believes are most likely to reduce congestion and improve safety on I-39/90/94

- 1) Restricted lanes for trucks
- 2) More lanes on I-39/90/94
- 3) Managed lanes on I-39/90/94

54% agreed with the statement "Transit improvements should be considered as part of an improvement strategy."



29% agreed with the statement: "A new, high speed, limited-access freeway east of Sun Prairie should be constructed instead of capacity improvements to I-39/90/94."



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TO:	Village of Cottage Grove Community Development Authority
CC:	Matt Giese – Village Administrator Lee Boushea – Village Attorney
FROM:	Erin Ruth, AICP – Village Planning Director
RE:	MADREP Business Guide Advertisement

OVERVIEW

The Village of Cottage Grove has been presented with an opportunity to renew its advertisement in the 2017 version of the Madison Region Economic Partnership's (MADREP) annual business guide.

The 2016 version can be found online here: <http://www.businessclimate.com/madison-economic-development-digital-magazine/>

The printed version is widely distributed by MADREP throughout the Midwest and beyond. It is sent to site selection firms and copies are provided at conventions and trade shows.

A vertical 2/3 page ad costs \$4,940 (a slight reduction from last year's price). The Village could pay for the ad from its cable fund.

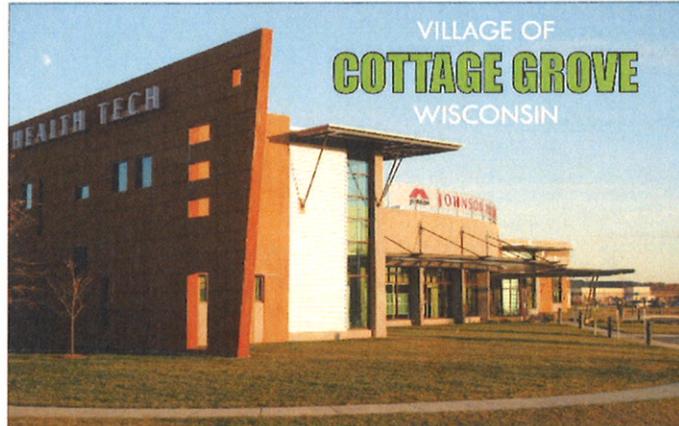
The company that designs the magazine will assist with the final ad design (included in the ad price), but they are looking for general direction. Staff has prepared three options for review.

STAFF RECOMMENDATION

Staff recommends that the CDA approve the placement of the advertisement. Staff is also seeking direction as to a preferred design option.



OPTION 1



VILLAGE OF
COTTAGE GROVE
WISCONSIN

"As a whole I experienced a very positive attitude toward the development on behalf of the Village, staff, and administration going a long way toward making our project easier."

- Mike Swanson, President of Atlantis Valley Foods

"The first meeting I had with the Village, I walked out into the parking lot and I thought to myself, this is where our home is going to be."

- Murray Bishop, Manager of Exports & Logistics at Stihl, Inc.

"We've been able to recruit employees from all over to work at Johnson Health Tech in Cottage Grove. Being located just outside Madison, right off the Interstate and close to major cities like Milwaukee and Chicago makes Cottage Grove an attractive location."

- Becky Quick, Sr. Director of Human Resources at Johnson Health Tech



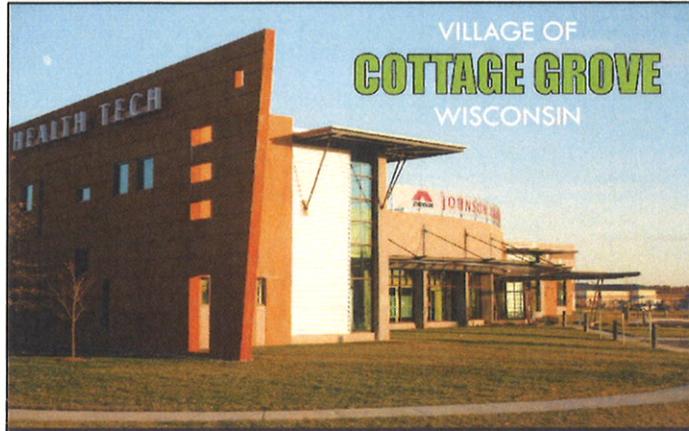
Erin Ruth, Director of Planning & Development
ERuth@village.cottage-grove.wi.us; (608) 839-4704

◀ www.village.cottage-grove.wi.us
www.cottagegrovecommercepark.com ▶





OPTION 2



NEW PROJECTS IN COTTAGE GROVE

- Summit Credit Union Corporate Headquarters - 120,000 sq. ft. (expected completion in 2018)
- Atlantis Valley Foods Headquarters - 18,000 sq. ft. (2016)
- Rainbow Child Care - 11,000 sq. ft. (2016)
- Culver's - 5,000 sq. ft. (2016)
- Midwest Stihl - 65,000 sq. ft. (2015)



Erin Ruth, Director of Planning & Development
 ERuth@village.cottage-grove.wi.us; (608) 839-4704



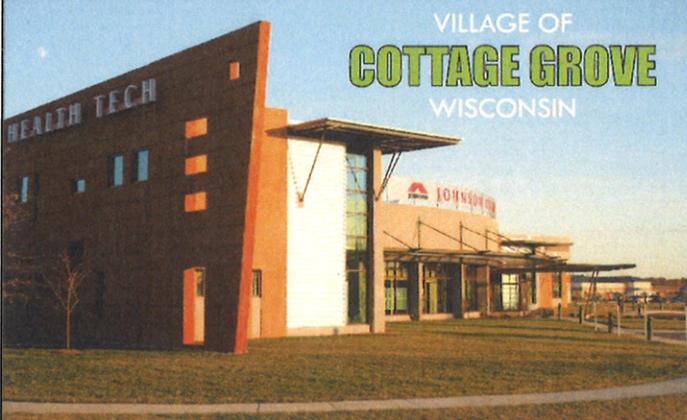
◀ www.village.cottage-grove.wi.us
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OPTION 3

VILLAGE OF
COTTAGE GROVE
WISCONSIN



NEW PROJECTS IN COTTAGE GROVE

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